

# Capital Projects

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## CAPITAL PROJECTS

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**Mission**

To provide comprehensive planning and analysis of the long-range capital needs of Waukesha County. This process contributes to the fiscal review and prioritization of such capital projects as facility development (new construction and improvements), infrastructure maintenance, technology, major equipment, systems installations, and vehicle replacement.

**Policy**

A capital project is defined as an active or proposed non-recurrent expenditure in one or more specified plan years of an amount usually in excess of \$100,000 for a permanent fixed asset (building, land improvement, or equipment or technology installation), which has a useful life or extends the useful life of an existing fixed asset, usually in excess of seven years.

This budget maintains the emphasis on planning and funding for infrastructure and capital improvements projects, as they are needed rather than reacting to unplanned situations. Most new projects are to be requested in the last year of the five-year plan, unless circumstances require a more immediate time frame. County Code Section 7-16 (c) requires design and implementation for larger projects to be, at a minimum, in separate calendar years. Justification of projects includes costs versus benefits, return on investment analysis, and project need. A long-range goal to managing overall debt service is to use annual cash balances from tax levy, fund balance, and ongoing revenues to fund capital projects at a minimum of 20% of net capital expenditures. This "down payment" reduces the need to borrow additional funds and manages debt service growth in relationship to the operating budget to accommodate the policy for debt service of less than 10% of operating budget.

In the 2022 adopted budget, the county started to borrow for major vehicle replacements, which meet the traditional capital project definition of exceeding \$100,000 in total replacement cost and having a useful life of seven years or more on average. The Capital Project Fund pays for the initial acquisition, with principal repaid in the Debt Service Fund with departmental contributions collected through the Vehicle Replacement Plan. These expenses and related borrowing are broken out in the table below.

In this section, under "Operating Impacts by Functional Area," there is a summary of operational impacts resulting from implementation of the capital improvement program. Also, in this section are individual capital project sheets, which detail operational impacts. Impacts associated with new facility operations are included in planning for future funding needs for county operations (see individual project pages), but are only included in operating department budgets in the year they will be incurred; however, the county's five-year operating budget projection considers these impacts in the appropriate years.

**Financial Summary**

	2021 Budget	2022 Budget	2023 Budget	Change from 2022
Expenditures	\$19,201,900	\$26,716,000	\$43,103,000	\$16,387,000
Revenues-Project Specific	\$3,470,500	\$1,882,300	\$8,316,100	\$6,433,800
Enterprise Fund Balance (a)	\$25,000	\$1,423,000	\$1,008,500	(\$414,500)
Internal Service Fund Balance	\$0	\$0	\$0	\$0
Restricted Special Rev Fund Bal	\$0	\$0	\$0	\$0
Net Expenditures	\$15,706,400	\$23,410,700	\$33,778,400	\$10,367,700
Other Financing Sources:				
Investment Earnings	\$120,000	\$120,000	\$280,000	\$160,000
Debt Issue Proceeds	<u>\$12,000,000</u>	<u>\$9,500,000</u>	<u>\$10,000,000</u>	<u>\$500,000</u>
Cash Balances from				
Governmental Fund Balance (b)	\$473,617	\$4,762,917	\$1,323,884	(\$3,439,033)
Other Fund Balance	\$0	\$0	\$0	\$0
Revenues-General (c)	\$1,596,856	\$7,735,668	\$20,672,401	\$12,936,733
<b>Tax Levy</b>	<b><u>\$1,515,927</u></b>	<b><u>\$1,292,115</u></b>	<b><u>\$1,502,115</u></b>	<b><u>\$210,000</u></b>
Total Cash Balances	\$3,586,400	\$13,790,700	\$23,498,400	\$9,707,700
Est. Use of Cash Balances as % Of Net Expenditures	23%	59%	70%	
<b>VEHICLE REPLACEMENT PLAN FUNDED THROUGH BORROWING</b>				
Expenditures	\$0	\$1,800,000	\$2,500,000	\$700,000
Debt Issue Proceeds	\$0	\$1,800,000	\$2,500,000	\$700,000
<b>TOTAL EXPENDITURES AND BORROWING (CAPITAL IMPROVEMENT PLAN + VEHICLE REPLACEMENT)</b>				
Expenditures	\$19,201,900	\$28,516,000	\$45,603,000	\$17,087,000
Debt Issue Proceeds	\$12,000,000	\$11,300,000	\$12,500,000	\$1,200,000

- (a) 2023 budgeted use of enterprise fund balance consists of \$108,500 of Airport Fund balance for the Airport Terminal and Tower Roof Replacement project (#202101) and \$900,000 of Golf Course Fund balance for the Golf Course Infrastructure Improvements project (#202208).
- (b) 2023 budgeted use of governmental fund balance of \$1,323,884 is \$1,273,884 of Capital Project Fund balance and \$50,000 of Jail Assessment Fee Fund balance budgeted for the Jail Security Audio Upgrade project (#202206).
- (c) General revenues include \$200,000 of state Shared Revenues, \$625,000 of state aid for the personal property tax exemption of computers, and \$713,401 of state personal property aid for the tax exemption of machinery, tools, and patterns not used for manufacturing, and \$19,134,000 of federal American Rescue Plan Act funds.

# Capital Projects

# 2023 Capital Projects

# Summary

	<u>2021 Budget</u>	<u>2022 Budget</u>	<u>2023 Budget</u>	<u>22-23 Budget Change</u>
<b>EXPENDITURES</b>				
Justice and Public Safety	\$2,800,000	\$16,000,000	\$20,450,000	\$4,450,000
Health and Human Services	\$190,000	\$0	\$649,000	\$649,000
Parks, Env, Edu & Land Use	\$4,290,000	\$2,375,300	\$5,414,300	\$3,039,000
Public Works	\$11,761,900	\$8,340,700	\$13,939,700	\$5,599,000
County Wide Technology Projects	\$0	\$0	\$2,650,000	\$2,650,000
Vehicle Replacement	\$0	\$1,800,000	\$2,500,000	\$700,000
Est. Financing Costs	\$160,000	\$0	\$0	\$0
<b>Total Gross Capital Expenditures</b>	<b>\$19,201,900</b>	<b>\$28,516,000</b>	<b>\$45,603,000</b>	<b>\$17,087,000</b>

## REVENUES-Project Specific

Local Municipal Share - County Highway	\$882,000	\$194,000	\$1,100,000	\$906,000
Donations/Contributions/Reimbursements	\$0	\$585,000	\$0	(\$585,000)
County Highway Improvement Program (CHIP)	\$330,000	\$330,000	\$430,000	\$100,000
CHIP-Discretionary	\$260,000	\$260,000	\$812,000	\$552,000
Federal Surface Transportation Program (STP)	\$0	\$0	\$1,059,200	\$1,059,200
State Supplemental Local Road Improvement Program (LRIP)	\$0	\$0	\$2,552,000	\$2,552,000
Federal, State, & Municipal Funding for PLU Projects	\$1,798,500	\$226,300	\$2,162,900	\$1,936,600
Community Development Block Grant Funding	\$0	\$87,000	\$0	(\$87,000)
Landfill Siting Revenues	\$200,000	\$200,000	\$200,000	\$0
<b>Subtotal: Revenues-Project Specific</b>	<b>\$3,470,500</b>	<b>\$1,882,300</b>	<b>\$8,316,100</b>	<b>\$6,433,800</b>

## REVENUES-General

State Shared Revenue/Utility Payment	\$250,000	\$390,000	\$200,000	(\$190,000)
State Aid for Computer Equipment Property Tax Exemption	\$600,000	\$600,000	\$625,000	\$25,000
State General Transportation Aids	\$100,000	\$0	\$0	\$0
State Aid for Tax Exempt Machinery, Tools, & Patterns (Non-Mfg)	\$646,856	\$745,668	\$713,401	(\$32,267)
American Rescue Plan Act	\$0	\$6,000,000	\$19,134,000	\$13,134,000
<b>Subtotal: Revenues-General</b>	<b>\$1,596,856</b>	<b>\$7,735,668</b>	<b>\$20,672,401</b>	<b>\$12,936,733</b>

## FUND BALANCE APPROPRIATIONS:

Airport Fund	\$25,000	\$561,000	\$108,500	(\$452,500)
Golf Course Fund	\$0	\$862,000	\$900,000	\$38,000
Material Recycling Facility Fund Balance	\$0	\$0	\$0	\$0
<b>Subtotal: Enterprise Fund Balance</b>	<b>\$25,000</b>	<b>\$1,423,000</b>	<b>\$1,008,500</b>	<b>(\$414,500)</b>

General Fund Balance	\$0	\$2,000,000	\$0	(\$2,000,000)
Gen Fund - Assigned: Jail Assessment Revenue Reserves	\$0	\$0	\$50,000	\$50,000
Capital Project Funds Assigned	\$381,117	\$2,762,917	\$1,273,884	(\$1,489,033)
Tarmann Parkland Acquisition Fund Balance	\$92,500	\$0	\$0	\$0
<b>Subtotal: Cash Balances from Governmental Fund Balance</b>	<b>\$473,617</b>	<b>\$4,762,917</b>	<b>\$1,323,884</b>	<b>(\$3,439,033)</b>
<b>Total Fund Balance Uses For Capital Projects</b>	<b>\$498,617</b>	<b>\$6,185,917</b>	<b>\$2,332,384</b>	<b>(\$3,853,533)</b>

Investment Earnings	\$120,000	\$120,000	\$280,000	\$160,000
Debt Proceeds - For Capital Improvement Plan	\$12,000,000	\$9,500,000	\$10,000,000	\$500,000
Debt Proceeds - For Vehicle Replacement Plan	\$0	\$1,800,000	\$2,500,000	\$700,000

Tax Levy	\$1,515,927	\$1,292,115	\$1,502,115	\$210,000
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Pg #	PROJECT TITLE	Project Number	2023 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
<b>PUBLIC WORKS - AIRPORT</b>						
504	AIRPORT TERMINAL AND TOWER ROOF REPLACEMENT	202101	\$108,500	\$108,500	(a)	\$0
<b>PUBLIC WORKS - CENTRAL FLEET</b>						
505	FUEL TANK REPLACEMENT AND INFRASTRUCTURE	201415	\$500,000			\$500,000
<b>PUBLIC WORKS - BUILDINGS</b>						
506	COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE	201705	\$20,400,000		(b)	\$20,400,000
509	MENTAL HEALTH CENTER REMODEL	202217	\$283,000		(b)	\$283,000
<b>PUBLIC WORKS - HIGHWAYS</b>						
511	CTH V V, W.B. BRIDGE OVER MENOMONEE RIVER	201802	\$197,000			\$197,000
512	CTH V V INTERSECTION WITH CTH Y Y	202106	\$93,000			\$93,000
513	CTH YY, UNDERWOOD CREEK STRUCTURE	201302	\$1,907,000	\$2,022,000	(c)	(\$115,000)
514	CTH O, CTH I TO CTH ES	201610	\$4,306,200	\$1,000,000	(d)	\$3,306,200
515	CTH O, CTH HH TO GRANGE	202102	\$614,200	\$428,800	(e)	\$185,400
516	CTH O, CTH ES TO CTH D REHABILITATION	201803	\$641,400	\$630,400	(e)	\$11,000
517	CTH D, MORaine HILLS DRIVE INTERSECTION	201613	(\$224,600)			-\$224,600
518	CTH F, N.B. BRIDGE AT GREEN ROAD	201801	\$168,000			\$168,000
519	CTH X, WEST HIGH DRIVE INTERSECTION	202012	\$843,000	\$630,000	(f)	\$213,000
520	CTH EF, BARK RIVER BRIDGE	202202	\$16,000			\$16,000
521	CTH J - CTH FT INTERSECTION	202302	\$20,000			\$20,000
522	CONSTRUCTION PARTNERSHIPS	202306	\$250,000			\$250,000
524	CULVERT REPLACEMENT PROGRAM 2023-2027	201901	\$200,000			\$200,000
525	REPAVING PROGRAM 2023-2027	201906	\$4,300,000	\$1,242,000	(g)	\$3,058,000

- (a) Airport Fund balance  
(b) Projects are funded in whole or in part with federal American Rescue Plan Act revenues allocated to the capital plan. See footnote (n) on next page.  
(c) Supplemental Local Road Improvement Program (LRIP-S) Reimbursement of \$1,922,000 and municipal local share of \$100,000  
(d) Municipal local share  
(e) Federal Surface Transport Program (STP) Funding  
(f) Supplemental Local Road Improvement (LRIP-S) Reimbursement  
(g) Includes state County Highway Improvement Program (CHIP) funding of \$430,000 and CHIP-Discretionary funding of \$812,000

# Capital Projects

# 2023 Capital Projects

# Project Listing

Pg #	PROJECT TITLE	Project Number	2023 Project Budget	Fund Balance & Revenue Applied	Net \$'s Needed After Revenues Applied
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### PARKS AND LAND USE

