



**CITY OF CEDARBURG  
A MEETING OF THE COMMON COUNCIL  
MONDAY, MARCH 9, 2026 – 7:00 PM**

A meeting of the Common Council of the City of Cedarburg, Wisconsin, will be held on Monday, March 9, 2026 at 7:00 PM. The meeting will be held in-person at City Hall, W63 N645 Washington Avenue, Cedarburg, WI., on the second floor, Council Chambers. The meeting can be viewed via the City's YouTube channel: [www.youtube.com/@cityofcedarburgwi8412](http://www.youtube.com/@cityofcedarburgwi8412)

AGENDA

1. CALL TO ORDER

2. ROLL CALL

- A. Mayor Patricia Thome, Council Members Melissa Bitter, Jim Fitzpatrick, Kristin Burkart, Amanda Didier, Robert Simpson, Kristian Lindo, Mark Mueller

3. MOMENT OF SILENCE

4. PLEDGE OF ALLEGIANCE

5. STATEMENT OF PUBLIC NOTICE

6. COMMENTS AND SUGGESTIONS FROM CITIZENS

Comments from citizens on a listed agenda item will be taken when the item is addressed by the Council. At this time individuals can speak on any topic not on the agenda for up to 2 minutes, time extensions at the discretion of the Mayor. No action can be taken on items not listed except as a possible referral to committees, individuals, or a future Council agenda item. Written public comment regarding agenda or non-agenda items may be submitted to [cityhall@cityofcedarburg.wi.gov](mailto:cityhall@cityofcedarburg.wi.gov) by noon on the day of the meeting for distribution to the Common Council.

7. PUBLIC HEARING

- A. Public hearing, discussion, and possible action on Ordinance 2026-07 amending Section 13-1-122 of the City Code, modifying and expanding upon the architectural review principles, standards and procedures.

8. PRESENTATION

- A. Cedarburg Fire Department - Fire Apparatus Fleet Review

9. NEW BUSINESS

- A. Review, discussion and possible approval on the request of applicant/property

owner Pioneer Real Estate Development LLC in c/o Mike LaRosa, for Certified Survey Map (CSM) approval to adjust the lot line location between his two parcels located at N144 W5844 and N144 W5800 Pioneer Road. This property is zoned M-2 General Manufacturing.

- B. Discussion and possible action on review of the 2025 Annual Storm Water Compliance Report
- C. Discussion and possible action on approval of an addition to 2026 Water Recycling Center Lining Project.
- D. Discussion and possible action on approving renewal of the Quadricycle (Pedal Tavern) Application for North 48.
- E. Discussion and possible action on the Mayoral Appointment of Michael O'Keefe to the Public Works & Sewerage Commission.

10. CONSENT AGENDA

- A. Discussion and possible action on approval of February 23, 2026 Common Council Meeting Minutes
- B. Discussion and possible action on payment of bills dated 02/18/2026-02/28/2026, transfers from 02/21/2026-03/06/2026, and payroll from 02/15/2026-02/28/2026.

11. REPORTS OF CITY OFFICERS AND DEPARTMENT HEADS

- A. Administrator's Report

12. COMMUNICATIONS

- A. Comments and suggestions from Council Members
- B. Mayor's Report

13. ADJOURNMENT

Individual members of various boards, committees, or commissions may attend the above meeting. It is possible that such attendance may constitute a meeting of a City board, committee, or commission pursuant to State ex. rel. Badke v. Greendale Village Board, 173 Wis. 2d 553, 494 NW 2d 408 (1993). This notice does not authorize attendance at either the above meeting or the Badke Meeting but is given solely to comply with the notice requirements of the open meeting law.

\*\* Citizen comments should be primarily one-way, from citizen to the Council. Each citizen who wishes to speak shall be accorded one opportunity at the beginning of the meeting. Comments should be kept brief. If the comment expressed concerns a matter of public policy, response from the Council will be limited to seeking information or acknowledging that the citizen has been understood. It is out of order for anyone to debate with a citizen addressing the Council or for the Council to take action on a matter of public policy. The Council may direct that the concern be placed on a future agenda. Citizens will be asked to state their name and address for the record and to speak from the lectern for the purposes of recording their comments. City of Cedarburg is an affirmative action and equal opportunity

employer. All qualified applicants will receive consideration for employment without regard to race, color, religion, sex, disability, age, sexual orientation, gender identity, national origin, veteran status, or genetic information. City of Cedarburg is committed to providing access, equal opportunity and reasonable accommodation for individuals with disabilities in employment, its services, programs, and activities. To request reasonable accommodation, contact the Clerk's Office, (262) 375-7606, email: [cityhall@cityofcedarburg.wi.gov](mailto:cityhall@cityofcedarburg.wi.gov)

# PLANNERS REPORT

To: City of Cedarburg Common Council

By: Mary Censky

Date Prepared: March 9, 2026

## General Information:

Agenda Item: **7.A.**

**Applicant/Property Owner:**

N.A. This item is City/Site and Architectural Review Board (SARB) initiated.

**Requested Action:**

Discussion, consideration, and possible approval of Ordinance 2026-07 amending Section 13-1-122, and creating Section 13-1-122.5, pertaining to residential design guidelines, as recommended by the SARB and Plan Commission.

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## Discussion:

The proposed Code amendments (see Ordinance attachment) relate to architectural review principles, standards, and procedures generally, and the architectural guidelines and regulations applicable to residential buildings specifically.

As a part of the Comprehensive Plan Update – 2050, the City addressed and updated the Chapter 2 - Housing goals, objectives, and policies. Among them, as adopted, are the following references:

- ‘Establish clear code-based provisions intended to preserve and improve the quality and integrity of existing residential neighborhoods’.
- ‘Require architectural theme and design detail information to be made a part of new housing development applications as might ensure that certain unique architectural and building/site design characteristics of historic Cedarburg continue to be referenced going forward’.

In June, 2025, the City established The Site and Architectural Review Board. Its purpose statement provides:

- ‘Purpose. The City of Cedarburg hereby establishes the site and architectural design review board (SARB) to preserve the city's historic character, promote high-quality architectural design, and maintain a cohesive built environment. The SARB shall review site plans, architectural designs, and exterior modifications for new developments and renovations to ensure compliance with city standards and ordinances. The board shall be advisory to the plan commission on all matters specifically identified in Title 13, Chapter 1, Article F of the City Code - Site Plan and Architectural Review. The board shall periodically review and consider

the design and architectural standards of the City Code and recommend changes if/as needed to the plan commission’.

The SARB has been working on codifying specific residential design regulations and guidelines to further this purpose and stated goals.

**Recommendation:**

On January 20, 2026, the Site and Architectural Review Board recommended to the Plan Commission in favor of adopting the language of Ordinance 2026-07 as written.

On February 2, 2026, the Plan Commission recommended to the Common Council in favor of adopting Ordinance 2026-07 as presented.

If the Common Council is satisfied with the proposed changes, an action to adopt or pass Ordinance 2026-07 would be appropriate at this time.



**CITY OF CEDARBURG – COMMON COUNCIL  
OFFICIAL NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN THAT the Common Council of the City of Cedarburg, WI will hold a PUBLIC HEARING on **Monday, March 9, 2026, at 7:00 p.m.** in the Council Chambers at City Hall, W63 N645 Washington Avenue, to consider the following matters:

- 1) An Ordinance to Amend Section 13-1-122 of the City Code, modifying and expanding upon the architectural review principles, standards and procedures.

More detailed information on this proposal is available for review in the City Planner's Office during regular business hours.

All interested persons wishing to be heard are invited to attend and offer comments. If you are unable to attend and would like to submit written comments, please direct them to the City Clerk's Office prior to the hearing.

Upon reasonable notice, efforts will be made to accommodate the needs of individuals with disabilities. Please contact the City Clerk's Office at (262) 375-7606.

Dated this 3rd day of February 2026.

Jessica Campolo  
City Clerk

Publish: February 19, 2026  
February 26, 2026

**CITY OF CEDARBURG ORDINANCE NO. 2026-07**

**AN ORDINANCE REPEALING AND RECREATING TITLE 13, CHAPTER 1 ZONING CODE, ARTICLE F SITE PLAN AND ARCHITECTURAL REVIEW, SECTIONS 13-1-120 THROUGH 13-1-127 SITE PLAN AND ARCHITECTURAL REVIEW**

**The Common Council of the City of Cedarburg, Wisconsin, hereby ordains as follows:**

**SECTION 1:**

Title 13, Chapter 1 Zoning Code, Site Plan and Architectural Review is hereby repealed and recreated in its entirety as follows:

**Sec. 13-1-120 Purpose of site plan and architectural review.**

For the purpose of promoting compatible development, stability of property values, fostering the attractiveness and functional utility of the community as a place to live and work, preserving the character and quality of the built environment by maintaining the integrity of those areas which have a discernible character or are of a special historic significance, protecting certain public investments in the area, and raising the level of community expectations for the quality of its environment, this section requiring site plan and architectural review is intended.

**Sec. 13-1-121 Site plan review principles and standards.**

To implement the purposes set forth in section 13-1-120, the city plan commission shall following due consideration of the recommendation(s) of the Site and Architectural Design Review Board (SARB), review the site, existing and proposed structures, neighboring uses, utilization of landscaping and open space, parking areas, driveway locations, loading and unloading (in the case of commercial and industrial uses), highway access, traffic generation and circulation, drainage, sewerage and water systems, and the proposed operation for all new and modified commercial/office/industrial/institutional sites. The city plan commission will approve said site plans only after determining that:

- (a) The proposed use(s) conform(s) to the uses permitted in that zoning district.
- (b) The dimensional arrangement of buildings and structures conform to the required area, yard, setback, and height restrictions of this chapter.
- (c) The proposed use conforms to all use and design provisions and requirements (if any) as found in this chapter for the specified uses.
- (d) There is a proper relationship between the existing and proposed streets and highways within the vicinity of the project in order to assure the safety and convenience of pedestrian and vehicular traffic.
- (e) The proposed on-site buildings, structures, and entryways are situated and designed to minimize adverse effects upon owners and occupants of adjacent and surrounding properties by providing for adequate design of ingress/egress,

interior/exterior traffic flow, stormwater drainage, erosion, grading, lighting, and parking, as specified by this chapter or any other codes or laws.

- (f) Natural features of the landscape are retained where they can enhance the development on the site, or where they furnish a barrier or buffer between the project and adjoining properties used for dissimilar purposes or where they assist in preserving the general safety, health, welfare, and appearance of the neighborhood.
- (g) Adverse effects of the proposed development and activities upon adjoining residents or owners are minimized by appropriate screening, fencing, or landscaping, as provided or required in this chapter.
- (h) Land, buildings, and structures are readily accessible to emergency vehicles and the handicapped.
- (i) The site plan is consistent with the intent and purpose of this chapter, which is to promote the public health, safety, and general welfare, to encourage the use of lands in accordance with their character and adaptability, to avoid the overcrowding of population, to lessen congestion on the public roads and streets, to reduce hazards of life and property, and to facilitate existing community development plans.
- (j) The site plan is consistent with the public goals, objectives, principles, standards, policies, and urban design criteria set forth in the city's adopted community master plan or components thereof.

**Sec. 13-1-122 Architectural review principles, standards and procedures.**

Architectural review and standards are applicable to all new commercial/office/industrial/institutional buildings and all new principal buildings proposed for construction on all new lots created by a subdivision plat, by Certified Survey Map and on all infill lots. Architectural style is not restricted; however, structures must be compatible with the surrounding area. To provide criteria for the implementation of the purposes set forth in section 13-1-120, the following architectural review principles, criteria, and procedures are established:

- (a) *Building scale and mass.* The relative proportion of a building to its neighboring existing buildings, to pedestrians or observers, or to other existing buildings shall be maintained or enhanced when new buildings are built or when existing buildings are remodeled or altered. New buildings and additions to existing buildings shall harmonize and correspond to the existing character of the immediate neighborhood. Building scale/ massing shall be reasonably proportionate to the proposed lot size and surrounding structures. In approving infill projects, the FAR standard for the zoning district in which the building is located shall not govern the building size, but rather, building size will be established, on a case-by-case basis, to reflect the existing character of the neighborhood.

- (b) *Building rooflines and roof shapes.* The visual continuity of roofs and their contributing elements (parapet walls, coping, cornices, etc.) shall be maintained in building development or redevelopment.
- (c) *Materials.* Material selection for architectural design shall be based upon the prevailing material already used on existing buildings in the area. No building shall be permitted where any exposed facade is constructed or faced with a finished material which is aesthetically incompatible with other building facades in the area and which presents an unattractive appearance to the public and surrounding properties.
- (d) *Colors.* Since the selection of building colors has a significant aesthetic and visual impact upon the public and neighboring properties, color shall be selected in general harmony with the existing neighborhood buildings.
- (e) *Building location.* No building shall be permitted to be sited in a manner which would unnecessarily destroy or substantially damage the beauty of the area, particularly insofar as it would adversely affect values incident to ownership of land in the area or which would unnecessarily have an adverse effect on the beauty and general enjoyment of existing structures on adjoining properties.
- (f) *Historic structures.* Any construction, rehabilitation and/or restoration of any landmark or historic building or structure within the Washington Avenue Historic District and proposed for any locally designated historic building shall conform to all the requirements of this chapter and with the terms and conditions outlined by the landmarks commission and included in the city's Building/Historic Code.
- (g) *Infill lot.* An infill lot is a single vacant lot located in a predominately built-up area, which is bounded on two or more sides by existing development. In addition any lot which contains an existing building, which will be removed and replaced with a new building, shall also be considered an infill lot. The infill status of a lot shall continue until building plans have been approved by the SARB, a building permit acquired and the building constructed in accordance with the approved plans and an occupancy permit issued. Once the occupancy permit is issued, the status of the lot shall change to non-infill and any additions or modifications thereafter shall be processed under normal procedures in accordance with article F.
- (h) *Application of standards and review procedures.*
  - (1) Architectural standards for new buildings on lots created by a subdivision plat or by Certified Survey Map shall be submitted to the SARB for review, consideration and recommendation to the Plan Commission as covenants or deed restrictions to be applied to any approval granted by the plan commission and/or council at the time of an approval of the Certified Survey Map or preliminary and final plat. The plan commission and council shall consider the recommendation(s) of the SARB, apply the above principles and criteria, and either approve, approve conditionally or reject the proposed architectural covenants or deed restrictions.

- (2) The city plan commission shall, following due consideration of the recommendation(s) of the SARB, review the proposed architectural style/design, materials, and colors, in the context of the surrounding area and the purpose set forth in Section 13-1-120 above, for all new or substantially modified buildings located on commercial/office/industrial/institutional sites. The city plan commission will approve said site plans only after determining that these plans comply with the architectural review principles and criteria set forth in Section 13-1-122 (a)-(g) above.
- (3) On infill lots, architectural plans and data in accord with section 13-1-124 shall be submitted to the SARB. The plan commission, giving due consideration to the recommendations of the SARB, and applying the above principles/criteria, shall either approve, approve conditionally or reject the architectural plans.

**Sec. 13-1-122.5 Architectural guidelines specific to all residential buildings.**

- (a) All elevations of the principal structure and any accessory buildings upon the same lot shall reflect a cohesive relationship between materials, colors, and architectural style.
- (b) Upon each individual building, changes in materials, colors and design details shall be made at appropriate transition points/places within the design to mitigate the adverse aesthetic impact of abrupt changes. Transitions in materials, colors and architectural style/details shall be smooth, not abrupt or conspicuous and should occur at thoughtful points upon the facade such as, for instance, inside corners, steps, and floors.
- (c) Designs shall be unique and timeless, an approach intended to prevent both intra- and inter-subdivision/neighborhood architectural monotony, as well as incongruous or conspicuous departures from the established residential architectural themes of the immediately surrounding area or the City of Cedarburg as a whole.
- (d) Sizeable (i.e., 10' x 10' target minimum as might accommodate 4 chairs around a small table), covered front/street facing porches are strongly encouraged.
- (e) Garages shall not dominate the primary façade of a residence. Preferred garage entrance designs include side-load, canted or courtyard (minimum 20 to maximum 90 degree angle to the front facade) or, placed to the rear of the home. -A front entry garage may be permitted, up to two single stall doors not exceeding 10'w x 8'h/each, or one double stall door not to exceed 16'w x 8'h , but care should be taken to create a design that deemphasizes the garage and provides architectural detail to the front elevation. Front entry garage (doors) should be set back from the right-of-way line at least 6-feet further than the frontmost building façade element/ or covered front porch of the principal building. Front entry garage doors must be decorative, with architectural interest in a style complimentary to the home.
- (f) Vertical and/or horizontal articulation and/or window fenestration is required to break up long wall planes.

- (g) Repetition of identical or nearly identical front façade elevations within ~~500~~1000 feet of one-another is discouraged. In neighborhoods where 1 or few different builders will be designing and/or constructing the homes, multiple approved façade options and the proposed locations thereof must be preapproved. Variations in rooflines, materials, and/or façade elements between adjacent homes is required.
- (h) Color variations within a cohesive neighborhood palette are encouraged. Muted or historically appropriate color palettes are encouraged while excessively bright, reflective, or high-contrast color schemes are not. Accent colors should be limited and complementary.
- (i) Exterior building materials shall be durable, high-quality, and appropriate for long-term residential use. On front elevations, materials such as brick, natural stone, fiber cement/natural wood/engineered wood siding, and clear glass are preferred on walls, paired with dimensional asphalt shingles and standing seam metal roofing materials.
- (j) Long, uninterrupted wall planes on street-facing façades shall be prohibited. Blank façades on primary or secondary street elevations are prohibited.
- (k) Roof forms shall be consistent with traditional residential proportions and neighborhood character. Overly complex, exaggerated, or visually dominant roof forms are prohibited. Dormers, chimneys, and roof features shall be proportionate to the structure and functionally integrated. Principal roof pitch, if not 'flat' (i.e., 2:12 pitch or less), shall be no less than 6:12.
- (l) Well-proportioned roof overhangs contribute to Cedarburg's architectural character by casting consistent, readable shadow lines along exterior walls. These shadows help define floor levels, window groupings, and building mass, creating a sense of depth and permanence. Shallow or minimal overhangs that fail to produce shadow relief tend to result in flat, visually weak façades and are, therefore, discouraged.
- (m) Shutters shall be designed to be or appear as authentic and functional.
- (n) Windows on front façade, and for the most part throughout the other elevations as well, shall be clear/transparent glass material.
- (o) To ensure that significant additions or alterations to existing residential structures remain compatible with the architectural character and scale of the City of Cedarburg neighborhoods, any addition or remodeling that increases the total gross floor area of an existing dwelling by 25% or more, or any significant change proposed to building form or massing (i.e., alterations that modify roof shape, height, or principal façade orientation) shall be subject to plan review and recommendation by the SARB, with final action/decision on those plans by the Plan Commission – prior to permit issuance.

**Sec. 13-1-123 Compliance for multiple-family residential and non-residential structures.**

- (a) *Compliance for multiple-family residential and non-residential structures.* No use or structure [except single-family and two-family non-infill dwellings] shall hereafter

be erected, moved, reconstructed, extended, enlarged, altered, or changed until the city SARB has reviewed and made a recommendation to the plan commission as to said plans for the site and structures. The city plan commission shall not approve any plans unless they find after review and study of the application, and giving due consideration to the recommendation(s) of the SARB, that the use and/or structures, as planned, will not violate the intent and purposes of this chapter, as well as the principles/criteria set forth in sections 13-1-121 and 13-1-122.

**Sec. 13-1-124 Applications for site plan review.**

Sixteen copies of all building and site plan data shall be submitted to the city planning department not less than 20 days prior to the next regularly scheduled city SARB meeting. The planning department shall transmit all applications and their accompanying plans to the appropriate city departments and staff and city site and architectural review board for their review. The SARB shall review and act upon the plans at their next available, regularly scheduled meeting and make its recommendation to the Plan Commission and/or Common Council. Site plan data to be submitted with all site plan review applications shall include the following:

- (a) Site plans drawn to a recognized engineering or architectural scale with the name of project noted.
- (b) One colored rendering of the site and landscaping plans.
- (c) Owner's and/or developer's name and address noted.
- (d) Architect's and/or engineer's name and address noted.
- (e) Date of plan submittal.
- (f) Scale of drawing, site size (area in square feet or acres), and building area and coverage noted on plan.
- (g) Existing and proposed topography shown at a contour interval of not less than two feet at National Geodetic Vertical Datum, indicating proposed grade on a grading plan and location of improvements.
- (h) The characteristics of soils related to contemplated specific uses.
- (i) All building and yard setback lines indicated.
- (j) Where applicable, both the 100-year recurrence interval floodplain and the floodway indicated.
- (k) All drives, curb cuts, and both ingress and egress locations indicated.
- (l) The proposed location of all signage to be placed on the site.
- (m) The location and type of all outdoor lighting proposed to illuminate the site.
- (n) Total number of parking spaces noted.
- (o) The type, construction materials, size, and location of all structures with all building dimensions shown.

- (p) Indicate height of buildings.
- (q) Existing and proposed street names indicated.
- (r) Indicate existing and proposed public street rights-of-way and/or reservations and widths.
- (s) Indicate and locate all easements on the subject property.
- (t) North arrow shown.
- (u) Locate existing and general location of proposed sanitary sewers, storm sewers, water mains and fire hydrants (existing and proposed) and proposed electrical service easements. In addition, all locations for the proposed connections to such utilities should be indicated on the site plan.
- (v) Locate any proposed stormwater management facilities, including detention/retention areas.
- (w) Locate existing trees, including the delineations required in the Tree Preservation Ordinance.
- (x) Note location, extent, and type of proposed landscaping and landscape plantings as well as any proposed buffer areas for adjoining properties.
- (y) Note location of pedestrian sidewalks and walkways.
- (z) A graphic outline of any development staging which is planned.
- (aa) If the development abuts an existing or planned arterial street or highway, as identified on the city's master plan or component thereof, all driveway locations of all adjoining property within 200 feet of the subject property shall be indicated on the site plan.
- (bb) Written project summary including operational information, building schedule, and estimate of project value including all site improvement costs.
- (cc) Other data which may be required by either the city staff or city site and architectural review board to review the site plan.

**Sec. 13-1-125 Application for architectural review.**

Architectural data shall be submitted to the city planning department not less than 20 days prior to a regularly scheduled SARB board meeting. The planning department shall transmit all applications and their accompanying plans to the appropriate city departments and staff and SARB for their review. The SARB shall review and act upon the plans at their next available, regularly scheduled meeting and make its recommendation to the plan commission and/or common council. Architectural data to be submitted with all architectural review applications shall include the following:

- (a) Architectural plans, elevations, and perspective drawings and sketches illustrating the design and character of all proposed structures. A materials and color perspective rendering of the exterior of the proposed building(s) shall be required for review by the site and architectural design review board. Said elevations and perspective drawings shall indicate the location and placement of all auxiliary building equipment such as heating, ventilating, and/or air conditioning equipment. These drawings are to be drawn to a recognized architectural scale with the name of the project noted.
- (b) Owner's and/or developer's name and address noted.

- (c) Architect's and/or engineer's name and address noted.
- (d) Date of submittal of plans.
- (e) Scale of drawings noted on each drawing.
- (f) The type, size, and location of all structures with all building dimensions shown.
- (g) Indication of the height of building(s).
- (h) Site plan indicating building location drawn to a recognized engineering or architectural scale, with the name of the project noted and north arrow shown.
- (i) Notation on fire protection measures to be installed according to the City of Cedarburg Fire Prevention and Protection Code.
- (j) Samples of exterior materials and their colors.
- (k) Additional information and data which may be required by the site and architectural design review board may include the following upon request:
  - (1) Photographs from the site of adjacent neighboring structures.
  - (2) Detailed drawings of decorative elements of the building(s) or structure(s).
  - (3) Sectional building or site drawings.

**Sec. 13-1-126 Findings lapse of approval.**

The city plan commission shall not approve any application unless it finds by a preponderance of the evidence after viewing the site plan and/or building plans and considering the recommendation of the SARB, that the intent and purpose of this chapter, as well as the principles and requirements set forth in sections 13-1-121, 13-1-122, and 13-1-124, have been complied with. The findings of the city plan commission shall be indicated in the minutes of its meeting and shall be a public record. Plans shall be stamped approved, conditionally approved, or denied and signed and dated by the secretary of the plan commission and retained as a permanent record by the city clerk.

*Lapse of site plan approval.* If a builder or developer of a project which has been granted site and/or architectural plan approval has not obtained and complied with the provisions of a building permit consistent with said site or architectural plan approval within one year of the date of the initial plan commission approval, the plan approval shall lapse. Upon application, the plan commission may renew its approval of the site and/or architectural plans as initially granted or may require changes as deemed appropriate.

*Retroactivity.* This ordinance shall be retroactive to all site and/or architectural plan approvals for which as of the date of enactment of this ordinance the developer has not obtained and complied with the provisions of a building permit consistent with the initial approval.

**Sec. 13-1-127 Appeals.**

Any person or persons aggrieved by any decisions of the council or plan commission related to site plan or architectural review, except as to infill lots, may appeal the decision to the zoning board of appeals. Such appeal shall be filed with the city clerk within 30 days after the date of the decision of the plan commission. Person(s) aggrieved by any decision of the plan commission as to infill lots may appeal the decision to the common council within 30 days after the date of the decision of the plan commission.

**SECTION 2.**

SEVERABILITY. The several sections of this ordinance are declared to be severable. If any section or portion thereof shall be declared by a court of competent jurisdiction to be invalid, unlawful or unenforceable, such decision shall apply only to the specific section or portion thereof directly specified in the decision and shall not affect the validity of any other provisions, sections or portions thereof of the ordinance. The remainder of the ordinance shall remain in full force and effect. Any other ordinances whose terms are in conflict with the provisions of this ordinance are hereby repealed as to those terms that conflict.

**SECTION 3.**

EFFECTIVE DATE. This ordinance shall take effect and be in full force after its passage and publication as provided by law.

Passed and adopted by the Common Council of the City of Cedarburg this 9th day of March 2026.

APPROVED:

\_\_\_\_\_  
City of Cedarburg Mayor, Patricia Thome

COUNTERSIGNED:

\_\_\_\_\_  
City Clerk, Jessica Campolo

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney, Michael P. Herbrand



# Cedarburg Fire Department

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W61 N631 Mequon Ave • PO Box 327 • Cedarburg, WI 53012  
Station – (262)375-7630 • Fax – (262)375-9203

The Cedarburg Fire Department's executive summary of the Fire Apparatus Fleet Review conducted by Emergency Vehicle Response.

The Cedarburg Fire Department would like to thank Mayor Thome and the members of the Cedarburg Common Council for allowing us to have this fire apparatus fleet review conducted. We would also like to thank Mike and Nick Wilbur, for their time and effort into helping us move forward and improve our department.

Upon receiving the draft version of the study, the command staff at our department sat down and combed through the document several times. We identified the immediate changes suggested in this study along with the long-range planning suggestions. Although some of these recommendations were very eye-opening to the members of our department, we are excited to use this information to develop a plan to continue to move the Cedarburg Fire Department forward. We are confident that these recommendations will provide the best fleet possible for our community, although additional help will be needed beyond Firemen's Park, Inc. to finance future apparatus purchases due to significant apparatus cost increases.

Mike Wilbur on his own time and at his own expense, went out of his way to help us in correcting some of the deficiencies found in the report.

The report identified the following deficiencies, which were immediately addressed:

- 1988 Ladder Truck 159 - Out of service, surpassed its expected lifetime, costly to repair
  - Cedarburg Firemen's Park, Inc. purchased a used 2001 Ladder Truck, at no additional cost to the taxpayers, to replace the 1988 Ladder Truck
  - This used Ladder Truck will serve the Cedarburg Community well until a new ladder can be funded and ordered within the next two years
- 2005 Engine 161 - Significant corrosion and body issues, costly to repair/refurbish
  - Cedarburg Firemen's Park, Inc. purchased a used 2003 Engine, at no additional cost to the taxpayers, to replace the 2005 Engine
  - This used Engine will serve the Cedarburg Community well until a new engine can be funded and ordered within the next 10 years
- 1989 Brush Truck - Overweight, surpassed its expected lifetime, unable to get under required weight specifications

- Cedarburg Firemen's Park, Inc. purchased and ordered a new Brush Truck, at no additional cost to the taxpayers
- Out of date tires
  - All out of date tires have been replaced
- Water system information - Data taken from 2019 ISO Audit
  - Confirmed with Cedarburg Light & Water that deficiencies noted in the 2019 Audit have been taken care of
  - Awaiting word from ISO to schedule our next audit (approximately every 5 years)

We understand the financial challenges that many of the study's recommendations will place on the city and the taxpayers. However, with the significant increase in apparatus costs, Cedarburg Firemen's Park, Inc., can no longer bear the responsibility of solely funding new apparatus.

Sincerely,

Jeffrey J. Vahsholtz  
Chief



# Cedarburg Fire Department Cedarburg, Wisconsin



## Fire Apparatus Fleet Review

November 2025

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## 1.0 Overview

The Cedarburg Fire Department, at the request of Deputy Chief Joseph Hintz, engaged the services of Emergency Vehicle Response (EVR) to analyze the fire apparatus fleet and maintenance provisions, enabling the fire department and the city to adopt a comprehensive fleet replacement program. This study will review the fire department apparatus, equipment, and maintenance provisions for each unit. The overall goal is to provide the Cedarburg Fire Department with a long-range plan to develop replacement strategies, financial planning, and an improvement plan. This will ensure safe operations and deployment practices to enhance fire protection within the community. EVR will also review apparatus staffing and examine stations for the viability of housing modern-day fire apparatus.

In October of 2025, EVR staff conducted several days of fieldwork and analysis to gather information on the fleet and response patterns of the Cedarburg Fire Department. With the assistance of Chief Officers and fire department personnel, EVR staff were able to gather apparatus and maintenance records for the fleet for the past five years. EVR staff also conducted onsite inspections of each apparatus and reviewed information on the fire department's programs, policies, and response patterns to alarms. EVR evaluated the existing fire stations for their current and future use.

EVR personnel also conducted an overall review of the land area, development, and structural conditions within the Cedarburg Fire Department response area, which encompasses both the City and the Town of Cedarburg. Emphasis was placed on identifying target hazards within the community to determine the appropriate apparatus and equipment requirements for each station's first due area. Each piece of apparatus was thoroughly examined and evaluated in terms of operational capabilities, physical and mechanical condition, as well as its maintenance and repair history. This information was utilized to evaluate the suitability of the present apparatus fleet for the missions that the Cedarburg Fire Department would be expected to perform during an emergency incident within the community. With new buildings being built and new buildings being planned, it will undoubtedly increase the number of emergency incidents within the response area. This will place additional burdens on the fire department's current fire apparatus fleet and staffing model, which will require changes in apparatus and deployment practices.

