



LEVY COUNTY ROAD DEPARTMENT

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Levy County Road Department Equipment Purchase Plan FY26

This serves as a formal request to appropriate \$896,963.83 from County Reserves to fund the Road Department's Equipment Purchase Plan. The plan identifies and prioritizes critical equipment needed to support countywide roadway maintenance operations, with the goal of expanding maintenance capacity, improving response times, and enhancing the safety, efficiency, and reliability of services. Proposed purchases are organized by operational priority and include unit quantities, equipment descriptions, estimated costs, and operational justifications to ensure responsible and effective use of county resources.

The equipment outlined within this operational priority is not currently available within the Road Department's existing fleet and represents additional resources required to meet growing service demands. These acquisitions are essential to addressing the increasing volume of work requests and maintaining expected service levels across all functional areas. Securing this equipment will improve field efficiency, equipment placement, and maneuverability, while reducing reliance on rental equipment and current transport methods that increase project footprints, scheduling constraints, and overall operational costs. Collectively, these investments will enhance the professionalism, capability, and effectiveness of Road Department personnel in delivering consistent and dependable services countywide.

As operational demands continue to evolve, future budget cycles will include additional equipment requests to ensure the Road Department remains properly equipped to meet service expectations and community needs.



Commissioners

Charlie Kennedy, Vice Chair District 1

Rock Meeks, District 2

Desiree Mills, District 3

Tim Hodge, Chair, District 4

Johnny Hiers, District 5

Operational Priority 1 – Mowing Unit Expansion

Equipment Summary:

Operational Unit	Qty.	Equipment Description	Unit Cost
Mowing Unit	1	John Deere 6120E Cab Tractor 4x4	\$91,319.28
Mowing Unit	1	John Deere 6120E Cab Tractor 4x4	\$91,319.28
Mowing Unit	1	Bush Hog FWC4115	\$26,166.30
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Justification

Expanding the mowing fleet is a critical operational need to match countywide vegetation-management demands. The current rotation requires 12–14 weeks to complete. Adding two full mowing units will allow the county to operate with 3 mowing divisions, reducing the rotation to 6–7 weeks and improving service levels from 2–3 cycles per year to an estimated 4–6 cycles per year, assuming full equipment availability.



Operational Priority 2 – Tree Trimming, Right-of-Way & Stormwater Maintenance

Equipment Summary:

Operational Unit	Qty.	Equipment Description	Unit Cost
Tree Trimming Unit	1	60P Mini Excavator	\$123,801.98
Stormwater/Drainage	1	75P Mini Excavator	\$153,450.13

Justification

Mini excavators are multi-function machines essential for right-of-way maintenance, tree trimming, ditch restoration, driveway repairs, and culvert replacement. Their size and mobility allow crews to deploy rapidly using a full-size pickup and trailer.

Introduction of mini excavators will:

- Expand operational coverage by enabling small, highly mobile crews.
- Improve response times to tree trimming, drainage, and shoulder-maintenance requests.
- Reduce fuel consumption and reliance on oversized, inefficient equipment.
- Reduce the need to rent equipment to complete maintenance request.
- Support safer and more versatile right-of-way maintenance operations.



Operational Priority 2a – Equipment Hauling (Staff & Equipment Support)

Equipment Summary:

Operational Unit	Qty.	Equipment Description	Unit Cost
Equipment Hauling	1	Ford F-550 4x4 Regular Cab	\$84,133.00
Equipment Hauling	1	Ford F-550 4x4 Regular Cab	\$84,133.00
Transportation	1	33’ Trailer (30,000 GVWR)	\$33,350.00

Justification

Acquiring right-sized transport equipment allows:

- Faster crew deployment.
- Safer transport of compact machinery.
- Increased productivity through smaller, independent work units.
- Reduced fuel costs and downtime waiting of transportation availability.
- Greater countywide coverage and emergency responsiveness.

Currently, the Road Department has one trailer that could transport a single mini excavator if the purchase is approved. At this time, there are no trucks available that are capable of towing this trailer. Because of this gap, additional towing-capable trucks and an extra trailer are needed. Outside of relying on larger transport equipment, which increases the project footprint and is often oversized for many sites, proper equipment placement and field maneuverability cannot be achieved.