526	LAKE COUNTRY TRAIL STH 67 UNDERPASS	202204	\$2,332,000	\$2,015,600	(h)	\$316,400
527	GOLF COURSE INFRASTRUCTURE PROJECT	202208	\$900,000	\$900,000	(i)	\$0
528	STORMWATER MANAGEMENT PROJECTS	202315	\$835,000		(j)	\$835,000
529	PAVEMENT MANAGEMENT PLAN 2023-2027	201908	\$1,347,300	\$347,300	(j) (k)	\$1,000,000

### SHERIFF - IT

530	JAIL SECURITY AUDIO UPGRADE	202206	\$50,000	\$50,000	(l)	\$0
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### HEALTH AND HUMAN SERVICES - IT

531	HHS TECHNOLOGY ENHANCEMENTS	202014	\$366,000		(j)	\$366,000
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### COUNTYWIDE - IT

533	ERP SYSTEM IMPLEMENTATION	202215	\$2,650,000		(j)	\$2,650,000
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### VEHICLE REPLACEMENT

(m)	VEHICLE REPLACEMENT	N/A	\$2,500,000			\$2,500,000
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TOTAL EXPENDITURES/Fund Balance & Revenues Applied/Net \$ Needed			\$45,603,000	\$9,374,600		\$36,228,400
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### ADDITIONAL REVENUES & FUND BALANCE-GENERALLY APPLIED

STATE COMPUTER EQUIPMENT EXEMPTION	\$625,000
STATE SHARED REVENUE/UTILITY PAYMENT	\$200,000
STATE PERSONAL PROPERTY AID FOR EXEMPT MACHINE, TOOLS, & PATTERNS (NON-MFG)	\$713,401
AMERICAN RESCUE PLAN ACT FUNDING (ARPA) (n)	\$19,134,000
GENERAL FUND BALANCE	\$0
CAPITAL PROJECT FUND BALANCE	\$1,273,884
DEBT ISSUE PROCEEDS - FOR CAPITAL IMPROVEMENT PLAN	\$10,000,000
DEBT ISSUE PROCEEDS - FOR VEHICLE REPLACEMENT	\$2,500,000
INVESTMENT INCOME EARNED ON DEBT ISSUE	\$280,000
TOTAL FROM OTHER FUNDING SOURCES	\$34,726,285

TAX LEVY	\$1,502,115
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- (h) Federal Congestion Mitigation and Air Quality (CMAQ) funding, State of Wisconsin Department of Natural Resources (DNR) grant, and municipal local share
- (i) Golf Course Fund balance
- (j) Projects are funded in whole or in part with federal American Rescue Plan Act revenues allocated to the capital plan. See footnote (n) below.
- (k) Includes State of Wisconsin Recreational Boating Facilities Grant of \$147,300 and Landfill siting revenues of \$200,000.
- (l) Jail Assessment Fund balance
- (m) Description of planned vehicle replacements can be found in the capital project highlights in the following pages and in the Public Works functional area for the Vehicle Replacement Fund
- (n) Federal American Rescue Act Plan – Coronavirus State and Local Fiscal Recovery Funds Program

**GENERAL SUMMARY**

Capital project expenditures in 2023 increase about \$17.1 million from the 2022 Adopted Budget to \$45.6 million. Changes are identified by functional areas below.

**Justice and Public Safety**

Projects in this functional area total \$20.5 million, which is an increase of \$4.5 million from the prior-year budget. The 2023 budget includes funding of \$20.4 million to continue construction of the second phase of a two-phase project to modernize and expand the courthouse. The first phase was completed in 2021. Phase two entails the renovation of the existing courthouse building to include installation of new state of the art mechanical, electrical, fire protection, window systems, and new wall, floor, and ceiling finishes in all renovated areas. The budget also includes \$50,000 for the design phase of the jail security audio upgrade.

**Health and Human Services**

Projects in this functional area total \$649,000. The 2023 budget includes \$283,000 for the Mental Health Center remodel to reduce the current inpatient care unit to a capacity more in-line with trends in care, from 28 beds to 16 beds, and develop a crisis stabilization unit. The budget also includes \$366,000 for the Health and Human Services technology enhancements, focusing on transitioning client forms to a paperless environment.

**Parks, Environment, Education and Land Use**

Projects in this functional area total about \$5.4 million, an increase of \$3.0 million from the 2022 budget. Maintenance of existing facilities includes \$1.3 million for the parks pavement management plan. The budget includes \$900,000 to continue golf course improvements at the Naga-Waukee War Memorial Golf Course in Pewaukee. The improvements will include irrigation system repairs and replacement, pump station replacement, HVAC replacement, cart path maintenance, clubhouse roof replacement, clubhouse restroom renovations, and patio pavement renovations. The budget also includes \$2.3 million to construct an underpass for the Lake Country Trail under State Highway 67 in the city of Oconomowoc to enhance safety for bicyclists and other trail users. The budget also includes \$835,000 for stormwater management projects.

**Public Works**

Project expenditures in the public works functional area total \$13.9 million, an increase of about \$5.6 million from the 2022 budget. County dollars leverage an additional \$11.0 million of state/federal funds for highway projects that are budgeted by the Wisconsin Department of Transportation and not accounted for in the county's capital budget. Projects include the airport, buildings, and highways as follows:

Airport

The 2023 capital budget includes one project at the Waukesha County Airport – Crites Field which is \$108,500 to complete the airport terminal and tower roof replacement.

Buildings/Land Improvements

The major focus for building improvements in the five-year capital plan is the second phase of a two-phase project to upgrade and modernize the county courthouse (discussed previously under the Justice and Public Safety functional area). The 2023 budget includes \$500,000 as part of a multiple-year project to replace county fuel tanks when needed.

Highways

The 2023 capital budget for roadways continues priorities established in four categories and includes projects in all categories to provide a balanced plan. Projects and funding priorities are identified below.

*Repaving*

A funding level of \$4.3 million is budgeted for the annual County Trunk Highway (CTH) Repaving Program. In addition, the budget includes \$614,200 for the design and land acquisition phases of a project to add additional lanes to CTH O (Moorland Road) between CTH HH (College Avenue) and Grange Avenue in the city of New Berlin (construction in 2025). The land acquisition phase for a project to rehabilitate Moorland Road from CTH ES (National Avenue) to CTH D (Cleveland Avenue) in the city of New Berlin is funded at \$641,400 (construction in 2025). The construction phase for a project to rehabilitate Moorland Road from CTH I (Beloit Road) to National Avenue in the city of New Berlin is funded at \$4.3 million.

*Bridges/Culverts*

The Culvert Replacement Program increases the appropriation by \$100,000 to \$200,000. The budget funds \$197,000 for the construction phase of improvements at the westbound bridge on CTH VV (Silver Spring Drive) over the Menomonee River in the village of Butler. The budget funds \$1.9 million for the construction phase of improvements at the CTH YY (Pilgrim Road) Underwood Creek Structure in the city of Brookfield. The budget

funds \$168,000 for the construction phase of improvements at the northbound bridge CTH F (Redford Boulevard) bridge over Green Road. The design phase to improve the condition of the CTH EF (Dorn Road) bridge over the Bark River in the town of Merton is funded at \$16,000.

#### *Signal & Safety Improvements*

Decisions to initiate signal and safety spot improvements are based on safety, traffic congestion, and roadway safety audits to identify the use of lower-cost remediation strategies. The construction phase of a project to correct safety problems at the intersection of CTH VV (Silver Spring Drive) and CTH YY (Pilgrim Road) in the village of Menomonee Falls is funded at \$93,000. The construction phase to install permanent signal poles and equipment for a project at CTH X (Saylesville Road) and West High Drive Intersection in the city of Waukesha is funded at \$843,000. The design phase of a project at the intersection of CTH J (Pewaukee Road) and CTH FT (Northview Road) is funded at \$20,000 (construction in 2025).

#### *Construction Partnerships*

The 2023 budget leverages local partnerships by adding county intersection and pavement improvements to projects that already have been initiated by state and local governments within Waukesha County. The projects include both intersection safety improvements and paving. The projects include construction funding of \$112,000 for the intersection of CTH HH (College Avenue) at Small Road in the city of New Berlin, \$60,000 for the intersection of CTH I (Beloit Road) at 124<sup>th</sup> Street in the city of New Berlin and city of Greenfield (partnership also includes Milwaukee County), and \$78,000 for the intersection of CTH G (Meadowbrook Road) north of I-94 in the cities of Waukesha and Pewaukee (partnership with the state of Wisconsin).

#### **Countywide Technology**

The 2023 capital budget includes \$2,650,000 for the first of two years of implementation of an enterprise resource planning (ERP) system, which is expected to include functionality for human resources/payroll, time and attendance, and financial management.

#### **Vehicle Replacement**

The county began borrowing for major vehicle replacements, which meet the traditional capital project definition of exceeding \$100,000 in total replacement costs and having a useful life of seven years or more on average. The Capital Project Fund will pay for the initial acquisition, with principal repaid in the Debt Service Fund with contributions collected through the Vehicle Replacement Plan. Borrowing for vehicles is budgeted at \$2.5 million, an increase of \$700,000 from 2022.

#### **Project Revenue Funding**

Revenues and various fund balance appropriations for project funding increase by about \$15.5 million to \$31.3 million for the 2023 Budget.

Project specific revenues increase by \$6.4 million to \$8.3 million. This budget includes \$2.6 million of state Supplemental Local Road Improvement Program (LRIP-S) to partially fund the construction costs for the replacement of the CTH YY (Pilgrim Road) structure over the Underwood Creek in the city of Brookfield and for the CTH X (Saylesville Road), West High Drive intersection in the city of Waukesha. The budget includes \$1.1 million of Federal Surface Transportation Program funding to partially cover both of the land acquisition costs for two Moorland Road projects: CTH ES (National Avenue) to CTH D (Cleveland Avenue) and CTH HH (College Avenue) to Grange Avenue.

Local municipal funding includes \$1,000,000 from the city of New Berlin to partially fund construction costs for the CTH I (Beloit Road) to CTH ES (National Avenue) and \$100,000 from the city of Brookfield to partially fund construction costs for the CTH YY (Pilgrim Road) structure over Underwood Creek.

The budget also includes state County Highway Improvement Program (CHIP) funding of \$430,000 and CHIP-Discretionary funding of \$812,000 to help fund the County Highway Repaving Program. The Parks and Land Use Repaving Program includes \$200,000 of landfill siting revenue and \$147,300 from the state of Wisconsin to fund the repavement of park roads and pavement around county facilities. The Lake Country Trail State Highway 67 Underpass project includes \$1.7 million in Federal Congestion Mitigation and Air Quality (CMAQ) funds, \$151,000 of a state Department of Natural Resources (DNR) grant, and \$150,000 from the city of Oconomowoc.

#### Current Funding Sources

The budget includes \$625,000 in state aid for tax-exempt computer property and \$200,000 of state Shared Revenues. State personal property aid for the tax exemption of machinery, tools, and patterns (not used in manufacturing) is budgeted at \$713,400.



Use of fund balances in 2023 totals about \$2.3 million, which is a decrease of \$3.9 million from the 2022 budget. **Airport Fund** balance is budgeted at \$108,500 to fund the airport terminal and tower roof replacement. **Golf Course Fund balance** is budgeted at \$900,000 to fund the golf course improvements at Naga-Waukee War Memorial Golf Course. **Jail Assessment Fund Balance** is budgeted at \$50,000 for the jail security audio upgrade. **Capital Project Fund balance** of about \$1.3 million is budgeted in 2023.

The 2023 budget includes \$19.1 million of American Rescue Plan Act (ARPA) funding which is used for several projects. ARPA funds of \$14 million is budgeted to help offset increased costs associated with the Step 2 courthouse project. Other projects that are using ARPA funds include: ERP System Implementation of \$2.7 million, the Parks and Land Use Repaving Program of \$1 million, Stormwater Management Projects of \$835,000, HHS Technology Enhancement of \$366,000, and the Mental Health Center Remodel of \$283,000.

Borrowed funds are budgeted at \$12.5 million, which is \$1.2 million higher than in 2022. This includes \$10 million budgeted for capital projects, an increase of \$500,000 from 2022, and \$2.5 million budgeted for vehicle replacements, an increase of \$700,000 from 2022. Investment income is budgeted at \$280,000, which is \$160,000 higher than in 2022. Property tax levy funding increases \$210,000 to \$1.50 million. Tax levy, the use of governmental fund balance, and other revenues generates the county's "down payment" at 70% of net capital expenditures, above the policy target of 20%.

## OPERATING IMPACTS BY FUNCTIONAL AREA

### Justice and Public Safety/Public Works

Regarding the Courthouse Project: Based on information gathered through the design review process, there will be operating impacts related to staffing and facility maintenance. Consolidating office space and moving operations within departments closer together, is expected to result in greater operational efficiencies for most affected departments.