## 2.0 Executive Summary:

The Cedarburg Fire Department has provided fire apparatus to the city at no cost to taxpayers or the city due to the fire department being aggressive fund raisers. Unfortunately, it is an unsustainable way to run a modern fleet of fire apparatus and to staff the fire apparatus with volunteer firefighters. This business model is doomed for failure. The vehicle fleet of heavy trucks is comprised mainly of older units, with an average unit age of 20.25 years. A majority of these units were acquired before 2009, with only two fire trucks being purchased since 2009 Engine 163 (2016) and Tender 164 (2020). Having a fleet of six heavy trucks and only replacing two of them in a span of 20 years and keeping units over thirty years is a recipe for disaster. NFPA 1900, states fire apparatus should be kept 15 to 20 years of front-line service and 3 to 5 years as a reserve and then cycled out of the fleet after 25 years. Following NFPA 1900 much of the current fleet would need to be replaced immediately. That would be impossible given apparatus lead times and the present-day costs of fire apparatus. Most units have moderate to severe rust and corrosion issues,

which will require some adjustments in vehicle purchasing and vehicle modifications to alleviate these conditions. The Aerial Tower should have been replaced at least a decade ago and is lacking the correct portable ladder complement for the hazards in the response area. Brush 157 is overweight and was placed out of service.

Due to past practices, the fire department has fallen significantly behind in maintaining its fleet. The condition of the current fleet is going to require immediate and decisive action. This will require purchasing both new and used apparatus. Recommendations from Emergency Vehicle Response that require immediate and decisive action:

- Overweight Brush 157: Buy a new 4x4 Pickup Truck that is capable of safely sustaining the weight of the skid brush unit. This truck should be equipped to plow snow and serve as a utility vehicle to transport personnel. This unit, once put together, would replace both Brush 157 and 158 and should be housed at Township Station 2. As a cost savings measure, this truck, if possible, could be purchased off state bid or perhaps source well.
- Out of Service, 37-year-old Truck 159: Replace immediately with a good used truck no older than 2000 and no more than \$250,000. The candidate truck has to make weight and have fewer than 40,000 miles. It should be a chassis, body, and ladder supplied by a sole source supplier. It must pass a fluid analysis test. The selling party would need to supply all testing and maintenance records. The apparatus would need to be available within the next three months. The manufacturer of the apparatus must still be in business to have some guarantee for parts if needed. Choose a manufacturer that will have good resale value, so once your new replacement apparatus is placed into service in 2030, you can sell this apparatus and get most of your money back.
- Engine 161: This apparatus has a tear in the rear compartment, and it also has a water leak into the rear compartment, possibly being a causative factor for the tear. This apparatus has moderate to severe rust and corrosion issues and will be 22 years old. This apparatus should be replaced immediately with a good used engine no older than 2000 and no more than \$200,000, and no more than 40,000 miles. This purchase should follow all of the recommendations for purchasing the used truck listed above.

**Note:** Implementing the immediate, decisive recommendations listed will alleviate pressure on the current fleet. It will buy much-needed time to develop specifications, attend pre-construction conferences, and endure the waiting that currently accompanies purchasing a new fire truck. The Insurance Services Office (ISO), having graded the fire department in October of 2019, is due to return imminently. Having an in-service ladder and a better engine will certainly help. EVR will be available to help in this endeavor.

The current deployment model for the fire department primarily consists of volunteers, with career fire medics stationed at the main station. The fire suppression force responds with volunteers from two stations and career staffing from the main city station. This staffing model does not permit the on-duty force to handle a single fire incident safely, especially during the daytime on weekdays. The Cedarburg Fire Department should strive to staff an engine and truck with a command officer on structure fire assignments. The additional personnel should come from automatic aid. The accepted national standard is a minimum of four personnel on each piece of apparatus.

## 2.1 Key Observations:

Several issues have been identified in this report, which will require appropriate technical and financial planning by the fire department, the city, and the town to ensure that the current level of emergency response capabilities is maintained in the future.

- Brush Truck 157 is overweight and is out of service, as there is no remedy to make this vehicle weight-compliant. Truck 159 remains out of service due to mechanical issues, with no resolution in sight. This is a symptom of much more serious issues with the Cedarburg Fleet. The average age of the fire truck fleet is 20.25 years, the ambulance fleet is 9 years, and both fleets are 17.18 years. The ambulance fleet is good and will continue to improve with the delivery of a new ambulance in 2027 and again in 3031. However, the same cannot be said for the fire fleet.
- In the first due response area, there are places where Truck 159 cannot gain clear access to all four sides of the structure. This increases the reliance on portable ground ladders, allowing fire personnel to gain access to upper floors or use them as a means of escape in the event of deteriorating conditions inside the building. Truck 159 is equipped with 166 feet of ground ladders. The ground ladder complement on the truck was designed for the first due response area 40 years ago. This complement of ground ladders does not meet the current or future hazards presented in Cedarburg.
- The Cedarburg Fire Department has more apparatus and equipment than it can reliably staff. If the fleet replacement plan is followed on time as written, the current fleet would be reduced by three units by the year 2038.
- Truck 159 responded less than 5 times per year for the last 3 years. If the fire department expects to have well-placed and positioned aerial apparatus on the fire ground, then the aerial apparatus must respond to any and all structural fire alarms second out at a minimum.
- Under the current replacement schedule, all apparatus will be replaced by 2042. Consideration should be given to consolidating the current Truck 159 and Squad 153 by placing extrication tools and rescue equipment on the new Truck 159 apparatus,
- Before any apparatus is purchased, there needs to be informed conversations about the mission of the vehicle. Buying something bigger and longer that can hold everything is not in the best interest of the Cedarburg Fire Department or its residents. At well over two million dollars, a new aerial apparatus should have the mission identified, the equipment required for the mission, and the staffing before any vehicle is specified. With the unprecedented prices and lead times associated with purchasing apparatus, it is important now to reevaluate operations and rescue requirements for the future of the Cedarburg Fire Department.
- There were several units that were overweight, some units had serious corrosion issues, and the lack of proper equipment to operate in the first due response area was noted in the apparatus evaluation. The fire department should consider hosting an Apparatus Purchasing Seminar to educate any members who are going to be appointed to the apparatus purchasing committee or might serve on such a committee in the future. It is further recommended that the fire department should engage the services of an outside third party to act as a technical resource and advisor in the preparation of apparatus specifications. Then, they could represent the fire department and the city at the preconstruction conference and the final inspection upon vehicle completion. This would

eliminate some of the issues that the fire department and the city now face.

- Although not part of our charge, due to financial considerations, the city and the fire department need to plan for a new city fire station and a rehabilitation of the Township Station 2 to include another bay, a living area, both female and male overnight accommodations, including bunk space. The city and fire department should consider an outside third party to do a station analysis and master planning so that the city and the fire department do not lose the fire protection responsibilities and the financial resources for the township.

### **3.0 Cedarburg Fire Department Demographics:**

The Cedarburg protection area is 29.87 square miles and serves a population of over 19,000 people. The coverage for the response area is provided by:

- **Headquarters City Station: West 61 North 631 Mequon Avenue, Cedarburg, Wisconsin 53012**
  - Engine 162
  - Engine 163
  - Truck 159
  - Tender 164
  - Squad 153
  - Brush 157
  - Ambulance 150
  - Ambulance 152
- **Township Fire Station 2: 1350 Covered Bridge Road, Cedarburg, Wisconsin 53012**
  - Engine 161
  - Brush 158
  - Ambulance 151

The fire department responds to an average of 1300 EMS calls and 270 fire calls a year. Cedarburg currently has fire/EMS career staffing at Station 1 24/7. There is a paid fire chief and Fire Marshal located at Station 1 during the day, Monday through Friday, who will assist with staffing when available.

The fire department is part of the Mutual Aid Box Alarm System (MABAS) in Wisconsin and surrounding states. This allows Cedarburg to respond and call for mutual aid. This is a great system that should be evaluated and considered for automatic aid. Automatic aid differs from mutual aid. Automatic aid is dispatched at the same time as the first due fire company and happens automatically at the dispatch center. Mutual aid requires the first company to call for the units on the radio at some point after dispatch. Mutual aid does not count for ISO grading, but automatic aid does. More importantly, Cedarburg needs to identify the areas and structures in its response area that would require the response of additional engines, ladders, and personnel.

Fire department response protocols should be established that determine the apparatus resources needed based on the type of incident and structure. Special hazard assignments for high-hazard

buildings, such as schools, hospitals, and numerous multi-story housing units, should receive additional units. Currently, a reported structural fire or auto accident in the Cedarburg Fire Department response area would alert both stations. The running rules set the order of the apparatus response based on call type; however, it appears that, based on the data, the running rules need to be reviewed. This leads to a disorganized response as some apparatus respond with five or six while others respond with two or three. And then some apparatus do not respond at all. This is evident in the data, where the ladder apparatus is not responding nearly enough given the risk. There should be a specific, organized response for Engines, Squads, Ladders, and Rescue units based upon the call type and hazards present.



**The buildings pictured represent a serious fire problem and a high life safety risk.**



**Firefighters trapped on the upper stories would have little chance of survival without multiple 35-foot portable ladders.**



**The need for numerous portable ladders cannot be overstated.**



**The lack of access for aerial fire apparatus places a greater reliance on portable ladders.**



**This occupancy would require a large fire flow.**



**One of five senior facilities that require the services of multiple ladder companies are outfitted with various portable ladders, including 45-foot, 35-foot, and 28-foot models, for a serious fire. The Falls River Massachusetts Fire Department made over eighty ladder rescues in a similar facility earlier this year (July 13, 2025) where there were ten fatalities.**



**This apartment building fire in November of 2024 in Lititz Pa. was equipped with fire sprinklers that are prevalent in apartment buildings throughout nation. Some residents were hurt and barely escaped with their lives. The City of Cedarburg must invest in a strong fire department and not rely on fire sprinklers to be their fire department.**



**Older apartment buildings are not sprinkled and represent a serious fire problem and life safety risk. This safety risk is made worse with large storage areas under the living area including a dumpster.**



**The fire department, in conjunction with the city, should require the developer to install dry hydrants at the base of this access as an alternative water source to augment the municipal system and provide additional water for a fire fight in these newly constructed homes.**

## **4.0 ISO Review**

During the most recent ISO survey in September 2019, the Cedarburg Fire Department was graded in the City of Cedarburg and then again separately in Cedarburg Township.

**City of Cedarburg:**

The city grading, which achieved a rating of Class 03, with apparatus requirements of three engine companies and one ladder company. ISO requires a basic fire flow of 3500 gallons per minute. Rescue and Quint apparatus are not specifically required; however, the hose, equipment, and pump capacity are all considered in the overall evaluation if so equipped. In the section entitled “Fire Department”, Cedarburg Fire Department achieved 31.42 points of credit out of a possible 50 points. The ISO evaluation of the Cedarburg Fire Department was good, apart from a deficiency in Staffing (Company Personnel), which received only 4.38 points out of a possible 15 points. If the city were to invest in additional staffing, it could result in lower fire insurance premiums, which is especially important for commercial ratepayers. The other deficiency was in training, with only 2.68 out of a possible 9. This was surprisingly low, as most of the training credit is given for record keeping, which appears to have been done very well by the Cedarburg Fire Department. With the Cedarburg Fire Department achieving a total credit of 73.15 for Class 03 and a Class 02 rating requiring 80, the fire department is only 6.85 points of credit away from this milestone, which seems easily attainable.

The fire protection area is protected by fire hydrants supplied by the municipal water system. There are 608 public fire hydrants within the first-due response area. However, 36 of those hydrants are the small 2.5-inch discharges, which are obsolete. Most hydrants are spaced 300 to 500 feet apart and are the responsibility of the Cedarburg Water Department. In September of 2019, ISO completed a review of the City of Cedarburg Fire Department protection facilities, including fire flow tests of the water system at twenty-six different locations. The Fire Department has a water system only able to supply the required fire flow for ten of those twenty-six test hydrants. All hydrants tested can flow at least 1200 gpm.

**Town of Cedarburg:**

During the most recent ISO survey in September of 2019, the fire department was graded in the township as Class 05/10 with apparatus requirements of three engine companies and one service company. ISO requires a basic fire flow of 3500 gallons per minute. Rescue, Tender, and Quint apparatus are not specifically required; however, the hose, equipment, and pump capacity are all considered in the overall evaluation if equipped. In the section entitled “Fire Department”, Cedarburg Fire Department achieved 28.69 points of credit out of a possible 50 points. The ISO evaluation of the Cedarburg Fire Department was fair, apart from a deficiency in Staffing (Company Personnel), which received only 4.05 points out of a possible 15 points. If money were to be invested in additional staffing, it could result in lower fire insurance premiums, which is especially important for commercial ratepayers. The other deficiency was in training, only receiving 2.68 out of a possible 9, which was the same as in the city report. Again, this was surprisingly low, as most of the training credit is given for record keeping, which appears to have been done very well by the Cedarburg Fire Department.

The fire protection area is protected by Cisterns. In September of 2019, ISO completed a review of the Cedarburg Township protection facilities, including fire flow tests of the water system at twelve different locations. The Cedarburg Township Cistern water system is only able to supply the required fire flow for one of those twelve test locations. The best test location was capable of 950 gpm.

For a non-hydranted rural application, the ISO recommendation for strengthening the fire department’s rating would be to deliver 250 gpm through a tanker shuttle, large-diameter hose, or

other alternative water supply. The water must be available within 5 minutes of the arrival of the first-due engine, and the department must maintain the flow, without interruption, for 2 hours. Given the mutual aid and auto aid available and the potential for interagency training, this would be worth pursuing.

It is also important to note that substantial upgrades have been completed on the municipal water system by the City of Cedarburg since ISO tendered their report in 2019. As ISO's return to regrade Cedarburg is imminent based on past practices and scheduling could form the impetus for a lower grade..

## **5.0 Fire Apparatus Staffing and Response Patterns:**

No entity can effectively map out a fleet replacement plan without having some knowledge of department staffing. Unit staffing for the engines and the ladders needs to be considered when developing a needs assessment for the overall size of the vehicle fleet. It does little good for a community to purchase a million-dollar fire truck only to have it fail to respond or be underutilized due to a lack of staffing. Given the time-lapse and distance considerations for mutual aid apparatus from neighboring jurisdictions to reported fires, the Cedarburg Fire Department should endeavor to operate and staff a minimum of two engines, one truck, and an Incident Command Vehicle for use at structural fires and other major incidents.

*The NFPA 1720 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Volunteer Fire Departments* covers the organization and deployment of fire suppression operations and emergency medical services for volunteer fire departments, regardless of size and other internal department-specific structures. This document outlines the needed apparatus and personnel resources required to operate at all incidents safely and effectively. NFPA 1710 (Annex D) is for a fully career-staffed fire department, and the Cedarburg Fire Department does not presently fit that criterion.

The NFPA 1720 standard identifies four different types of geographic areas and the recommended minimum number of personnel that should be available for response. These categories include special risk areas, urban, suburban, and rural areas. Special risk areas are defined as target hazards or locations where significant life safety concerns are present. Urban areas are those where greater than 1000 people per square mile are present. Suburban locations are characterized by populations of 500 to 1,000 people per square mile. Rural areas are those where fewer than 500 people reside within the community.

From the perspective of the demographics of the Cedarburg Response area and much of the built-up areas within the first due response, this area would be considered rural/suburban. Most areas of the response area are located within hydrant protection, cisterns, or dry hydrants. This decreases the number of fire ground personnel needed to support both suppression and water supply efforts. The standard outlines the recommendations for minimum staffing levels for a low-hazard occupancy and the associated response time to at least 80 percent of all alarms as follows:

### **NFPA 1720 Response Criteria**

**Demand Zone**

**Minimum Staffing**

**Response Time**

Special Risk	Determined by AHJ	Determined by AHJ
Urban	15	9 minutes
Suburban	10	10 minutes
Rural	6	14 minutes

The term "AHJ" (Authority Having Jurisdiction) refers to the local authority responsible for fire protection. In this case, the Cedarburg Fire Department may determine the specific benchmarks to meet these perceived fire and emergency hazards at these locations. The Cedarburg Fire Department should recognize these locations and pre-determine the number of fire apparatus needed to provide additional personnel and equipment.

Other occupancies and risks in the community that present greater hazards should be addressed by additional firefighter functions and additional responding personnel on the initial full alarm assignment. The NFPA *Fire Protection Handbook* categorizes occupancies into the following three broad groups:

- High-hazard occupancies: schools, hospitals, nursing homes, explosives plants, refineries, high-rise buildings, and other high life-hazards or large fire-potential occupancies
- Medium-hazard occupancies: apartments, offices, mercantile, and industrial occupancies not normally requiring extensive rescue or firefighting forces
- Low-hazard occupancies: one-, two-, or three-family dwellings and scattered small businesses and industrial occupancies

The NFPA 1720 benchmark occupancy fits into this low-hazard category. In determining the initial responding force to these occupancies, AHJs must consider the additional potential of fire spread, types of combustibles, increased life hazard, and various tasks that must be accomplished to achieve their mission.

Few fire departments can provide sufficient personnel to meet this standard using just their own resources. Most departments rely upon automatic aid agreements within a county or regionally based dispatch system to meet the standard.

### Responses to Building Fires

Cedarburg Fire personnel response to reported building fires from 2022 to 2024

	Total Building Fire Calls	Total Personnel for Fires	Avg. Personnel for Building Fires
<b>2022</b>	23	201	<b>8.7</b>
<b>2023</b>	25	178	<b>7.1</b>
<b>2024</b>	28	238	<b>8.5</b>

### Location of staffing on Structure Fires

Staffing Location	2022		2023		2024	
	Personnel	Percent	Personnel	Percent	Personnel	Percent
<b>Medic</b>	25	12 %	18	10%	24	10%
<b>Support/POV</b>	19	9.5%	8	4.5%	4	2%

<b>Command</b>	19	9.5%	25	14.5%	39	16%
<b>Heavy Apparatus</b>	138	69%	127	71%	171	72%

As with most fire departments that rely on volunteer staffing for some or all of their staffing needs, the Cedarburg Fire Department is falling short of acceptable norms and the NFPA standard. This is not uncommon as volunteerism continues to decline nationwide. Given the hazards faced, heavy fire loads, and the life risk within the Cedarburg first due response area, there is a need to accelerate the recruitment of new members, retain the current members that you already have, and/or hire more career personnel. Cedarburg should also develop automatic aide assignments for high-risk occupancies, bringing in more needed personnel from neighboring departments to meet the needed personnel.

The Cedarburg Fire Department should consistently monitor staffing. The number of personnel responding, how they are getting to the scene, and when they arrive are all important aspects to consider when evaluating staffing. If only one engine makes it to a structure fire, but 30 people show up, that is an issue. 30 personnel are great, but when did they show up? If 15 showed up one hour into the call, that is not beneficial for the initial firefighting efforts.

#### **Cedarburg Fire Department responses to incidents for the past three years:**

<b>Type of Incident</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Building Fire	6	4	6
Fire/Arching Contained	14	30	25
Motor Vehicle Accident	56	52	55
Gas Leak	27	29	21
Activated Alarm	125	115	127
Outside Fire	6	6	0
Carbon Monoxide Incident	11	18	12
Wires Down	7	6	7
Assist Agency	2	11	7
Cancelled Call	5	4	20
<b>Total Fire Responses</b>	<b>203</b>	<b>223</b>	<b>273</b>
EMS/Rescue	1216	1286	1302
<b>Total Incident Count</b>	<b>1419/1480</b>	<b>1509/1542</b>	<b>1575/1602</b>

Cedarburg runs a modest number of responses that are increasing year after year. As with most fire departments that run EMS services, EMS calls account for a majority of the responses for the Cedarburg Fire Department. The Cedarburg Fire Department is already hiring more personnel to cover the EMS call volume and cross-staff fire apparatus. This is a very wise move. Many volunteer fire departments begin to struggle after the 700 call-a-year mark. The time commitment to train and run calls starts to overwhelm the available time. Lessening the burden on the paid-on-call staff will help elongate their availability. Staffing data should be evaluated at least annually, and more likely on a quarterly basis, to ensure the numbers remain consistent. The day of the week, time of day, month of the year, and call type should all be evaluated to identify any gaps

and develop a staffing plan to address them.

### Responses by Apparatus

Unit	2022 Responses	2023 Responses	2024 Responses
Command 167	0	0	14
Command 168	150	14	25
Engine 161	36	28	30
Engine 162	17	10	18
Engine 163	184	193	216
Tender 164	16	13	6
Tower 159	5	4	4
Squad 153	79	86	82
Brush 157	4	3	1
Brush 158	21	21	40
Ambulance 150	0	0	713
Ambulance 151	569	724	358
Ambulance 152	680	610	319

Many vehicles in the fleet are not being utilized. 5 out of 8 heavy apparatus responded to less than 10 percent of the calls. The report will recommend combining the services of Squad 153 and Tower 159. Tower 159 is not reliable and is third out for calls in town, and not really due to the township. Combining these units and bringing a newer, more maneuverable unit into the fleet will increase usage and improve fire protection coverage for both the city and the town. Combining an engine and the tanker will also allow for two lower usage vehicles to combine services and improve fire protection and the versatility of the vehicle. The reduction in fleet is more of a rightsizing based on the available staffing. This also helps reduce the financial burden on the fire department and the city.

## 6.0 Fleet Review and Evaluation:

### Engine 161

Engine 161 is a 2004 Pierce Quantum 4-door enclosed cab pumper. The aluminum body pumper has a 1000-gallon poly water tank, 25-gallon foam tank, and a 1,500-gallon-per-minute midship-mounted Waterous single-stage pump with a Huskey Foam System. The pumper is powered by a Detroit Diesel engine rated at 515 hp and an Allison transmission. It measures 33 feet in length and has a 208-inch wheelbase. Engine 161 is the first out engine for the members of the township Station 2.

Currently, Engine 161 has accumulated 27,951 road miles and 2695 hours of operation on its engine. The cab is equipped with six seats, 5 of which contain SCBA. The apparatus has a 22,800-

pound front axle and a 31,000-pound rear axle for a GVRW of 53,800 pounds. Calculating a 6-person crew with the NFPA weights of 200 pounds, based on the standard at the time of construction, with the current equipment load, the front axle carries a total weight of 21,360 pounds. The rear axle, loaded with the current equipment, carries a weight of 27,420 pounds. The axles are both well within the weight rating, with enough residual to make modifications to the equipment carried. The tires are within the NFPA age limit of 7 years.

Engine 161 features an aluminum 4-door enclosed cab. All other aspects of the interior cab are unremarkable and in good condition. The body is constructed from aluminum and features 8 compartments, 7 with lap-style doors, and 1 with a roll-up style door. The apparatus is equipped with equipment to perform most functions of an Engine and basic functions of a Truck Company. The apparatus is equipped with a 15 kW PTO generator. The body compartments are relatively clean and generally in good shape with the exception of the rear compartment under the hose bed. The underside of the apparatus is generally dirty with rust beginning to form on the steel components, as well as all bolt-on components and the drive shaft.

Engine 161 carries the following handlines. One 150-foot 1.75-inch pre-connected handline deployed from the front bumper, with a combination nozzle. Two 200-foot, 1.75-inch pre-connected lines were deployed as cross-lays, both equipped with adjustable Akron nozzles and flow ratings of 150 gpm at 75 PSI. One 200-foot 2.5-inch pre-connect cross-lay with an Akron adjustable nozzle with flow ratings of 300 gpm at 75 PSI. Two 2.5-inch lines deployed from the rear, one with a Mercury Fire monitor with a flow rate of 500 gpm and one with a Gated Wye. Also, there is 1200-feet of 5-inch LDH supply line off the rear. From the ground to the top of the rear hose bed, it is 96 inches, which is too high and is dangerous. Future Cedarburg engines should be designed with a lower, safer hose bed.

Pumps, portable ladders, and hose testing records were provided; however, nozzles have not been tested. All four of those evaluations should be done yearly, along with weighing the apparatus. Maintenance records are well kept and should continue to be evaluated for the cost of ownership.



**In the future the fire department should refrain from purchasing any electronic valves.**



**Rust and corrosion on the apparatus sub frame.**



**A water leak in the rear compartment near the compartment tear.**



**The driver's seatbelt is frayed and needs to be replaced.**



**Major corrosion damage, bulging, and stress damage to the rear compartment under the rear hose bed.**



**Bolt-on Components Rusting**



**Surface rust on the underside of Engine 161.**

**Recommendations Engine 161:**

**NOTE:** This engine should be replaced immediately with a used engine and offered for sale to a reputable fire apparatus broker. If the fire department decides not to replace this unit, the following is offered to try to keep the unit roadworthy and safe.

1. The entire underside of the apparatus should be thoroughly steam cleaned; attention should be paid to the frame rails, cross-members, tank cradle, and pump body. The rust and corrosion issues should be re-inspected and addressed as needed. Steam cleaning should be a mandatory maintenance item at least once a year. A corrosion protection treatment, such as Carwell or Krown, should be applied after each steam cleaning to minimize the effects that the environment and other conditions can have on the underbody of the apparatus.
2. Correct the significant rust issues on the underside of the vehicle.
3. The driver's side seat belt is frayed and needs to be replaced.
4. Inspect and replace gaskets on all of the roll-up doors.
5. There is a significant fluid leak near the driver's side front axle.
6. The rear compartment under the hose bed has significant rust and has a tear and a bulge in the

compartment side wall that needs to be repaired or replaced.

7. Replace the electronic valves with manual valves when the electronic valves fail. In future engine acquisitions, the fire department should refrain from using electronic valves on future engine apparatus.

The cost of repairs, testing, and maintenance for Engine 161 averaged \$3,733 per year over the last five years and should be considered below normal. Engines cost on average 5k to 8k per year to operate. The apparatus had 30 responses in 2024. Replace Engine 161 immediately with a used engine after 22 years of frontline service. Current Engine 161 should be cycled out of the fleet.

## **Engine 162**

Engine 162 is a 2009 Pierce Quantum 4-door enclosed cab pumper with TAK 4 suspension. The aluminum body pumper has a 1000-gallon poly water tank and a 25-gallon foam tank. This unit has a 1,500-gallon-per-minute midship-mounted Darley single-stage PUC pump with a Huskey Foam System. The pumper is powered by a Detroit Engine rated at 525 hp through an Allison automatic transmission. It measures 32 feet 6 inches in length and has a 189-inch wheelbase. Engine 162 is the second engine out for the members of city Station 1 and acts as the rural water supply unit with a front bumper preconnected low level strainer for a port-a-tank. This apparatus is also equipped with a 20 Kw PTO Generator with 250.3 hours of operation.

Currently, Engine 162 has accumulated 11,858 road miles and 1405.8 hours of operation on its engine. The cab is equipped with six seats, 5 of which contain SCBA. The apparatus has a 22,800-pound front axle and a 31,000-pound rear axle for a GVRW of 53,800 pounds. Calculating a 6-person crew with the NFPA weights of 250 pounds, based on the standard at the time of construction, with the current equipment load, the front axle carries a total weight of 20,340 pounds. The rear axle, loaded with the current equipment, carries a weight of 28,420 pounds. The axles are both well within the weight rating, with enough residual to make modifications to the equipment carried. The tires are within the NFPA age limit of 7 years.

Engine 162 features an aluminum 4-door enclosed cab. All other aspects of the interior cab are unremarkable and in good condition. The body is constructed from aluminum and features 7 compartments, with Gortite roll-up doors. The apparatus is fitted with equipment to carry out most functions of an Engine and basic functions of a Truck Company. The body compartments are relatively clean and generally in good shape. The underside of the apparatus is generally dirty with rust beginning to form on the steel components, as well as all bolt-on components.

Engine 162 carries the following handlines. One preconnected suction deployed from the front bumper. There are Two 200-foot 1.75-inch pre-connected lines deployed as cross-lays, both with an adjustable Akron nozzle with flow ratings of 150 gpm at 75 PSI. Two 2.5-inch lines deployed from the rear, one with a Mercury Fire monitor with a flow rate of 500 gpm and one with a Gated Wye. Also, there is 1200-feet of 5-inch LDH supply line off of the rear. From the ground to the top of the rear hose bed, it is 90 inches, and from the ground to the top of the cross-lays is 72 inches; both are too high. Future Cedarburg engines should be designed with a lower, safer hose bed.



**Rust forming on the apparatus sub frame and frame rails**



**Frame rails showing signs of rust and corrosion behind the liner.**



**The driver's vision is impaired out of the officer's side of the apparatus.**



**The master stream device is not easily accessible and dangerous**



**Bolt-on Components Rusting.**

### **Engine 162 Recommendations:**

1. The entire underside of the apparatus should be thoroughly steam cleaned; attention should be paid to the frame rails, cross-members, tank cradle, and pump body. The rust and corrosion issues should be re-inspected and addressed as needed. Steam cleaning should be a mandatory maintenance item at least once a year. A corrosion protection treatment, such as Carwell or Krown, should be applied after each steam cleaning to minimize the effects that the environment and other conditions can have on the underbody of the apparatus.
2. Correct the rust issues on the underside of the vehicle while they are manageable.
3. Inspect and replace gaskets on all of the roll-up doors.
4. There is a significant fluid leak near the driver's side front axle.
5. Replace the electronic valves with manual valves as the electronic valves fail. In future engine acquisitions, the fire department should refrain from using electronic valves on future engine apparatus.
6. The master stream is not readily accessible and is dangerous to try to access.
7. Cross-lays and the rear hose bed are too high off the ground to safely stretch and advance hose lines. Hose lines should be able to be stretched without climbing on the apparatus
8. Some of the roll-up doors are corroding.

The cost of repairs, testing, and maintenance for Engine 162 averaged \$6.909 per year over the last five years and should be considered normal. Engines cost on average 5k to 8k per year to operate. The apparatus had 18 responses in 2024 and is underutilized. Replace Engine 162 in 2034 with a new Engine after 25 years of service. Old Engine 162 should be cycled out of the fleet.

### **Engine 163**

Engine 163 is a 2016 Pierce Quantum 4-door enclosed cab pumper with Tak 4 suspension. The aluminum body pumper has a 1000-gallon poly water tank and a 25-gallon foam tank. This unit has a 1,500-gallon-per-minute midship-mounted Darley single-stage PUC pump with 201 pump hours and a Husky Foam System. The pumper is powered by a Detroit DD13 Engine rated at 500 hp and an Allison automatic transmission. It measures 33 feet, 9 inches in length, 11-foot 3-inches, and has a 190-inch wheelbase. The apparatus is equipped with a 20 kW Harrison Hydraulic

generator. Engine 163 is the first engine out for the members of Station 1.