Operational Priority 3 – Sign Shop Fleet Modernization

Equipment Summary:

Unit	Qty.	Equipment Description	Unit Cost
Sign Shop	2	Ford F-350 4x4 Regular Cab, 12' Flatbed	\$78,992.00

Justification

Current Sign Shop vehicles require signposts to extend beyond pickup beds, creating serious safety hazards. Upgrading to flatbed trucks:

- Eliminates material overhang risks.
- Provides adequate storage for 12-foot signposts.
- Improves loading safety and tool organization.
- Enhances crew response times and efficiency.
- Supports industry-standard of traffic control safety practices.

This essential for safe, efficient sign installation and maintenance throughout the county. The current vehicles can be reassigned within the department or to another department that may benefit from a truck of this size. For the Road Department, they are undersized and do not meet operational needs sufficiently.



Levy County Road Department Equipment Purchase Plan – FY26			
Units	Equipment	Cost Per Unit	Total
2	John Deere 6120E Cab Tractor 4x4	\$ 91,319.28	\$ 182,638.56
2	Bush Hog FWC4115	\$ 26,166.30	\$ 52,332.60
1	60P Mini Excavator	\$ 123,801.98	\$ 123,801.98
1	75P Mini Excavator	\$ 153,450.13	\$ 153,450.13
2	Ford F-550 4x4 Regular Cab	\$ 84,133.00	\$ 168,266.00
1	33' Trailer (30,000 GVWR)	\$ 33,350.00	\$ 33,350.00
2	Ford F-550 4x4 Regular Cab, 12' Flatbed	\$ 70,206.00	\$ 140,412.00
		Sub Total	\$ 854,251.27
		5% Contingency	\$ 42,712.56
		Total FY26 Request	\$ 896,963.83

**A contingency amount of 5% is included to accommodate unexpected cost changes, supply chain delays, or required accessories not identified during initial scoping. Contingency expenditures will be itemized and reported before final approval of purchase.*

Future Equipment Replacement

In addition to the equipment listed above, further resources will be required as the Road Department continues to operate equipment that has exceeded its useful service life. Much of the existing fleet has become increasingly unreliable and now costs more annually to maintain than its remaining asset value. Continuing to retain this equipment is fiscally inefficient and results in escalating maintenance expenses, increased downtime, and reduced service reliability.

Planning and scheduling future replacement timelines is essential to ensure responsible use of departmental funds. Proactive replacement, rather than extended retention, allows the County to avoid excessive repair costs, minimize service disruptions, and preserve long-term operational efficiency. Equipment retained beyond its optimal replacement window provides diminishing returns and places unnecessary financial strain on the Department.

Estimated Replacement Costs: Equipment Nearing End of Service Life

- 1 – Water Truck – \$280,750.00
(Replacement of existing non-manufacturer-built unit)
- 1 – Transport Truck – \$165,121.00
(Legacy equipment with declining reliability)
- 1 – Lowboy Trailer – \$190,990.00
(Legacy equipment with declining reliability)
- 1 – Roller – \$180,882.00
(Legacy equipment with declining reliability)
- 2 – Skid Steers (with mulching heads) – \$190,857.14 each
(Legacy equipment with declining reliability)
- 1 – Crew Truck and Trailer (DOC Crew) – \$75,927.00
(New operational need)
- 4 – Motor Graders – \$271,580.00 each
(Legacy equipment with declining reliability)
- 1 – Grapple Truck – \$294,900.00
(Legacy equipment with declining reliability)
- 1 – Bucket Truck (F-550 Class) – \$270,000.00
(Legacy equipment with declining reliability)
- 2 – Dump Trucks – \$255,000.00 each
(Legacy equipment with declining reliability)

Lifecycle Management & Replacement Strategy

Most of the equipment identified above has surpassed its optimal replacement period and no longer retains meaningful surplus or resale value due to being held in service beyond its intended lifecycle. Retaining equipment for extended periods results in higher repair costs, reduced reliability, and lost asset value at surplus. In many cases, annual maintenance costs now exceed the remaining depreciation value of the equipment.

To address this, the Road Department will work in coordination with Fleet Management to establish a formal Equipment Replacement Program. This program will define expected service lives, replacement thresholds, and annual funding allocations to support timely and cost-effective fleet renewal.

All Road Department equipment should be managed with a defined service-life expectation to prevent operational disruption and avoid inflated capital expenditures caused by delayed replacement.