Step 1 of this project was completed in 2021. Step 2 of this project will renovate the existing courthouse building to enhance security at the courthouse; upgrade the fire protection system; install staff and public announcement systems to provide notifications during emergencies; and redesign the security entrance to improve the flow of courthouse visitors. The renovation will also include the installation of state-of-the-art mechanical, electrical, plumbing, and window systems; and new wall, floor, and ceiling finishes in all renovated areas. This new project is expected to reduce energy consumption through the installation of energy efficient equipment, systems, and windows. Consolidating office space and moving department operations closer together are expected to improve operational efficiency.

### Health and Human Services

By reducing capacity through the Mental Health Center Remodel project, the department estimates it will generate net levy savings of \$536,000 through lower staffing and other costs. The department plans to use these net savings to help operate a new crisis stabilization unit in the facility.

Transitioning to a paperless client record environment through the HHS Technology Enhancement project is expected to generate operational benefits, including more efficient access to records, easier cross-division collaboration, and a reduction in physical storage needs.

### Public Works - Highways

Annual operating costs for additional lane miles are estimated at approximately \$8,200 per lane mile. The county's goal is to maintain or improve the current overall pavement condition index (1-100 scale) for county highways, which was estimated at 69 in 2021. Regarding bridges, the county follows Wisconsin Department of Transportation guidelines for bridge replacement. Structure rehabilitation is warranted when the sufficiency number drops below 80, and a structure replacement is warranted when the sufficiency number drops below 50. The Highway Engineering Division continues to work to maintain an average sufficiency index rating of 80 or higher for all county bridges. The overall bridge sufficiency index for 2021 was 86.1.

<b>Project Title:</b>	Airport Terminal and Tower Roof Replacement	<b>Project #:</b>	202101
<b>Department:</b>	Public Works - Airport	<b>Project Type:</b>	Roof Replacement
<b>Phase:</b>	Construction	<b>Sponsor:</b>	Public Works
<b>Budget Action:</b>	C - \$ Update      Delay	<b>Manager:</b>	Allison Bussler
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2020	2021	2022	2023	2024	Total
Project Phase	Budget & Concept, Design		Construction	Construction		Project
Expenditure Budget	\$0	\$25,000	\$242,500	\$108,500	\$0	\$376,000
Revenue Budget	<u>\$0</u>	<u>\$25,000</u>	<u>\$242,500</u>	<u>\$108,500</u>	<u>\$0</u>	<u>\$376,000</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Architect		\$25,000	Airport Fund Balance			\$376,000
Construction		\$325,000				
Contingency		<u>\$26,000</u>				
Total Project Cost		\$376,000	Total Revenue			\$376,000
<b>EXPENDITURE BUDGET</b>		\$376,000	<b>REVENUE BUDGET</b>			\$376,000

**Project Scope & Description**

This Project is to replace 10,600 GSF (gross square feet) of 60 mil EPDM (rubber) roofing on the Airport Terminal building and 500 GSF of 60 mil EPDM roofing on the Airport Control Tower building.

**Locations**

2525 Airport Drive, Waukesha, WI 53188

**Analysis of Need**

The Airport Terminal was constructed 1998 and the control tower in 1995, and both have the original roofing systems. EPDM roofs are typically under warranty for 15 years and have a useful life expectancy between 15 and 20 years. The terminal roof is 24 years old and the tower roof is 27 years old and both have been patched and deteriorated due to sun exposure. At time of replacement the roofs will be 25 and 28 years old.

The construction costs are updated based on the 2021 project bid results and the cost projections provided by the project consultant. The project is delayed until 2023.

**Alternatives**

Patch the roof when leaks develop.

**Ongoing Operating Costs**

Operating costs will be reduced for labor and materials associated with repairing leaks and associated damages.

**Previous Action**

Approved as a new project in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan.

<b>Project Title:</b>	Fuel Tank Replacement and Infrastructure Project	<b>Project #:</b>	201415
<b>Department:</b>	Public Works - Central Fleet	<b>Project Type:</b>	Equipment Replacement
<b>Phase:</b>	Construction	<b>Sponsor:</b>	Public Works
<b>Budget Action:</b>	C - \$ Update      Delay	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 8, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY										
Year	2018	2019-2022	2023	2024	2025	2026	2027	2028	Total	
Project Phase	Implementation	Constr	Constr	Constr	Constr	Constr	Constr	Constr	Project	
Expenditure Budget	\$400,000	\$800,000	\$500,000	\$0	\$0	\$0	\$550,000	\$600,000	\$2,850,000	
Revenue Budget	<u>\$400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$400,000	
Net County Cost After Revenues Applied	\$0	\$800,000	\$500,000	\$0	\$0	\$0	\$550,000	\$600,000	\$2,450,000	
<b>COST DOCUMENTATION</b>										<b>REVENUE</b>
<u>Item</u>	<u>Quantity</u>		<u>Total Cost</u>							
Underground Tank Testing	5		\$20,000		Central Fleet					
Underground Tanks*	5		\$2,100,000		Fund Balance					
Above Ground Tanks*	23		\$317,400							
Monitors	5		\$100,000							
Card Readers	16		\$240,000							
Fuel Software Systems	1		\$40,000		Total Revenue					
Signage/Fencing (\$5,000) and Contingency (\$27,600)	All Sites		\$32,600							
<b>EXPENDITURE BUDGET</b>			<b>\$2,850,000</b>		<b>REVENUE BUDGET</b>					
									<b>\$400,000</b>	

\*Higher cost of underground tanks is partially due to larger capacity needed for highway operations at substations, including four 10,000 gallon tanks and one 6,000 gallon tank, and also due to necessary monitoring systems and electronic devices. By contrast smaller above ground tanks are needed at other locations and hold either 550 or 1,000 gallons. Previously, those underground tanks that could be replaced by above ground tanks were replaced, based on the implementation of a replacement plan in the early 1990s. Those underground tanks remaining were due to inadequate space (that would have required the purchase of additional land) and safety issues. As underground tanks are scheduled for replacement, there is an assessment of the property restrictions to determine whether they could be converted to an above-ground tank. The tank at the Nashotah Substation will be converted to an above-ground tank.

**Project Scope & Description:** There are 15 vehicle fuel sites utilized by Waukesha County departments with a total of 28 tanks (five underground, and 23 above ground). All tanks were installed in the early 1990's. The infrastructure is aging and will begin to exceed tank warranties and useful lives of technology and equipment associated with site operations. The 23 above ground and five underground tanks will be replaced with similar tank styles, design, and capabilities. Note: all underground tanks are monitored with sensors designed to shut-off system operations immediately at time of detection, thus eliminating the loss of fuel into the ground.

Funding for this project is spread out into later years, which allows for more initial research into replacement strategies and costs before committing too much funding. During 2019-2022, the Sussex, Lisbon, and Nashotah sites were replaced. The North Prairie site is planned to be replaced in 2023. The New Berlin site is planned for 2027, and the park sites are planned for 2028.

The budget strategy for the project is to fully fund the project and to utilize funds only as needed to complete improvements when necessitated by aging infrastructure. This strategy is similar to the method used in the Highway Paving program where funds are allocated to paving but not specifically to a location.

Update: The construction costs are updated to increase \$1,350,000 based on the 2021 and 2022 project bid results and the cost projections provided by the project consultant, Kuney Architects, L.L.C. Also, the project timeline is being extended into 2027 and 2028. A tank assessment was conducted, which determined that the New Berlin substation and park sites can be delayed due to the good condition of the tanks.

**Location:** All 15 fuel sites that are utilized by Waukesha County Departments will require some form of replacements, upgrades and/or modifications. Sites include Highway Operations Center, Nashotah Substation, North Prairie Substation, Sussex Substation, New Berlin Substation, Nagawaukee Golf Course, Moor Downs Golf Course, Nagawaukee Park, Nashotah Park, Menomonee Park, Fox Brook Park, Minooka Park, Fox River Park, Muskego Park, and Mukwonago Park.

**Alternatives:** Three alternative options exist at this time: close the site(s), fuel off-site in the local area, or consolidate fuel sites with other governmental agencies. None is an effective option given the nature of daily departmental operating procedures and emergency operation requirements.

**Ongoing Operating Costs:** Waukesha County currently spends \$40K annually to maintain all 15 of the vehicle fuel sites. The funding is contained within the Central Fleet Division's fuel budget. An additional \$2,500 in annual software licensing fees is estimated for the new fuel system.

**Previous Action:** Regulatory requirements associated with the State of Wisconsin "Comm 10" statutes necessitated a fuel capital project in 2012-14 totaling \$232K (project # 201211). The project focused on upgrading fuel dispenser spill containment and monitoring systems. The work contained in the 2012-14 project will not be duplicated in this project. Approved as a new project in the 2014-2018 capital plan. Delayed in 2015-2019 capital plan. Approved as planned: 2016-2020, 2017-2021 capital plans. Approved with a revenue update in 2018-2022 capital plan. Approved as planned in the 2019-2023 capital plan. Approved as planned in the 2020-2024 capital plan. Approved with a change in scope in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan.

<b>Project Title:</b>	Courthouse Project Step 2 – Renovate 1959 Courthouse	<b>Project #:</b>	201705
<b>Department:</b>	Public Works - Buildings	<b>Project Type:</b>	Renovation/Upgrade
<b>Phase:</b>	Preliminary Design	<b>Sponsor:</b>	Public Works
<b>Budget Action:</b>	C - Scope	<b>Manager:</b>	Allison Bussler
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY							
Year	2021	2022	2023	2024	2025	2026	Total
Project Phase	Budget & Concept	Design & Construction	Construction	Construction	Construction	Construction	Project
Expenditure Budget	\$1,200,000	\$16,000,000	\$20,400,000	\$20,350,000	\$20,350,000	\$20,500,000	\$98,800,000
Revenue Budget	\$0	\$6,000,000	\$14,000,000	\$10,000,000	\$0	\$0	\$30,000,000
Net Cost After Revenues Applied	\$1,200,000	\$10,000,000	\$6,400,000	\$10,350,000	\$20,350,000	\$20,500,000	\$68,800,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
Architect	\$4,634,000						
Construction Management	\$4,634,000						
Construction	\$82,900,000						
Contingency	\$6,632,000						
Total Project Cost	\$98,800,000						
							American Rescue Plan Act (ARPA)
							Coronavirus State and Local Fiscal Recovery Funds
							\$30,000,000
							Total Revenue
							\$30,000,000
<b>EXPENDITURE BUDGET</b>	<b>\$98,800,000</b>						<b>REVENUE BUDGET</b>
							<b>\$30,000,000</b>

**Project Scope & Description**

The existing courthouse, located at 515 W. Moreland Blvd., was constructed in 1959 and remains structurally sound. The courthouse currently houses the Judiciary, Clerk of Courts, Family Court Counseling, District Attorney's Offices (including Victim/Witness), the County Board Room, Information Technology, and other miscellaneous functions. Throughout the life of the courthouse, extensive remodeling has taken place to add additional courtrooms and reconfigure interior space to meet the expanding needs of the services located in the courthouse. Operational and business inefficiencies, particularly for the courts systems, have been created due to both space and building limitations. In addition, existing courtrooms do not meet current design standards. The courthouse building infrastructure is approaching the end of its useful life.

This project will enhance security at the courthouse by improving video surveillance; upgrading fire protection; installing staff and public announcement systems to provide notifications during emergencies; and redesigning the security entrance to improve the flow of courthouse visitors.

The County retained Zimmerman Architectural Studios to develop a "Courthouse Study," (capital project #200914), to provide a comprehensive analysis of courthouse space requirements and design needs. This study was completed in 2013, and Zimmerman recommended a two-step design approach (below). This project is intended to address step 2 (renovation of the existing courthouse facility as outlined in the aforementioned study).

Step 1: This step was completed in 2021 and included the construction of a new four-story, eight-courtroom facility and relocation of eight existing courtrooms to the new facility. This work also included the demolition of the existing the 1959 jail (capital project #201418 Secure Courtroom Construction).

Step 2: This capital project would renovate the existing courthouse building in a multi-phase vertical segment approach to provide newly renovated facilities for all divisions, except the secure courtrooms addressed in step 1. Courthouse renovation will also include the installation of new state of the art mechanical, electrical, fire protection, window systems and new wall, floor, and ceiling finishes in all renovated areas. This approach will not require temporary offsite relocation of courthouse personnel.

As part of the 2021 Design and Budget Concept phase, the county retained Kueny and Wold Architects as design consultants to provide an updated analysis of space requirements, design needs, and conceptual budget of step 2 from the 2013 study. There are a number of factors that may impact the design and the construction costs of this project, including, but not limited to, incorporating additional operations to the courthouse space, future economic conditions, and the maturing of the design process for the remaining phases of work that are part of step 2.