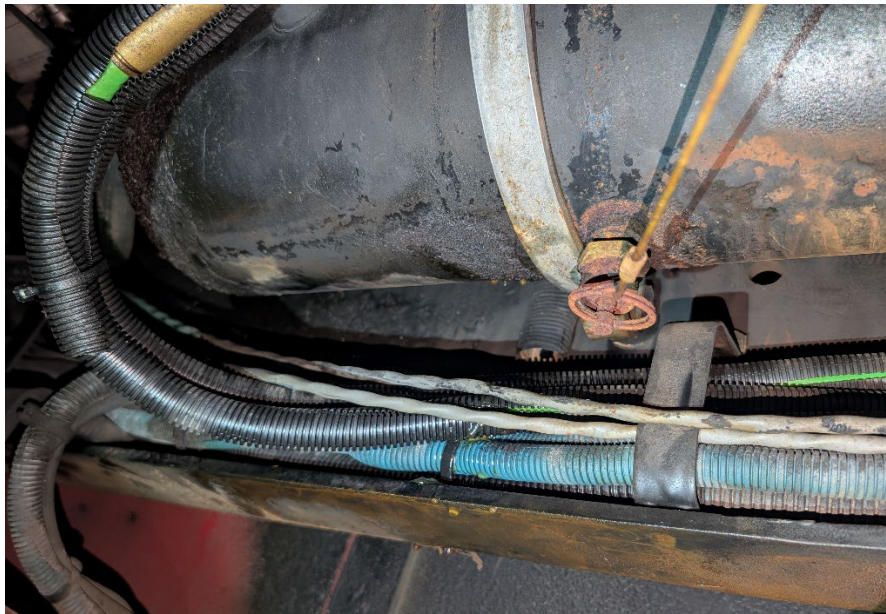
At the time of the inspection, Engine 163 accumulated 11,097 road miles and 1660 engine hours. The cab is equipped with six seats, 5 of which contain SCBA. The apparatus has a 22,800-pound front axle and a 31,000-pound rear axle for a GVRW of 53,800 pounds. Calculating a 6-person crew with the NFPA weights of 250 pounds, based on the standard at the time of construction, with the current equipment load, the front axle carries a total weight of 20,780 pounds. The rear axle, loaded with the current equipment, carries a weight of 29,520 pounds. The axles are both well within the weight rating, with enough residual to make modifications to the equipment carried. This engine needs four rear tires as they are out of date.

Engine 163 features an aluminum 4-door enclosed cab. All other aspects of the interior cab are unremarkable and in good condition. The body is constructed from aluminum and features 9 compartments, with Gortite rollup doors. The apparatus is fitted with equipment to carry out most functions of an Engine and basic functions of a Truck Company. The body compartments are relatively clean and generally in good shape. The underside of the apparatus is generally dirty with rust beginning to form on the steel components, as well as all bolt-on components.

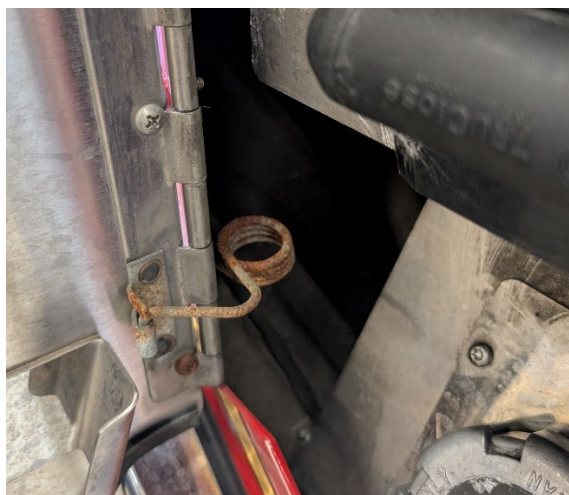
Engine 163 carries the following handlines. One 150-foot 1.75" pre-connected handline deployed from the front bumper, with an adjustable fog nozzle with flow ratings of 150 gpm at 75 PSI. Two 200-foot 1.75" pre-connected lines deployed as cross-lays, both with an adjustable Akron nozzle with flow ratings of 150 gpm at 75 PSI. Two 2.5-inch lines deployed from the rear, one with a Mercury Fire monitor with a flow rate of 500 gpm and one with a Gated Wye. Also, there is 1200-feet of 5-inch LDH supply line off the rear. From the ground to the top of the rear hose bed, it is 96 inches, which is too high and is dangerous. Future Cedarburg engines will be designed with a lower, safer hose bed. Firefighters should not have to climb on the apparatus to access any of the hose beds.



**Rust forming on the apparatus sub frame and surface rust on the frame rail.**



**Air holding tank started to rust.**



**Excessive Corrosion on Cast Aluminum**



**Replace defective gasket on the rollup doors.**



**Rust needs to be mitigated on this pump panel step.**



**Rear tires are 2015 and are out of date and need to be replaced.**

### **Engine 163 Recommendations:**

1. The entire underside of the apparatus should be thoroughly steam cleaned; attention should be paid to the frame rails, cross-members, tank cradle, and pump body. The rust and corrosion issues should be re-inspected and addressed as needed. Steam cleaning should be a mandatory maintenance item at least once a year. A corrosion protection treatment, such as Carwell or Krown, should be applied after each steam cleaning to minimize the effects that the environment and other conditions can have on the underbody of the apparatus.
2. This is the newest engine in the fleet, yet there are significant rust issues on the underside of the vehicle, which will need to be mitigated for this apparatus to achieve its life cycle.
3. Inspect and replace the gaskets on the roll-up doors as needed.
4. The rear tires are 2015 and are out of date and no longer conform to the seven-year NFPA 1910 Standard and need to be replaced.
5. There is an air leak near the officer's front step.
6. Fluid leak by the exhaust on the officer's side
7. Replace the electronic valves with manual valves as the electronic valves fail. In future

engine acquisitions, the fire department should refrain from using electronic valves on apparatus.

8. Electronic valves on intakes have no adapters.
9. This apparatus is not equipped with longer pre-connected attack lines. There are many areas where access is limited, and there is a need for a long attack line to be placed rapidly. This also allows the engine the ability to leave room for the truck company to gain effective positioning.
10. As with the other Quantum chassis engine in the fleet, the hose beds are too high off the ground, making the apparatus dangerous to work off of. Hose beds should be accessible from the ground without climbing on the apparatus.
11. Ensure all equipment in the cab is secured in 9-G NFPA-approved brackets.

The cost of repairs, testing, and maintenance for Engine 163 averaged \$5,752 per year over the last five years and should be considered normal. Engines cost on average 5k to 8k per year to operate. The apparatus had 216 responses in 2024. Replace Engine 163 in 2042 with a new Engine 163 after 26 years of frontline service. Current Engine 163 should be cycled out of the fleet.

## **Tender 164**

Tender 164 is the newest fire apparatus in the fleet and is a 2020 Kenworth chassis with body work by Pierce. The Kenworth is powered by a Cummins X-15 rated at 600 HP through an Allison EVS 4000 automatic transmission. This apparatus is equipped with a Waterous single-stage fire pump rated at 1500 gpm with 53 pump hours accumulated and a 3000-gallon water tank. The tender is built on a 222-inch wheelbase with an overall length of 33 feet 2 inches and an overall height of 11 feet. At the time of the fieldwork, the apparatus had accumulated 6,414 miles and 434 engine hours. This unit is located at Station 1.

Tender 164 is capable of seating two personnel safely in the cab. The apparatus is equipped with a front axle rating of 18,000 pounds, with an in-service weight of 14,060 pounds, and with two personnel in the seats. The rear axle is rated at 52,000 pounds with an in-service weight of 45,000 pounds. The truck's GVWR is 70,000 pounds, and it weighs 58,760 pounds.

The apparatus is equipped with one cross-lay: 200-foot-long, 1.75-inch cross-lay, with 150 gpm at 75 PSI nozzle. Off the rear is a hose bed with 1200 feet of 5-inch hose. The rear hose bed is 115 inches off of the ground, and the cross-lay is 75 inches off the ground.

There are six compartments, with Gortite roll-up doors. The gaskets need to be inspected and replaced as needed. The tires, from 2019, will need to be replaced in 2026. Minor corrosion was noted on the chassis frame rails, air reservoir brackets, and radiator cross members. This corrosion needs to be addressed if the fire department wants to achieve the apparatus life cycle and retain some residual value when this apparatus is sold in 2038 as part of the fleet replacement plan. This apparatus, when it was purchased in 2020, should have been replaced with an engine tanker, which this unit replaced. Although the pump capacity counts towards the ISO fire flow requirement, it does not count as an engine as it lacks seating and the proper equipment.



**More rust and corrosion, which is not normally seen on a 2020 apparatus.**



**Rust was noted on the underside of the apparatus, which needs to be mitigated.**

#### **Tender 164 Recommendations:**

1. The chassis frame rails, body substructure, and exposed fire pump components should be thoroughly steam cleaned with all exposed rust and corrosion removed. Minor rust and corrosion were noted in the frame rails, battery boxes, and air holding tanks, which should be mitigated. The chassis should be steam cleaned on at least an annual basis to remove accumulated dirt, road debris, and surface rust from the chassis and other components. At that point, the fire department should have a rust inhibitor like Krown or Carwell applied by an outside vendor.

2. All rust and corrosion need to be mitigated so that this apparatus will achieve its required life cycle.
3. According to NFPA 1910, Section 8.3.6, tires need to be replaced after seven years. All ten tires on Tender 164 will be out of date in 2026 and will need to be replaced.

Tender 164 has incurred an average annual cost of \$733 over the last five years, which is considerably below what it should cost. The apparatus had 6 responses in 2024. Tender 164 would be replaced with an engine tender in 2038. The current Tender 164 would be sold and should have considerable residual value.

## **Tower 159**

Tower 159 is a 1988 Pierce Arrow rear-mounted 100-foot tower ladder. This unit has a four-door enclosed cab and is outfitted with a 1500 gpm Waterous pump and no water tank. This tower is powered by a Detroit 475 hp motor through an automatic Allison transmission. At the time of the field inspection, Tower 159 accumulated 21,751 road miles and 3,593 engine hours. The aerial had logged 1,383 hours, and the pump had logged only 138 hours. The pump on this apparatus is not used, and many of the accumulated hours can be attributed to pump testing and training.

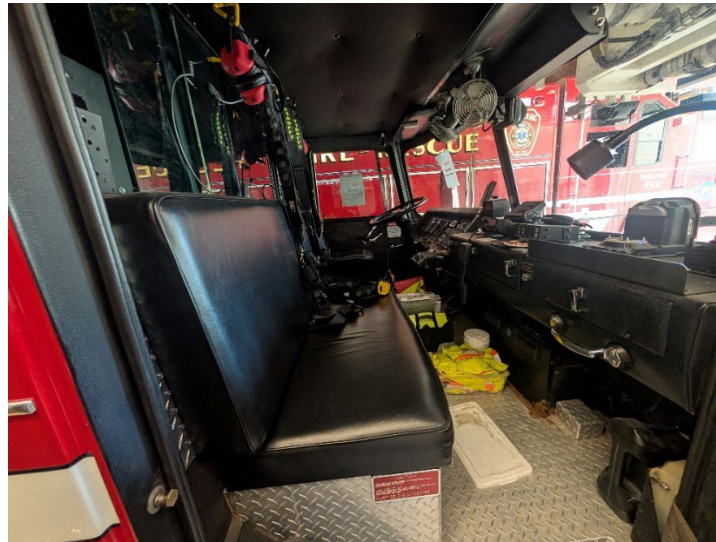
The cab can carry 7 personnel, with 2 seats being equipped with SCBA. All seats are equipped with lap belts and not over-the-shoulder seatbelts. Equipment in the cab is loose and should be secured in 9 G-rated brackets as required by NFPA 1900. The tower has a front axle rating of 19,000 pounds and a rear axle rating of 50,880 pounds. The gross vehicle weight rating is 69,880 pounds. This vehicle, loaded with personnel and equipment, weighed in at 18,560 on the front axle, 51,420 on the rear axle, for a combined gross vehicle weight of 69,980. This vehicle is 540 pounds overweight on the rear axle and 100 pounds overweight on the GVWR. Since our on-site inspection, the Cedarburg Fire Department removed breathing air cylinders for the tower basket and brought this unit back within its weight ratings. The rescaled weights are 18,680 on the front, 50,860 on the rear, with a GVW of 69,700.

Tower 159 is outfitted with 16 lap doors and 2 rear roll-up doors for the ground ladders. The equipment carried on the tower is limited and mostly out of date. Any new special service equipment is placed on the squad or one of the engines. The running order of units on a structure fire and the equipment carried on this unit paint a picture of underutilization of this unit. The equipment carried on this unit is also carried on the squad in some fashion. This redundancy of equipment can be addressed by combining the services of both units with one ladder rescue. This will allow proper funding for updated equipment and maximize the use of the vehicle. The ground ladder complement is mostly good with two 35' 2-section ladders, one 28' 2-section ladder, two 20' roof ladders, one 18' roof ladder, and a 10' folding ladder. This unit carries an assortment of attack and supply lines on it. Since this unit does not have an onboard water tank and it is close to the weight ratings, we recommend that all hose be removed from this unit.

The underside of this vehicle is in great condition for its age. This can be attributed to the Cedarburg Fire Department priming and painting the frame rails job color when they specified this vehicle. This should be added to any new vehicle specification to better protect the underside of any vehicle in the fleet.

Ultimately, this vehicle is in good condition for its age. The Cedarburg Fire Department has taken

extraordinary care of this tower, and they should be commended. That being said, this unit is old, tired, and mostly obsolete. This unit does not meet most safety features of a modern fire apparatus, cannot be adapted to the current needs of the fire department, and will become more and more difficult to find repair parts for. For these reasons, this unit needs to be the first unit replaced from the fleet. It should be said that this unit will struggle to stay in service for the 3 years it may take to accept a new replacement vehicle. Cedarburg should not be without an aerial apparatus. With the hazards faced in the response area and ISO requiring one for the city, not having an aerial apparatus is not recommended.



**Bench-style seating with lap belts. Loose equipment in the cab needs to be secured.**

**105' AERIAL PLATFORM LOAD CHART**

DRY WATER PIPE

	-5 to 20°	20 to 30°	30 to 40°	40 to 50°	50 to 60°	60 to 80°
PLATFORM	800#	800#	800#	800#	800#	800#
FLY	---	---	---	200#	400#	600#
MID	---	---	200#	400#	400#	600#
BASE	---	200#	400#	400#	600#	800#

WATERWAY CHARGED

Full extension and 360° continuous rotation.  
 1000 GPM 90° to platform centerline.  
 1500 GPM parallel to the platform centerline, 45° above the horizontal plane of the platform  
 and as far below horizontal as nozzle design will permit.

	-5 to 30°	30 to 40°	40 to 50°	50 to 80°
PLATFORM	400#	400#	400#	600#
FLY	---	---	200#	400#
MID	---	200#	400#	400#
BASE	200#	400#	400#	600#

NOTE: Ratings are established for a 200# average per man on ladder loading capacities.

**After 1991, aerial devices were rated in 250-pound increments to better match firefighters' PPE and improve FF safety.**



**The equipment is old and obsolete.**

**Recommendations:**

1. Replace this unit.
2. Spend the least amount of money you can to keep firefighters safe and this vehicle in service until a replacement is delivered.

**Squad 153**

Squad 153 is a 2006 Pierce Quantum walk-through rescue squad. This unit has a four-door enclosed cab with walk-through access to the walk-in rescue body. This squad is powered by a Detroit 425 hp motor through an Allison automatic transmission. This unit is equipped with a 30kw pto generator and two 20' light towers. The squad measures 34' 6" with a 204" wheelbase. This unit is multiplexed and is one of the original versions of this technology. At the time of the inspection, the squad accumulated 6,954 road miles since the odometer was replaced and 2,124 engine hours.

The cab can carry 6 personnel, with 5 seats being equipped with SCBA. The walk-in area can accommodate an additional 7 personnel, for a total of 12 personnel. There were loose EMS bags located in the cab and the walk-in area that need to be stowed or secured. The front axle is rated at 22,800 pounds, the rear axle is rated at 27,000 pounds, and this unit has a GVWR of 49,800 pounds. Squad 153, loaded with equipment and personnel, scaled in at 19,380 pounds on the front axle and 20,280 pounds on the rear axle. This unit has over 20 percent residual capacity from the GVWR and was not designed around the equipment this unit is carrying. New vehicles are recommended to have a 5 percent residual on each axle. Future apparatus specifications should identify the equipment needed, its weight, and the location where it will be stored on the apparatus. This information should be provided before pre-engineering to ensure the vehicle is being built for the mission and money is not spent on larger axles where they are unnecessary.

Squad 153 is outfitted with eight Gortite roll-up style doors on its aluminum body. This unit carries an assortment of rescue, ventilation, water rescue, hazmat, and EMS equipment. The Cedarburg Fire Department should be commended on the care and organization regarding the tool and equipment mounting. The mission of this vehicle has changed over the years, and equipment has been upgraded, but the mounting and organization remain top-notch. The rescue capabilities of the Cedarburg Fire Department need to be identified. This will guide the needed rescue equipment on future rescue-capable vehicles. Consideration should be given to streamlining operations when

it comes to equipment type and working capacities. For instance, there are currently three types of struts on the squad. This adds to training and reduces comfortability with the struts when you are learning and training on three different types. Another example is the chain. There were varying working load limits (WLL) on the chains, which can be confusing and unsafe. The EMS and rehab missions of this unit should not be carried over to future rescue vehicles.

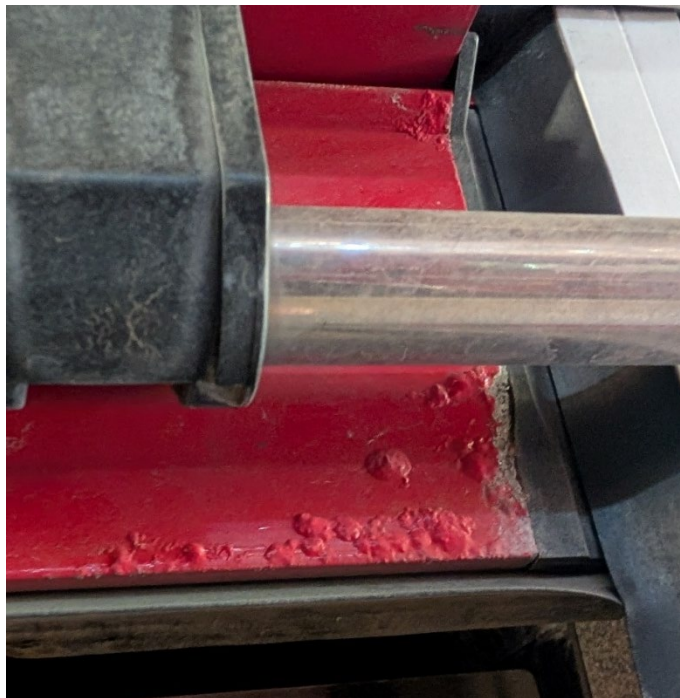
The underside of this vehicle has minor to moderate corrosion throughout. Many components were not made of stainless steel and are showing signs of corrosion, such as the air tank straps and the fuel tank. Air was heard leaking from the underside of the vehicle, and this should be investigated and repaired. The tires are all within the seven-year NFPA recommended timeframe. This vehicle responded to 247 responses in the last three years. Combining this vehicle with the ladder truck will increase the use and save money on apparatus and equipment.



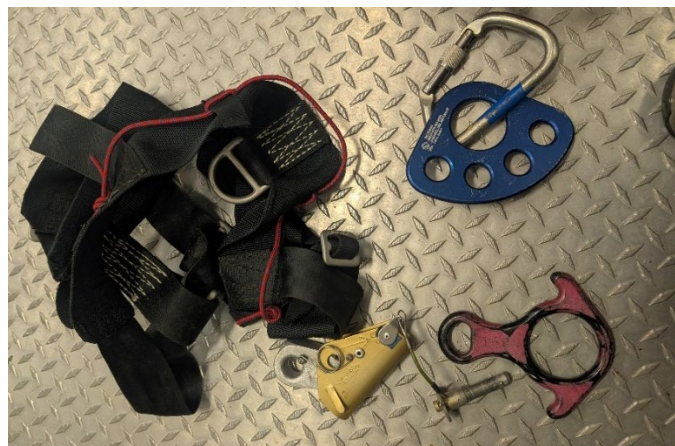
**Chains need to be inspected and cleaned. Per OSHA 1910.184 it should be tagged with size, grade, rated capacity, reach, number of sling legs, and a serial number. If the department re-tags this chain, in the eyes of OSHA and ASME, Cedarburg will become the manufacturer of the chain, which places significant responsibility on Cedarburg. In short, buy a new one with a properly affixed manufacturer's tag.**



**Corrosion was noted on the slide tray hardware.**



**Paint bubbling and door corrosion.**



**Rope equipment that is incomplete and out of date.**



**Loose Equipment in the seating area needs to be secured in 9G rated brackets.**



**Equipment on slide trays is mounted too close to one another. The equipment is knocking other equipment when the slide tray is deployed.**

## **Squad 153 Recommendations**

1. The chassis frame rails, body substructure, and exposed components should be thoroughly steam cleaned with all exposed rust and corrosion removed. Minor rust and corrosion were noted in the frame rails, battery boxes, and air holding tanks, which should be mitigated. The chassis should be steam cleaned on at least an annual basis to remove accumulated dirt, road debris, and surface rust from the chassis and other components. At that point, the fire department should have a rust inhibitor like Krown or Carwell applied by an outside vendor.
2. Equipment is well organized but needs more spacing in some compartments. Multiple spots on the apparatus have pull-out trays that knock equipment as they are being pulled out.
3. Equipment needs to be streamlined. Define the rescue mission of this vehicle. Small vehicle vs medium duty vehicle vs heavy vehicle are three different equipment caches. Straps, chains, and struts should match the capacity or rescue mission. They should be identical or close to identical in the WLL so personnel know the limitations when they grab a piece of equipment at 2 am.
4. Create a work group and identify the equipment that would be on the rescue ladder truck. Track the use of equipment over the next couple of years before the rescue truck is delivered to see if any additional equipment will be needed from the selected equipment allotment.
5. Remove all rope rescue equipment as it is out of the 10-year NFPA lifespan. If this unit needs to be capable of rope rescue, members need the proper training, and new equipment needs to be placed on the unit. From the assortment of equipment currently on the vehicle, there is not enough to do much for rope.
6. Inspect the wire rope winch cable on the front bumper-mounted winch. Most manufacturers require the replacement of the wire every 10 years.
7. Clean and inspect chains. Many sections of chain need to be cleaned and greased to prevent corrosion.
8. Paint was noticed to be bubbling from multiple compartment doors.
9. Corrosion was noted in the compartments on the floor hardware.
10. Inspect and replace rubber gaskets on the roll-up compartment doors.
11. Remove the 3-piece Halligan bars from the apparatus. They have been known to fail at the pins during firefighting operations.

## **Brush 157**

Brush 157 is a 1989 GMC 3500 1-ton 4x4 pickup truck with a fuel-injected V8 engine through an automatic transmission. This unit is equipped with a skid unit that has a 250 gpm Darley pump, a 240-gallon water tank, and a 5-gallon Class A foam tank. This unit is located at Station 1.

At the time of the field inspection, Brush Truck 157 had 10,574 road miles. The tires are 2016 and would need to be replaced in accordance with NFPA 1910. The cab can carry three personnel. This apparatus is equipped with a 4,250-pound front axle and a 6,000-pound rear axle. With three

personnel on board, using the NFPA allowance of 200 pounds per seat and loaded with equipment, the front axle weighs 4,250 pounds. The rear axle, loaded with equipment, weighs 5,220 pounds. The GVWR is 8,600 pounds, and with equipment and people, it weighs 9,360 pounds. Brush 157 is over its GVWR by 660 pounds, and there is no residual weight left on the front axle. The vehicle was placed out of service. Since the field inspection it has been determined that there is no viable way to get this vehicle within the weight rating and retain firefighting capabilities. This unit remains out of service and should be replaced.

The fire department has determined the best course of action would be to remount the skid unit on a pickup truck that is designed to carry that load. In consultation with EVR, it was recommended that the best course of action would be to purchase a pickup truck capable of plowing snow, towing the trailer in Station 2 and safely accommodating the brush skid unit. Brush Truck 157 has cost \$1,196 in repairs and maintenance since 2020. The apparatus had 1 response in 2024. The fire department should acquire a new pickup truck as soon as practical.

## **Brush 158**

Brush 158 is a 2006 GMC 3500 chassis brush and utility vehicle. This unit has a Darly 250 gpm pump and a 240-gallon water tank. This unit measures 24 feet 8 inches long with a 194-inch wheelbase. This unit has seating for 5 personnel in the cab. This unit accumulated 12,650 miles at the time of the inspection. The underside of the vehicle has moderate to severe rust on the underside of the vehicle.

This unit has 8 lap doors and carries a wide assortment of tools and equipment. This unit carries brush equipment and also has rescue-related equipment. This unit is heavy for a brush vehicle and does not carry enough extrication equipment to stabilize and extricate someone from a safely vehicle. This unit does not have a well-defined mission and can do a little of everything but nothing particularly well. This vehicle is too heavy to be a brush unit.

Brush 158 responds out of station 2 and is parked in front of the dive trailer. This unit responded to 62 responses in the last 3 years. This unit needs all new tires since they are out of date. This unit is recommended to be removed from the fleet once Brush 157 is back in service.



**Rust on the underside of the vehicle**



**The mission of the vehicle needs to be identified.**

## **Ambulances**

When evaluating EMS services provided to a community, it is important to know that there is no nationally recognized standard on the number or placement of units. The fire service relies on ISO to identify the number of units, types of units, and placement of those units. NFPA 1910 identifies a recommended service time for in-service and reserve fire apparatus. There are no such standards for EMS and ambulance services. If you evaluate most ambulance manufacturers' warranties, they state the box of the unit is covered for 10 years. Depending on the use of the vehicle, 10 years is a good ballpark for replacement. The chassis the box is placed on might not make it to the 10-year mark. This is where a yearly evaluation of use, maintenance, and mileage is essential. EVR evaluates the response area, unit call volume, maintenance records, annual mileage, hours, and inspects each unit to identify the appropriate time a unit should be replaced.

There are two options when an ambulance reaches the end of its life cycle. The first is to replace this unit with a new unit and remove the old unit from the fleet. The second option is to take the box or patient compartment off the chassis and re-chassis it. This is similar to the rehab of a firetruck. With a re-chassis, the unit will receive a new motor, frame rails, suspension, and other significant components. Unlike most fire truck rehabs, this unit will also be titled and listed with a new year. When you re-chassis an ambulance can result in a significant cost avoidance as the box is being reused. This can represent a savings of 100-200 thousand dollars. One downside of a re-chassis is that the unit would be unavailable and out of service for an extended period of time while the work is being done.

Ambulance performance must be evaluated differently than fire performance. Response times and unit location are the usual metrics in assessing fire department performance. However, EMS

should be evaluated on patient outcomes. For example, if an urgent care calls an ambulance six times a day and represents 80 percent of the calls for service, you do not need to move an EMS resource closer to that one location. The urgent care staff provides a level of medical care that will stabilize and likely improve the patient's condition prior to the EMS unit's arrival. The patient's outcome does not necessitate the move. This is a hypothetical situation, and other factors can play a role into the ultimate decision to move resources, but this should paint a picture on the different strategies needed for EMS deployment. It is important to balance the staffing needed for fire delivery and the need to provide EMS when locating and staffing both resources.

Since ambulances are less customized than fire apparatus and the main mission is to transport personnel, equipment, and patients to the scene and then to the hospital, we evaluate the units based on mileage and maintenance history. Weight and overall condition are observed to ensure the unit does not have any major defects. Most EMS units are removed from the fleet prior to any rust or corrosion due to the heavy use of these vehicles.

Cedarburg has three ambulances in its current fleet. Two units are stationed out of headquarters, and one is located at Station 2. One unit running out of the main station is cross-staffed with career personnel. The other unit is staffed with daywork career personnel or paid on call. The unit running out of station 2 is primarily staffed by paid-on-call members.

**The ambulance fleet, age, call volume, and maintenance costs**

<b>Unit</b>	<b>Age</b>	<b>Calls</b>	<b>Percentage of calls</b>	<b>Staffing Model</b>	<b>Maintenance Cost 2024</b>	<b>Percentage of Money Spent</b>
150	1	713	51%	Career / Cross-staffed	5960	22%
151	13	358	26%	Cross-Staffed / Reserve	2,096	8%
152	13	319	23%	Cross-Staffed / Reserve	1,630	6%

The chart above shows:

- Two ambulances were/are swapped to balance the use and mileage. This was a good strategy when both units were replaced in the same year, and the budget allowed for buying two units at once. This is not the case anymore. Units should be rotated from the front line at the main station, the second line at the main station, and the front line at Station 2. This will keep the younger units running the calls and save the older units in more of a reserve or second-out capacity.
- This fleet, from the data, only needs two units. Data does not currently capture the full use of these units. Between units acting as reserves, the number of times a second or third unit is able to be staffed, and special events usage, some data is not being captured. These are all metrics that should be tracked. This will help determine if the fleet could drop to two units or when the fleet might need an additional unit.

**Ambulance 150**

A150 is a 2024 Dodge 5500 chassis ambulance with an AEV box. This unit accumulated 24,832 miles at the time of inspection. The vehicle was within its axled weight rating. The tires were from 2021 and 2022 and are within the 7-year NFPA recommended lifespan. This unit responds first from the main Cedarburg station and is staffed primarily by career personnel, supplemented with paid on-call as needed. This unit responded to 713 calls in 2024. This unit was placed into service

this past year. At the time of the inspection, this unit logged 820 calls in 2025. This unit is a great candidate for a re-mount of the box when the chassis needs to be replaced.

### **Ambulance 151**

A151 is a 2012 Kenworth chassis ambulance with a Med Tec box. This unit accumulated 75,673 miles and 5,314 engine hours at the time of the inspection. The vehicle was within its axled weight rating. The tires were from 2021 and 2022 and are within the 7-year NFPA recommended lifespan. This unit is rotated with A152 between the second unit out at the main station and the primary out at Station 2. This unit is staffed primarily by paid on-call members out at station 2 and will have daywork career personnel respond to it when at the main station as the second out unit. This unit responded to 358 calls in 2024 and, as of the field inspection, logged 49 responses. This unit is not a suitable candidate for re-mount and should be replaced with a new unit.

### **Ambulance 152**

A152 is a 2012 Kenworth chassis ambulance with a Med Tec box. This unit accumulated 76,450 miles at the time of the inspection. The vehicle was within its axled weight rating. The tires were from 2022 and are within the 7-year NFPA recommended lifespan. This unit is rotated with A151 between the second unit out at the main station and the primary out at Station 2. This unit is staffed primarily by paid on-call members out at station 2 and will have daywork career personnel respond to it when at the main station as the second out unit. This unit responded to 319 calls in 2024 and, as of the field inspection, logged 71 responses. This unit is not a good candidate for a re-mount and should be replaced with a new unit.

## **Command, Utility, and Support Vehicles**

Command 168 is assigned to the Fire Chief and is a take-home vehicle. Command 167 is a vehicle for duty command officers. There are four other utility or support vehicles housed in the main station. It is interesting to note that the average age of the support vehicle fleet is much younger than the main firefighting fleet. This is usually a symptom of underfunding. Support vehicles are cheaper and easier to replace, and many departments will buy support vehicles to keep new units coming into the fleet. Some of the command units were found to be overweight, with command inserts placed in the vehicle and the seats full of personnel. Care should be given to installing aftermarket products and ensuring vehicles remain within the weight ratings.

Unit #	Vehicle Type	Year	Mileage	Use
154	Chevy Tahoe	2014	45,148	Fire Marshal
155	Chevy 2500 Pick Up	2018	32,213	Utility
156	Chevy Traverse	2021	23,842	EMS Response Vehicle
167	Chevy Silverado 1500	2023	9,957	On-Duty Command Vehicle
168	Chevy Tahoe	2022	26,806	Chief of Department
169	Chevy Suburban	2013	65,147	Utility
160 (UTV)	Kubota	2017	196	Brush and EMS UTV
EMS Cart	Golf Cart	2017	86	EMS for special events

Similar to fire apparatus, support vehicles need to have a defined mission. There is no recommendation to remove any support vehicles from the fleet; however, careful consideration should be given to replacing or retiring units as they approach their replacement cycle. It is essential to monitor the use of these vehicles to determine how frequently they are utilized and in

what manner. This could be the difference between buying a backup command vehicle with a command console in the rear or purchasing a Suburban with an extra row of seating for transporting personnel to non-fire-related classes.

## 7.0 Apparatus Maintenance Evaluation

The Cedarburg Fire Department operates a total of eight fire apparatus, including three front-line engines, one tender, one aerial tower apparatus, one squad and two brush units. There are three ambulances, two command vehicles, an EMS cart, a Utility Vehicle, an ATV and a Dive Trailer. All front-line engines, the squad, and the truck are equipped with four-door enclosed cabs, each capable of seating at least six personnel safely. The heavy fire apparatus can carry a total of twenty-six personnel in seated and enclosed positions. Brush 157 and the Command Vehicles each have issues with their in-service weight due to a combination of body design, seating configuration, and the equipment they carry. In addition, all units suffer from moderate to severe rust and corrosion of chassis frame, suspension components, battery boxes, and air reservoirs. These conditions are what one would expect due to the age of vehicles; however, these corrosion repairs and rust mitigation will need to be conducted to achieve the necessary life cycle for each piece of apparatus.

Replacement strategies for fire apparatus can be based upon several factors, including age, maintenance costs, the need to change or update equipment and hose loads, or the number of runs and associated road mileage on each unit. Fire apparatus is generally replaced after fifteen to twenty years of front-line service and may be utilized as a reserve or spare unit for an additional three to five years, depending upon age, use, condition, and adaptability to the department's current operating procedures. The NFPA, which is responsible for developing the standards for fire apparatus revises and updates the *1900 Standard for Aircraft Rescue and Firefighting Vehicles, Automotive Fire Apparatus, Wildland Fire Apparatus, and Automotive Ambulances* every five years to keep pace with technology and the component manufacturers. Within the past decade, component technology has advanced dramatically in the areas of diesel engine emissions, fire pump components/instrumentation, and electronic stability controls. All of which have had an impact on vehicle design and the related costs of new apparatus.

Changes in engine exhaust emissions requirements by the Federal Environmental Protection Agency (EPA) in 2010 and 2016 have had dramatic impacts on the fire apparatus industry concerning cab designs, engine cooling, and exhaust system components. There are three fire apparatus in the Cedarburg Fleet that are equipped with this emission component technology requiring diesel exhaust fluid (DEF). Future EPA requirements are planned to take effect in 2027 and then again in 2032. These requirements will further improve the fuel economy and have a significant impact on engine technology, cab designs, and costs. This is a result of new engine technology, and the engineering overhead required to design and test engine models, along with a complete redesign of cabs to accommodate the new engine package.

Pre-2000 model engines, regardless of manufacturer, are subject to limited or unavailable replacement parts, and at some point, it will be impossible to obtain new or rebuilt components. While custom chassis apparatus manufacturers will state that they guarantee replacement parts for twenty years, in practice, some component parts become difficult to acquire within the first ten to twelve years of operation.

There are three different life cycles to consider when replacing apparatus/vehicles, each of which can have an impact on the unit's safety, performance, and in-service time:

**Service Life:** The period during which a piece of equipment can perform its intended duty. Service life is dependent on several factors, which include age, mileage, wear and tear annual testing certification, and operating capability.

**Technological Life:** Capability to serve in the role it was initially designed for. While able to meet the original design tasks, older vehicles often struggle to match the performance and safety requirements of new vehicles. New technologies, such as collision avoidance systems, traction control, and rollover stability, are among the advances in newer apparatus.

**Economic Life:** This refers to the total expense incurred for effective use over a specified period. Costs include depreciation, operating expenses, fuel, oil, maintenance, repairs, and downtime, among others. These factors determine a vehicle's economic life and the point at which it is more expensive to maintain than replace.

A comprehensive apparatus replacement program should reference several nationally recognized standards, including NFPA 1910 and the American Public Works Association Vehicle Replacement Guide, to establish the policy for Frontline-Primary Life, Maximum Service Life, and Apparatus Replacement Point System.

The replacement guidelines established below are recommended for use in conjunction with NFPA 1900 and the Replacement Point System to assist in identifying other factors that may justify a modification to the NFPA recommended schedule. Available fiscal resources, actual mechanical conditions, and technological and regulatory changes will influence these guidelines. Although NFPA 1900 makes recommendations on the length of service for fire apparatus, there is no Industry Standard on the expected years of service for fire apparatus. Best practice is left to the authority having jurisdiction. (AHJ).

**The Cedarburg Fire Department service life guideline:**

Engines	20 years
Ladder	25 years
Rescue	25 years
Utility Vehicles	10 years

**Benchmarks for Replacement Consideration:**

The benchmarks listed below will help to determine final replacement decisions. Once a vehicle has met the replacement criteria, it shall go through a review process by the Fire Chief and other department stakeholders to determine if the vehicle should be replaced, retained for limited use, or have its life cycle extended. The overall goal is to replace vehicles at the appropriate time using calculated criteria while maintaining the safety of department personnel and the community.

Consideration for Replacement

Units that have met replacement criteria.

Units with replacement deferred from prior years.

Units that have reached maximum points or fleet replacement program criteria. Units that have excessive operating costs.

Excellent Condition

Fewer than 5 years old. Fewer than 800 engine hours. Fewer than 25,000 miles. No known mechanical defects.  
Very short downtime and very little operating expense. Excellent parts availability. Very good resale value.  
Meets all present NFPA 1910 safety standards.

#### Very Good Condition

More than 5 but fewer than 10 years old.  
More than 800 but fewer than 1,600 engine hours. More than 25,000 but fewer than 50,000 miles.  
No known mechanical or suspension defects are present. Short downtime and above-average operating costs.  
Good parts availability.  
Good resale value.  
Meets NFPA 1910 safety standards.

#### Good Condition

More than 10 years but less than 15 years old. Some rust or damage to the body or cab. More than 1,600 but fewer than 2,400 engine hours.  
More than 50,000 but fewer than 75,000 miles  
Some existing mechanical or suspension repairs are necessary. Downtime and operational costs are beginning to increase.  
Parts are still available but are getting difficult to find. Resale value decreased. Meets all NFPA 1910 safety standards.

#### Fair Condition

More than 15 but fewer than 20 years old.  
Rust, corrosion, or body damage is apparent on the body or cab. More than 2,400 engine hours.  
More than 75,000 but fewer than 100,000 miles if not used in stationary applications. Existing mechanical or suspension repairs are necessary.  
Downtime is increasing, and operational costs are above the historical average. Parts are becoming harder to find and/or obsolete.  
Very little resale value.  
Does not meet all NFPA 1910 safety standards.

#### Poor Condition

The Vehicle is more than 20 years old.  
Rust, corrosion, or damage to the body or cab impacting apparatus use. More than 2,400 engine hours or 100,000 miles. Existing mechanical or suspension problems affecting the apparatus operation. Downtime is exceeding in-service availability. Operational costs exceed the resale value of the apparatus. Parts are obsolete.

As the apparatus ages out, the repair, maintenance, and certification testing costs will increase, resulting in some unplanned out-of-service time for work that cannot be reasonably accomplished in the fire station. This increases the importance of, when possible, spacing out the major vehicle acquisitions to project the anticipated cost for the new apparatus.

### **Apparatus and Maintenance History**

The age of the fire department's current apparatus fleet spans a period of 37 years, with the oldest

unit, Truck 159, constructed in 1988 and the newest, Tender 164, in 2020. With the average age of the eight major apparatus being 20.25 years, the current fleet is in poor condition for its age; however, many of the vehicles in the fleet are obsolete. Several vehicles have moderate rust and corrosion issues.

**Cost Of Major Apparatus When Entering the Fleet:**

<b>Unit</b>	<b>Make</b>	<b>Year</b>	<b>Pump and Tank</b>	<b>Foam</b>	<b>Cost</b>
<b>Engine 161</b>	Pierce Quantum	2004	1500 gpm 1000 tank	25-gal foam	\$460,000
<b>Engine 162</b>	Pierce Quantum	2009	1500 gpm 1000 tank	25-gal foam	\$560,000
<b>Engine 163</b>	Pierce Quantum	2016	1500 gpm 1000 tank	25-gal foam	\$685,000
<b>Truck 159</b>	Pierce Arrow	1988	1500 gpm no tank	100' tower	\$500,000
<b>Tender 164</b>	Pierce Kenworth	2020	1500 gpm 3000 tank		\$500,000
<b>Squad 153</b>	Pierce Quantum	2006	N/A N/A	N/A	\$500,000
<b>Brush 157</b>	GMC 3500 4x4	1989	135 gpm 200 tank	5-gal foam	\$28,000
<b>Brush 158</b>	GMC 5500 4x4	2006	250 gpm 240 tank	5-gal foam	\$110,000
<b>Ambo 150</b>	Ram 5500 AEV	2024			\$400,000
<b>Ambo 151</b>	Kenworth Medtec	2012			\$204,000
<b>Ambo 152</b>	Kenworth Medtec	2012			\$204,000

The NFPA in the printed pamphlet *1910 Standard for the Inspection, Maintenance, Testing and Retirement of In-Service Emergency Vehicles and Marine Firefighting Vessels, 2024 Edition* recommends that the AHJ of fire apparatus plan a 15-to-20-year front line service life and 3-to-5-year reserve use for each primary piece of firefighting apparatus. Annex D of the NFPA 1910 standard recommends that vehicles over 25 years old be replaced.

**Maintenance costs for the major apparatus in the fleet:**

<b>Unit</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>TOTAL</b>
Engine 161	\$697	\$9,779	\$2,860	\$3,262	\$2,070	\$18,668
Engine 162	\$1,441	\$12,185	\$8,335	\$4,790	\$7,798	\$34,549
Engine 163	\$1,074	\$11,880	\$5,934	\$7,318	\$2,554	\$28,760
Truck 159	\$1,593	\$9,166	\$22,664	\$10,782	\$1,584	\$45,789
Tender 164	NEW	\$683	\$2,248	No Data	No Data	\$2,931
Squad 153	\$15,684	\$6,399	\$9,155	\$1,462	\$1,630	\$34,330
Brush 157	No Data	No Data	No Data	\$26	\$1,170	\$1,196
Brush 158	\$707	\$834	No Data	\$576	No Data	\$2,117
Total per year	\$21,196	\$50,926	\$51,196	\$28,216	\$16,806	\$168,340

<b>Unit</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>TOTAL</b>
Ambulance 150	N/A	N/A	N/A	N/A	\$114	\$114
Ambulance 151	\$3,177	\$1,705	\$5,580	\$4,294	\$5,960	\$20,716
Ambulance 152	\$3,461	\$12,575	\$10,390	\$8,975	\$2,097	\$37,498
Total per year	\$6,638	\$14,280	\$15,970	\$13,269	\$8,171	\$58,328

- Those costs highlighted in blue seem artificially low or lack sufficient data.
- Those costs highlighted in red would be considered excessive and could be a cause for the removal of these vehicles from the fire fleet as soon as possible.

On average, the cost of ownership of an engine should be \$5K to \$8K per year, the cost of ownership for a ladder should be \$10K to \$13K, and a Tower should cost \$12K to \$15K per year. The costs of maintenance, testing, and repairs listed above fluctuate wildly from year to year. One could surmise from this data that either there is not a yearly defined preventive maintenance and apparatus testing program for each apparatus or the data gathering and recording system is flawed.

It would be in the best interest of the Cedarburg Fire Department and the City of Cedarburg to carefully follow and fund the fleet replacement plan as outlined in this report on time, as written. That will result in two out of the three costliest apparatus being replaced first, and with the cost of one unit Squad 153 being eliminated from the fleet over the next few years.

Each piece of apparatus operated by the fire department has been carefully analyzed for its condition and maintenance features, with projected replacement dates given for each unit. These dates reflect the year in which the replacement unit should be delivered and placed into service by the fire department. Recognizing that most fire apparatus take approximately thirty-three to fifty-four months to produce once the unit goes under contract, adequate research and planning must be provided to ensure that the apparatus is delivered and placed into service on a timely basis.

While the current fleet of apparatus is mainly in fair condition for its age, future purchases will need to follow the developed plan with only minor deviations allowed for unanticipated repairs or accidents. Where possible, fire apparatus purchases should be spaced out with a three-year interval between each major suppression apparatus. With five major fire apparatus remaining in the new, reduced fleet, a new fire truck should enter service every three years, based on a twenty-year replacement cycle for engines and a twenty-five-year cycle for ladders.

Unit	Age	Total Mileage	Avg Miles per Year 2020-2025	Avg Maintenance Cost 2020 – 2025	Costs Per Mile
Engine 161	21	27,951	599	\$3,734	\$6.23
Engine 162	16	11,858	539	\$6,586	\$12.22
Engine 163	9	11,097	947	\$5,473	\$8.46
Truck 159	37	21,751	98	\$9,973	\$101.76
Tender 164	5	6,414	1,069	\$1,857	\$1.74
Squad 153	19	17,079	2,275	\$7,428	\$3.27
Brush 157	36	10,574	49	\$995	\$20.31
Brush 158	19	12,650	206	\$669	\$3.25
Ambo 150	1	24,832	12,416	\$505	\$0.04
Ambo 151	13	75,673	4,061	\$6,360	\$1.57
Ambo 152	13	76,450	4,863	\$7,427	\$1.53

- Those costs highlighted in Red would be considered excessive and would cause the removal of these vehicles from most fire fleet as soon as practical.

## **Maintenance and Testing**

The fire department's maintenance program should be coordinated and executed by a chief officer. Apparatus maintenance checks are currently conducted by career personnel; they do a rig daily using a check sheet that is called a critical check. This would encompass all fire apparatus once a week. The fire apparatus gets a full check / inspection once a month by the career staff or paid on call personnel whoever is assigned that apparatus for that year. The ambulances get a critical check daily and a full check / inspection once a week. All work requests are initiated when needed. Each piece of apparatus is subject to annual preventative maintenance conducted by outside local vendors, including. A program of annual pump and chassis maintenance is necessary under the NFPA Standards. Rennerts Fire Equipment Services completed the required pump testing and Great Lakes Testing completed testing on the Aerial Ladder and the Portable Ladders. Hose testing was completed by FireCatt, and the nozzles have not been tested. The fire department should continue this NFPA-required testing, keeping complete records of all testing reports and subsequent repair work. The fire department plans to have the nozzles tested as required by the NFPA Standard, just as they are testing the hose, ladders, and pumps.

The Cedarburg Fire Department should consider putting a bid package together for all fire and EMS apparatus testing, preventive maintenance, and rust-inhibiting applications. Select several local vendors that can do this work and get a long-term contract for this work with a multi-year fixed price. This could be a good short-term approach that would save the city and the fire department significant financial resources and would provide an opportunity for good record-keeping.

The long-term approach would be for the city and fire department to hire an Emergency Vehicle Technician (EVT). The EVT candidate could be found in a local trade school with a diesel engine repair and truck program. The EVT could work in the Public Works building and would be responsible for work only on fire apparatus. The fire department and the city would pay for the EVT training but then would require the candidate to fulfill a five-year commitment to repay the fire department and the city for that training. If the candidate did not complete the five-year commitment, there would be a contractual penalty clause that would be enacted. This individual could also be certified in the testing of pieces of equipment such as hoses, portable ladders, and aerial ladders.

While the overall condition of the fleet is fair, with an average age of 20.25 years, all units have moderate rust and corrosion. Additionally, Brush 157 and command vehicles are overweight, requiring corrective action. The entire fleet must be weighed annually, as outlined in NFPA 1910.

EVR's recommendations for new apparatus will emphasize a back-to-basics approach to provide the needed apparatus while incorporating proven technology to minimize the rust and corrosion issues that have surfaced on the current units. While one may expect to observe corrosion and metal deterioration on older vehicles, the present condition of chassis and body components on several pieces of apparatus will require corrosion mitigation and the annual undercoating process to achieve the desired life cycle. With the increased use of road de-icing chemicals, the fire department must address corrosion issues on the current units to provide at least twenty to twenty-five years of reliable front-line service for the engine and ladder apparatus. The goal of the maintenance program is to provide the necessary repairs on a timely basis, enabling future apparatus acquisitions to be spaced out. Buying two vehicles at the same time and then rotating them so that they both wear out at the same time is neither desired nor warranted.

## Apparatus Maintenance Recommendations

The following are recommendations that should be adopted and implemented by the fire department to ensure the safety and readiness of all apparatus.

- The annual pumper service tests, aerial ladder certification, ground ladder, and hose testing programs should continue to be conducted nozzle testing should also be conducted with complete records kept for each apparatus and the associated required repairs by the administrative assistant.
- All apparatus preventative maintenance and record keeping should be conducted in accordance with NFPA1910. Complete records shall be kept of all repairs, testing, and maintenance work. A hard copy or digital logbook should be provided for each piece of apparatus where all maintenance, testing, and inspection work will be documented. An annual summary of the cost of repairs and all maintenance should be completed by the repairs and maintenance facility to enable tracking of all related repairs and the cost of ownership of each vehicle. Administrative personnel in the fire department are doing a good job with this record keeping.
- In accordance with NFPA 1910 *Standard on the Inspection, Maintenance, Testing and Retirement of In-Service Automotive Fire Apparatus, section 16.2*, each apparatus in the department fleet should be weighed annually on the front and rear axles individually as well as the entire apparatus to ensure that the unit is within the vehicle weight ratings as supplied by the manufacturer.
- Each piece of apparatus should, at least annually, be removed from service to have the chassis frame rails steam cleaned, minor paint and corrosion issues repaired, and all tools and equipment cleaned, painted, and maintained. This can be done with any required outside vendor repairs and preventative maintenance work to ensure continued reliable front-line service. Aftermarket anti-corrosion treatments such as Krown or Carwell (<http://www.carwell.com/>) should be incorporated into the fire department's overall maintenance program. This work should be under the auspices of the EVT or conducted by the EVT.
- According to NFPA 1910, Section 8.3.6, tires need to be replaced after seven years. The following Fire Apparatus need tires: Truck 159 (10 tires), Engine 163 (4 rear tires), Tender 164 (10 tires 2026), Brush 157 (4 tires), and Brush 158 (6 tires).
- The tank-to-pump valves on all engines and quint apparatus and other manually and electrically controlled valves should be exercised periodically to ensure their safe and proper operation under all conditions.
- All future apparatus specifications should require finished painted chassis frame rails, cross members, and components to minimize the impact of road deicing chemicals. Where possible, any steel components that can be treated with a plating process to reduce rust and corrosion in these areas or using stainless steel components where available will help ensure safe and reliable front-line service.
- As the fleet and staffing will shrink over the next decade, it will be advantageous to have your own EVT. It will reduce out-of-service time by not having units sitting idle at a repair facility waiting for your turn in line. It is imperative that unit repairs get done as soon as possible.

## 8.0 Equipment Review:

Overall, all front-line apparatus operated by the fire department are generally well equipped and supplied with various hand, power, and hydraulic tools for use in most fire and rescue-related incidents. As reviewed with the ladder company section, future aerial devices need to accommodate an enhanced complement of ground ladders to ensure that the first arriving ladder company has multiple 28- and 35-foot ladders and other roof and utility ladders of varying lengths.

- The fire department should take the equipment off of each apparatus, clean the compartment, clean the equipment, and assign a number from one to five, with one denoting that the piece of equipment comes off the apparatus frequently and five denoting it rarely, if at all, comes off the apparatus. This exercise will help define the needed equipment and reduce little-used or obsolete equipment. This will become extremely important as the fire department considers replacing the aerial apparatus.
- The equipment weights and payload on each apparatus should be determined at some point before acquiring any new replacement apparatus. Starting with Truck 159 and Squad 153, which should have all loose tools and equipment stripped and laid out to determine what is really needed on the new Truck 159 and then weighed on certified scales. For all new apparatus, the empty weight of each unit with a full tank of water and all fluids should be compared to the fully equipped in-service weight to determine the equipment payload on each unit accurately. This information will be required when designing new apparatus to reduce the possibility of operating overweight vehicles.
- All remaining appliances, tools, and equipment that are not mounted and secured inside the body compartments on the vehicles should be permanently secured with NFPA-compliant 9 G-rated, non-marring brackets in standard locations approved by the fire department.
- Any three-piece Halligans should be removed from the apparatus. These tools have been known to fail and cause injury.

### *Engine Equipment-*

- The department needs to identify the target fire flow and coordinate hose and nozzle packages with the target fire flow. The current nozzle setup is good, but this should be evaluated with lower-pressure nozzles that achieve the same flow. Once a flow is identified, hose and nozzle packages should be evaluated against the pressure needed from the pump, length of pre-connect available with pump pressure, size of hose for maneuverability, nozzle reaction for personnel, and kink ability. Matching the setup from the discharge to the tip will allow for easier deployment and handling of hose lines, reducing the stress on responding members. This will also simplify pumping operations by creating a standard pump chart across the fleet.
- The engine companies need to carry longer attack lines pre-connected to the engine. A 300 or 400-foot line of 1 3/4" hose should be added to the engines. This will also give you the ability to use the standpipe hose pack to extend this line as well. This allows for a rapid deployment of a 500-foot attack line. With the science of how fast fire can grow, it is imperative to apply rapid first water to the fire. This usually does not allow for a leader line with 3-inch hose to be deployed.

### *Truck/Rescue Equipment-*

- The apparatus/tools committee should meet to identify the mission of the rescue company. This includes the depth of rope rescue, vehicle extrication, heavy vehicle extrication and

stabilization, hazmat, water rescue, and other special operations missions. This should include identifying mutual aid companies that provide the service and their response times, identifying hazards in the response area, determining the necessary training and personnel for the mission, and, most importantly, securing funding for the required equipment. The funding should also consider the life cycle of the equipment and the replacement cycles required. The training is another critical component. Each mission or piece of equipment requires training. The more equipment and missions on the vehicle, the steeper the training needed to safely operate off of it.

- The towers “truck company” equipment is old, out of date, and lacking. Committee members should begin to evaluate the equipment on the squad and explore new fans, saws, and other truck equipment. This is important to identify when laying out the weights and equipment storage locations on the future truck spec. The equipment does not need to be purchased now, but a plan should be in place to identify the desired equipment and build the truck, with each piece having a place and a mount for it. This will help the committee make informed decisions about length, compartment size, shelf and tray options.
- When looking at rescue equipment for the truck. Remember, this is an extrication unit, not a heavy rescue. The heavy rescue 102 in Arlington, VA, is also the technical rescue unit. This unit has 15 ways to lift and move something. That capability is not needed in Cedarburg. You need one or two ways to do a couple of simple things and rely on heavy rescues from mutual aid to do the rest. Remember, with 6 seats, those 6 personnel can only do so much before they need more response personnel anyway.

## **9.0 Apparatus Fleet Replacement:**

Based on a review of built-up areas within the response area and the available staffing, the fire department maintains an excessive number of fire apparatus. The current available staffing for working fires averages 8.3 personnel per incident over the last 3 years, and NFPA staffing requirements are four per apparatus. The fire department currently does not have staffing for the eight major apparatus that they currently own. Considering the costs of apparatus acquisition, vehicle repairs, maintenance, and testing, the fire department should consider reducing the size of its fleet by three apparatus. This can be accomplished by following the recommendations offered in this report and implementing over the course of the next decade.

A concern is the age and condition of the current fleet, as well as the fire departments and the city's ability to fund an aggressive replacement schedule for engines and tenders at twenty years and aerial apparatus at twenty-five years after a full rehabilitation in year fifteen. Financial consideration must also be given to the fire department, and the cities need to update or replace their current stations and fund the fleet replacement program. The fire department in the future needs to resist the urge to purchase and equip two vehicles, such as Ambulance 151 and 152, simultaneously, as this is neither practical nor desirable. For this reason, EVR usually recommends spacing out major apparatus acquisitions with a minimum of three years between each purchase for smaller fleets.

EVR will provide a blueprint to space out future apparatus purchases. The preferred sequence of vehicle replacements would be to replace Truck 159 and Squad 153 with a new Truck Rescue 159.

The current Truck 159, with its limited equipment, age, and insufficient staffing to operate both a squad and a truck company, makes this an easy and effective way to reduce the current fleet by one unit. This would allow the fire department to deliver both truck company and squad functions with one apparatus and one set of staffing, rather than two. Next, replace Engine 162 in 2034 and replace Engine 161 and Tender 164 in 2038. The Cedarburg Fire Department and the City of Cedarburg should consider holding an apparatus purchasing seminar and hiring an experienced outside third party to help the fire department in the purchasing process.

### **Fleet Replacement Schedule:**

Following this fleet replacement schedule, the Cedarburg fleet would consist of two engines, an engine tender, a Tractor Drawn Aerial Rescue, a brush truck, and three ambulances. The City of Cedarburg and the Cedarburg Fire Department cannot be without a truck company for the next four years, awaiting delivery of a new ladder truck. The fire department should consider buying a used truck until the new truck is delivered by 2030.

### **Fleet replacement schedule by vehicle:**

**Engine 161:** Replace Engine 161 in 2026 with a new used engine after 22 years of service. In 2038, Engine 161 and Tender 164 would be replaced with a new Engine Tender 161, and the new used Engine 161 and Tender 164 would be cycled out of the fleet.

**Engine 162:** Replace Engine 162 in 2034 with a new Engine 162 after 25 years of service. Current Engine 162 would be offered to a reputable apparatus broker.

**Engine 163:** Replace Engine 163 in 2042. Current Engine 163 would be 26 years old and would be offered to a reputable apparatus broker for sale.

**Truck 159:** Replace immediately with a used Truck 159. In 2030, replace Truck 159 with a tractor-drawn or rear-mounted rescue aerial ladder. Once the new aerial rescue ladder is placed into service, Truck 159 and Squad 153 will be cycled out of the fleet.

**Tender 164:** Replace current Tender 164 in 2038, after 18 years of service, with Engine Tender 161. The current Tender 164 would be offered to a reputable apparatus broker. This apparatus should have considerable residual value.

**Squad 153:** Relocate the necessary rescue equipment to new Truck 159 in 2030, remove the current Squad from the fleet, and offer it to a reputable apparatus broker for sale.

**Brush 157:** Should be replaced immediately. Replace with a new 4x4 pickup truck that can accommodate the weight of the skid unit in the current Brush 157.

**Brush 158:** Should be removed from the fleet and offered to a reputable apparatus broker and sold once the new Brush 157 is placed into service.

**Ambulance 150:** Re-chassis in Ambulance 150 in 2033. Replace in 2042

**Ambulance 151:** Replace in 2027 with the delivery of the new Ambulance 151

**Ambulance 152;** Replace in 2031 with the delivery of the new Ambulance 152

**Support vehicles:** The chief's vehicles, the ATV, the EMS Cart, the brush truck, and the utility vehicles should be replaced as needed in years that do not involve major fire apparatus purchases.

## Fleet Replacement by Year:

2026	Buy a used ladder truck to replace Truck 159 until a new aerial apparatus can be built. Buy a used engine to replace engine 161 Buy a new pickup truck for the skid unit for 157. Remove current Brush 157 and 158. Order a new Tractor Drawn or Rear-mounted Aerial Ladder Straight Truck.
2027	Take delivery of a new Ambulance to replace Ambulance 151
2028	Open
2029	Open
2030	Replace Truck 159 and Squad 153 with a Tractor Drawn Aerial Ladder or a Rear-Mounted Rescue Ladder Straight Truck.
2031	Replace Ambulance 152 with a new Ambulance 152
2032	Open
2033	Re-chassis Ambulance 150 after 9 years of service.
2034	Replace Engine 162 with a New Engine 162 after 25 years of service.
2035	Open
2036	Re-chassis Ambulance 151 after 9 years of service.
2037	Open
2038	Replace Used Engine 161 and Tender 164 with a new Engine Tender 161.
2039	Open
2040	Re-chassis Ambulance 152 after 9 years of service.
2041	Open
2042	Replace Engine 163 with a new Engine after 26 years of service.
2043	Replace Ambulance 150 after 10 years of service.
2044	Open
2045	Rehab Truck 159 after 15 years of frontline service.
2046	Replace Ambulance 151 after 10 years of service.
2047	Open
2048	Replace Engine 162 with a new engine after 14 years of frontline service.
2049	Open
2050	Replace Ambulance 152 after 10 years of service.
2051	Open
2052	Re-chassis Ambulance 150 after 9 years of service.
2053	Rehab Engine Tender 161 after 15 years of service.
2054	Open
2055	Re-chassis Ambulance 151 after 9 years of service.
2056	Open
2057	Re-chassis Ambulance 152 after 7 years of service
2058	Replace Truck 159 after 28 years of frontline service
2059	Open
2060	Replace Engine 163 with a new Engine 163 after 18 years of service.

All Chiefs Vehicles, Utility Squad Vehicles, UTV's, Brush Truck and Trailer should be replaced as needed and as funding allows in open years on the fleet replacement schedule.

This replacement plan would provide the following benefits:

1. Combine the service of Truck 159 and Squad 153 into a Rescue Ladder. These two units are the most expensive to maintain in the fleet. This would reduce costs by eliminating one unit from the fleet. It would also maximize the current staffing by having firefighters run the Rescue Ladder on all rescue-related calls, as well as fire calls.
2. Provides enhanced ground ladder capability and body compartments to carry desired tools and rescue equipment without chassis weight and axle limitations.
3. Combining the services of Engine 161 and Tender 164 in 2038 to reduce the fleet by yet another unit.
4. Replacing the overweight Brush 157 with a new 4x4 pickup truck that will be a multi-faceted vehicle capable of carrying the skid unit, plowing snow, towing trailers, and transporting firefighters. Once the new Brush 157 is placed into service, housed at Station 2, Brush 158 will be eliminated from the fleet. This will reduce the fleet by a total of three vehicles by the year 2038.
5. This fleet replacement schedule will be more in line with the available staffing and the available financial resources to manage the fleet.