The step 2 project scope will continue with the renovation of the existing building and include an additional 27,000 square foot build out (for a new total of 191,000 square feet), inclusion of juvenile court services, and achieve three-way separation in all court rooms. The build out will allow the continuation of courtroom layout and three-way separation from step 1 into step 2. This step eliminates the existing prisoner transport tunnel and creates new prisoner transport and holding areas to better achieve courtroom and overall building security. In addition, this step will expand the entrance to improve security,

<b>Project Title:</b>	Courthouse Project Step 2 – Renovate 1959 Courthouse	<b>Project #:</b>	201705
<b>Department:</b>	Public Works - Buildings	<b>Project Type:</b>	Renovation/Upgrade
<b>Phase:</b>	Preliminary Design	<b>Sponsor:</b>	Public Works
<b>Budget Action:</b>	C - Scope	<b>Manager:</b>	Allison Bussler
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

traffic flow patterns, and wayfinding. This step will include new state of the art mechanical, electrical, fire protection, window and roof systems and new wall, floor, and ceiling finishes as previously planned.

During the 2022-2026 Capital Plan review process, county staff indicated that there were still decisions to be made about the location of the future County Board room and office space. This project scope is updated to relocate the County Board room to the Administration Center near the current County Board office space to provide appropriate space for Judicial/Courts, Sheriff, and District Attorney staffing.

Through the design process in 2022, the county's architectural and construction management consultants are projecting the possibility that total project costs will exceed the previously approved budget. This is mainly due to the refinement of structural and mechanical requirements as the design process matures and higher inflation. For this reason, and the uncertainty of the current bidding climate, the department will bid the construction contract with multiple cost-saving alternatives in the event that the bid results are over budget. Depending on the bid results, multiple bid alternatives may be selected from the following, based on whether the items are within budget:

1. The currently-approved project scope (including the relocation of the County Board room, (mentioned above).
2. Removing the southern vertical prison transport corridor. The functionality of the courtrooms that would be affected by this corridor do not currently require prisoner transport (e.g., Civil and Family). This corridor had been built into the existing project to provide maximum flexibility for the judicial process, which may be needed in the future.
3. Removing most or all of the level-three build out. This would mean that the third floor would be shelled unfinished space, which would be part of a later capital project. This modification would be accommodated by maintaining current Juvenile Court operations at the Juvenile Center. In addition, the construction of a large-capacity courtroom and conference room would be deferred until the future capital project.

This project includes federal American Rescue Plan Act (ARPA) funding to partially offset the costs of this core infrastructure project that is expected to serve public safety and other governmental operations for at least the next 50 years. Targeting ARPA funds for this project offsets borrowing needs, saving county taxpayers (including interest expense) an estimated \$33,000,000. Project expenses are eligible through ARPA's Coronavirus State and Local Fiscal Recovery Funds program, which provides funding to local governments to compensate them for revenue loss due to the COVID-19 pandemic, according to a formula developed by the U.S. Treasury. ARPA revenues are applied to this project in years 2022-2024, with larger amounts assumed in 2023 and 2024 to allow for adjustments in future capital plans if subsequent Treasury guidance or revenue assumptions change materially.

### Locations

Waukesha County Courthouse, 515 West Moreland Blvd., Waukesha, WI 53188.

### Analysis of Need

The existing courthouse building, constructed in 1959, remains structurally sound. Over the years, extensive remodeling has taken place to add additional courtrooms and reconfigure interior space. Public access to the building is now limited to the main entrance (door #2) where security screening takes place. Customer circulation has been identified for improvement, particularly the Courts area. Due to the remodeling, some courtrooms are considered inadequate since the space and/or security does not measure up to current courtroom design standards.

The existing courthouse is in need of complete replacement of its mechanical, electrical, plumbing, fire protection, window and roof systems. The need for these replacements will coincide with the completion of the courts building (step 1) and the vacating of eight courtrooms in the existing courthouse. The space left vacant by the courtrooms will be used in consideration with the consultant's recommendation for step 2, as described previously in the project scope and description.

### Alternatives

The work group, represented by Circuit Court, Sheriff, District Attorney, and other county staff, collaborated with the design consulting team over several design options of which two options, option A and option B, met all or some of the programming needs. Option A is the recommended option described above at a cost of \$98,800,000. Option B, at a cost of \$79,500,000, would allow renovations, which include the installation of new state of the art mechanical, electrical, fire protection, and window systems as well as new wall, floor, and ceiling finishes in all renovated areas. However, option B does not meet all the programming criteria in the areas of three-way separation, which is a supreme court standard in modern courthouse design; in-custody transfers; courtroom locations; and courtroom sizes. Option B does not include any build outs and will be restricted to working within the existing footprint of the 1959 courthouse.

<b>Project Title:</b>	Courthouse Project Step 2 – Renovate 1959 Courthouse	<b>Project #:</b>	201705
<b>Department:</b>	Public Works - Buildings	<b>Project Type:</b>	Renovation/Upgrade
<b>Phase:</b>	Preliminary Design	<b>Sponsor:</b>	Public Works
<b>Budget Action:</b>	C - Scope	<b>Manager:</b>	Allison Bussler
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

Additionally, the County can choose to do nothing and continue to operate all County functions and services at their present location utilizing existing facilities, risking HVAC failure, and without gaining future HVAC, utility, and staffing efficiencies.

**Ongoing Operating Costs**

The new project is expected to reduce energy consumption through installation of energy efficient equipment and windows. Consolidation of office space and moving departmental operations closer together are expected to improve operational efficiency.

**Previous Action**

The Courthouse Study was completed in August, 2013. Step 1 (Project 201418): Approved as a new capital project in the 2014-2018 capital plan. Approved as planned in the 2015-2019, 2016-2020, 2017-2021 capital plans. Approved with a cost and revenue update in the 2018-2022 capital plan. Approved as planned in the 2019-2023 and 2020-2024 capital plans. Approved with a cost update in the 2021-2025 capital plan. Step 2 (Project 201705): Approved as a new project in the 2017-2021 capital plan. Approved as planned in the 2018-2022 and 2019-2023 capital plans. Approved with a schedule update in the 2020-2024 capital plan. Approved as planned in the 2021-2025 capital plan. Approved with a cost, revenue, and scope update in the 2022-2026 capital plan.



<b>Project Title:</b>	Mental Health Center Remodel	<b>Project #:</b>	202217
<b>Department:</b>	Public Works - Buildings	<b>Project Type:</b>	Renovation/Upgrade
<b>Phase:</b>	Formation	<b>Sponsor:</b>	Health and Human Services
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2022	2023	2024	2025	2026	Total
Project Phase	Design/Constr	Construction				Project
Expenditure Budget	\$875,000	\$283,000	\$0	\$0	\$0	\$1,158,000
Revenue Budget	<u>\$875,000</u>	<u>\$283,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,158,000</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>	<u>2022</u>	<u>2023</u>	<u>Total</u>	<b>REVENUE</b>		
Design	\$30,000		\$30,000	American Rescue Plan		
Construction	\$782,000	\$262,000	\$1,044,000	Act Funding		\$1,158,000
Contingency	<u>\$63,000</u>	<u>\$21,000</u>	<u>\$84,000</u>			
Total Project Cost	\$875,000	\$283,000	\$1,158,000	Total Revenue		\$1,158,000
<b>EXPENDITURE BUDGET</b>	<b>\$875,000</b>	<b>\$283,000</b>	<b>\$1,158,000</b>	<b>REVENUE BUDGET</b>		<b>\$1,158,000</b>

### Project Scope & Description

This project is to remodel the Mental Health Center (MHC) to reduce the current inpatient care unit and convert that space unit into a new Crisis Stabilization unit service. The project also creates space for the Crisis Services and Court Monitoring teams to relocate from the Human Services Center to the MHC. This will require the remodel of approximately 2,500 square feet, which includes removing and replacing the nurse/patient service counters, offices, and room signage, as well as making patient room modifications and upgrading the entrance to be more energy efficient and provide better control and security.

This project would also upgrade the workstations for the Community Support Program unit and Treatment & Support Services Unit that are already collocated at the MHC. These programs have also grown over the years in response to increasing demand from the community for their case management services. This project would also replace cubicle workstations for both programs as well as carpeting. The project would also include some minor remodeling of other impacted areas, including converting an existing group room into a staff kitchenette and break area to replace the current space slated to be remodeled for Crisis Services/Court Monitoring.

### Location

Mental Health Center, 1501 Airport Road, Waukesha, WI 53086

### Analysis of Need

The Mental Health Center (MHC) was constructed in 1994 and has operated the inpatient unit for 28 years. Over the past several years the inpatient unit has been experiencing a trend in decreasing average daily census/annual patient days. The reasons behind this trend include positive developments in utilizing HHS and other community resources to more effectively transition patients back into the community following an acute inpatient stay, as well as to identify alternatives to inpatient admissions when these are avoidable. These strategies align with the mandate to seek the least restrictive environment for appropriate patient/client care. As a result, Waukesha County no longer needs to maintain a 28-bed inpatient psychiatric hospital.

In addition to declining demand for inpatient psychiatric beds at the MHC, staffing the hospital has proved increasingly challenging over the past several years. Psychiatry is a specialty that has experienced significant declines in the workforce over the past decade, coupled with increased demand for these services. This has resulted in increased challenges recruiting psychiatrists to staff the hospital. Nursing shortages can be a perennial challenge but were exacerbated by the COVID-19 pandemic and its impact on the healthcare workforce. The hospital nursing leaders have struggled over the past year in particular to find qualified candidates for open nursing and certified nursing positions as a result. Also, under Medicaid rules, reducing the size of the inpatient hospital to 16 beds or less, would make 21-64 year-olds eligible for federal funding, helping recover more costs for clients that would otherwise lack insurance coverage.

While Waukesha County benefits from having an acute care psychiatric hospital at the MHC, it lacks the complementary subacute level of care known as a Crisis Stabilization facility. Neighboring counties have these facilities and have realized the benefits of avoiding acute hospitalizations as well as transitioning patients from inpatient care to subacute care when there are other placement challenges that do not allow for a safe discharge to the community. Milwaukee County is an example, and they run several Crisis Stabilization facilities via a contracted partnership with a local nonprofit agency. The first challenge with opening these facilities is finding an appropriate location to house them. The current inpatient facility design is conducive to a remodeling plan that would enable the county to downsize the inpatient hospital to 16 beds, and also to create a 12-bed Crisis Stabilization unit.

<b>Project Title:</b>	Mental Health Center Remodel	<b>Project #:</b>	202217
<b>Department:</b>	Public Works - Buildings	<b>Project Type:</b>	Renovation/Upgrade
<b>Phase:</b>	Formation	<b>Sponsor:</b>	Health and Human Services
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

The MHC has become a regional resource to other neighboring counties via contracts for acute inpatient services, which helps maintain a stable census when there would otherwise be more beds available. Many of these counties also lack Crisis Stabilization facilities and have expressed interest in access to these beds as well should the county open such a facility. This would enable the Crisis Stabilization unit to serve as a regional resource for surrounding counties.

In addition, this remodel project would provide an opportunity to bring all 24/7 clinical teams under one roof because there is currently underutilized space at the MHC. The Crisis Services team is currently located at the Human Services Center (HSC) building but are space-constrained and physically separated from the inpatient team at the MHC. This project includes a plan to relocate the Crisis Services teams to the MHC. This would include the Clinical Therapists that staff the 24/7 crisis response team as well as the newly created community-based Crisis Stabilization services, and the Court Monitoring services (also currently located at the HSC). The remodeling plan would accommodate the existing teams and allow for anticipated future growth, particularly within Crisis Stabilization and Court Monitoring services. Having all these teams collocated at the MHC will allow for more synergies and cross-coverage with the inpatient services.

**Alternatives**

The county could continue to maintain the MHC acute crisis hospital facility without remodeling, but with fewer staff, as warranted by lower census levels. However, this would leave significant amounts of underutilized space, and the county would lose the opportunity to establish an on-site Crisis Stabilization unit and collocate all 24/7 clinical teams to enhance cross-coverage care.

Alternatives to creating a Crisis Stabilization unit at the MHC would include looking for opportunities to house this facility in the community, or contracting with another county for access to their Crisis Stabilization beds. There may be challenges to finding a suitable location for a new facility in the community, and the county would likely have limited access to this level of care with other counties, depending on bed availability.

**Ongoing Operating Costs**

Reducing the capacity of the Mental Health Inpatient hospital is expected to result in lower staffing and other costs of about \$760,000, partially offset by a net reduction in client fee revenue of \$382,000 from a lower budgeted census. Factoring in additional Medicaid eligibility funding for a hospital with 16 or fewer beds (mentioned previously) of \$158,000, the net levy savings from this change is estimated at \$536,000.

Department management anticipates requesting to use most of these savings to help fund its proposed new subacute Crisis Stabilization unit at the MHC. Department management estimates that this new program area would cost approximately \$1,036,000, which includes additional personnel costs for a human services supervisor to oversee the operation, contracted staffing to serve clients, and other expenses. Operational expenses would be partially offset by projected client fee revenues of about \$588,000, resulting in an increase in net levy need of about \$448,000.