### **Fleet Replacement Summary:**

The size of the fleet should be reduced by at least two units and possibly three. As volunteer staffing continues to dwindle nationally, regionally, and locally, the fire department and the city will have to fill this void. In short, there are currently too many fire trucks and not enough personnel. The goal of the fleet replacement plan is to have a defined schedule for new replacement apparatus supported by available funding. Fleet planning and replacement require a prudent and programmed approach to future fire apparatus and equipment purchases, designed to meet the needs of the response area with enhanced maintenance capabilities. While there may always be a desire to have new vehicles in every fire station, a logical approach is necessary to make long-term investments by the fire department and the city that best meet and serve the community's needs. The recommendations outlined in this report should help the Cedarburg Fire Department and the City of Cedarburg achieve that goal.

## **New Tractor Drawn Aerial Ladder Design Criteria:**

Emergency Vehicle Response recommends the following criteria and components that should be incorporated into the overall design of any new tractor-drawn aerial ladder for the Cedarburg Fire Department:

1. Four-door flat roof cab with seating for six (6) personnel
2. Tractor Drawn Aerial Ladder with a minimum vertical reach of 100-110 ft.
3. Tractor Drawn Aerial Ladder with minimum horizontal reach of 92-100 ft.
4. Wheelbase between 145 inches and 162 inches
5. Overall height between 132 inches and 138 inches
6. Overall length between 58 feet and 62 feet
7. Minimum of 500 horsepower engine
8. Allison five-speed automatic transmission
9. Telma driveline retarder
10. Vogel chassis and aerial lubrication system
11. 17-inch disc brakes on front and rear axles
12. Reinforced steel front bumper with angled corners
13. 340-amp Niehoff alternator
14. Six (6) group 31 batteries with stainless steel trays
15. Minimum 65-gallon fuel tank with stainless steel straps
16. Drive shaft drop guards for each section of the drive line
17. Front windshield down view mirror
18. Rear backup camera with right side camera
19. Unit to have an aluminum body with a similar sub-structure
20. Aerial device, chassis, and body to be built by one manufacturer
21. Aerial Ladder to have a minimum rated capacity of 500 pounds
22. Outrigger system to be capable of short jack operations
23. Aerial Ladder to have a single monitor equipped with smooth-bore tips
24. Ground ladder complement at a minimum should include the following:
  - One 45-foot two-section extension ladder
  - Two 35-foot two-section extension ladders
  - Three 28-foot two-section extension ladders
  - One 24-foot two section extension ladder
  - One 18-foot roof ladder
  - Three 16-foot roof ladders
  - Two 14-foot roof ladders
  - One 10-foot folding ladder
  - One 17-foot Little Giant ladder
25. 15 kW Onan or Harrison hydraulic generator if required.
26. Two electric rewind cable reels equipped with 200 feet of 10/3 cable
27. Seven (7) cab and body-mounted 12-volt LED style scene lights
28. All cab, body, and aerial running and warning lights to be LED style
29. All body compartments to be equipped with appropriate trays, shelves, and tool boards
30. In addition to the above items, the following safety and reduced maintenance components should be incorporated into the final vehicle specifications.
31. Finish painted chassis frame rails, cross members, body sub-frame and components
32. Electronic stability control
33. Stainless steel straps on diesel fuel tank and all air reservoirs

- 34. Stainless steel pull cables for each air reservoir with remote mounted drain valves
- 35. IMMI Reach Ready orange color seat belts with extended female stalks
- 36. Chassis frame rails, cross members, body sub-frame and components should be treated with any available rust and corrosion coating to inhibit frame damage.
- 37. Frontal and Side Roll protection.

A tractor-drawn aerial ladder apparatus as outlined above would cost in the range of \$2.6 to \$2.8 million in current-day costs and would provide for improved reliability, added ground ladder capabilities, and enhanced safety for the operating members. Depending upon Fire Departments planning and resources, the apparatus should be placed on order during 2026 with the anticipated delivery in 2030.



**This TDA would meet the needs of the Cedarburg Fire Department. It measures 59' 6" long and is 11' 2" tall and would fit in Cedarburg Station 1.**



**This Tiller carries 365 feet of ground ladders**

## **Rear-Mount Rescue Aerial Ladder**

This option would provide a new rear-mounted rescue aerial ladder for Cedarburg. Any replacement aerial device should be designed to carry the required tools, equipment, and most importantly, ground ladders to complement the equipment already carried and maintained on the department's three frontline engine company units. There is no requirement for the replacement aerial ladder to be outfitted with a fire pump, water tank or hose bed. Due to the restricted overall travel height, the compartment sizes will be limited, and the introduction of a water tank and hose bed further impairs the vehicle's ability to carry sufficient ground ladders. The 40 to 46 inches of space taken by the fire pump and associated plumbing may be more effectively utilized to provide a partial transverse compartment to carry long-handle appliances and forcible entry tools, rescue equipment, and could also be used to reduce the vehicle's wheelbase. The new aerial ladder would be designed in accordance with the following recommendations outlined in the report.

### **New Rescue Aerial Ladder Design Features:**

The following guidelines should be incorporated into the overall design of any new rear-mounted aerial ladder apparatus:

1. Four-door flat roof aluminum or stainless-steel cab with seating for six (6) personnel
2. Rear-mounted Aerial Ladder with minimum vertical reach of 100-110 feet
3. Rear-mounted Aerial Ladder with minimum horizontal reach of 90-100 feet
4. Wheelbase between 212 inches and 230 inches
5. Overall height between 130 and 138 inches
6. Overall length is no more than 42 feet
7. Minimum of 500 horsepower engine
8. Allison five-speed automatic transmission
9. Jacob's engine brake or Telma Driveline Retarder
10. Vogel chassis and aerial lubrication system
11. Unit to have a stainless steel body
12. Aerial device, chassis, and body to be built by one manufacturer
13. Aerial ladder to have a minimum rated capacity of 500-pound tip load
14. Ground ladder complement to include a minimum of the following:
  - a. One 45-or 50-foot three-section extension ladder
  - b. Two 35-foot two-section extension ladders
  - c. Two 28-foot two-section extension ladders
  - d. Three 16-foot roof ladders
  - e. One 14-foot roof ladder carried in fly section of aerial
  - f. One 10-foot folding ladder
  - g. One 17-foot Little Giant ladder
15. Onan or Harrison hydraulic generator if needed
16. Two electric rewind cable reels equipped with 200 feet of 10/3 cable if needed
17. Seven (7) cab and body-mounted 12-volt LED style scene lights
18. All body and running lights to be LED style
19. All body compartments to be equipped with appropriate trays, shelves, and tool boards with all hand tools mounted inside the compartments.
20. All sides of the apparatus have high-visibility graphics
21. Forcible entry tools, roof hooks, and water extinguisher to be mounted for easy access and deployment inside the body compartments

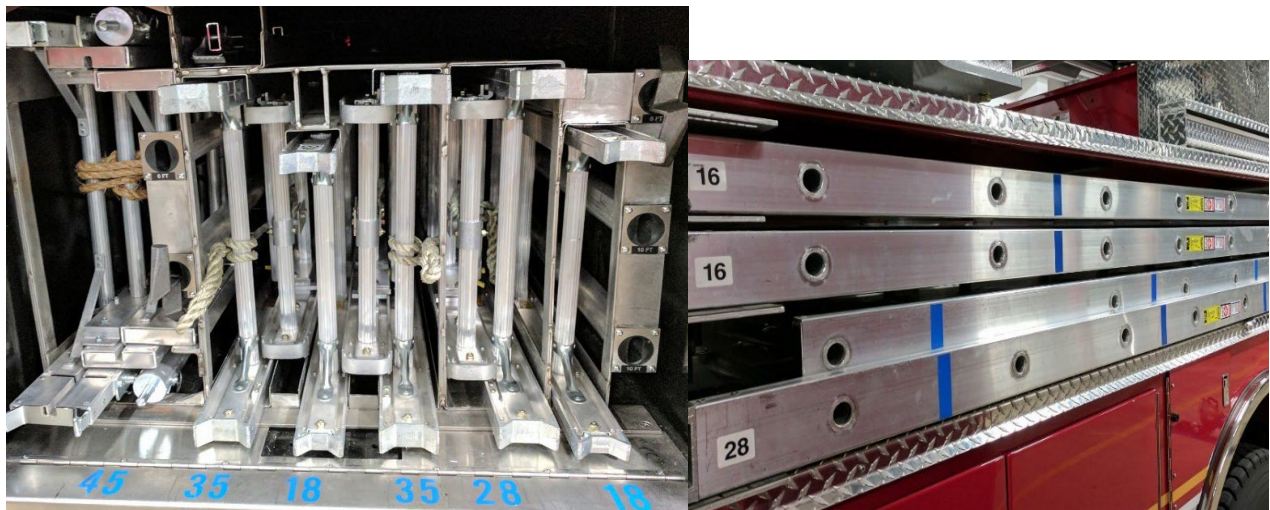
In addition, the aerial ladder apparatus should provide for the following mechanical and safety

features:

- Full-width steel reinforcement channel mounted behind the front bumper
- Drive shaft safety guards on each section of the driveline
- Electronic Stability Control
- Six Group 31 batteries with a single alternator rated at 360 amps
- All air reservoirs to have manual drains with stainless steel pull cables
- All seating positions to be provided with IMMI Reach Ready Orange three-point seat belts
- Stainless steel straps should be provided for all air reservoirs and diesel fuel tank
- Stainless steel battery trays and hardware should be provided for these components
- Frontal and Side Roll protection.
- Finish painted chassis frame rails, cross member, body sub-frame, and components.
- Chassis frame rails, cross members, body sub-frame, and components should be treated with any available rust and corrosion coating to inhibit frame damage.
- Finish painted chassis frame rails, cross members, body sub-frame, and components.



**Example of a Rear-Mounted Aerial Ladder that meets the needs of the Cedarburg Fire Department: This apparatus is equipped with 279 feet of ground ladders on a chassis with a wheelbase of 224 inches. It has an Overall Height of 140 inches and an Overall Length of 40 feet.**



## **Engine Design Criteria:**

Engine 162 should be the first engine company replaced during 2034 when the apparatus would be 25 years old. The concept of the new engine apparatus design is to provide a short wheelbase engine that is equipped with multiple attack lines of various sizes and lengths, along with a complement of standard engine company equipment. The engine should be designed with direct piped low cross-lays and a rear hose bed to permit personnel to stretch and advance attack and leader lines without having to climb onto the vehicle.

The following design criteria should be adopted by the fire department for any new engine company units:

- Four-door custom cab with seating for six personnel
- Overall length between 29 and 30 feet, 6 inches
- Overall height between 120 and 126 inches
- Wheelbase between 174 inches and 185 inches
- 500 Horsepower diesel engine with Jacob's engine brake
- Five-speed automatic transmission
- Disc brakes, 17-inch on the front and rear axles
- 1500 gpm single-stage fire pump with side mount pump controls
- Apparatus to have a minimum of three (3) 2.5 inch rear discharges.
- 750-gallon low-profile water tank with poly construction
- Minimum of five preconnected attack lines, including:
  - One 100 to 150-foot 1.75-inch trash line on the front bumper
  - Three (3) 1.75-inch attack lines (two 200-foot and one 300-400 feet)
  - One 200-foot 2.5-inch attack line with a smooth-bore nozzle
- Hose bed to accommodate a minimum of 1000 feet of 5" supply line.
- Hose bed to accommodate a minimum of 800 feet of 3" hose.
- Hose bed and cross-lays to be not more than 66 inches from the ground.
- All pump panel valves are to be manually controlled.
- Apparatus body to be constructed of aluminum or stainless steel with a similar substructure.
- Apparatus body to have full height compartments on the left side, low on the right side.
- Ground ladders to be mounted on the right side of the body with a 24-foot extension ladder, 14-foot roof, and 10-foot folding ladders.
- Provide six 12-volt LED scene lights including a cab brow light, two mid-body lights on each side, and one rear body light.
- All body compartments are to be equipped with appropriate trays, shelves, and tool boards with all hand tools mounted inside the compartments in a standard location.
- LED lighting should be utilized for all running and emergency lights.
- All sides of the apparatus are to have high-visibility reflective graphics.
- Front suction inlet and one side inlet with a power-operated intake valve and manual override
- Full-width steel reinforcement channel mounted behind the front bumper.
- Drive shaft safety guards on each section of the driveline
- Six Group 31 batteries on stainless steel trays with a minimum of 340-amp Niehoff alternator
- Front windshield down view mirror
- Air-operated pump primer
- Electronic stability control, Frontal airbags, and side roll protection

- Stainless steel straps on the diesel fuel tank and all air reservoirs
- Stainless steel pull cables for each air reservoir with remote-mounted drain valves
- Stainless steel trays and hardware for the battery boxes
- IMMI Reach Ready orange color seat belts with extended female stalks.
- Finish painted chassis frame rails, cross member, body sub-frame, and components.
- Chassis frame rails, cross members, body sub-frame, and components should be treated with any available rust and corrosion coating to inhibit frame damage.

An engine apparatus, as outlined above, would cost \$1,300,000 to 1,500,000 dollars in current day costs and would provide for improved fire flow delivery, enhanced safety for the operating members, and would be used as the basis for standardized engine company apparatus in the future. The new apparatus should be designed to be as short and maneuverable as possible and should incorporate as many of the above-listed bullet points as the basis for the initial design. The first new engine apparatus would be delivered to replace Engine 162 in 2034.



**Example of short wheelbase engine with 750-gallon water tank**



**Example of low rear hose bed with 750-gallon water tank**

## **Engine Tanker Design Criteria**

The engine should be designed with low-mounted attack cross-lays and rear hose bed to permit personnel to stretch and advance attack and leader lines without having to climb onto the vehicle. The following design criteria should be adopted by the fire department for any new engine tanker units:

1. Four-door custom cab with seating for four-six personnel
2. Wheelbase between 205 inches and 215 inches
3. Overall length is between 33 feet and 35 feet.
4. Overall height between 128 and 132 inches
5. 500 Horsepower diesel engine with Jacob's engine brake
6. Five-speed automatic transmission
7. Disc brakes, 17 inches on front and rear axles
8. 2000 gpm single-stage fire pump with side or rear mount pump controls
9. Front bumper to have two front bumper discharges.
10. Front bumper to have a 5-inch suction with a swivel, power-operated valve.
11. Apparatus to have a minimum of five (5) 2.5" rear discharges.
12. Rear body to be provided with a 5-inch suction inlet with power operated valve.
13. Minimum 2000-gallon low-profile water tank with poly construction
14. Hose bed to accommodate a minimum of 1000 feet of 5" supply line.
15. Hose bed to accommodate a minimum of 300-400 feet of 3" hose.
16. Hose bed to be not more than 66 inches from the ground.
17. Pump panel valves to be manually controlled with pull rods or hand crank controls.
18. Apparatus body to be constructed of stainless steel with a similar substructure.
19. Apparatus body to have full height compartments on both sides using stainless steel hinged doors.
20. Ground ladders to be mounted on one side of the body, one 35-foot extension, One 16-foot roof, and a 10-foot folding ladder.
21. Provide multiple 12-volt LED scene lights to include a cab brow light, side-mounted cab and body lights, and rear body lights.
22. All body compartments to be equipped with appropriate trays, shelves, and tool boards with all hand tools mounted inside the compartments in a standard location.
23. LED lighting should be utilized for all running and emergency lights.
24. All sides of the apparatus have high-visibility reflective graphics.
25. Full-width steel reinforcement channel mounted behind front bumper.
26. Drive shaft safety guards on each section of the driveline
27. Six Group 31 batteries on stainless steel trays with a minimum of 340-amp Niehoff alternator
28. Back-up camera system with both right-side and rear cameras
29. Front windshield down view mirror
30. Air-operated pump primer
31. Electronic stability control, Frontal airbags, and side roll protection
32. Stainless steel straps on the diesel fuel tank and all air reservoirs
33. Stainless steel pull cables for each air reservoir with remotely mounted drain valves
34. Stainless steel trays and hardware for the battery boxes
35. IMMI Reach Ready orange color seat belts with extended female stalks.
36. Finish painted chassis frame rails, cross member, body sub-frame, and components.
37. Chassis frame rails, cross members, body sub-frame, and components should be treated with any available rust and corrosion coating to inhibit frame damage.

The Engine Tanker is going to have a 2000-gallon water tank and is to be equipped with a large capacity fire pump. The engine tanker apparatus as outlined above would cost in the range of \$1,400,000 to \$1,600,000 dollars in current day costs and would provide enhanced safety for the operating members and provide similar water delivery capabilities to the current fleet. The new apparatus was designed to be as short and maneuverable as possible and incorporated many of the above listed bullet points as the basis for the initial design. The new engine tanker apparatus will replace Engine 161 and Tender 164 in 2038.



**Example of a short wheelbase engine with a 2000-gallon water tank**



**Example of a low rear hose bed with a 2000-gallon water tank**

## **10.0 Summary**

We gratefully acknowledge the cooperation and assistance of the Chief of Department, Jeffery Vahsholtz, and Deputy Chief Joseph Hintz, who provided information on the apparatus, response policies and procedures, fire incident responses, and other records that were made available for review by the staff of Emergency Vehicle Response.

The summary, findings, and recommendations developed in this report are solely those of Emergency Vehicle Response and have not been influenced by any representatives of the fire department or any outside parties. The information and statistics listed within the report were gathered from fire department records and information supplied for our review by the fire department.

The staff of Emergency Vehicle Response look forward to meeting with the fire department, chief officers, and elected officials to review and discuss the findings and recommendations included in this report.

Respectfully submitted,  
Michael Wilbur  
Nicholas Wilbur

## **11.0Appendix:**

Fire Apparatus Manufacturer's Association: FAMA.org

NFPA 1900 Standard for Aircraft Rescue and Firefighting Vehicles, Automotive Fire Apparatus, Wildland Fire Apparatus and Automotive Ambulances 2024 Edition.  
National Fire Protection Association, 1 Batterymarch Park, Quincy MA 02169.

NFPA 1910 Standard for the Inspection, Maintenance, Refurbishment, Testing and Retirement of In-Service Emergency Vehicles and Marine Firefighting Vessels, 2024 Edition.  
National Fire Protection Association, 1 Batterymarch Park, Quincy MA 02169.

NFPA 1710 Standard for the Organization and Deployment of Fire Suppression Operations to the Public by Career Fire Departments, 2020 Edition.  
National Fire Protection Association, 1 Batterymarch Park, Quincy MA 02169.

NFPA 1720 Standard for the Organization and Deployment of Fire Suppression Operations to the Public by Volunteer Fire Departments, 2020 Edition.  
National Fire Protection Association, 1 Batterymarch Park, Quincy MA 02169.

ISO Insurance Service Office, 2014 Edition  
Insurance Services Office, Inc., 1000 Bishops Gate Blvd., Ste. 300, P.O. Box 5404, Mt. Laurel, New Jersey 08054-5404

# PLANNERS REPORT

To: City of Cedarburg Common Council

By: Mary Censky

Date Prepared: March 9, 2026

## General Information:

Agenda Item: **9.A.**

**Property Owner/Applicant:** Pioneer Real Estate Development LLC in c/o Mike LaRosa

**Request:** Approval of lot line adjustment by Certified Survey Map (CSM).

**Current Zoning:** M-2 General Manufacturing District

**Current Master Plan Classification:** Commercial

**Surrounding Zoning/Land Use:** North: M-2 General Manufacturing District  
South: M-2 General Manufacturing District  
East: M-2 General Manufacturing District  
West: M-2 General Manufacturing District

**Lot Size:** Existing Lot 1 315,821 Sq. Ft.  
Existing Lot 2 83,268 Sq. Ft.  
Proposed Lot 1 318,828 Sq. Ft.  
Proposed Lot 2 80,261 Sq. Ft.

**Location:** Common lot line between N144 W5844 and N144 W5800 Pioneer Road.

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## Discussion:

Before selling off Lot 2 to a new buyer, the current owner of these two lots wants to adjust the common lot line between Lot 1 and Lot 2 – moving it south ~7-feet. The existing owner of both properties plans to retain ownership of Lot 1, and hopes to sell off Lot 2 for development of the recently approved Gerber Collision & Glass motor vehicle repair facility.

Both lots will remain fully compliant as to minimum required lot size and width (i.e., not less than 40,000 sq. ft., and 150-feet respectively). No new lot or outlot is created by this CSM. Both lots have at least 30-feet of frontage on a public street.

**Recommendation:**

On March 2, 2026, the Plan Commission did review and recommend to the Common Council in favor of approving this CSM, subject to the four conditions listed below.

If the Common Council is inclined toward an approval in this matter, the Planner recommends the following conditions be attached thereto:

- 1) On sheet 2 of 4, the Common Council must be added under the phrase "...this CSM is required to be submitted to the following for approval:"
- 2) The signature names for Plan Commission must be corrected.
- 3) A signature line for the Common Council must be added.
- 4) City Engineer review and approval of the CSM as to accuracy and closure in the legal description.



**LAND DEVELOPMENT APPLICATION**

PROPERTY LOCATION/ADDRESS: N144W5800 Pioneer Road

APPLICANT/BUSINESS NAME: Pioneer Real Estate Development LLC

APPLICANT/BUSINESS ADDRESS: 4537 Columbia Road

STATUS OF APPLICANT:  OWNER  AGENT  BUYER  OTHER \_\_\_\_\_

PHONE: 262-993-0300 EMAIL: mike@larosalandscape.com

PROPERTY OWNER (IF DIFFERENT): \_\_\_\_\_

PROPERTY OWNER MAILING ADDRESS: 4537 Columbia Road

PROPERTY OWNER PHONE: 262-993-0300 PROPERTY OWNER EMAIL: mike@larosalandscape.com

REQUEST FOR (CHECK ALL THAT APPLY):

- CONCEPT REVIEW
- SITE/ARCHITECTURAL PLAN APPROVAL
- SUBDIVISION PLAT OR CSM REVIEW
- ZONING DISTRICT CHANGE
- CONDITIONAL USE ZONING
- ANNEXATION REQUEST
- VARIANCE/BOARD OF APPEALS
- OTHER \_\_\_\_\_

DESCRIBE REQUEST: Revised Land Division and CSM - MISTAKE ON THE LAST SUBMISSION

PLEASE SUBMIT: FIVE (5) COPIES OF WRITTEN DESCRIPTION OF PROPOSAL OR REQUEST FOR CITY STAFF REVIEW -PLUS ELECTRONIC FIVE (5) FULL SETS OF SUPPORTING DRAWINGS, SKETCHES OR SURVEY MAPS FOR CITY STAFF REVIEW PLUS ELECTRONIC TEN (10) SETS OF PLANS (11" x 17" MAX) FOR PLAN COMMISSION REVIEW -PLUS ELECTRONIC

ELECTRONIC COPIES MAY BE SENT TO [THANAMAN@CITYOFCEDARBURG.WI.GOV](mailto:THANAMAN@CITYOFCEDARBURG.WI.GOV)

The undersigned certifies that he/she has familiarized themselves with the State and Local codes and procedures pertaining to this application. The undersigned further hereby certifies that the information contained in this application is true and correct. This application shall be signed by the property owner(s).

PROPERTY OWNER(S) SIGNATURE: [Signature] DATE: 1/30/2026

**FOR CITY STAFF USE ONLY**

TOTAL FEE: \$ 310 <sup>OK 1053</sup> (SEE FEE SCHEDULE ON REVERSE PAGE) DATE FEE PAID: 2-2-26

APPLICATION AND FEE RECEIVED BY: Theresa Hanaman PLAN COMMISSION MEETING DATE: 3-2-26

ATTACHMENTS (CHECK IF RECEIVED):  
 EIGHT DESCRIPTIONS (SARB)  EIGHT FULL-SIZE SETS (SARB)  <sup>6</sup> TEN DESCRIPTIONS AND PLAN SETS (PLAN COMMISSION)

PROPERTY TAX KEY NO/PLAN COMMISSION FILE NO: 13-091-02-11-015 13-091-02-11-016

ZONING: M2 ALDERMANIC DISTRICT: A4 PREVIOUS MEETING: 2/9/24



# Certified Survey Map

Lots 1 and 2 of Certified Survey Map No. 4265 as recorded in the Ozaukee County Register of Deeds Office as Document No. 1160233, being part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redvision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin.

### Surveyor's Certificate:

I, David J. Leininger, professional land surveyor, hereby certify that by the direction of Mike LaRosa, that I have surveyed, divided, and mapped the land shown and described hereon, being all of Lots 1 and 2 of Certified Survey Map No. 4265 as recorded in the Ozaukee County Register of Deeds Office as Document No. 1160233, being part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redvision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin, which is bounded and described as follows:

Lots 1 and 2 of Certified Survey Map No. 4265 as recorded in the Ozaukee County Register of Deeds Office as Document No. 1160233, being part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redvision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin

(Containing 399,089 square feet (9.162 acres) more or less.

I further certify that I have fully complied with the provisions of sec. 236.34 of Wisconsin Statutes and the City of Cedarburg Land Division Ordinance in surveying, dividing, and mapping said land, and that this map is a correct representation of the exterior boundaries of the land surveyed and the division of said lands.

Dated this 26th day of January, 2026.

\_\_\_\_\_  
David J. Leininger, S-2285

### Owner's Certificate:

As a member of Pioneer Real Estate Development, LLC, I hereby certify that I caused the land shown and described herein to be surveyed, divided, and mapped as represented on this Certified Survey Map. I also certify that this Certified Survey Map is required to be submitted to the following for approval:

City of Cedarburg Plan Commission

\_\_\_\_\_  
Michael LaRosa - Member  
STATE OF WISCONSIN  
OZAUKEE COUNTY's.s.

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 2026, the above named member is to me known to be the same person who executed the foregoing instrument and acknowledge the same.

(Notary Seal) \_\_\_\_\_, Notary Public,

\_\_\_\_\_, Wisconsin.

My commission expires \_\_\_\_\_

# Certified Survey Map

Lots 1 and 2 of Certified Survey Map No. 4265 as recorded in the Ozaukee County Register of Deeds Office as Document No. 1160233, being part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redivision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin.

## City of Cedarburg Plan Commission Approval:

This land division, CSM file No. \_\_\_\_\_, is hereby approved by the Cedarburg City Plan Commission as being in conformance with the City's Subdivision Ordinance this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

Patricia Thome, Mayor

\_\_\_\_\_ Jessica Campolo, City Clerk

David J. Leininger, S-2285

Dated this 26th day of January, 2026

This instrument was drafted by David J. Leininger, S-2285



DocId:8626013

Tx:4447935

**1160233**

**RONALD A. VOIGT  
OZAUKEE COUNTY  
REGISTER OF DEEDS**

**RECORDED ON  
06/28/2024 03:04 PM**

**REC FEE: 30.00**

**TRANS FEE:**

**PAGES: 5**

**EXEMPT #:**

Certified Survey map  
4265

Document Number

Document Title

Recording Area

Name and Return Address

Michael J LA ROSA \$30  
4537 COLUMBIAN RD  
CEDARBURG, WI 53012

Parcel Identification Number (PIN)

This information must be completed by submitter: document title, name & return address, and PIN (if required). Other information such as the granting clauses, legal description, etc. may be placed on this first page of the document or may be placed on additional pages of the document.

# Certified Survey Map

Part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redivision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin.

Owner/Subdivider

Pioneer Real Estate Development LLC  
N144W5800 Pioneer Road  
Cedarburg, WI 53012

Surveyor

David J. Leininger  
Homeland Surveying, LLC  
2079 Cold Springs Rd.  
Saukville, WI 53080



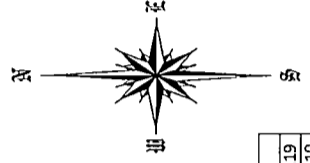
David J. Leininger, S-2285

Dated this 5th day of April, 2024

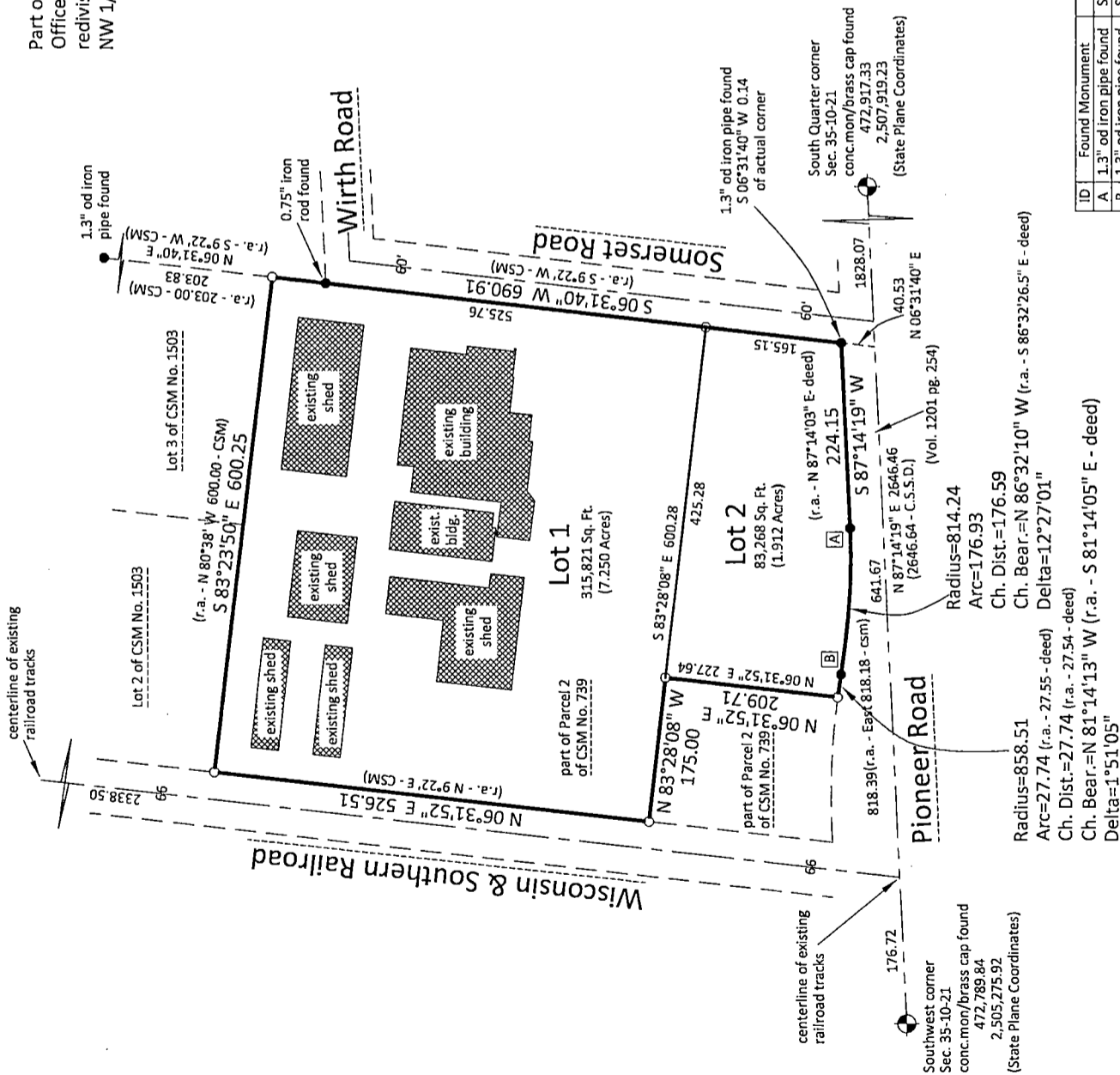
● - indicates a found monument as indicated.

○ - indicates a 0.75" x 18" rebar weighing 1.50 lbs./ft. set

Horizontal datum is based on the Wisconsin State Plane Coordinate System Grid, South Zone (NAD83/2011), and all bearings are referenced to Grid North. The south line of the SW 1/4 of Sec. 35-10-21 has a grid bearing of N 87°14'19" E.



Scale in feet  
1" = 200'



ID	Found Monument	From Corner
A	1.3" od iron pipe found	S 37°38'40" W 0.19
B	1.3" od iron pipe found	S 64°08'00" W 0.10

This instrument was drafted by David J. Leininger, S-2285

4265

# Certified Survey Map

Part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redivision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin.

### Surveyor's Certificate:

I, David J. Leininger, professional land surveyor, hereby certify that by the direction of Mike LaRosa, that I have surveyed, divided, and mapped the land shown and described hereon, being part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redivision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin, which is bounded and described as follows:

Commencing at the southwest corner of said Section 35; thence N 87°14'19" E, along the south line of said SW 1/4, 818.39 feet to a point in the southerly extension of the monumented westerly right of way line of Somerset Road; thence N 06°31'40" E, along said southerly extension, 40.53 feet to the intersection with the north right of way line of Pioneer Road, being the point of beginning of lands herein described; thence S 87°14'19" W, along said north right of way line, 224.15 feet; thence northwesterly, continuing along said north right of way line, along the arc of a curve to the right 176.93 feet, chord N 86°32'10" W 176.59 feet, curve radius 814.24 feet, delta 12°27'01"; thence continuing northwesterly along said north right of way line, along the arc of a curve to the left 27.74 feet, chord N 81°14'13" W 27.74 feet, curve radius 858.51 feet, delta 01°51'05"; thence N 06°31'52" E, parallel with the east right of way line of Wisconsin & Southern Railroad, 209.71 feet; thence N 83°28'08" W, at right angles, 175.00 feet to a point in the east right of way line of said Wisconsin & Southern Railroad; thence N 06°31'52" E, along said east right of way line of Wisconsin & Southern Railroad, 526.51 feet to the northwest corner of said Parcel 2 of Certified Survey Map No. 739; thence S 83°23'50" E, along the north line of said Parcel 2, 600.25 feet to a point in said monumented west right of way line of Somerset Road; thence S 06°31'40" W, along said monumented west right of way line, 690.91 feet to the point of beginning.

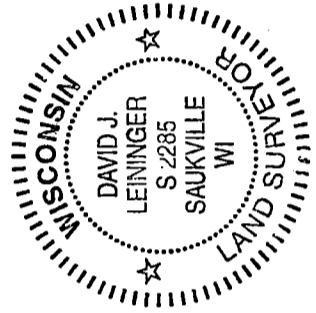
Containing 399,089 square feet (9.162 acres) more or less.

I further certify that I have fully complied with the provisions of sec. 236.34 of Wisconsin Statutes and the City of Cedarburg Land Division Ordinance in surveying, dividing, and mapping said land, and that this map is a correct representation of the exterior boundaries of the land surveyed and the division of said lands.

Dated this 5th day of April, 2024.

  
David J. Leininger, S-2285

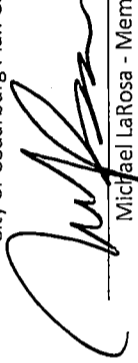
This instrument was drafted by David J. Leininger, S-2285



### Owner's Certificate:

As a member of Pioneer Real Estate Development, LLC, I hereby certify that I caused the land shown and described herein to be surveyed, divided, and mapped as represented on this Certified Survey Map. I also certify that this Certified Survey Map is required to be submitted to the following for approval:

City of Cedarburg Plan Commission

  
Michael LaRosa - Member

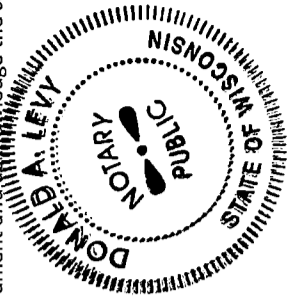
STATE OF WISCONSIN  
OZAUKEE COUNTY, s.s.

Personally came before me this 03 day of MAY, 2024, the above named member is to me known to be the same person who executed the foregoing instrument and acknowledge the same.

(Notary Seal) Donalda Jay Notary Public,

Ozaukee County, Wisconsin.

My commission expires 15 PERMANENT



4265

# Certified Survey Map

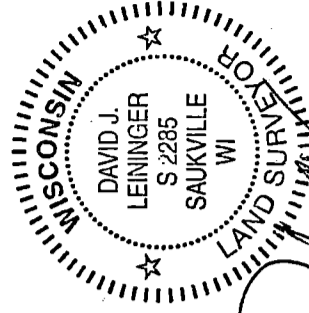
Part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redivision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin.

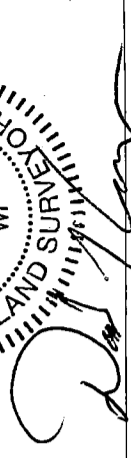
## City of Cedarburg Plan Commission Approval:

This land division, CSM file No. \_\_\_\_\_, is hereby approved by the Cedarburg City Plan Commission as being in conformance with the City's Subdivision Ordinance this 17 day of May, 2024.

  
Patricia Thome, Mayor

  
Tracie Sette, City Clerk



  
David J. Leininger, S-2285

Dated this 5th day of April, 2024

4265

# Certified Survey Map

Part of Parcel 2 of Certified Survey Map No. 739 as recorded in the Ozaukee County Register of Deeds Office in Volume 3 of Certified Survey Maps on pages 142-144, as Document No. 273852, being a redivision of part of Lot 31 of Assessor's Plat of the Town of Cedarburg, being located in the SW 1/4 and NW 1/4 of Section 35, Township 10 North, Range 21 East, City of Cedarburg, Ozaukee County, Wisconsin.

## Consent of Corporate Mortgagee

Associated Bank N.A., a corporation duly organized and existing under and by virtue of

the laws of the State of Wisconsin, mortgagee of the above described land, does hereby consent to the surveying, dividing, and mapping, of the land described on this plat, and does hereby consent to the above certificate of Pioneer Real Estate Development LLC.

IN WITNESS WHEREOF, the said Associated Bank N.A. its President, and countersigned by

has caused these presents to be signed by Kevin Fisher <sup>Vice</sup> its President, and countersigned by

hereunto affixed this 30 day of June, 2024, and its corporate seal to be

hereunto affixed this 30 day of June, 2024.

In the presence of:

Kevin Fisher  
Associated Bank N.A. (Corporate Seal)

[Signature]  
President  
Date 6-20-24

Secretary or Cashier \_\_\_\_\_ Date \_\_\_\_\_

(Corporate Mortgagee Notary Certificate)

STATE OF Wisconsin COUNTY SS Racine

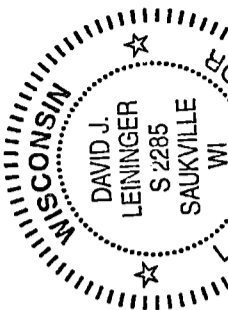
Personally came before me this 20 day of June, 2024,

Kevin Fisher <sup>Vice</sup> President, and \_\_\_\_\_ Secretary (cashier) of the above named corporation, to me known to be the persons who executed the foregoing instrument, and to me known to be such President and Secretary (cashier) of said corporation, and acknowledged that they executed the foregoing instrument as such officers as the deed of said corporation, by its authority.

(Notary Seal) Jennifer Fisher Notary Public, Racine City, WI State

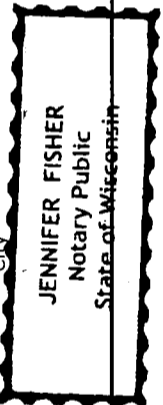
My commission expires June 25, 2028

This instrument was drafted by David J. Leininger, S-2285



[Signature]  
David J. Leininger, S-2285

Dated this 5th day of April, 2024



4265

Pioneer Real Estate Development/LaRosa CSM for Lot Line Adjustment – 2024 Ozaukee County GIS Aerial Map View



**Pioneer Real Estate Development/LaRosa CSM for Lot Line Adjustment – Google Maps Street Views 05/2024**



**CITY OF CEDARBURG**

**MEETING DATE:** March 9, 2026

**ITEM NO:** B.

**TITLE:**

Discussion and possible action on review of the 2025 Annual Storm Water Compliance Report

**ISSUE SUMMARY:**

As part of the City's municipal storm water permit, the DNR requires that we prepare and submit a lengthy annual compliance report. They also require confirmation that the report has been presented to the governing body.

The report is submitted electronically, and a copy is included in your Council packet. There are also numerous sub-reports and files which are attached to the annual report, but you will not be able to access these files due to size limitations. If anyone is interested in viewing these attachments, please contact me.

**STAFF RECOMMENDATION:**

Approve

**BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:**

N/A

**BUDGETARY IMPACT:**

Compliance with DNR storm water requirements will be costly and time-consuming.

**ATTACHMENTS:**

1. 2025 Annual Storm Water Report Summary
2. MS5445-2025\_Cedarburg\_City\_Annual\_Rep

**INITIATED/REQUESTED BY:**

Mike Wieser

**FOR MORE INFORMATION CONTACT:**

Mike Wieser, Engineer/Public Works Director

## 2025 ANNUAL STORM WATER REPORT SUMMARY

### PERMIT CONDITIONS IMPOSED ON CITY:

Implement a storm water public education and outreach program.  
Inform the public of activities required under the permit.  
Maintain a program to detect and remove illicit discharges.  
Enforce erosion and sediment control for construction sites.  
Monitor post construction water quality controls.  
Sustain a water pollution prevention program.  
Achieve compliance with suspended solids and phosphorus reduction goals.  
Maintain and update City storm sewer mapping.

### ANNUAL ACCOMPLISHMENTS:

Cleaned 1,858 catch basin sumps as well as 6 hydrodynamic separators. (80 tons sediment)  
Issued 40 erosion control permits and 0 storm water management permit.  
Provided a full display rack of storm water-related information brochures at City Hall.  
Maintained and updated a storm water webpage.  
Assisted AECOM with illicit discharge investigations.  
Swept downtown streets weekly and residential streets biweekly. (25 tons sediment)  
Collected and composted leaves, brush, and yard waste.  
Collected and recycled (or burned) used motor oil.  
Installed 20 new catch basins with 2-foot sumps which incorporate the “Dump No Waste Drains To Stream” logo on the cast iron curb head.  
Updated storm sewer mapping on GIS.  
Participated in the Sweetwater “Respect Our Waters” program for metropolitan Milwaukee.  
An Operation and Maintenance Manual was created for City owned and operated BMPs.  
Letters were sent to private BMP owners asking for recent inspection/maintenance records and informing them of their responsibility to inspect their BMPs at minimum every 5 years.

# Submittal of Annual Reports and Other Compliance Documents for Municipal Separate Storm Sewer System (MS4) Permits

NOTE: Missing or incomplete fields are highlighted at the bottom of each page. You may save, close and return to your draft permit as often as necessary to complete your application. After 120 days your draft is **deleted**.

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Form 3400-224(R8/2021)

## Reporting Information :

Will you be completing the Annual Report or other submittal type?  Annual Report  Other

**Project Name:** 2025 Annual Report

**County:** Ozaukee

**Municipality:** Cedarburg City

**Permit Number:** S049972

**Facility Number:** 25526

**Reporting Year:** 2025

Is this submittal also satisfying an Urban Nonpoint Source Grant funded deliverable?  Yes  No

## Required Attachments and Supplemental Information

Please complete the contents of each tab to submit your MS4 permit compliance document. The information included in this checklist is necessary for a complete submittal. A complete and detailed submittal will help us review about your MS4 permit document. To help us make a decision in the shortest amount of time possible, the following information must be submitted:

### Annual Report

- Review related web site and instructions for [Municipal storm water permit eReporting](#) [Exit Form]
- Complete all required fields on the annual report form and upload required attachments
- Attach the following other supporting documents as appropriate using the attachments tab above
  - Public Education and Outreach Annual Report Summary
  - Public Involvement and Participation Annual Report Summary
  - Illicit Discharge Detection and Elimination Annual Report Summary
  - Construction Site Pollution Control Annual Report Summary
  - Post-Construction Storm Water Management Annual Report Summary
  - Pollution Prevention Annual Report Summary
    - Leaf and Yard Waste Management
    - Municipal Facility (BMP) Inspection Report
    - Municipal Property SWPPP
    - Municipally Property Inspection Report
    - Winter Road Maintenance
  - Storm Sewer Map Annual Report Attachment
  - Storm Water Quality Management Annual Report Attachment

- TMDL Attachment
  - Storm Water Consortium/Group Report
  - Municipal Cooperation Attachment
  - Other Annual Report Attachment
- Attach the following permit compliance documents as appropriate using the attachments tab above
- Storm Water Management Program
    - Public Education and Outreach Program
    - Public Involvement and Participation Program
    - Illicit Discharge Detection and Elimination Program
    - Construction Site Pollutant Control Program
    - Post-Construction Storm Water Management Program
    - Pollution Prevention Program
      - Municipal Storm Water Management Facility (BMP) Inventory
      - Municipal Storm Water Management Facility (BMP) Inspection and Maintenance Plan
  - Total Maximum Daily Load documents *(\*If applicable, see permit for due dates.)*
    - TMDL Mapping\*
    - TMDL Modeling\*
    - TMDL Implementation Plan\*
    - Fecal Coliform Screening Parameter \*
    - Fecal Coliform Inventory and Map *(S050075-03 general permittees Appendix B B.5.2 – document due to the department by March 31, 2022)*
    - Fecal Coliform Source Elimination Plan *(S050075-03 general permittees Appendix B - document due to the department by October 31, 2023)*
- Sign and Submit form

### Municipal Contact Information- Complete

**Notice:** Pursuant to s. NR 216.07(8), Wis. Adm. Code, an owner or operator of a Municipal Separate Storm Sewer System (MS4) is required to submit an annual report to the Department of Natural Resources (Department) by March 31 of each year to report on activities for the previous calendar year ("reporting year"). This form is being provided by the Department for the user's convenience for reporting on activities undertaken in each reporting year of the permit term. Personal information collected will be used for administrative purposes and may be provided to the extent required by Wisconsin's Open Records Law [ss. 19.31-19.39, Wis. Stats.].

**Note:** Compliance items must be submitted using the Attachments tab.

### Municipality Information

**Name of Municipality** Cedarburg City

**Facility ID # or (FIN):** 25526

**Updated Information:**  Check to update mailing address information

**Mailing Address:** P O Box 49

**Mailing Address 2:**

**City:** Cedarburg City

**State:** WI

**Zip Code:** 53012-0049 xxxxx or xxxxx-xxxx

### Primary Municipal Contact Person (Authorized Representative for MS4 Permit)

The "Authorized Representative" or "Authorized Municipal Contact" includes the municipal official that was charged with compliance and oversight of the permit conditions, and has signature authority for submitting permit documents to the Department (i.e., Mayor, Municipal Administrator, Director of Public Works, City Engineer).

Select to **create new** primary contact

**First Name:** Mike

**Last Name:** Wieser

Select to **update** current contact information

**Title:** Director of Engineering

**Mailing Address:** W63 N645 Washington Avenue

**Mailing Address 2:**

**City:** Cedarburg

**State:** WI

**Zip Code:** 53012 xxxxx or xxxxx-xxxx

**Phone Number:** 262-375-7610 Ext: xxx-xxx-xxxx

**Email:** mwieser@cityofcedarburg.wi.gov

### Additional Contacts Information (Optional)

I&E Program

**Individual with responsibility for:  
(Check all that apply)**

- IDDE Program
- IDDE Response Procedure Manual
- Municipal-wide Water Quality Plan
- Ordinances
- Pollution Prevention Program
- Post-Construction Program
- Winter roadway maintenance

**First Name:**

**Last Name:**

**Title:**

**Mailing Address:**

**Mailing Address 2:**

**City:**

**State:**

**Zip Code:**  xxxxx or xxxxx-xxxx

**Phone Number:**  Ext:  xxx-xxx-xxxx

**Email:**

**Municipal Billing Contact Person (Authorized Representative for MS4 Permit)**

Select to **create new** Billing contact

**First Name:**

**Last Name:**

Select to **update** current contact information

**Title:**

**Mailing Address:**

**Mailing Address 2:**

**City:**

**State:**

**Zip Code:**  xxxxx or xxxxx-xxxx

**Phone Number:**  Ext:  xxx-xxx-xxxx

**Email:**

1. Does the municipality rely on another entity to satisfy some of the permit requirements?

Yes  No

Public Education and Outreach Southeastern Wisconsin Watersheds Trust, Inc.

Public Involvement and Participation Southeastern Wisconsin Watersheds Trust, Inc.

Illicit Discharge Detection and Elimination Ashley Leisgang, AECOM

- Construction Site Pollutant Control \_\_\_\_\_
- Post-Construction Storm Water Management \_\_\_\_\_
- Pollution Prevention

2. Has there been any changes to the municipality's participation in group efforts towards permit compliances (i.e., the municipality has added or dropped consortium membership)?

- Yes  No

### Missing Information

Note: For the minimum control measures, you must fill out all questions in sections 1 through 7.

**Minimum Control Measures- Section 1 : Complete**

**1. Public Education and Outreach**

- a. Does MS4 conduct any educational efforts or events independently (not with a group)  Yes  No
- b. How many total educational events were held during the reporting year:
- c. Were any of the public education and outreach delivery mechanisms conducted during the reporting year active or interactive?  Yes  No
- d. Please select all storm water topics, target audiences, and delivery mechanisms used in the reporting year

Public Education and Outreach Delivery Mechanisms (Active and Passive)	
Active/Interactive Mechanisms	Passive Mechanisms
<input type="checkbox"/> Education activities (school presentations, summer camps) <input checked="" type="checkbox"/> Information booth at event <input type="checkbox"/> Targeted group training (contractors, consultants, etc.) <input type="checkbox"/> Government event (public hearing, council meeting) <input checked="" type="checkbox"/> Workshops <input type="checkbox"/> Tours <input type="checkbox"/> Other: <input type="text" value="Stormwater Tree Pickup Event"/>	<input checked="" type="checkbox"/> Passive print media (brochures at front desk, posters, etc.) <input checked="" type="checkbox"/> Distribution of print media (mailings, newsletters, etc.) via mail or email. <input checked="" type="checkbox"/> Media offerings (radio and TV ads, press release, etc.) <input checked="" type="checkbox"/> Social media posts <input type="checkbox"/> Signage <input checked="" type="checkbox"/> Website <input type="checkbox"/> Other: <input type="text"/>

Topics Covered	Target Audience
<input checked="" type="checkbox"/> Illicit discharge detection and elimination <input checked="" type="checkbox"/> Household hazardous waste disposal/pet waste management/vehicle washing <input checked="" type="checkbox"/> Yard waste management/pesticide and fertilizer application <input checked="" type="checkbox"/> Stream and shoreline management <input checked="" type="checkbox"/> Residential infiltration <input checked="" type="checkbox"/> Construction sites and post-construction storm water management <input checked="" type="checkbox"/> Pollution prevention <input checked="" type="checkbox"/> Green infrastructure/low impact development <input checked="" type="checkbox"/> Other: <input type="text" value="Snow and Ice Control, General Waters..."/>	<input checked="" type="checkbox"/> General Public <input checked="" type="checkbox"/> Public Employees <input checked="" type="checkbox"/> Residents <input checked="" type="checkbox"/> Businesses <input checked="" type="checkbox"/> Contractors <input checked="" type="checkbox"/> Developers <input checked="" type="checkbox"/> Industries <input checked="" type="checkbox"/> Public Officials <input type="checkbox"/> Other: <input type="text"/>

- e. Will additional information/summary of these education events be attached to the annual report?  Yes  No

If no, please provide additional comment in the brief explanation box below. *Limit response to 250 characters and/or attach supplemental information on the attachments page.*

## Missing Information

Do not close your work until you SAVE.

Note: For the minimum control measures, you must fill out all questions in sections 1 through 7

Form 3400-224 (R8/2021)

## Minimum Control Measures - Section 2 : Complete

### 2. Public Involvement and Participation

a. Permit Activities. Select all of the following topics the Permittee did to engage public participation and involvement.

Topics Covered	Target Audience	Estimated People Reached (Optional)	Regional Effort (Optional)
<input checked="" type="checkbox"/> MS4 Annual Report <input type="checkbox"/> Storm Water Management Program <input type="checkbox"/> Storm Water related ordinance <input type="checkbox"/> Other: <input type="text"/>	<input type="checkbox"/> General Public <input type="checkbox"/> Public Employees <input checked="" type="checkbox"/> Residents <input type="checkbox"/> Businesses <input type="checkbox"/> Contractors <input type="checkbox"/> Developers <input type="checkbox"/> Industries <input checked="" type="checkbox"/> Public Officials <input type="checkbox"/> Other	11-50	<input type="radio"/> Yes <input checked="" type="radio"/> No

b. Volunteer Activities. Select all of the following audiences targeted for volunteer involvement and participation related to storm water.

NA (Individual Permittee)

Topics Covered	Target Audience	Estimated People Reached (Optional)	Regional Effort (Optional)
Volunteer Opportunity	<input checked="" type="checkbox"/> General Public <input type="checkbox"/> Public Employees <input checked="" type="checkbox"/> Residents <input type="checkbox"/> Businesses <input type="checkbox"/> Contractors <input type="checkbox"/> Developers <input type="checkbox"/> Industries <input type="checkbox"/> Public Officials <input type="checkbox"/> Other	101 +	<input checked="" type="radio"/> Yes <input type="radio"/> No

c. Brief explanation on Public Involvement and Participation reporting. *Limit response to 250 characters and/or attach supplemental information on the attachments page.*

See Sweet Water Attachment for more information about the Adopt Your Drain Program.

## Missing Information

Note: For the minimum control measures, you must fill out all questions in sections 1 through 7

Minimum Control Measures - Section 3 : Complete

3. Illicit Discharge Detection and Elimination

- a. How many total outfalls does the municipality have?
- b. How many major outfalls does the municipality have?
- c. How many outfalls did the municipality evaluate as part of their routine ongoing field screening program?
- d. From the municipality's routine screening, how many were confirmed illicit discharges?
- e. How many illicit discharge complaints did the municipality receive?
- f. From the complaints received, how many were confirmed illicit discharges?
- g. How many of the identified illicit discharges did the municipality eliminate in the reporting year (from both routine screening and complaints)?

(If the sum of 3.c. and 3.e. does not equal 3.f., please explain below.)

- h. What types of regulatory mechanisms does the municipality have available to compel compliance with this program? Check all that are available and how many times each were used in the reporting year.

- Verbal Warning
- Written Warning (including email)
- Notice of Violation
- Civil Penalty/ Citation

Additional Information:

- i. Brief explanation on Illicit Discharge Detection and Elimination reporting. *If you marked Unsure for any questions above, justify the reasoning. Limit response to 250 characters and/or attach supplemental information on the attachments page.*

Illicit discharge discovered 9/2/25 at Outfall 1 near the Kemps dairy facility. City sent an email to Kemps and WDNR on 9/12/25 stating Kemps must clean up the discharge and disconnect the source from the City's MS4. See attached IDDE Report.

Missing Information

Note: For the minimum control measures, you must fill out all questions in sections 1 through 7

## Minimum Control Measures - Section 4 : Complete

### 4. Construction Site Pollutant Control

- a. How many total construction sites with one acre or more of land disturbing construction activity were active at any point in the reporting year?
- b. How many construction sites with one acre or more of land disturbing construction activity did the municipality issue permits for in the reporting year?
- c. How many erosion control inspections did the municipality complete in the reporting year (at sites with one acre or more of land disturbing construction activity)?

- d. What types of regulatory mechanisms does the municipality have available to compel compliance with this program? Check all that are available and how many times each were used in the reporting year.

- |   |                                |
|---|--------------------------------|
| <input checked="" type="checkbox"/> Verbal Warning                    | <input type="text" value="1"/> |
| <input checked="" type="checkbox"/> Written Warning (including email) | <input type="text" value="0"/> |
| <input checked="" type="checkbox"/> Notice of Violation               | <input type="text" value="0"/> |
| <input checked="" type="checkbox"/> Civil Penalty/ Citation           | <input type="text" value="0"/> |
| <input checked="" type="checkbox"/> Stop Work Order                   | <input type="text" value="0"/> |
| <input type="checkbox"/> Forfeiture of Deposit                        | <input type="text"/>           |
| <input type="checkbox"/> Other - Describe below                       | <input type="text"/>           |

- e. Brief explanation on Construction Site Pollutant Control reporting . *If you marked Unsure for any questions above, justify the reasoning. Limit response to 250 characters and/or attach supplemental information on the attachments page.*

City Street Projects are inspected by the Engineering Department, new developments are inspected by the permit holder but the City and/or inspection firm also inspect monthly.

### Missing Information

**Do not close** your work until you **SAVE**.

**Note:** For the minimum control measures, you must fill out all questions in sections 1 through 7

Form 3400-224 (R8/2021)

## Minimum Control Measures - Section 5 : Complete

### 5. Post-Construction Storm Water Management

- a. How many new structural storm water management Best Management Practice (BMP) have received local approval ?   
\*Engineered and constructed systems that are designed to provide storm water quality control such as wet detention ponds, constructed wetlands, infiltration basins, grassed swales, permeable pavement,
- b. Does the MS4 have procedures for inspecting and maintaining private storm  Yes  No

water facilities?

c. If Yes, how many privately owned storm water management facilities were inspected in the reporting year ? Inspections completed by private landowners should be included in the reported number.

d. Does the municipality utilize privately owned storm water management BMP in its pollutant reduction analysis?  Yes  No

e. Does MS4 have maintenance authority on these privately owned BMPs?  Yes  No

f. What types of enforcement actions does the municipality have available to compel compliance with the regulatory mechanism? Check all that apply and enter the number of each used in the reporting year.

- Verbal Warning
- Written Warning (including email)
- Notice of Violation
- Civil Penalty/ Citation
- Forfeiture of Deposit
- Complete Maintenance
- Bill Responsible Party
- Other - Describe below

g. Brief explanation on Post-Construction Storm Water Management reporting . *If marked 'Unsure' on any questions above, justify your reasoning. Limit your response to 250 characters and/or attach supplemental information on the attachments page.*

The City has LTMA's for any private BMP used in the City's pollutant reduction analysis. The City sends annual letters to private BMP owners requiring submission of inspection/maintenance records and mandating inspection every 5 years.

### Missing Information

**Do not close** your work until you **SAVE**.

**Note:** For the minimum control measures, you must fill out all questions in sections 1 through 7

Form 3400-224 (R8/2021)

## Minimum Control Measures - Section 6 : Complete

### 6. Pollution Prevention

Storm Water Management Best Management Practice Inspections  Not Applicable

a. Enter the total number of "municipally owned" (i.e., publicly owned BMPs)

or operated (i. e., privately owned BMPs) structural storm water management best management practices.

b. How many new municipally owned storm water management best management practices were installed in the reporting year?

c. How many municipally owned (public) storm water management best management practices were inspected in the reporting year?

d. What elements are looked at during inspections (250 character limit)?

e. How many of these facilities required maintenance?

f. Brief explanation on Storm Water Management Best Management Practice inspection reporting. *If you marked Unsure for any questions above, justify the reasoning. Limit response to 250 characters and/or attach supplemental information on the attachments page.*

Public Works Yards & Other Municipally Owned Properties that require a stormwater pollution prevention plan (SWPPP)\*  Not Applicable

g. How many municipal properties require a SWPPP?

h. How many inspections of municipal properties have been conducted in the reporting year?

i. Have amendments to the SWPPPs been made?  
 Yes  No

j. If yes, describe what changes have been made. Limit response to 250 characters and/or attach supplemental information on the attachment page:

k. Brief explanation on Storm Water Pollution Prevention Plan reporting. *If you marked Unsure for any questions above, justify the reasoning. Limit response to 250 characters and/or attach supplemental information on the attachments page.*

\* Any municipally owned property that has the potential to generate stormwater pollution should have a SWPPP. For example, if a municipal property stores compost piles, material storage, yard wastes, etc., outside and can contaminate stormwater runoff—a SWPPP is required.

Collection Services - Street Sweeping Program  Not Applicable

l. Did the municipality conduct street sweeping during the reporting year?  
 Yes  No

m. If known, how many tons of material was removed?

n. Does the municipality have a [low hazard exemption](#) for this  Yes  No

material?

- o. If street sweeping is identified as a storm water best management practice in the pollutant loading analysis, was street cleaning completed at the assumed frequency?
  - Yes - Explain frequency Downtown Area - weekly, Other Areas - bi-weekly
  - No - Explain \_\_\_\_\_
  - Not Applicable

Collection Services - *Catch Basin Sump Cleaning Program*  Not Applicable

- p. Did the municipality conduct catch basin sump cleaning during the reporting year?  Yes  No
- q. How many catch basin sumps were cleaned in the reporting year?
- r. If known, how many tons of material was collected?
- s. Does the municipality have a low hazard exemption for this material?  Yes  No
- t. If catch basin sump cleaning is identified as a storm water best management practice in the pollutant loading analysis, was cleaning completed at the assumed frequency?
  - Yes- Explain frequency All catch basins are cleaned annually
  - No - Explain \_\_\_\_\_
  - Not Applicable

Collection Services - *Leaf Collection Program*  Not Applicable

- u. Does the municipality conduct curbside leaf collection?  Yes  No
- v. Does the municipality notify homeowners about pickup?  Yes  No
- w. Where are the residents directed to store the leaves for collection?
  - Pile on terrace  Pile in street  Bags on terrace
  - Other - Describe \_\_\_\_\_
- x. What is the frequency of collection?  
continuous loops are made around the City from mid-September through November.
- y. Is collection followed by street sweeping?  Yes  No
- z. Brief explanation on Collection Services reporting. *Limit response to 250 characters and/or attach supplemental information on the attachments page*

Winter Road Management  Not Applicable

\*Note: We are requesting information that goes beyond the reporting year, answer the best you can.