The total impact of these changes are estimated at \$88,000 of net levy savings when fully operational. Department management anticipates making most of these changes in the 2024 budget to align with the completion of the capital project. Please note that these estimates are based on the latest cost information available (for 2023 budget development purposes) and will be updated for the 2024 budget process.

**Previous Action:** This project was approved with this scope as Enrolled Ordinance 177-028 which modified the 2022-2026 capital plan.



<b>Project Title:</b>	CTH V V, W.B. Bridge over Menomonee River	<b>Project #:</b>	201802
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Bridge
<b>Phase:</b>	Formation	<b>Road Name:</b>	Silver Spring Drive
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2018	2019-2020	2021-2022	2023	2024	Total
Project Phase	Design		Design/Land		Construction	Project
Expenditure Budget	\$6,000	\$0	\$0	\$197,000	\$241,000	\$444,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$6,000	\$0	\$0	\$197,000	\$241,000	\$444,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design			\$140,000	Federal Bridge Aid (Anticipated)		\$965,000
WisDOT Design Review			\$63,000			
Land Acquisition			\$0			
Construction			\$981,000			
Construction Management			\$176,000			
Contingency			\$49,000			
Total Project Cost			\$1,409,000	Total Revenue		\$965,000
<b>EXPENDITURE BUDGET</b>			\$444,000	<b>REVENUE BUDGET</b>		\$0

### **Project Scope & Description**

This project is a rehabilitation of the westbound (W.B.) CTH V V bridge over the Menomonee River. The scope includes concrete deck and railing replacement. Repairs will be completed to the abutments including epoxy crack injection and grouting of the void beneath the abutment. In addition, concrete approach slabs will be replaced and approach guardrail upgraded to current standards. The roadway will remain two travel lanes on the bridge. Right of way acquisition is not anticipated. During construction, the bridge will be closed with traffic detoured onto the eastbound CTH V V bridge, or an alternate route. A bridge rehabilitation report has been completed, which was necessary to verify the cost effectiveness of the proposed rehabilitation scope. In 2022, Waukesha County received WisDOT's approval of the rehabilitation report and awarded \$965,000 in federal/state bridge aid in 2022.

### **Locations**

Village of Butler

### **Analysis of Need**

The existing bridge (B-67-85) is a three-span concrete deck girder structure that was constructed in 1964. A concrete overlay was placed on the deck in 1994. The bridge girders and substructure are in fair to good condition. A 2018 thermal infrared scan of the deck wearing surface indicates 24.9% delamination or debonding of the previous overlay. In addition, the sidewalk and railings are deteriorating, with spalling and exposed bar steel. The abutments have active cracking and there is a void beneath the east abutment exposing the steel piling. The structure sufficiency number is 71.0 and is now eligible for federal bridge aid. The 2018 traffic volume on the westbound bridge was 14,250 vehicles per day.

### **Alternatives**

Reconstruct the existing bridge, but will not be eligible for federal bridge aid.

### **Ongoing Operating Costs**

Maintenance costs may be reduced in the early years after construction.

### **Previous Action**

New project in the 2018-2022 capital plan. Approved as planned in the 2019-2023 capital plan. Delayed with a cost update in the 2020-2024 capital plan. Approved as planned in the 2021-2025 and 2022-2026 capital plans.

<b>Project Title:</b>	CTH V V Intersection with CTH Y Y	<b>Project #:</b>	202106
<b>Department:</b>	Public Works - Hwy Ops	<b>Project Type:</b>	Spot Improvement
<b>Phase:</b>	Preliminary Design	<b>Road Name:</b>	Silver Spring Dr / Pilgrim Rd
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY					
Year	2020	2021	2022	2023	Total
Project Phase	Design	Design	Design/Land	Const	Project
Expenditure Budget	\$0	\$18,000	\$0	\$93,000	\$111,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$0	\$18,000	\$0	\$93,000	\$111,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Design		\$156,800			
WisDOT Design Review		\$22,200			
Land Acquisition		\$0			
Construction		\$683,700			
Construction Management		\$165,300			
Contingency		\$75,000			
Total Project Cost		\$1,103,000			
			Total Revenue		\$992,000
<b>EXPENDITURE BUDGET</b>		<b>\$111,000</b>	<b>REVENUE BUDGET</b>		<b>\$0</b>

### **Project Scope & Description**

The purpose of this project is to improve safety and the intersection of CTH V V (Silver Spring Drive) and CTH Y Y (Pilgrim Road). Changes to the existing CTH V V and CTH Y Y intersection will provide safer traffic signal control, improve visibility for turning vehicles, reduce collisions and provide safer pedestrian crossings. Improvements include:

- Realign the CTH V V left turn lanes to improve visibility of opposing traffic. Change the existing protected/permitted left turns to protected-only left turn operation.
- Replace all existing traffic signal equipment. Provide highway lighting at each corner of intersection area.
- Replace intersection detectors with new video detection.
- Reconfigure corner islands for improving CTH V V right turn views of cross-traffic along CTH Y Y.
- Provide pedestrian countdown lights, pedestrian push buttons (PPB), new concrete curb ramps, non-elevated pedestrian median crossings and marked crosswalks for all intersection area existing sidewalks.

The Wisconsin Department of Transportation (WisDOT) awarded Waukesha County the Highway Safety Improvement Program (HSIP) funding for this intersection improvement.

**Location:** Village of Menomonee Falls

### **Analysis of Need**

This intersection has one of the highest collision rates at signalized intersections along Waukesha County Trunk Highways. Visibility of oncoming traffic is somewhat restricted by the existing alignments of CTH V V's turn lanes for safely completing left turns and right turns from CTH V V onto CTH Y Y. The marked crosswalks, ramps, crosswalk lights and push buttons are incomplete and not positioned appropriately for pedestrians.

### **Alternatives**

This project has been approved by the WisDOT and state funding is available. If Waukesha County does not approve this project, the funding will be rejected and the improvements will not be completed to address the safety issues.

### **Ongoing Operating Costs**

There is a minor operational cost increase anticipated due to increased signal equipment.

**Previous Action:** This project was approved with this scope as Enrolled Ordinance 175-079 which modified the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan.

<b>Project Title:</b>	CTH YY, Underwood Creek Structure	<b>Project #:</b>	201302
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Bridge
<b>Phase:</b>	Construction	<b>Road Name:</b>	Pilgrim Road
<b>Budget Action:</b>	C - Scope      C - \$ Update      C - Rev Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY						
Year	2017	2018	2021	2022	2023	Total
Project Phase	Design	Land	Land/Utility	Construction	Construction	Project
Expenditure Budget	\$170,000	\$179,000	\$369,000	\$0	\$1,907,000	\$2,625,000
Revenue Budget	\$0	\$0	\$0	\$0	\$2,022,000	\$2,022,000
Net Cost After Revenues Applied	\$170,000	\$179,000	\$369,000	\$0	(\$115,000)	\$603,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design		\$150,000	State Funds (LRIP-S)			\$1,922,000
Land Acquisition/Utility Relocation		\$440,000	Supplemental Local Road Improvement			
Construction		\$1,745,000	(reimbursement funding)			
Construction Management		\$200,000	City of Brookfield (anticipated)			\$100,000
Contingency		\$90,000				
Total Project Cost		\$2,625,000	Total Revenue			\$2,022,000
<b>EXPENDITURE BUDGET</b>		<b>\$2,625,000</b>	<b>REVENUE BUDGET</b>			<b>\$2,022,000</b>

**Project Scope & Description**

This project is a replacement of the CTH YY structure over Underwood Creek. The current 2-lane roadway will remain; however, the structure and design will accommodate a future 4-lane width of CTH YY Pilgrim Road. The 2035 Regional Transportation Plan calls for CTH YY to become a 4-lane facility. The project is not straight-forward due to a number of site constraints, which include: Underwood Creek runs parallel to the highway for 300 feet; CTH YY is adjacent to a city park (Wirth Park); the existing structure is in close proximity to a public street and park entrance; and the project site is near a railroad crossing, school, and cemetery. The design team evaluated 4 alternatives when reviewing the needs at this location. Options included leaving the bridge in the current location, shifting the roadway and bridge, relocating Underwood Creek, and impacting facilities at Wirth Park. Following meetings with the City of Brookfield, adjacent property owners and the Department of Natural Resources, the County is recommending a design that meets future needs of CTH YY, minimizes impacts to adjacent residential owners, improves Underwood Creek and addresses the needs of the adjacent park facilities. The proposed project has significant impacts to Wirth Park, which resulted in a project scope change to improve safety, address park needs and meet stakeholder requirements. The proposed scope includes:

- Relocation of Underwood Creek to the west of CTH YY into Wirth Park to eliminate the retaining walls on the east side of CTH YY and to provide a more natural creek flow.
- Removal of the existing Wirth Park entrance driveway across from Fieldstone Drive.
- Relocation of the park tot-lot, parking lot, pedestrian bridge and pedestrian paths in Wirth Park to accommodate the stream relocation.
- Reconstruction and relocation of the main Wirth Park entrance to align with the adjacent Esser Court.
- Relocation of the CTH YY bridge to the North to align with the realigned Underwood Creek.

Originally, the funding for this project included a \$630,000 LRIP S grant. Due to the scope change and increase in project costs, the County has recommended moving the existing LRIP\_S grant to another county project, and replacing it with a different funding allocation to address cost increases. In 2022, Waukesha County applied for WisDOT LRIP-S funding and received approval in the amount of \$1,922,000. LRIP-S is a reimbursement program where Waukesha County will administer project construction. The Department has also requested the City of Brookfield assist in funding \$100,000 towards the anticipated utility relocation costs for the project.

**Location:** City of Brookfield

**Analysis of Need:** The existing structure is a single-span, concrete slab that spans approximately 18 feet. Also, the structure was widened to its current width using pre-stressed girders. Dates of initial construction and widening are unknown. The roadway and bridge transferred from City of Brookfield to county jurisdiction in 2006. The abutments and superstructure are in poor condition, per structure inspection reports. The roadway over the structure is narrow, with minimal shoulders. Structure replacement is recommended. The structure has a span of 18 feet and is not classified as a bridge per Federal Highway Administration (FHWA) standards, and therefore is not eligible for federal bridge aid. Traffic volume on CTH YY in 2018 was 14,900 vehicles per day.

**Alternatives:** Rehabilitate the existing bridge, which does not address all structural and geometric deficiencies.

**Ongoing Operating Costs:** Initial maintenance costs may be reduced.

**Previous Action:** Approved as a new project in the 2013-2017 capital plan. Approved as planned in the 2014-2018, 2015-2019, 2016-2020, 2017-2021, and 2018-2022 capital plans. Approved with delay in the 2019-2023. Approved with delay and a cost update in the 2020-2024 capital plan. Approved with a revenue update in the 2021-2025 capital plan. Approved with a delay and a revenue update in the 2022-2026 capital plan.

<b>Project Title:</b>	CTH O, CTH I to CTH ES	<b>Project #:</b>	201610
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Rehabilitation
<b>Phase:</b>	Preliminary Design	<b>Road Name:</b>	Moorland Road
<b>Budget Action:</b>	C - \$ Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY					
Year	2020	2021	2022	2023	Total
Project Phase	Design	Design/Land		Const	Project
Expenditure Budget	\$211,000	\$950,000	\$0	\$4,306,200	\$5,467,200
Revenue Budget	\$0	\$760,000	\$0	\$1,000,000	\$1,760,000
Net Costs After Revenues Applied	\$211,000	\$190,000	\$0	\$3,306,200	\$3,707,200
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Design		\$1,038,000	Federal Surface Transportation		
WisDOT Design Review		\$15,000	Program (STP) Funding - Design		\$842,000
Land Acquisition		\$950,000	STP Funding - Land		\$760,000
Construction		\$11,763,200	STP Funding - Construction		\$9,225,000
Construction Management		\$1,178,000	City New Berlin (lighting)		\$1,000,000
Contingency		\$590,000			
Total Project Cost		\$15,534,200	Total Revenue		\$11,827,000
<b>EXPENDITURE BUDGET</b>		<b>\$5,467,200</b>	<b>REVENUE BUDGET</b>		<b>\$1,760,000</b>

**Project Scope & Description:**

This 1.4-mile long project involves the pavement replacement and rehabilitation of CTH O to bring it up to current standards. Improvements will include: replacing the existing concrete pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, and storm water improvements. Access to businesses and residences adjacent to Moorland Road will need to be maintained during construction. Traffic control will be a major challenge for this project. Construction and staging will provide one lane in each direction, moving all traffic to either the existing northbound/southbound side while completing construction on the opposing side. This project will use federal funds to partially offset the cost of design, land acquisition, and construction. The Department applied for approximately \$10.8 million in federal STP funds in 2017, and was awarded \$1,602,000 in 2018 for the design and land acquisition phases of the project. The County reapplied for and was approved STP funding for the construction phase. Construction is scheduled for the next federal funding cycle (2023). Construction costs are estimated to increase based on inflation, material costs and fuel cost increases.

**Location:** City of New Berlin

**Analysis of Need:** The concrete pavement along this portion of Moorland Road (CTH O) now has a pavement condition index (PCI) of 50 which is regarded as fair. While the PCI isn't in poor condition, the transverse and longitudinal joints show signs of significant deterioration, and it is anticipated that the roadway will be ready for a pavement replacement by 2023. The roadway was first built in 1978 and was rehabilitated in 2006 but that rehabilitation will be at the end of its useful life by 2023, and the concrete pavement will need to be replaced. Pavement issues are further compounded by the fact that this portion of Moorland Road is one of the busiest on the County system with over 30,000 vehicles per day using the corridor which serves as a major access road to Between I-43 and I-94.

**Alternatives:** Attempt further rehabilitation. This alternate is not recommended because it is not considered cost-effective due to the poor condition of the existing pavement and the high cost of traffic control needed to maintain traffic for this roadway.

**Ongoing Operating Costs:** Operating costs are not expected to change.

**Previous Action:**

Approved as a new project in the 2016-2020 capital plan. Approved with a revenue update in the 2017-2021 capital plan. Approved as planned in the 2018-2022 capital plan. Approved as planned in the 2019-2023 capital plan. Delayed with cost and revenue updates in the 2020-2024 capital plan. Approved as planned in the 2021-2025 capital plan. Approved with a cost and revenue update in the 2022-2026 capital plan. Approved to appropriate additional expenditures and increase revenue through ordinance (176-80) during 2021.

<b>Project Title:</b>	CTH O, CTH HH to Grange	<b>Project #:</b>	202102
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Priority Corridor
<b>Phase:</b>	Preliminary Design	<b>Road Name:</b>	Moorland Rd.
<b>Budget Action:</b>	C - \$ Update      C - Rev Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2022	2023	2025	Total
Project Phase	Design	Dsgn/Land	Construction	Project
Expenditure Budget	\$123,000	\$614,200	\$2,488,100	\$3,225,300
Revenue Budget	\$0	\$428,800	\$1,075,000	\$1,503,800
Net Costs after Revenues Applied	\$123,000	\$185,400	\$1,413,100	\$1,721,500
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
		Federal Surface Transportation Program (STP) Funding		
		Design		\$804,600
Design	\$1,005,800	Land		\$428,800
Land Acquisition	\$536,000	Construction		\$5,661,900
Construction	\$7,100,000	Local Municipality		\$1,000,000
Construction Management	\$700,000	Developers Contribution		\$75,000
Contingency	\$350,000			
Total Project Cost	\$9,691,800	Total Revenue		\$7,970,300
<b>EXPENDITURE BUDGET</b>	<b>\$3,225,300</b>	<b>REVENUE BUDGET</b>		<b>\$1,503,800</b>

**Project Scope & Description:** This project will add the additional lanes to CTH O, between CTH HH (College Avenue) and Grange Avenue (1.2 miles) to create the planned 4-lane roadway. The road will have a median to provide for separation of opposing movements. The roadway will stay on its current alignment and will be situated within the existing 130-foot wide corridor and, although most of the right-of-way has been previously acquired, some additional land acquisition and grading easements will be needed. This project is the final CTH O segment to be widened and rehabilitated and will allow the county to complete operational, safety and condition improvements along the entire CTH O corridor. Waukesha County applied for and was awarded Federal STP funding for the project. The City of New Berlin has signed an agreement with the County to contribute \$1,000,000 as a city contribution for the construction phase of the project. The developer has provided a contribution of \$75,000 towards the project. The county's net share of project costs is increasing by \$1.28 million due to an increase in estimated construction costs based on inflation, material costs and fuel cost increases.

**Location:** City of New Berlin

**Analysis of Need:** When CTH O was constructed between Janesville Road and Grange Avenue in 1997, it was designed so that the 2 lane roadway that was built would become the north bound lanes of a future 4-lane roadway. At that time the SEWRPC jurisdictional plan called for CTH O to be a 2-lane highway. Since then traffic has increased significantly along the route and the latest SEWRPC jurisdictional plan calls for CTH O to be a 4-lane highway. In 2009 the City of Muskego, as part of a Tax Incremental Financing (TIF) District, created the planned 4-lane roadway between Janesville Road and College Ave by building the new south bound lanes. The portion of CTH O between College Avenue and Grange Avenue remains a 2-lane roadway although traffic volumes recorded in 2018 along this portion of CTH O were approximately 17,500 vehicles per day and development along the project route is in progress. It's expected that this area will continue to develop. This development is the reason that New Berlin will contribute to this project through a new TIF District. In addition to the traffic growth, this section of CTH O is in between two four-lane segments, causing congestion and confusion due to lane drops and bottleneaking of traffic.

**Alternatives:**

1. Do nothing. This alternate does not address the long-term needs for the corridor.
2. Reconstruct CTH O as described above.

**Ongoing Operating Costs:** Operating costs are expected to increase by approximately \$10,400 per annum for the additional lane miles.

**Previous Action:** This project was formerly submitted in the 2010-2014 Capital Plan as Project 201007. The project was removed from the Capital Plan in the 2015-2019 Capital Plan due to lack of funding (federal funds were denied and the local municipality was expected to create a TIF District which did not happen). The project is resubmitted as a new project in the 2021-2025 Capital Plan. Approved as a new project in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan.





<b>Project Title:</b>	CTH D, Moraine Hills Drive Intersection	<b>Project #:</b>	201613
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Spot Improvement
<b>Phase:</b>	Construction	<b>Road Name:</b>	CTH D
<b>Budget Action:</b>	C - Rev Update C - \$ Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY					
Year	2019	2020	2022	2023	Total
Project Phase	Design	Design/Land*	Construction	Construction	Project
Expenditure Budget	\$6,200	\$372,400	\$0	(\$224,600)	\$154,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$6,200	\$372,400	\$0	(\$224,600)	\$154,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Design	\$155,000		Federal Highway Safety		
Land Acquisition*	\$100,000		Improvement Program		
Construction	\$326,400		(HSIP) Funding - Design	\$139,500	
Construction Management	\$38,400		HSIP Funding - Construction	\$345,500	
Contingency	\$19,200				
Total Project Cost	\$639,000		Total Revenue	\$485,000	
<b>EXPENDITURE BUDGET</b>	\$154,000		<b>REVENUE BUDGET</b>	\$0	

\*The 2020 Budget appropriated \$365,000 of expenditure authority for land acquisition costs. The department no longer plans to acquire land under the revised scope. The budget authority partially remains to potentially cover the cost of future construction in anticipation of estimates completed in 2022.

**Project Scope & Description:**

The purpose of this proposed project is to correct the safety problems along the curved segment of CTH D at Moraine Hills Drive. Proposed improvements addressing the existing potential hazards include surface friction pavement resurfacing; milling and rehabilitating the existing pavement; improving roadway signage and pavement markings; and tree clearing / trimming within the existing CTH D highway right-of-way. No additional right-of-way will be acquired by this project.

The county was awarded \$786,000 in federal Highway Safety Improvement Program (HSIP funding) but construction was delayed from 2022 to 2023 due to the considerable public input received. The department worked through concerns and the changes to the project scope. The Wisconsin Department of Transportation (WisDOT) (State Project ID 3782-04-00) approved the scope change and funding changes in January 2022 and executed a revised State Municipal Agreement (SMA) in the amount of \$485,000 based on the reduced scope of the project. The project budget is reduced in 2023 to bring costs more in line with projected costs for the reduced scope.

**Location:** Town of Ottawa

**Analysis of Need:** A sharp horizontal curve at the intersection of CTH D and Moraine Hills Drive has been the site of a number of run-off-the-road crashes. Not only is the curve at Moraine Hills Drive substandard, but the approach alignments are such that in combination with the curve they form reverse curves as drivers approach the location. This combined with a relatively steep grade has been the cause of crashes. The crash rate for this location is 1.8 crashes per million vehicles entering, which includes one fatality. This rate is above the limit of 1.5 crashes per million vehicles entering above which action is recommended.

**Alternatives:** Do nothing which would essentially allow identified issues to remain unaddressed.

**Ongoing Operating Costs:** None

**Previous Action:** Approved as a new project in the 2016 - 2020 capital plan. Approved as planned in 2017-2021 capital plan. Approved as planned in the 2018-2022 capital plan. Approved with a revenue update in the 2019-2023 capital plan. Approved with cost and revenue updates in the 2020-2024 capital plan. Approved with a delay in the 2021-2025 capital plan. Approved with a change in scope and a delay in the 2022-2026 capital plan.

<b>Project Title:</b>	CTH F, N.B. Bridge at Green Road	<b>Project #:</b>	201801
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Bridge
<b>Phase:</b>	Construction	<b>Road Name:</b>	Redford Blvd.
<b>Budget Action:</b>	C - \$ Update    C - Rev Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

Year	2018	2019	2020	2021	2022	2023	Total
Project Phase	Design	Design	Design	Design/Land	Land	Const	Project
Expenditure Budget	\$6,000	\$0	\$0	\$20,000	\$0	\$168,000	\$194,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$6,000	\$0	\$0	\$20,000	\$0	\$168,000	\$194,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
Prelim Design			\$6,000				
Design			\$82,000				
WisDOT Design Review			\$14,000				
Land Acquisition			\$0				
Construction			\$715,000				
Construction Management			\$89,000				
Contingency			\$36,000				
Total Project Cost			\$942,000				
							\$748,000
<b>EXPENDITURE BUDGET</b>			\$194,000				
							<b>REVENUE BUDGET</b>
							\$0

### **Project Scope & Description**

This project is a rehabilitation of the northbound (N.B.) CTH F bridge over Green Road. The scope includes concrete overlay of the wearing surface, and repair of the railings and deck edges. Some incidental concrete surface repairs may be appropriate on the slab underside. The bridge will be closed during construction with one lane of traffic detoured to adjacent bridge or to another highway. Right of way acquisition is not anticipated. A bridge rehabilitation report was completed and approved by WisDOT. In March, 2020 federal funding was approved for this project. The project is in the Low Risk Pilot Program, which will use state rather than federal funds and provides for streamlining some project design. Total project cost has increased based on final design estimates and adding a crossover lane which will allow CTH F to remain open during construction by shifting all traffic to the southbound side with one lane in each direction. A request will be made to increase state share of funding through the change management process for total revenue of \$748,000.

### **Location**

City of Pewaukee

### **Analysis of Need**

The existing bridge (B-67-95) is a three-span haunched slab structure that was constructed in 1966. A concrete overlay was placed on the wearing surface in 1989. The bridge transferred from state to county jurisdiction in 2005. Overall, the slab and substructure are in good to fair condition. A 2018 thermal infrared scan of the wearing surface (concrete overlay) indicates 25.5% delamination or de-bonding. The concrete parapets (railings) exhibit significant cracking, spalling, and deterioration. There is some surface spalling on the slab underside along the edges. The structure sufficiency number is now 62.6. The 2018 traffic volume on the northbound roadway was 12,750 vehicles per day.

### **Alternatives**

Reconstruct the existing bridge, but will not be eligible for federal bridge aid.

### **Ongoing Operating Costs**

Maintenance costs may be reduced in the early years after construction.

### **Previous Action**

- New project in the 2018-2022 capital plan.
- Approved as planned in the 2019-2023 and 2020-2024 capital plans.
- Approved with a cost update and a revenue update in the 2021-2025 capital plan.
- Approved as planned in the 2022-2026 capital plan.



<b>Project Title:</b>	CTH X, West High Drive Intersection	<b>Project #:</b>	202012
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Spot Improvement
<b>Phase:</b>	Construction	<b>Road Name:</b>	Saylesville Road
<b>Budget Action:</b>	C - \$ Update    C - Rev Update    C - Scope	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2020	2021	2022	2023	Total
Project Phase	Land	Construction	Ordinance	Construction	Project
Expenditure Budget	\$10,000	\$253,000	(\$206,000)	\$843,000	\$900,000
Revenue Budget	\$0	\$0	\$0	\$630,000	\$630,000
Net Costs After Revenues Applied	\$10,000	\$253,000	(\$206,000)	\$213,000	\$270,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Land Acquisition	\$10,000	Local Road Improvement Program - S reimbursement			\$630,000
Construction	\$760,000				
Construction Management	\$90,000				
Contingency	\$40,000				
Total Project Cost	\$900,000	Total Revenue			\$630,000
<b>EXPENDITURE BUDGET</b>	<b>\$900,000</b>	<b>REVENUE BUDGET</b>			<b>\$630,000</b>

**Project Scope & Description:** The purpose of this project is to install permanent signal poles and equipment at the CTH X (Saylesville Road) / West High Drive signalized intersection. This existing signalized intersection had been identified by the Wisconsin Department of Transportation (WisDOT) during 2012 as one of 5% of local road locations in Wisconsin warranting a local intersection safety evaluation. An LRIP-S grant of \$630,000 is proposed to partially fund the construction. Proposed improvements include:

- Remove and replace all temporary wood poles, span wires, and signal heads with WisDOT-standard permanent equipment mounted on monotube structures. Re-mount existing video detectors and emergency vehicle pre-empt devices (EVP). Replace outdated controller cabinet, add detector loops to pavement, place new epoxy pavement marking, repave CTH X in the vicinity of the intersection, add pedestrian facilities, equipment and crosswalk,
- Signal operation improvement details also will be implemented, including new clearance intervals, all-red times, minimum gap times, and left and right turn detectors.