- aa. How many lane-miles of roadway is the municipality responsible for doing snow and ice control? (*One mile of a two-way road equals two lane miles.*)
- ab.

Provide amount of de-icing products used by month last winter season?

Solids (tons) (ex. sand, or salt-sand)

Product	Oct	Nov	Dec	Jan	Feb	Mar
Salt	0	140	220	60	190	80

Liquids (gallons) (ex. brine)

	Oct	Nov	Dec	Jan	Feb	Mar
Brine	0	2000	4700	5000	4200	2000

ac. Was salt applying machinery calibrated in the reporting year?  Yes  No

ad. Have municipal personnel attended salt reduction strategy training in the reporting year?  Yes  No

Training Date	Training Name	# Attendance
4/7/2025	APWA Snow Conference	6
2/11/2026	Sensor Technology in Winter Maintena...	2

ae. Brief explanation on Winter Road Management reporting. *If you marked Unsure for any questions above, justify the reasoning. Limit response to 250 characters and/or attach supplemental information on the attachments page*

Staff keeps track of salt and salt brine use on a per storm basis.

### Internal (Staff) Education & Communication

af. Has the municipality provided an opportunity for internal training or education to staff implementing the municipality's procedures for each of the pollution prevention program element?  Yes  No

If yes, describe what training was provided (250 character limit):

Public Works Superintendent reviews salt reduction strategies with public works crew along with calibrating machinery every fall before snow season.

ag. Describe how the municipality has kept the following local officials and municipal staff aware of the municipal storm water discharge permit programs, procedures and pollution prevention program requirements.

Elected Officials

Staff presents the Annual Storm Water Report to Mayor and Common Council

Municipal Officials

City staff is occasionally briefed on storm water issues and MS4 Annual Report at Staff Meetings.

Appropriate Staff ( such as operators, Department heads, and those that interact with public)

Department heads are informed of the latest storm water regulations and best practices.

ah. Brief explanation on Internal Education reporting. *If you marked Unsure for any questions above, justify the reasoning. Limit response to 250 characters and/or attach supplemental information on the attachments page.*

Staff keeps information on training attended.

## Missing Information

Do not close your work until you **SAVE**.

**Note:** For the minimum control measures, you must fill out all questions in sections 1 through 7

Form 3400-224 (R8/2021)

## Minimum Control Measures - Section 7 : Complete

### 7. Storm Sewer System Map

a. Did the municipality update their storm sewer map this year?

Yes  No

If yes, check the areas the map items that got updated or changed:

Storm water treatment facilities

Storm pipes

Vegetated swales

Outfalls

Other - Describe below

b. Brief explanation on Storm Sewer System Map reporting. *If you marked Unsure for an question for any questions above, justify the reasoning. Limit response to 250 characters and/or attach supplemental information on the attachments page.*

The storm sewer map was not updated due to no major changes being made to the storm sewer system and not being able to fill open Assistant Engineer position.

Do not close your work until you SAVE.

Final Evaluation - Complete

Fiscal Analysis

Complete the fiscal analysis table provided below. For municipalities that do not break out funding into permit program elements, please enter the monetary amount to your best estimate of what funding may be going towards these programs.

Annual Expenditure Reporting Year	Budget Reporting Year	Budget Upcoming Year	Source of Funds
-----------------------------------	-----------------------	----------------------	-----------------

Element: Public Education and Outreach

2350	2350	2350	<u>General revenue fund</u>
------	------	------	-----------------------------

Element: Public Involvement and Participation

1450	1450	1450	<u>General revenue fund</u>
------	------	------	-----------------------------

Element: Illicit Discharge Detection and Elimination

8667	9000	12000	<u>General revenue fund</u>
------	------	-------	-----------------------------

Element: Construction Site Pollutant Control

4683	8000	8000	<u>Permit fee and/or deposit/escrow</u>
------	------	------	---

Element: Post-Construction Storm Water Management

109764	120000	120000	<u>General revenue fund</u>
--------	--------	--------	-----------------------------

Element: Pollution Prevention

382139	400000	400000	<u>General revenue fund</u>
--------	--------	--------	-----------------------------

Other (describe)

Select...

Please provide a justification for a "0" entered in the Fiscal Analysis. *Limit response to 250 characters.*

Water Quality

a: Were there any known water quality improvements in the receiving waters to which the

municipality's storm sewer system directly discharges to?

Yes  No  Unsure      If Yes, explain below:

**b:** Were there any known water quality degradation in the receiving waters to which the municipality's storm sewer system directly discharges to?

Yes  No  Unsure      If Yes, explain below:

**c:** Have any of the receiving waters that the municipality discharges to been added to the impaired waters list during the reporting year?

Yes  No  Unsure

**d:** Has the municipality evaluated their storm water practices to reduce the pollutants of concern?

Yes  No  Unsure

### Storm Water Quality Management

**a.** Has the municipality completed or updated modeling in the reporting year (relating to developed urban area performance standards of s. NR 151.13(2)(b)1., Wis. Adm. Code)?  Yes  No

**b.** If yes, enter percent reduction in the annual average mass discharging from the entire MS4 to surface waters of the state as compared to implementing no storm water management controls:

Total suspended solids (TSS)

Total phosphorus (TP)

### Additional Information

Based on the municipality's storm water program evaluation, describe any proposed changes to the municipality's storm water program. *If your response exceeds the 250 character limit, attach supplemental information on the attachments page.*

Letters are sent to private BMP owners asking for recent inspection and maintenance records and mandating inspections take place at minimum every 5 years. An Operation and Maintenance Manual has been created for City owned and Operated BMPs.

Do not close your work until you SAVE.

--	--	--	--	--	--	--

Form 3400-224 (R8/2021)

**Requests for Assistance on Understanding Permit Programs**

Would the municipality like the Department to contact them about providing more information on understanding any of the Municipal Separate Storm Sewer Permit programs?

Please select all that apply:

- Public Education and Outreach
- Public Involvement and Participation
- Illicit Discharge Detection and Elimination
- Construction Site Pollutant Control
- Post-Construction Storm Water Management
- Pollution Prevention
- Storm Water Quality Management
- Storm Sewer System Map
- Water Quality Concerns
- Compliance Schedule Items Due
- MS4 Program Evaluation

Do not close your work until you **SAVE**.

Form 3400-224(R8/2021)

## Required Attachments and Supplemental Information

Any other MS4 program information for inclusion in the Annual Report may be attached on here. Use the Add Additional Attachments to add multiple documents.

Upload Required Attachments (15 MB per file limit) - [Help reduce file size and trouble shoot file uploads](#)

\*Required Item

**Note:** To replace an existing file, use the 'Click here to attach file ' link or press the to delete an item.

### Attach - Other Supporting Documents

#### AR SWMap

 File Attachment

[Storm System Map \(36x48\) NAD83.pdf](#)

#### AR MuniSWPPP

 File Attachment

[SWPPP Final Revised 2023-11-01.pdf](#)

#### AR LeafYardMgmt

 File Attachment

[Leaf Collection.pdf](#)

#### AR LeafYardMgmt

 File Attachment

[Brush Pickup.pdf](#)

#### AR SWQM

 File Attachment

[Cedarburg SWMP Final Report compressed \(3\).pdf](#)

#### AR WintRdMain

 File Attachment

[Snow and Ice Control Policy.pdf](#)

#### AR MuniFacInsp

 File Attachment

[AFSCI Quarterly Inspection Reports.pdf](#)

#### AR PP

 File Attachment

[2025 STORM WATER POLLUTION PREVENTION.docx](#)

## AR PCSSW

 File Attachment

[Cedarburg O&M Plan FINAL \(1\).pdf](#)

## AR PCSSW

 File Attachment

[Private BMP Owner Letter.pdf](#)

## AR IP

 File Attachment

[Annual Storm Water Report Agenda Item Summary.pdf](#)

(To remove items, use your cursor to hover over the attachment section. When the drop down arrow appears, select remove item)

## **Attach - Permit Compliance Documents**

### IDDE Program

 File Attachment

[2025 Cedarburg IDDE Report.pdf](#)

### EO Program

 File Attachment

[City of Cedarburg 2025 Sweet Water Annual Report - compressed.pdf](#)

(To remove items, use your cursor to hover over the attachment section. When the drop down arrow appears, select remove item)

## **Missing Information**

**Draft and Share PDF Report with the permittee's governing body or delegated representatives.**

Press the button below to create a PDF. The PDF will be sent to the email address associated with the WAMS ID that is signed in. After the annual report has been reviewed by the governing body or delegated representative, return to the MS4 eReporting System to submit the final report to the DNR.

[Draft and Share PDF Report](#)

## Sign and Submit Your Application

### Steps to Complete the signature process

1. Read and Accept the Terms and Conditions
2. Press the Submit and Send to the DNR button

**NOTE:** For security purposes all email correspondence will be sent to the address you used when registering your WAMS ID. This may be a different email than that provided in the application. For information on your WAMS account click [HERE](#).

### Terms and Conditions

**Certification:** I hereby certify that I am an authorized representative of the municipality covered under Cedarburg City MS4 Permit for which this annual report or other compliance document is being submitted, and that the information contained in this submittal and all attachments were gathered and prepared under my direction or supervision. Based on my inquiry of the person or persons under my direction or supervision involved in the preparation of this document, to the best of my knowledge, the information is true, accurate, and complete. I further certify that the municipality's governing body or delegated representatives have reviewed or been apprised of the contents of this annual report. I understand that Wisconsin law provides severe penalties for submitting false information.

Signee (must check current role prior to accepting terms and conditions)

- Authorized municipal contact using WAMS ID.
- Delegation of Signature Authority ( Form 3400-220 ) for agent signing on the behalf of the authorized municipal contact.
- Agent seeking to share this item with authorized municipal contact (authorized municipal contact must get WAMS id and complete signature).

**Name:**

**Title:**

Authorized Signature.

- I accept the above terms and conditions.

After providing the final authorized signature, the system will send an email to the authorized party and any agents. This email will include a copy to the final read only version of this application.

**CITY OF CEDARBURG**

**MEETING DATE:** March 9, 2026

**ITEM NO:** C.

**TITLE:**

Discussion and possible action on approval of an addition to 2026 Water Recycling Center Lining Project.

**ISSUE SUMMARY:**

The Water Recycling Center is looking to line two sanitary pipes on South Washington Ave. These pipes would have been difficult to relay and lining them assures no future issues. One pipe is south of Carriage Trace and the other pipe is by Concord St. We are looking for approval to line both of these pipes for \$17,400.00 and add this to our 2026 CIPP Lining Project. We would like to have these pipes lined before South Washington Ave. road project is complete.

**STAFF RECOMMENDATION:**

Approve

**BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:**

**BUDGETARY IMPACT:**

\$17,400.00

**ATTACHMENTS:**

1. VisuSewer Proposal

**INITIATED/REQUESTED BY:**

Craig Obry

**FOR MORE INFORMATION CONTACT:**

Craig Obry, Water Recycling Center Superintendent

## Proposal

To: Craig Obry  
City of Cedarburg  
W54N370 Park Ln.  
Cedarburg, WI 53012  
262-375-7900

From: Mike Olsen  
Visu Sewer, LLC.  
W230 N4855 Betker Dr.  
Pewaukee, WI 53072  
262-695-2340

**Date:** 2/23/2026

**Project:** Add-On Sanitary Sewer CIPP Installation

Visu-Sewer is pleased to provide the following quotation for CIPP installation:

60831-60830: Install 70 linear feet of 8" National Liner @ \$93.00 per linear foot	\$6,510.00
60740-60730: Install 90 linear feet of 8" to 10" National Liner @ \$121.00 per linear foot	\$10,890.00

The above listed price is based on a video inspection dated 2/19/2026 and assumes the current pipe conditions are suitable for CIPP. Pricing includes:

- Labor, material, and equipment.
- Mobilization and Traffic Control
- One (1) pass jet cleaning and televising of sewers prior to installation.
- Bypass pumping of existing flow.
- Installation of National Liner per manufacturer's instructions, ASTM 1216.
- Televising sewers after installation.

**NOTE: Reaming of cast iron segments will be completed at a T&M rate of \$335.00 per hour.** Due to volatility in material pricing and availability this proposal is valid for 30 days from the date of origination. If a signed proposal has not been received within 30 days price(s) may be adjusted upon mutual agreement, or the proposal may be withdrawn by either party.

The City of Cedarburg shall provide: drivable equipment access to all manholes, water from nearby hydrants (without charge), a dump site for captured debris, and traffic control beyond cones and signs. If needed, removal of obstructions (e.g., roots, deposits, and protruding taps) will be completed at a T&M rate of \$335.00 per hour. If needed, grouting of active leaks will be completed at a T&M rate of \$385.00 per hour plus \$15.00 per gallon of material used. Heavy cleaning with a vactor will be quoted separately. Mobilization and/ or time on site will be billed at a T&M rate of \$335.00 per hour for pipe sections not suitable for CIPP installation. Thank you for the opportunity to quote on this project. Please do not hesitate to call if you have any questions.

All material is guaranteed to be as specified. All work to be completed in a substantial workmanlike manner according to standard practices or specifications submitted. Any alteration or deviation from the above specifications involving extra costs will be executed only upon written orders and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents, or delays beyond our control. The owner to carry fire, tornado, and other necessary insurance. If a collapse of the original pipe results during the lining process, Visu-Sewer, LLC. will not be held liable for costs associated with excavation, repairs, or restoration. Our workers are fully covered by Workmen's Compensation Insurance. Time and material rates are charged "port to port". This proposal may be withdrawn if not accepted within 30 days of issue. Terms - Net 30 days.

### Acceptance of Proposal

The above prices / conditions are satisfactory and are hereby accepted. Visu-Sewer, LLC. is authorized to do the work as specified.

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

[www.visu-sewer.com](http://www.visu-sewer.com)

**City of Cedarburg**  
**Passenger Transportation Vehicle (Quadricycle)**  
**Owner Application**  
W63 N645 Washington Avenue, P.O. Box 49  
Cedarburg, WI 53012  
(262) 375-7606

The licensing period for a Passenger Transportation Vehicle (Quadricycle) owner/operator's license begins January 1 and ends December 31 of that calendar year. Each application/renewal must be accompanied by:

- (1) A fee of \$30 per year; *pd 2/23 credit card*
- (2) A driver application for each quadricycle operator;
- (3) Certificate of Insurance; and
- (4) Vehicle safety inspections by the Police Department

Name of Business NORTH 48  
Business Location (address, city, state, zip code) W62 N599 WASHINGTON AVE.  
CEDARBURG, WI 53012  
Owner's Name(s) JORDAN COLE  
Maiden Name \_\_\_\_\_ Is applicant a citizen of the United States  Yes  No  
Home Address (address, city, state, zip code) \_\_\_\_\_  
Business Telephone 262.421.8723 / Home Telephone \_\_\_\_\_

Vehicle Information

Vehicle Identification Number	Name of Vehicle Manufacturer
<u>43</u>	<u>FIETS CAFE</u>

**READ CAREFULLY BEFORE SIGNING:** I declare under penalty of perjury that all of the above information is true and correct to the best of my knowledge and belief. I further acknowledge that I will follow the regulations set forth under Section 10-7-1 through 10-7-7 of the Code of Ordinances of the City of Cedarburg, WI (copy attached) and upon approval of the Common Council will submit the license fee of \$30 per vehicle payable to the City of Cedarburg.

 2.20.2026  
Signature of Applicant Date

For City Use Only

Date application and certificate of insurance received (copies attached): \_\_\_\_\_

Inspection approval of each vehicle by Chief of Police (copy attached of inspection for each vehicle by garage of applicant's choice):

\_\_\_\_\_  
Chief of Police Date

Date of approval by Council: \_\_\_\_\_ Date Issued: \_\_\_\_\_ Date license fee received: \_\_\_\_\_  
Amount: \_\_\_\_\_ License Number: \_\_\_\_\_



**CITY OF CEDARBURG  
Common Council  
February 23, 2026  
Minutes**

**1. CALL TO ORDER**

A meeting of the Common Council of the City of Cedarburg, Wisconsin, was held on Monday, February 23, 2026, at City Hall, W63 N645 Washington Avenue, second floor, Council Chambers.

Mayor Patricia Thome called the meeting to order at 7:00 p.m.

**2. ROLL CALL**

Present: Mayor Patricia Thome (via Zoom), Council Members Jim Fitzpatrick, Kristin Burkart, Amanda Didier, Robert Simpson, Mark Mueller

Excused: Council Member Melissa Bitter

Absent: Council Member Kristian Lindo

Also Present: City Administrator Mikko Hilvo, Attorney Michael Herbrand, City Clerk Jessica Campolo, Director of Engineering and Public Works Michael Wieser

**3. MOMENT OF SILENCE**

A moment of silence was held.

**4. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**5. STATEMENT OF PUBLIC NOTICE**

At Mayor Thome's request, City Clerk Campolo verified that notice of this meeting was provided to the public by posting in accordance with the Wisconsin Open Meetings Law.

## **6. COMMENTS AND SUGGESTIONS FROM CITIZENS**

None.

## **7. NEW BUSINESS**

### *A. Discussion and possible action on approval of Ordinance 2026-06, amending Section 8-3-13 of City Code Relating to the City's Recycling Program*

Director of Engineering and Public Works Michael Wieser explained that the Wisconsin DNR is requiring the City to pass an ordinance to reflect changes made by the recycling rule revision. This is required for the City to continue being eligible for the recycling grant received annually, which typically totals around \$37,000. The Public Works and Sewerage Commission recommended approval.

A motion was made by Council Member Simpson, seconded by Council Member Mueller, to approve Ordinance 2026-06, amending Section 8-3-13 of City Code Relating to the City's Recycling Program. The motion carried unanimously with Council Member Bitter excused and Council Member Lindo absent.

### *B. Discussion and possible action on granting a Class "B" Beer and "Class C" Liquor (wine only) license to Pompette Cafe, LLC., 1560 Galaxy Court, Cedarburg, Samuel Cox, Agent, premise to be licensed: W63 N631 Washington Avenue, known as Pompette Creperie and Cafe.*

City Administrator Hilvo introduced the owners of Pompette Creperie and Cafe. They introduced their business plan to the Common Council.

A motion was made by Council Member Burkart, seconded by Council Member Simpson, to grant a Class "B" Beer and "Class C" Liquor (wine only) license to Pompette Cafe, LLC, premise to be licensed: W63 N631 Washington Avenue. The motion carried unanimously with Council Member Bitter excused and Council Member Lindo absent.

### *C. Discussion and possible action on the award of the construction contract for the 2026 Street and Utility Project*

Director of Engineering and Public Works Michael Wieser explained the bids that were received for the 2026 Street and Utility Project. Dorner Inc. submitted the lowest bid, which came in under budget. Council Member Fitzpatrick inquired if additional streets

could be added, since the project is coming in under budget. Wieser explained the challenges of adding additional streets and discussion was held.

A motion was made by Council Member Fitzpatrick, seconded by Council Member Didier, to award the construction contract for the 2026 Street and Utility Project to Dorner Inc. not to exceed \$2,946,978. The motion carried unanimously with Council Member Bitter excused and Council Member Lindo absent.

*D. Discussion and possible action on the award of the construction inspection contract for the 2026 Street and Utility Project*

Director of Engineering and Public Works Michael Wieser explained the need to hire out inspection for the 2026 Street and Utility Project. This is a result of the Assistant Engineer position with the City remaining open. Wieser explained the efforts being made to hire for the open position.

A motion was made by Council Member Fitzpatrick, seconded by Council Member Simpson, to award the Construction Inspection Contract for the 2026 Street and Utility Project to RaSmith, not to exceed \$136,504. The motion carried unanimously with Council Member Bitter excused and Council Member Lindo absent.

*E. Discussion and possible action on proposal for Engineering Technician Recruitment Services - Innovative Public Advisors.*

City Administrator Hilvo shared an option for recruitment services to help fill the open Engineering position. He explained the quote and services provided by Innovative Public Advisors. Discussion was held, and the Council was not in favor of hiring recruitment services. The group supports raising the position's salary.

A motion was made by Council Member Fitzpatrick, seconded by Council Member Simpson, to deny the proposal for Engineering Technician Recruitment Services. The motion carried unanimously with Council Member Bitter excused and Council Member Lindo absent.

*F. Discussion and possible action on authorization to proceed with Focused Groundwater Sampling for Emerging Contaminants at Former Prochnow Landfill Site*

City Administrator Hilvo gave a brief history of the Prochnow Landfill site and explained that testing for contaminants is a requirement from the Wisconsin DNR.

A motion was made by Council Member Mueller, seconded by Council Member Simpson, to authorize proceeding with Focused Groundwater Sampling for Emerging Contaminants at the Former Prochnow Landfill Site. The motion carried unanimously with Council Member Bitter excused and Council Member Lindo absent.

## **8. CONSENT AGENDA**

A motion was made by Council Member Burkart, seconded by Council Member Mueller, to approve the following Consent Agenda items:

- A. Discussion and possible action on approval of February 9, 2026 Common Council meeting minutes.
  
- B. Discussion and possible action on payment of bills dated 02/01/2026-02/14/2026, transfers from 02/07/2026-02/20/2026, and payroll from 02/01/2026-02/14/2026.

The motion carried unanimously with Council Member Bitter excused and Council Member Lindo absent.

## **9. REPORTS OF CITY OFFICERS AND DEPARTMENT HEADS**

- A. Administrator's Report

City Administrator Hilvo shared that the EPA has received funding to do work on the Amcast site.

## **10. COMMUNICATIONS**

- A. Comments and suggestions from Council Members

None.

- B. Mayor's Report

The Mayor encouraged Council Members to attend the Fire Department Awards Night.

## **11. ADJOURNMENT**

A motion was made by Council Member Mueller, seconded by Council Member Burkart, to adjourn the meeting at 7:49 p.m. The motion carried unanimously with Council Member Bitter excused and Council Member Lindo absent.

CHECK DISBURSEMENT REPORT FOR CITY OF CEDARBURG

CHECK DATE 02/18/2026 - 02/28/2026

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount	
<b>Fund: 100 GENERAL FUND</b>								
02/18/2026	PWBDD	52672#	BEYER'S HARDWARE	OPERATING SUPPLIES	500350	533210	38.75	
				MAINTENANCE PARTS	500353	533210	150.07	
				MAINTENANCE PARTS	500353	533210	8.05	
				MAINTENANCE PARTS	500353	533210	8.07	
				REPAIR AND MAINTENANCE	500240	522100	1,978.49	
			Check PWBDD 52672 Total for Fund 100 GENERAL FUND					2,183.43
02/18/2026	PWBDD	52673	BLAIN'S FARM & FLEET	REPAIR AND MAINTENANCE	500240	555510	221.42	
02/18/2026	PWBDD	52675	CATALIS TAX & CAMA, INC	PROFESSIONAL SERVICES	500210	515400	7,150.00	
02/18/2026	PWBDD	52680	CIVIC PLUS LLC	EQUIPMENT/SOFTWARE	500380	514700	5,513.12	
02/18/2026	PWBDD	52681	COMPASS MINERALS AMERICA, INC	SALT	500450	533450	8,979.57	
				SALT	500450	533450	6,677.74	
				SALT	500450	533450	22.53	
				SALT	500450	533450	7,116.58	
			Check PWBDD 52681 Total for Fund 100 GENERAL FUND					22,796.42
02/18/2026	PWBDD	52682	CUMMINS SALES & SERVICE	REPAIR AND MAINTENANCE	500240	522100	1,047.75	
02/18/2026	PWBDD	52685#	EGELHOFF LAWNMOWER SERVICE	MAINTENANCE PARTS	500353	533210	59.97	
				REPAIR AND MAINTENANCE	500240	555510	93.80	
				MAINTENANCE PARTS	500353	533210	31.80	
			Check PWBDD 52685 Total for Fund 100 GENERAL FUND					185.57
02/18/2026	PWBDD	52686	ENERCON, INC.	REPAIR AND MAINTENANCE	500240	533311	10,100.00	
02/18/2026	PWBDD	52687	ESRI, INC.	MAINT/CONTRACTED SERVICES	500290	555510	3,150.00	
02/18/2026	PWBDD	52688	FASTENAL COMPANY	MAINTENANCE PARTS	500353	533210	839.81	
				MAINTENANCE PARTS	500353	533210	107.56	
			Check PWBDD 52688 Total for Fund 100 GENERAL FUND					947.37
02/18/2026	PWBDD	52689	FIVE CORNERS DODGE	MAINTENANCE PARTS	500353	533210	117.12	
02/18/2026	PWBDD	52690*#	GALLS, LLC	UNIFORMS	500346	522120	30.40	
				UNIFORMS	500346	522110	179.99	
				UNIFORMS	500346	522110	112.04	
				UNIFORMS	500346	522110	(16.04)	
			Check PWBDD 52690 Total for Fund 100 GENERAL FUND					306.39
02/18/2026	PWBDD	52691	GENERAL COMMUNICATIONS INC	REPAIR AND MAINTENANCE	500240	522120	138.00	
02/18/2026	PWBDD	52693	GO RITEWAY TRANSPORTATION GROUP	OTHER EXPENSES LAKE GENEVA	500390	555140	324.00	
02/18/2026	PWBDD	52694	HAPPY TIME COOKING SPACE	OTHER EXPENSES	500390	555140	125.00	
02/18/2026	PWBDD	52700*#	NAPA AUTO PARTS	MAINTENANCE PARTS	500353	533210	123.31	
				GAS AND OIL EXPENSE	500351	533210	95.28	
				GAS AND OIL EXPENSE	500351	533210	41.96	
				MAINTENANCE PARTS	500353	533210	116.96	
				MAINTENANCE PARTS	500353	533210	54.54	
				MAINTENANCE PARTS	500353	533210	116.06	
				MAINTENANCE PARTS	500353	533210	27.85	
				MAINTENANCE PARTS	500353	533210	19.61	

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Check Date	Bank Account	Check #	Payee	Description	Account Dept	Amount
<b>Fund: 100 GENERAL FUND</b>						
Check PWBDD 52700 Total for Fund 100 GENERAL FUND						595.57
02/18/2026	PWBDD	52703	OLSEN'S PIGGLY WIGGLY	OPERATING SUPPLIES	500350 533210	99.75
				OPERATING SUPPLIES	500350 533210	27.49
				OPERATING SUPPLIES	500350 533210	150.29
Check PWBDD 52703 Total for Fund 100 GENERAL FUND						277.53
02/18/2026	PWBDD	52704	OZAUKEE COUNTY	RECORDING FEES	500311 514100	30.00
02/18/2026	PWBDD	52705	OZAUKEE COUNTY TREASURER	OTHER EXPENSES	500390 515600	82.56
02/18/2026	PWBDD	52706	RAY O'HERRON CO.,INC.	UNIFORMS	500346 522120	439.59
				UNIFORMS	500346 522120	63.89
Check PWBDD 52706 Total for Fund 100 GENERAL FUND						503.48
02/18/2026	PWBDD	52707	ROTE OIL LTD	GAS AND OIL EXPENSE	500351 533210	175.88
				FUEL	500351 533210	4,519.65
Check PWBDD 52707 Total for Fund 100 GENERAL FUND						4,695.53
02/18/2026	PWBDD	52709	SES LLC	MAINTENANCE PARTS	500353 533210	1,313.02
02/18/2026	PWBDD	52710	STATE INDUSTRIAL PRODUCTS	OPERATING SUPPLIES	500350 533210	146.53
02/18/2026	PWBDD	52712	UNIFIRST CORPORATION	OPERATING SUPPLIES	500350 533210	50.74
				OPERATING SUPPLIES	500350 533210	116.37
Check PWBDD 52712 Total for Fund 100 GENERAL FUND						167.11
02/18/2026	PWBDD	52713*#	VANTAGE FINANCIAL,LLC	EQUIPMENT OUTLAY	500385 514700	999.00
02/18/2026	PWBDD	52714	VILLAGE OF GRAFTON	FIRESIDE BEEHIVE	500390 555140	2,098.74
02/18/2026	PWBDD	52715	WISCONSIN DEPT OF JUSTICE	TELEPHONE/COMMUNICATIONS	500225 522110	49.00
02/18/2026	PWBDD	52716#	WM CORPORATE SERVICES, INC	MAINT/CONTRACTED SERVICES	500290 533710	51,145.02
				MAINT/CONTRACTED SERVICES	500290 533730	23,295.06
Check PWBDD 52716 Total for Fund 100 GENERAL FUND						74,440.08
02/18/2026	PWBDD	52717	ZARNOTH BRUSH WORKS INC	STREET SWEEPING	500295 533440	2,201.30
02/27/2026	PWBDD	52719	ABT MAILCOM	PROFESSIONAL SERVICES	500210 515600	2,949.84
02/27/2026	PWBDD	52720	ADVANCED FIRE SUPPRESSION LLC	SUPPLIES AND EXPENSES	500347 522120	59.00
02/27/2026	PWBDD	52721*#	AECOM TECHNICAL SERVICES INC	DEVELOPERS AGREE-STONE LAKE	239261 000000	309.81
02/27/2026	PWBDD	52724*#	AT&T	TELEPHONE/COMMUNICATIONS	500225 533210	44.50
				TELEPHONE/COMMUNICATIONS	500225 518100	44.50
Check PWBDD 52724 Total for Fund 100 GENERAL FUND						89.00
02/27/2026	PWBDD	52725*#	AT&T	TELEPHONE/COMMUNICATIONS	500225 518100	248.20
02/27/2026	PWBDD	52726*#	AT&T MOBILITY	TELEPHONE/COMMUNICATIONS	500225 522310	71.17
				TELEPHONE/COMMUNICATIONS	500225 533110	103.21
				TELEPHONE/COMMUNICATIONS	500225 555510	126.15
				TELEPHONE/COMMUNICATIONS	500225 533210	131.08
				TELEPHONE/COMMUNICATIONS	500225 522410	117.79
				TELEPHONE/COMMUNICATIONS	500225 522110	1,387.27
Check PWBDD 52726 Total for Fund 100 GENERAL FUND						1,936.67

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<b>Fund: 100 GENERAL FUND</b>							
02/27/2026	PWBDD	52728#	BEYER'S HARDWARE	MAINTENANCE PARTS	500353	533210	2.11
				MAINTENANCE PARTS	500353	533210	5.82
				MAINTENANCE PARTS	500353	533210	37.74
				MAINTENANCE PARTS	500353	533210	53.84
				SUPPLIES AND EXPENSES	500347	522120	15.25
				SUPPLIES AND EXPENSES	500347	522120	15.79
			Check PWBDD 52728	Total for Fund 100 GENERAL FUND			130.55
02/27/2026	PWBDD	52729#	BLAIN'S FARM & FLEET	ELECTRIC	500222	533421	832.51
				EQUIPMENT OUTLAY	500380	533210	329.00
				EQUIPMENT OUTLAY	500380	533210	485.29
			Check PWBDD 52729	Total for Fund 100 GENERAL FUND			1,646.80
02/27/2026	PWBDD	52731	CATALIS TAX & CAMA, INC	PROFESSIONAL SERVICES	500210	515400	15,730.00
02/27/2026	PWBDD	52732*#	CEDARBURG LIGHT & WATER	REPAIR AND MAINTENANCE	500240	533421	1,009.10
				REPAIR AND MAINTENANCE	500240	533421	3,516.16
				REPAIR AND MAINTENANCE	500240	533440	21.84
			Check PWBDD 52732	Total for Fund 100 GENERAL FUND			4,547.10
02/27/2026	PWBDD	52734*#	CHARTER COMMUNICATIONS	TELEPHONE/COMMUNICATIONS	500225	518100	50.00
				TELEPHONE/COMMUNICATIONS	500225	518100	42.37
				TELEPHONE/COMMUNICATIONS	500225	513100	12.45
				TELEPHONE/COMMUNICATIONS	500225	513200	12.50
				TELEPHONE/COMMUNICATIONS	500225	514100	35.62
				TELEPHONE/COMMUNICATIONS	500225	515600	26.40
				TELEPHONE/COMMUNICATIONS	500225	515400	20.15
				TELEPHONE/COMMUNICATIONS	500225	522310	20.17
				TELEPHONE/COMMUNICATIONS	500225	533110	26.15
				TELEPHONE/COMMUNICATIONS	500225	566310	24.25
				TELEPHONE/COMMUNICATIONS	500225	533210	33.75
				TELEPHONE/COMMUNICATIONS	500225	555140	20.00
				TELEPHONE/COMMUNICATIONS	500225	522410	20.46
				INTERNET	500220	514700	764.06
				OPERATING SUPPLIES	500350	533210	163.41
				INTERNET	500220	555510	163.41
				INTERNET	500220	555510	110.00
				INTERNET	500220	522410	149.99
				INTERNET	500220	555510	129.99
				TELEPHONE/COMMUNICATIONS	500225	518100	61.21
			Check PWBDD 52734	Total for Fund 100 GENERAL FUND			1,886.34
02/27/2026	PWBDD	52737	CINTAS CORPORATION	OPERATING SUPPLIES	500350	533210	303.55
02/27/2026	PWBDD	52739	COMPASS MINERALS AMERICA, INC	SALT	500450	533450	3,718.48
				SALT	500450	533450	7,243.39
				SALT	500450	533450	3,515.74
				SALT	500450	533450	5,376.23
			Check PWBDD 52739	Total for Fund 100 GENERAL FUND			19,853.84
02/27/2026	PWBDD	52740*#	COMPLETE MOBILE DRUG TESTING LLC	DUE FROM LIGHT & WATER	156200	000000	130.26
				PROFESSIONAL SERVICES	500210	555510	80.26
			Check PWBDD 52740	Total for Fund 100 GENERAL FUND			210.52

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<b>Fund: 100 GENERAL FUND</b>							
02/27/2026	PWBDD	52741	COMPLETE OFFICE OF WISCONSIN	OFFICE SUPPLIES	500310	515600	178.03
				OFFICE SUPPLIES	500310	515600	21.57
				OFFICE SUPPLIES	500310	515600	25.60
		Check PWBDD 52741	Total for Fund 100 GENERAL FUND				<u>225.20</u>
02/27/2026	PWBDD	52742*	CONTREE SPRAYER & EQUIPMENT CO, LL	MAINTENANCE PARTS	500353	533210	159.78
02/27/2026	PWBDD	52745*#	DPI SUPPLY, INC	OPERATING SUPPLIES	500350	533210	298.00
02/27/2026	PWBDD	52748*#	EGELHOFF LAWNMOWER SERVICE	EQUIPMENT OUTLAY	500380	555510	1,162.38
02/27/2026	PWBDD	52750	FASTENAL COMPANY	MAINTENANCE PARTS	500353	533210	125.66
				MAINTENANCE PARTS	500353	533210	945.24
		Check PWBDD 52750	Total for Fund 100 GENERAL FUND				<u>1,070.90</u>
02/27/2026	PWBDD	52752	FIVE CORNERS DODGE	REPAIR AND MAINTENANCE	500240	522120	97.84
				REPAIR AND MAINTENANCE	500240	522120	92.22
		Check PWBDD 52752	Total for Fund 100 GENERAL FUND				<u>190.06</u>
02/27/2026	PWBDD	52753*#	FORWARD TS	EQUIPMENT OUTLAY	500385	514700	50.49
				EQUIPMENT OUTLAY	500385	514700	14.00
		Check PWBDD 52753	Total for Fund 100 GENERAL FUND				<u>64.49</u>
02/27/2026	PWBDD	52756	GILA LLC	OTHER EXPENSES	500390	515600	15.00
02/27/2026	PWBDD	52757	GRAFTON ACE HARDWARE	OPERATING SUPPLIES	500350	533210	34.53
02/27/2026	PWBDD	52758	IBS OF SOUTHEASTERN WISCONSIN	MAINTENANCE PARTS	500353	533210	157.95
02/27/2026	PWBDD	52760	JANI-KING OF MILWAUKEE	OPERATING SUPPLIES	500350	533210	422.73
02/27/2026	PWBDD	52761	JOE JACOBS	PROFESSIONAL SERVICES	500210	522310	540.00
02/27/2026	PWBDD	52764	KUSTOM SIGNALS, INC.	SUPPLIES AND EXPENSES	500347	522120	130.00
02/27/2026	PWBDD	52767	MID-STATE EQUIPMENT	MAINTENANCE PARTS	500353	533210	96.00
				MAINTENANCE PARTS	500353	533210	928.45
		Check PWBDD 52767	Total for Fund 100 GENERAL FUND				<u>1,024.45</u>
02/27/2026	PWBDD	52769	NAPA AUTO PARTS	MAINTENANCE PARTS	500353	533210	14.65
				MAINTENANCE PARTS	500353	533210	15.56
				MAINTENANCE PARTS	500353	533210	49.35
				MAINTENANCE PARTS	500353	533210	39.83
				MAINTENANCE PARTS	500353	533210	15.35
				MAINTENANCE PARTS	500353	533210	31.40
				MAINTENANCE PARTS	500353	533210	91.36
		Check PWBDD 52769	Total for Fund 100 GENERAL FUND				<u>257.50</u>
02/27/2026	PWBDD	52770	NASSCO, INC.	MAINTENANCE SUPPLIES	500340	522100	81.41
02/27/2026	PWBDD	52771	ODP BUSINESS SOLUTIONS, LLC	OFFICE SUPPLIES	500310	522110	58.35
02/27/2026	PWBDD	52773*#	ONTECH SYSTEMS, INC	EQUIPMENT/SOFTWARE	500380	514700	820.00
				PROFESSIONAL SERVICES	500210	514700	895.30
				REPAIR AND MAINTENANCE	500240	522110	40.00
		Check PWBDD 52773	Total for Fund 100 GENERAL FUND				<u>1,755.30</u>
02/27/2026	PWBDD	52774	OZAUKEE COUNTY HIGHWAY DEPT	SNOW AND ICE MATERIALS	500450	533450	2,400.42

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<b>Fund: 100 GENERAL FUND</b>							
02/27/2026	PWBDD	52777	RAY O'HERRON CO., INC.	UNIFORMS	500346	522120	134.29
				UNIFORMS	500346	522120	34.44
				UNIFORMS	500346	522120	330.22
		Check PWBDD 52777	Total for Fund 100 GENERAL FUND				498.95
02/27/2026	PWBDD	52778	ROAD EQUIPMENT PARTS CENTER	MAINTENANCE PARTS	500353	533210	158.02
02/27/2026	PWBDD	52779	ROTE OIL LTD	FUEL	500351	533210	4,167.80
02/27/2026	PWBDD	52780	SES LLC	MAINTENANCE PARTS	500353	533210	91.51
02/27/2026	PWBDD	52781	SUNSET LAW ENFORCEMENT	EQUIPMENT OUTLAY	500380	522120	5,865.30
02/27/2026	PWBDD	52782	TKK ELECTRONICS, LLC	EQUIPMENT OUTLAY	500380	522110	3,807.43
02/27/2026	PWBDD	52785*#	U.S. CELLULAR	TELEPHONE/COMMUNICATIONS	500225	533210	100.00
				TELEPHONE/COMMUNICATIONS	500225	533110	10.50
				TELEPHONE/COMMUNICATIONS	500225	555510	31.50
		Check PWBDD 52785	Total for Fund 100 GENERAL FUND				142.00
02/27/2026	PWBDD	52787#	UNIFIRST CORPORATION	OPERATING SUPPLIES	500350	533210	123.84
				MAINTENANCE SUPPLIES	500340	522100	125.59
				REPAIR AND MAINTENANCE	500240	518100	255.91
		Check PWBDD 52787	Total for Fund 100 GENERAL FUND				505.34
02/27/2026	PWBDD	52790*#	WE ENERGIES	NATURAL GAS-0711276804-00002	500224	522100	1,852.74
				NATURAL GAS-0711276804-00001	500224	522100	16.83
				NATURAL GAS-0713912926-00004	500224	522410	235.89
				NATURAL GAS-0719886467-00001	500224	555510	376.82
				NATURAL GAS 0713912926-00011	500224	518100	1,298.93
				NATURAL GAS-0713912926-00006	500224	518100	1,521.03
				NATURAL GAS-0707973696-00001	500224	555510	348.16
				NATURAL GAS-0713912926-00001	500224	518100	0.00
				NATURAL GAS-0713912926-00009	500224	533210	3,137.81
		Check PWBDD 52790	Total for Fund 100 GENERAL FUND				8,788.21
02/27/2026	PWBDD	52791	WI DEPARTMENT OF FINANCIAL INSTIT	PROF PUBLICATIONS AND DUES	500320	522110	20.00
Total For Fund: 100							225,899.27
<b>Fund: 200 CEMETERY FUND</b>							
02/27/2026	PWBDD	52748*#	EGELHOFF LAWNMOWER SERVICE	REPAIR AND MAINTENANCE	500240	544210	249.50
Total For Fund: 200							249.50
<b>Fund: 220 RECREATION PROGRAMS FUND</b>							
02/27/2026	PWBDD	52733	CEDARBURG PERFORMING ARTS CENTER	POMS EXPENSES	500394	555390	500.00
02/27/2026	PWBDD	52734*#	CHARTER COMMUNICATIONS	TELEPHONE/COMMUNICATIONS	500225	555390	33.75
Total For Fund: 220							533.75
<b>Fund: 232 DONATIONS</b>							
02/27/2026	PWBDD	52765	MASTER PRINTWEAR	K-9 UNIT EXPENSE	500352	522120	3,012.68
Total For Fund: 232							3,012.68
<b>Fund: 240 SWIMMING POOL FUND</b>							

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<b>Fund: 240 SWIMMING POOL FUND</b>								
02/27/2026	PWBDD	52734*#	CHARTER COMMUNICATIONS	TELEPHONE/COMMUNICATIONS	500225	555320	33.06	
				INTERNET	500220	555320	229.74	
			Check PWBDD 52734 Total for Fund 240 SWIMMING POOL FUND					262.80
02/27/2026	PWBDD	52790*#	WE ENERGIES	NATURAL GAS-0719900042-00001	500224	555320	54.40	
				NATURAL GAS-0716746085-00001	500224	555320	9.24	
			Check PWBDD 52790 Total for Fund 240 SWIMMING POOL FUND					63.64
Total For Fund: 240							326.44	
<b>Fund: 260 LIBRARY FUND</b>								
02/18/2026	PWBDD	52678	CHILDREN'S PLUS	PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	150.64	
02/18/2026	PWBDD	52683	DEMCO SOFTWARE	OFFICE SUPPLIES	500310	555110	156.43	
02/18/2026	PWBDD	52695	INGRAM LIBRARY SERVICES	DONATION EXPENDITURES	500322	555110	77.00	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	225.12	
			Check PWBDD 52695 Total for Fund 260 LIBRARY FUND					302.12
02/18/2026	PWBDD	52697	JANI-KING OF MILWAUKEE	MAINT/CONTRACTED SERVICES	500290	555110	1,020.17	
02/18/2026	PWBDD	52701	NASSCO, INC.	OPERATING SUPPLIES	500350	555110	538.46	
02/27/2026	PWBDD	52723	AMAZON CAPITOL SERVICES	PROGRAM SUPPLIES	500308	555110	27.23	
				COMPUTER/COPIER SUPPLIES	500312	555110	309.07	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	44.90	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	16.96	
				OFFICE SUPPLIES	500310	555110	24.98	
				DONATION EXPENDITURES	500322	555110	18.48	
				OFFICE SUPPLIES	500310	555110	72.53	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	35.72	
				DONATION EXPENDITURES	500322	555110	57.95	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	83.21	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	49.94	
				DONATION EXPENDITURES	500322	555110	62.95	
				OFFICE SUPPLIES	500310	555110	69.55	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	85.56	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	118.72	
				DONATION EXPENDITURES	500322	555110	112.66	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	283.12	
				PROGRAM SUPPLIES	500308	555110	82.95	
				PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	144.62	
				OPERATING SUPPLIES	500350	555110	202.15	
			Check PWBDD 52723 Total for Fund 260 LIBRARY FUND					1,903.25
02/27/2026	PWBDD	52724*#	AT&T	TELEPHONE/COMMUNICATIONS	500225	555110	45.13	
02/27/2026	PWBDD	52725*#	AT&T	TELEPHONE/COMMUNICATIONS	500225	555110	325.96	
02/27/2026	PWBDD	52734*#	CHARTER COMMUNICATIONS	TELEPHONE/COMMUNICATIONS	500225	555110	230.07	
02/27/2026	PWBDD	52735	CHILDREN'S PLUS	DONATION EXPENDITURES	500322	555110	196.73	
02/27/2026	PWBDD	52736*#	CINTAS CORPORATION	MAINT/CONTRACTED SERVICES	500290	555110	306.24	
02/27/2026	PWBDD	52745*#	DPI SUPPLY, INC	COMPUTER/COPIER SUPPLIES	500312	555110	318.50	

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<b>Fund: 260 LIBRARY FUND</b>							
02/27/2026	PWBDD	52751	FILM IDEAS, INC.	PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	497.40
02/27/2026	PWBDD	52759	INGRAM LIBRARY SERVICES	PUBLICATIONS AND SUBSCRIPTIONS	500319	555110	292.03
02/27/2026	PWBDD	52762	JOHNSON CONTROLS SECURITY SOLU	MAINT/CONTRACTED SERVICES	500290	555110	1,508.54
02/27/2026	PWBDD	52790*#	WE ENERGIES	NATURAL GAS-0714144119-00001	500224	555110	584.21
Total For Fund: 260							<u>8,375.88</u>
<b>Fund: 270 FIRE DEPT &amp; EMS</b>							
02/18/2026	PWBDD	52670	AURORA MEDICAL CENTER GRAFTON LLC	EMS SUPPLIES AND EXPENSES	500347	522500	971.02
02/18/2026	PWBDD	52671	BATZNER PEST CONTROL	MAINT/CONTRACTED SERVICES	500290	522500	78.67
02/18/2026	PWBDD	52674	BOUND TREE MEDICAL, LLC	EMS SUPPLIES AND EXPENSES	500347	522500	279.48
				EMS SUPPLIES AND EXPENSES	500347	522500	1,484.88
			Check PWBDD 52674 Total for Fund 270 FIRE DEPT & EMS				<u>1,764.36</u>
02/18/2026	PWBDD	52677	CEDARBURG OVERHEAD DOOR LLC	OPERATING SUPPLIES	500350	522500	165.00
02/18/2026	PWBDD	52690*#	GALLS, LLC	UNIFORMS	500346	522500	61.71
				UNIFORMS	500346	522500	174.47
				UNIFORMS	500346	522500	135.00
				UNIFORMS	500346	522500	89.79
			Check PWBDD 52690 Total for Fund 270 FIRE DEPT & EMS				<u>460.97</u>
02/18/2026	PWBDD	52698	MACQUEEN EQUIPMENT	FIREFIGHTING EQUIPMENT	500380	522500	2,454.08
				EQUIPMENT TESTING	500235	522500	540.00
			Check PWBDD 52698 Total for Fund 270 FIRE DEPT & EMS				<u>2,994.08</u>
02/18/2026	PWBDD	52700*#	NAPA AUTO PARTS	REPAIR AND MAINTENANCE	500240	522500	49.35
02/18/2026	PWBDD	52702	NORTHCENTRAL TECHNICAL COLLEGE	TRAVEL & TRAINING	500330	522500	2,962.12
02/18/2026	PWBDD	52713*#	VANTAGE FINANCIAL,LLC	MAINT/CONTRACTED SERVICES	500290	522500	133.00
02/27/2026	PWBDD	52718	A LYNEIS ELECTRIC LLC	OPERATING SUPPLIES	500350	522500	120.27
02/27/2026	PWBDD	52722	AIRGAS USA LLC	EMS SUPPLIES AND EXPENSES	500347	522500	1,272.84
02/27/2026	PWBDD	52724*#	AT&T	TELEPHONE/COMMUNICATIONS	500225	522500	44.50
02/27/2026	PWBDD	52725*#	AT&T	TELEPHONE/COMMUNICATIONS	500225	522500	233.24
02/27/2026	PWBDD	52726*#	AT&T MOBILITY	TELEPHONE/COMMUNICATIONS	500225	522500	31.99
				TELEPHONE/COMMUNICATIONS	500225	522500	637.05
				TELEPHONE/COMMUNICATIONS	500225	522500	767.10
			Check PWBDD 52726 Total for Fund 270 FIRE DEPT & EMS				<u>1,436.14</u>
02/27/2026	PWBDD	52730*#	BUDIAC PLUMBING INC	OPERATING SUPPLIES	500350	522500	246.00
02/27/2026	PWBDD	52734*#	CHARTER COMMUNICATIONS	TELEPHONE/COMMUNICATIONS	500225	522500	18.98
				TELEPHONE/COMMUNICATIONS	500225	522500	229.61
				TELEPHONE/COMMUNICATIONS	500225	522500	454.82
			Check PWBDD 52734 Total for Fund 270 FIRE DEPT & EMS				<u>703.41</u>
02/27/2026	PWBDD	52738	COMMAND FIRE APPARATUS	REPAIR AND MAINTENANCE	500240	522500	3,233.80

CHECK DISBURSEMENT REPORT FOR CITY OF CEDARBURG  
CHECK DATE 02/18/2026 - 02/28/2026

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount	
<b>Fund: 270 FIRE DEPT &amp; EMS</b>								
02/27/2026	PWBDD	52743	DASH MEDICAL GLOVES, LLC	EMS SUPPLIES AND EXPENSES	500347	522500	148.26	
02/27/2026	PWBDD	52746	DUO-SAFETY LADDER CORP	FIREFIGHTING EQUIPMENT	500380	522500	106.95	
02/27/2026	PWBDD	52749	EMERGENCY LIGHTING SOLUTIONS LLC	REPAIR AND MAINTENANCE	500240	522500	250.00	
02/27/2026	PWBDD	52753*#	FORWARD TS	MAINT/CONTRACTED SERVICES	500290	522500	92.74	
02/27/2026	PWBDD	52754	GALLS, LLC	UNIFORMS	500346	522500	585.42	
				UNIFORMS	500346	522500	91.28	
		Check PWBDD 52754	Total for Fund 270 FIRE DEPT & EMS					<u>676.70</u>
02/27/2026	PWBDD	52755*#	GENERAL COMMUNICATIONS INC	TELEPHONE/COMMUNICATIONS	500225	522500	190.00	
				TELEPHONE/COMMUNICATIONS	500225	522500	190.00	
				TELEPHONE/COMMUNICATIONS	500225	522500	190.00	
		Check PWBDD 52755	Total for Fund 270 FIRE DEPT & EMS					<u>570.00</u>
02/27/2026	PWBDD	52763	JOIN THE FIRE SERVICE LLC	MARKETING	500223	522500	429.00	
02/27/2026	PWBDD	52772	OLSEN'S PIGGLY WIGGLY	OPERATING SUPPLIES	500350	522500	49.82	
02/27/2026	PWBDD	52773*#	ONTECH SYSTEMS, INC	TECHNOLOGY	500382	522500	685.30	
02/27/2026	PWBDD	52776	PEPSI-COLA BEVERAGE SALES LLC	OPERATING SUPPLIES	500350	522500	187.89	
02/27/2026	PWBDD	52783	TOMASO'S	OPERATING SUPPLIES	500350	522500	124.50	
02/27/2026	PWBDD	52784	TOWN OF CEDARBURG	ACCRUED VOUCHERS PAYABLE	212500	000000	78,505.53	
02/27/2026	PWBDD	52786	UNDERWATER CONNECTION	OPERATING SUPPLIES	500350	522500	203.14	
02/27/2026	PWBDD	52790*#	WE ENERGIES	NATURAL GAS 0713912926-00003	500224	522500	2,468.06	
				NATURAL GAS 0713912926-00008	500224	522500	1,383.57	
		Check PWBDD 52790	Total for Fund 270 FIRE DEPT & EMS					<u>3,851.63</u>
Total For Fund: 270							<u>102,750.23</u>	
<b>Fund: 300 DEBT SERVICE FUND</b>								
02/27/2026	PWBDD	52727	BANK FIRST	DEBT SERVICE - INTEREST	500620	581577	57,042.99	
Total For Fund: 300							<u>57,042.99</u>	
<b>Fund: 350 TIF DISTRICT FUND #4</b>								
02/18/2026	PWBDD	52669	AMBROSE ENGINEERING INC.	PROFESSIONAL SERVICES	500210	566710	1,062.50	
Total For Fund: 350							<u>1,062.50</u>	
<b>Fund: 400 CAPITAL IMPROVEMENTS FUND</b>								
02/18/2026	PWBDD	52692	GLOBAL RENTAL CO., INC	STREET IMPROVEMENTS	500854	533311	3,100.00	
02/18/2026	PWBDD	52699	MILE ROCK SITE SOLUTIONS, LLC	HOUSE DEMO AFTER BURN-HAMMER & HAUL	500805	518100	14,440.00	
02/18/2026	PWBDD	52708	SCHAEFER POWER SYSTEMS, INC	LED LIGHTING PROJECT ENCUMBRANCE	500824	555110	4,199.00	
02/27/2026	PWBDD	52721*#	AECOM TECHNICAL SERVICES INC	NR216 COMPLIANCE	500472	533440	34.44	
				NR216 COMPLIANCE	500472	533440	2,045.13	
		Check PWBDD 52721	Total for Fund 400 CAPITAL IMPROVEMENTS FUND					<u>2,079.57</u>
02/27/2026	PWBDD	52730*#	BUDIAC PLUMBING INC	STATION IMPROVEMENTS	500807	522230	5,455.00	

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Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount
<b>Fund: 400 CAPITAL IMPROVEMENTS FUND</b>							
02/27/2026	PWBDD	52732*#	CEDARBURG LIGHT & WATER	PROCHNOW	500841	533750	288.00
02/27/2026	PWBDD	52742*	CONTREE SPRAYER & EQUIPMENT CO, LL EQUIP REPLACEMENT		500880	533210	759.66
02/27/2026	PWBDD	52744	DB STERLIN CONSULTANTS INC	STREET IMPROVEMENTS	500854	533311	32,362.00
02/27/2026	PWBDD	52747	EGELHOFF LAWNMOWER SERVICE	CEMETERY	500805	518100	142.10
				QGR534121 GRASSHOPPER 225/48''	500805	518100	11,593.75
		Check PWBDD 52747	Total for Fund 400 CAPITAL IMPROVEMENTS FUND				11,735.85
02/27/2026	PWBDD	52755*#	GENERAL COMMUNICATIONS INC	VEHICLE REPLACEMENTS	500811	522120	578.76
Total For Fund: 400							74,997.84
<b>Fund: 410 LEAD SERVICE - PRIVATE</b>							
02/27/2026	PWBDD	52732*#	CEDARBURG LIGHT & WATER	PRIVATE SIDE LEAD SERVICE	500872	533750	212,869.90
Total For Fund: 410							212,869.90
<b>Fund: 601 WATER RECYCLING CENTER</b>							
02/18/2026	PWBDD	52679	CINTAS CORPORATION	SAFETY EQUIPMENT	500372	573825	213.32
02/18/2026	PWBDD	52684	DONOHUE & ASSOCIATES, INC	ENGINEERING SERVICES AGREEMENT/FACILITY	182331	000000	323.00
02/18/2026	PWBDD	52696	INSIGHT VISION LLC	COLLECTION SYSTEM MAINT	500360	573835	214.00
02/18/2026	PWBDD	52711	TRUCK COUNTRY OF WISC	COLLECTION SYSTEM MAINT	500360	573835	170.60
02/27/2026	PWBDD	52724*#	AT&T	TELEPHONE/COMMUNICATIONS	500225	573825	44.50
02/27/2026	PWBDD	52725*#	AT&T	TELEPHONE/COMMUNICATIONS	500225	573825	156.06
02/27/2026	PWBDD	52726*#	AT&T MOBILITY	TELEPHONE/COMMUNICATIONS	500225	573825	98.08
02/27/2026	PWBDD	52734*#	CHARTER COMMUNICATIONS	TELEPHONE/COMMUNICATIONS	500225	573825	55.25
				TELEPHONE/COMMUNICATIONS	500225	573825	149.99
		Check PWBDD 52734	Total for Fund 601 WATER RECYCLING CENTER				205.24
02/27/2026	PWBDD	52736*#	CINTAS CORPORATION	SAFETY EQUIPMENT	500372	573825	209.28
02/27/2026	PWBDD	52740*#	COMPLETE MOBILE DRUG TESTING LLC	PROFESSIONAL SERVICES	500210	573850	160.53
02/27/2026	PWBDD	52766#	MEAD & HUNT INC.	YEAR #5 OF ADAPTIVE MANAGEMENT	500383	573835	7,572.00
				ENGINEERING	500215	573850	990.00
		Check PWBDD 52766	Total for Fund 601 WATER RECYCLING CENTER				8,562.00
02/27/2026	PWBDD	52775	OZAUKEE DISPOSAL CORPORATION	REFUSE COLLECTION	500297	573830	1,525.00
02/27/2026	PWBDD	52785*#	U.S. CELLULAR	TELEPHONE/COMMUNICATIONS	500225	573825	36.00
02/27/2026	PWBDD	52788	VISU-SEWER INC.	COLLECTION MAINS AND ACCESS.	184313	000000	16,878.00
02/27/2026	PWBDD	52789	WASHINGTON COUNTY	WRC ADAPTIVE MANAGEMENT	500383	573835	2,000.00
02/27/2026	PWBDD	52790*#	WE ENERGIES	MAINTENANCE SUPPLIES-0713912926-00012	500340	573840	20.11
				MAINTENANCE SUPPLIES-0713912926-00007	500340	573840	11.85
				MAINTENANCE SUPPLIES-0713912926-00010	500340	573840	14.11
				MAINTENANCE SUPPLIES-0713912926-00005	500340	573840	23.28
				NATURAL GAS-0713182701-00001	500224	573825	350.54
				MAINTENANCE SUPPLIES-0711836389-00001	500340	573840	15.24

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<b>Fund: 601 WATER RECYCLING CENTER</b>								
				MAINTENANCE SUPPLIES-0713912926-00002	500340	573840	20.11	
				NATURAL GAS-0712590709-00001	500224	573825	810.04	
				ELECTRIC 1838 PIONEER 0711836389-00004	500222	573825	16.45	
			Check PWBDD 52790 Total for Fund 601 WATER RECYCLING CENTER					1,281.73
Total For Fund: 601							32,077.34	
<b>Fund: 700 RISK MANAGEMENT FUND</b>								
02/18/2026	PWBDD	52676	CEDARBURG LIGHT & WATER	INSURANCE CLAIMS 2026	500557	519400	4,857.13	
02/27/2026	PWBDD	52768	MUNICIPAL PROPERTY INSURANCE CO	PROPERTY INSURANCE	500510	519400	100.00	
Total For Fund: 700							4,957.13	
Report Total:							724,155.45	

'\*'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE FUND

'#'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE DEPARTMENT

**CITY OF CEDARBURG**  
**TRANSFER LIST**  
2/21/26-3/6/26

Date	Amount	Transfer to
PWSB CHECKING ACCOUNT		
2/21/2026	\$23,207.29	Elan-January invoice
2/24/2026	\$122,677.27	ETF-January WRS remittance
2/24/2026	\$2,842.55	ADP-invoices
2/26/2026	\$49,759.34	Light & Water
2/27/2026	\$20,000.00	Elan-partial payment
3/5/2026	\$269,000.00	PWSB Payroll
3/5/2026	\$1,989.02	Mission Square-contributions for 2/15/26-2/28/26
3/5/2026	\$597.19	State of Wisconsin-child support for 2/15/26-2/28/26
3/5/2026	\$1,736.64	Wis Deferred Comp-contributions for 2/15/26-2/28/26
3/5/2026	\$577.50	Police Union-contributions for 2/15/26-2/28/26
3/5/2026	<u>\$6,310.00</u>	North Shore Bank-contributions for 2/15/26-2/28/26
	\$498,696.80	

PWSB PAYROLL CHECKING ACCOUNT

3/6/2026	\$189,084.00	Payroll for 2/15/26-2/28/26
3/6/2026	<u>\$79,275.88</u>	Payroll taxes for 2/15/26-2/28/26
	\$268,359.88	

PWSB MONEY MARKET ACCOUNT

2/21/2026	\$500,000.00	PWSB Checking
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## City of Cedarburg, Wisconsin



### City Administrator's Report

 Date: March 2, 2026

*The following information is provided to keep the Common Council and staff informed on some of the activities and events of the City. Points of clarification may be addressed during the City Administrator's Report portion of the agenda; however, if discussion of any of these items is necessary, placement on a future Council agenda should be directed.*

## Department Updates

### Senior Center

- The Supervisor/Office Manager has resigned. The position is posted.

### Finance

- The audit begins this month.

### DPW

- There will be spring leaf pickup. Brush pickup begins April 6<sup>th</sup>. Crack sealing will follow.

### Clerk

- Preparations for the Spring Election continue.

### Human Resources

- Tracie has been posting open positions and scheduling interviews.

### Water Recycling Center

- There are currently two open positions.

### Building Inspection

- Work on the Community Gym continues, including flashing, railings, and resurfacing the front walkway.
- Lead lateral replacements will begin March 9<sup>th</sup>.
- Stone Lake, Cedar Way and Cedar Plaza continue to progress.

### Engineering

- The South Washington and Street and Utility projects both have a March start.

- There will be a public information meeting about the South Washington Avenue construction on Monday, March 16<sup>th</sup>.
- There is an open Engineering position, as well as an Administrative Assistant.

#### Parks, Recreation and Forestry

- The Summer Activity Guide will be out mid-March with registration on April 1<sup>st</sup>.
- The department is currently hiring summer staff: lifeguards, customer service at the pool, playground camp supervisors and seasonal parks maintenance.
- The department is hosting a playground maintenance course on March 11, it is a full, sold-out class.