Funding was appropriated for construction of this project in 2021. Due to staffing issues in the Department of Public Works, construction will be delayed until 2023. During 2022, the budget was amended through an ordinance (176-104), reducing expenditures \$206,000 in order to transfer those funds to Capital Project 202013 – CTH O, CTH D to STH 59 Rehabilitation to fund design costs, which have been accelerated to 2022 by the WisDOT. The Department of Public Works is proposing to restore the funding of \$206,000, which was freed up in 2023 by moving project 202013 up, in the 2023-2027 capital plan.

**Location:** City of Waukesha

**Analysis of Need:** The traffic signal at this 'T'-intersection serving Waukesha West High School was installed with wood poles and span wire during the fall of 2007 following several severe-injury angle collisions. The intersection was installed on temporary poles due to anticipation of future development. The development of 35 homes was anticipated to begin in 2019. The primary access to the subdivision will be located on a local City of Waukesha roadway, not at this intersection. What will be installed at the intersection will be a driveway for a church located adjacent to the proposed subdivision. The church and developer are implementing several infrastructure improvements, including a southbound CTH X right turn lane, a northbound CTH X left turn lane, supplemental signal equipment mounted on the existing wood poles-span wires, and new sidewalks with a CTH X crosswalk added between this new neighborhood and Waukesha West High School. With the development moving forward with a driveway at this intersection, the final configuration of the intersection will be established and permanent signal infrastructure should be implemented.

**Alternatives:** The alternative is to leave the existing wood poles and temporary signal configuration in place, but at some point this temporary system will need a permanent solution implemented.

**Ongoing Operating Costs:** Maintaining proper alignment of the vehicle detection video cameras mounted on the wood poles after strong winds and seasonal freeze-thaw conditions is an operational and maintenance challenge. Public complaints about malfunctioning signal operation responses to traffic are frequently received by the Waukesha County DPW. A new permanent signal will alleviate these operational calls and responses.

**Previous Action:** Approved as new project in 2020-2024 capital plan. Approved as planned in the 2021-2025 capital plan. Approved to delay funding of construction to 2023 through ordinance (176-104) during 2022.

<b>Project Title:</b>	CTH EF, Bark River Bridge	<b>Project #:</b>	202202
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Bridge
<b>Phase:</b>	Preliminary Design	<b>Road Name:</b>	Dorn Road
<b>Budget Action:</b>	C - \$ Update    Accelerate    C - Rev Update	<b>Manager:</b>	Allison Bussler
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2022	2023	2024	2025	Total	
Project Phase	Design	Design	Land	Const	Project	
Expenditure Budget	\$6,000	\$16,000	\$11,000	\$71,000	\$0	\$104,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$6,000	\$16,000	\$11,000	\$71,000	\$0	\$104,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Prelim Design	\$6,000					
Design	\$62,000				Fed Aid Bridge (Bipartisan Infrastructure Law Funds) -Anticipated	\$349,000
WisDOT Design Review	\$15,000					
Land Acquisition	\$11,000					
Construction	\$297,000					
Construction Management	\$45,000					
Contingency	\$17,000					
Total Project Cost		\$453,000			Total Revenue	\$349,000
<b>EXPENDITURE BUDGET</b>		<b>\$104,000</b>			<b>REVENUE BUDGET</b>	<b>\$0</b>

**Project Scope & Description:** This project is an overlay of the CTH EF bridge over the Bark River. A concrete overlay is anticipated, but several overlay types will be considered during design. Concrete repairs will be made to the spalled and deteriorated culvert ends. Stainless steel flashing will be installed on the ends of the culvert roof. Existing bridge railing may be salvaged/remounted or completely replaced with this project. Approach guardrail will be replaced to meet current standards. The immediate asphalt bridge approaches will be repaved. The existing right-of-way at the bridge matches the ultimate width of 66 feet on CTH EF. No additional fee acquisition is anticipated, though grading easements may be necessary. Waukesha County has completed an independent study report and has applied for Local Bridge Program funding in 2022 (BIL funded). The project is being accelerated due to BIL funding becoming available for bridge projects.

**Location:** Town of Merton

**Analysis of Need:** The existing bridge (B-67-210) is a two-span box culvert that was constructed in 1984. The roof of the box culvert serves as the roadway driving surface. Most of the structure is in good condition. However, an estimated 8% of the top deck surface is delaminated. The delamination is due to corrosion of the top mat of bar steel. At the two culvert ends, the pier wall and roof underside are deteriorating, with delamination and spalling. The approach guardrail is in poor condition and does not meet current standards. The roadway is functionally classified as a 'minor arterial.' The bridge is considered 'structurally deficient' due to its current condition rating. The structure sufficiency number is 70.7. This indicates that structure rehabilitation is warranted according to Wisconsin Department of Transportation (WisDOT) guidelines, which makes the bridge eligible for federal bridge rehabilitation funding when the sufficiency index is below 80. An independent engineering study report was prepared for this project in 2022, prior to application for federal bridge funding. The purpose of the report is to verify that the proposed project scope is a cost-effective rehabilitation strategy. The 2018 traffic volume on this roadway segment was 3,200 vehicles per day.

**Alternatives:** Reconstruct the existing bridge and roadway approaches to current WisDOT standards. This alternative, while addressing the deficiencies, is not warranted.

**Ongoing Operating Costs:** Maintenance costs will be reduced in the early years after construction beyond 2027.

**Previous Action:**  
Approved as a new project in the 2022-2026 capital plan.

<b>Project Title:</b>	CTH J – CTH FT Intersection	<b>Project #:</b>	202302
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Intersection
<b>Phase:</b>	Formation	<b>Road Name:</b>	Pewaukee Road
<b>Budget Action:</b>	New	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	Total		
Project Phase	Design	Land	Const	Project		
Expenditure Budget	\$20,000	\$100,000	\$90,000	\$0	\$0	\$210,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$20,000	\$100,000	\$90,000	\$0	\$0	\$210,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design		\$180,000	Federal Highway Safety Improvement Program (HSIP) Funding (Anticipated)		\$990,000	
WisDOT Design Review		\$20,000				
Land Acquisition		\$100,000				
Construction		\$783,000				
Construction Management		\$78,000				
Contingency		\$39,000				
Total Project Cost		\$1,200,000	Total Revenue		\$990,000	
<b>EXPENDITURE BUDGET</b>		<b>\$210,000</b>	<b>REVENUE BUDGET</b>		<b>\$0</b>	

### **Project Scope & Description**

The intersection of CTH J (Pewaukee Road) and CTH FT (Northview Road) leads to the entrances of Crites Field and the County Expo grounds. The purpose of this project is to improve the traffic signal equipment and geometry of the intersection. Changes to the existing intersection will provide safer traffic signal control, improve visibility for turning vehicles and reduce collisions. Improvements may include:

- Realign CTH J left turn lanes to improve visibility of opposing traffic.
- Replace all existing traffic signal equipment and adding retroreflective backplates over each approach lane.
- Replace induction loops with new video detection.
- Reconfigure corner islands and curve radii to accommodate lane realignment.
- Assess Eastbound left turn demand at peak hours, and increase turning bay capacity and signal timing accordingly.

Waukesha County will apply for Highway Safety Improvement Program (HSIP) funding for the design and construction phases of this intersection improvement.

**Location** - City of Waukesha.

### **Analysis of Need**

Of the intersections reviewed in a 2022 safety screening study, the intersection of CTH J and CTH FT experienced the largest number of accidents for a single traffic movement and has one of the highest crash rates with respect to its traffic volume. Thirty-five (35) crashes have occurred over a 5-year period with northbound vehicles turning left onto CTH FT accounting for twenty-one (21) of them. The existing lane alignment of CTH J restricts visibility of oncoming traffic. The existing traffic signal equipment was constructed in 1990 and condition of the traffic signal equipment within the intersection warrants replacement.

**Alternatives:** The do nothing alternative does not address an identified high crash rate intersection.

**Ongoing Operating Costs** – Maintenance costs will be reduced in the early years after construction in 2025.

**Previous Action** – None.

<b>Project Title:</b>	Construction Partnerships	<b>Project #:</b>	202306
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Rehabilitation
<b>Phase:</b>	Formation	<b>Road Name:</b>	CTH HH, CTH I, CTH G
<b>Budget Action:</b>	New	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total
Project Phase	Construction					Total Project
Expenditure Budget	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>				
Design	\$2,000					\$0
Construction	\$215,000					\$0
Contingency	\$33,000					
Total Project Cost	\$250,000					\$0
<b>EXPENDITURE BUDGET</b>	\$250,000	<b>REVENUE BUDGET</b>				\$0

### Project Scope & Description

In an effort to address budgetary limitations and increasing infrastructure needs throughout Waukesha County, the Public Works Department has been working with other agencies to create partnerships on necessary infrastructure improvements throughout the county. These partnerships save tax-payer funds by combining projects, realizing a savings in bid items, and removing duplication of efforts. These partnership projects include intersection safety improvements and paving at (3) locations within Waukesha County.

### Locations

CTH HH (College Avenue) at Small Road intersection in the City of New Berlin.  
 CTH I (Beloit Road) at 124<sup>th</sup> Street intersection in the City of New Berlin and City of Greenfield.  
 CTH G (Meadowbrook Road) North of I-94 in the City of Waukesha and City of Pewaukee.

### Analysis of Need

#### **CTH HH (College Avenue) at Small Road intersection in the City of New Berlin.**

A traffic study was completed in 2019 at this intersection that identified 7 accidents over the last 6 years. This places the accident rate of the intersection slightly above the statewide average. Most reported accidents were related to the skew of the intersection and the resulting sight distance issues for drivers. It was recommended that the alignment of Small Road be shifted to create a 90-degree intersection with CTH HH to improve sight distance and address the safety issues at this location. This project would not be eligible for HSIP or other funding. The City of New Berlin will be reconstructing Small Road in 2023 and has agreed to incorporate the recommended intersection changes as a part of their project if Waukesha County participates in the construction costs. This partnership will save costs on construction and allow this important safety improvement to move forward.

Costs: Construction (Estimated)	\$100,000
Contingency	<u>\$ 12,000</u>
Total	\$112,000

<b>Project Title:</b>	Construction Partnerships	<b>Project #:</b>	202306
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Rehabilitation
<b>Phase:</b>	Formation	<b>Road Name:</b>	CTH HH, CTH I, CTH G
<b>Budget Action:</b>	New	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

**CTH I (Beloit Road) at 124<sup>th</sup> Street intersection in the City of New Berlin and City of Greenfield.**

The CTH I and 124<sup>th</sup> Street intersection is under the jurisdiction of Milwaukee County; however there is a maintenance and cost agreement that has been executed between Milwaukee County, Waukesha County, the City of New Berlin and the City of Greenfield in 2007. This agreement requires each agency to contribute 25% of the costs of maintaining and improving this intersection. Milwaukee County has a road project on CTH T (Beloit Road) that will reconstruct this intersection. They have requested, based on the 2007 agreement, that each agency contribute 25% to the costs for the intersection improvement.

Costs: Construction (Estimated)	\$54,000
Contingency	<u>\$ 6,000</u>
Total	\$60,000

**CTH G (Meadowbrook Road) North of I-94 in the City of Waukesha and City of Pewaukee.**

The State of Wisconsin Department of Transportation will be repaving STH 318 (Meadowbrook Road) in 2023. They will be ending their project at the north side of Interstate 94 at the jurisdictional limits of CTH G. CTH G has a 400 foot segment of pavement running from the State's match point to the intersection with CTH DR (Golf Road) that has not been resurfaced and is in poor condition. The State has offered to partner with Waukesha County and incorporate this 400-foot segment into their program if the County agrees to pay the actual costs.

Costs: Construction (Estimated)	\$61,000
Design (Estimated)	\$ 2,000
Contingency	<u>\$15,000</u>
Total	\$78,000

**Alternatives**

Do nothing, which would allow the issues to remain un-addressed.

**Ongoing Operating Costs** – Operating costs are not expected to change.

**Previous Action** – None.

<b>Project Title:</b>	Culvert Replacement Program 2023 - 2027	<b>Project #:</b>	201901
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Bridge
<b>Phase:</b>	Program Project	<b>Road Name:</b>	Various
<b>Budget Action:</b>	C - \$ Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2023	2024	2025	2026	2027	Total
Project Phase						Project
Expenditure Budget	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
2023 Appropriation	\$200,000					
2024 Appropriation	\$200,000					
2025 Appropriation	\$200,000					
2026 Appropriation	\$200,000					
2027 Appropriation	\$200,000					
Total Project Cost	\$1,000,000					
					Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	<b>\$1,000,000</b>				<b>REVENUE BUDGET</b>	<b>\$0</b>

**Project Scope & Description**

Provide annual funding for a countywide culvert replacement program. Project costs have been updated to reflect the increase in culvert construction costs

**Location**

Various

**Analysis of Need**

The Public Works Department replaces a number of culverts every year because of deterioration. This program is designed to address larger culvert structures that require extensive design, more land acquisition and have higher construction costs. These larger culvert sites do not meet "bridge" criteria, and therefore are not eligible for federal bridge aid. Projects in this program are 100% county funded. The county averages one culvert replacement per year under this program. Individual culvert locations are generally designed the year prior to construction.

**Alternatives**

Schedule individual projects as needed.

**Ongoing Operating Costs**

The projects do not require departmental budget operating expenditures. Projects are reviewed by County engineering staff.

**Previous Action**

- Approved as new in the 2019-2023 capital plan.
- Approved as planned in the 2020-2024, 2021-2025, and 2022-2026 capital plans.

<b>Project Title:</b>	Repaving Program 2023-2027	<b>Project #:</b>	201906
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Repaving
<b>Phase:</b>	Program Project	<b>Road Name:</b>	Various
<b>Budget Action:</b>	C - Rev Update Accelerate	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY							
Year	2023	2024	2025	2026	2027	Total	
Project Phase							
Expenditure Budget	\$4,300,000	\$4,300,000	\$4,500,000	\$4,500,000	\$4,700,000	\$22,300,000	
Revenue Budget	\$1,242,000	\$610,000	\$610,000	\$610,000	\$610,000	\$3,682,000	
Net Cost After Revenues Applied	\$3,058,000	\$2,690,000	\$4,890,000	\$3,890,000	\$4,090,000	\$18,618,000	
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>				
			Local Road Improvement Program: County Highway Improvement Program (CHIP) and CHIP-D (Discretionary)				
	Hwy Paving						
	Paver Study	& Shouldering	Total		CHIP	CHIP-D	Total
2023	\$50,000	\$4,250,000	\$4,300,000	2023	\$430,000	\$812,000	\$1,242,000
2024	\$50,000	\$4,250,000	\$4,300,000	2024	\$350,000	\$260,000	\$610,000
2025	\$50,000	\$4,450,000	\$4,500,000	2025	\$350,000	\$260,000	\$610,000
2026	\$50,000	\$4,450,000	\$4,500,000	2026	\$350,000	\$260,000	\$610,000
2027	\$50,000	\$4,650,000	\$4,700,000	2027	\$350,000	\$260,000	\$610,000
Total Project Cost	\$250,000	\$22,050,000	\$22,300,000	Total Revenue	\$1,830,000	\$1,852,000	\$3,682,000
<b>EXPENDITURE BUDGET</b>	\$22,300,000			<b>REVENUE BUDGET</b>	\$3,682,000		

**Project Scope & Description**

The project involves resurfacing or rehabilitation of county trunk highways to remove distressed areas and provide improved riding surfaces. It is the Department of Public Works’s goal to pave approximately 20 lane miles of roadway on an annual basis. Crush, relay and surface or other alternative methods will be used as necessary in lieu of a simple patch and overlay. The project includes the cost of the ongoing Pavement Inspection Program, which determines the sections of highways to be repaved, along with the cost of shouldering, and parking lots at the Department’s substation facilities. Revenues were increased in 2023 due to one time increases in the Local Road Improvement Program funding and to reflect estimated revenues in 2024-2027. This project is updated to move up \$1 million in repaving funds from 2025 to 2024 to more evenly balance paving efforts.

**Location:** Various locations throughout the county.

**Analysis of Need**

The Department of Public Works presently maintains about 400 centerline miles of roadways on the county trunk system. The typical useful life of pavement is 15 years. The department reconstructed several existing two-lane roadways to four-lane facilities and many of these four-lane facilities are now coming to the end of their design life and need repaving. As asphalt pavements age, the surface tends to rut and crack due to vehicle loads and weathering of the asphalt. The department has a pavement management program, using our pavement consultant, TransMAP, to drive and capture the entire county system once every three years and to rate pavement conditions each year allowing us to better manage pavement projects. The average Pavement Condition Index (PCI) of asphaltic pavements in 2022 is 69. It is the intention of this project to continue to maintain and improve current pavement conditions. Resurfacing projects take into consideration the PCI of existing pavements and classification of the road. The PCI ratings are updated each year.

**Alternatives**

- Spot repairs and patching. The result will be a slight delay in the deterioration of the system.
- Resurface roadways based on pavement conditions determined by the pavement management system and department review.

**Ongoing Operating Costs**

The cost of maintaining a two-lane roadway in good condition is projected to cost about \$7,000 per mile annually.

**Previous Action**

Approved as new in the 2019-2023 capital plan. Approved as planned in the 2020-2024 capital plan. Approved with a schedule and revenue update in the 2021-2025 capital plan. Approved with a revenue update in the 2022-2026 capital plan.



<b>Project Title:</b>	Lake Country Trail STH 67 Underpass	<b>Project #:</b>	202204
<b>Department:</b>	Parks & Land Use	<b>Project Type:</b>	Trail System
<b>Phase:</b>	Construction	<b>Sponsor:</b>	
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Dale Shaver, PLU Director
<b>Date:</b>	December 8, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY							
Year	2022	2023	2024	2025	2026	Total	
Phase	Design/ Utilities	Construction					Project
Expenditure Budget	\$556,900	\$2,332,000	\$0	\$0	\$0	\$2,888,900	
Revenue Budget	<u>\$556,900</u>	<u>\$2,015,600</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,572,500</u>	
Net Cost After Revenues Applied	\$0	\$316,400	\$0	\$0	\$0	\$316,400	
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
<u>In County Budget:</u>				<u>Budgeted by County:</u>			
Survey, Final Design, Bidding & Oversight		\$347,000	State DNR Grant			\$151,000	
State Review for Construction		\$250,000	Ocon. Share of Engineering/ Construct.			\$150,000	
Utility Relocation (AT&T, School Fiber Optic, City of Ocon.)		\$165,000	Federal Congestion Mitigation and Air Quality				
Permanent Limited Easement - Kwik Trip		\$44,900	(CMAQ) Funding			\$2,143,200	
Construction		\$1,735,000	Capital Project Fund Balance			\$128,300	
General Conditions		\$216,000					
<u>Contingency</u>		<u>\$131,000</u>					
Total Project Cost		\$2,888,900	Total Revenue			\$2,572,500	
<b>EXPENDITURE BUDGET</b>		<b>\$2,888,900</b>	<b>REVENUE BUDGET</b>			<b>\$2,572,500</b>	

### **Project Scope & Description**

The south side of the City of Oconomowoc is seeing considerable growth as new residential, commercial, and retail development in and around the Pabst Farms area continues to move forward. It is projected that as the growth continues, use will increase on the popular multi-use Lake Country Trail. As a component of the growth in the area, the major north-south connection from the City of Oconomowoc to Interstate 94, State Trunk Highway 67, has been improved and widened to three lanes in each direction to accommodate increased traffic. In order to create a safe crossing of this major roadway for trail users and eliminate traffic delays, a box tunnel was installed by the Wisconsin Department of Transportation (WisDOT) in 2015 as part of the STH 67 construction project, for future conversion into a trail underpass.

The Waukesha County Department of Parks & Land Use (PLU) will collaborate with the City of Oconomowoc to construct appropriate entrances and exits to the box tunnel installed by WisDOT for an underpass for the Lake Country Trail. Funding will be secured from multiple sources. The County has been awarded \$151,000 toward the project through the State of Wisconsin Department of Natural Resources (WDNR) Stewardship Program and planned to apply for an additional \$2.1 million in funding from the Federal Transportation Alternatives Program (TAP) in February 2022. In May of 2022, Ordinance 177-10 was approved by the County Board to accelerate the schedule for the project, with the design phase in 2022 and construction in 2023. The City of Oconomowoc already paid for the initial utility relocation of \$216,000 in 2015, and the City has pledged to contribute an additional \$150,000 toward the project.

The County was able to take advantage of a significant cost savings opportunity when WisDOT agreed to contribute up to \$500,000 up front in order to install the box tunnel during the STH 67 construction project.

**Location:** Lake Country Trail intersection with State Trunk Highway 67 in the City of Oconomowoc.

**Analysis of Need:** The underpass will provide a safe and unimpeded crossing of the major roadway for trail users. It will also help to maintain efficient traffic flow by reducing congestion and time delays for motorists caused by substantial pedestrian and bicyclist clearance times when trail users are crossing the roadway.

### **Alternatives:**

- A. Construct in three to five years.
- B. Maintain as an at-grade crossing, but would cross six lanes of traffic, which is a safety issue.

**Ongoing Operating Costs:** The project will require maintenance for a new tunnel underpass along the Lake Country Trail. The maintenance will include the removal of debris, cleanup of vandalism, and monitoring of the operational condition of light fixtures. The underpass facility will be maintained by the City of Oconomowoc. Current staff at Naga-Waukee Park who maintain the Lake Country Trail will maintain the trail approaches and signage.

**Previous Action:** This project was formerly submitted in the 2016-2020 capital plan as project #201607. The project was closed at the end of 2020 due to lack of funding and significant cost increases. The project was resubmitted and approved as a new project in the 2022-2026 capital plan. Approved to accelerate the project schedule and a revenue update through ordinance 177-10 during 2022.



<b>Project Title:</b>	Golf Course Infrastructure Plan	<b>Project #:</b>	202208
<b>Department:</b>	Parks & Land Use	<b>Project Type:</b>	Renovation/Upgrade
<b>Phase:</b>	Construction	<b>Sponsor:</b>	
<b>Budget Action:</b>	C - \$ Update      C - Rev Update	<b>Manager:</b>	Dale Shaver, PLU Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2022	2023	2024	2025	2026	Total
Project Phase	Design/Const.	Construction	Construction	Construction	Construction	Project
Expenditure Budget	\$862,000	\$900,000	\$250,000	\$250,000	\$0	\$2,262,000
Revenue Budget	<u>\$862,000</u>	<u>\$900,000</u>	<u>\$250,000</u>	<u>\$250,000</u>	<u>\$0</u>	<u>\$2,262,000</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design / Engineering	\$6,000					
Construction	\$2,075,040					Golf Course Fund Balance \$2,262,000
Contingency	\$180,960					
Total Project Cost	\$2,262,000					Total Revenue \$2,262,000
<b>EXPENDITURE BUDGET</b>	<b>\$2,262,000</b>					<b>REVENUE BUDGET \$2,262,000</b>

**Project Scope & Description:**

The Department of Parks and Land Use has completed an update of its projected golf course infrastructure maintenance program. The golf course fund balance level has stabilized due to the elimination of operational losses from the sale of Wanaki Golf Course, along with the transfer of the proceeds from the sale of Wanaki Golf Course into the fund.

Based on the stabilization of the golf course fund balance, this capital project will address major infrastructure maintenance needed at Naga-Waukee War Memorial Golf Course. Major maintenance projects at the course include golf course irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path maintenance, completion of a new clubhouse well, replacement of the clubhouse roof, and renovation of the clubhouse restrooms and patio pavement. After completion of a master irrigation system upgrade plan in 2022, project cost estimates have been updated and the system upgrades will begin in 2022, with the balance of the irrigation system upgrades being spread over a three-year period from 2023-2025.

This project is 100% funded from the Waukesha County Golf Course fund balance. The capital project expenditure and revenue budgets will be evaluated annually for the duration of the project and adjusted accordingly based on the status of the golf course fund balance.

**Location:** Naga-Waukee War Memorial Golf Course - Town of Delafield, City of Delafield

**Analysis of Need:** Implementation of the upgrades is necessary to address aging infrastructure and to maintain efficient operation of the Naga-Waukee War Memorial Golf Course and to continue to provide a quality golf experience to Waukesha County residents.

**Alternatives:** Continue to perform minimum maintenance necessary to sustain golf operations, and rely on continued function of aging infrastructure systems and facilities that are well beyond the anticipated useful lifespan.

**Ongoing Operating Costs:** Ongoing maintenance will continue to be performed by the staff at Naga-Waukee Golf Course. Upgraded infrastructure will result in efficiencies and cost savings pertaining to usage of water and electricity, and less labor hours for maintenance and repairs. Costs will continue to be offset by golf course revenue.

**Previous Action:** Approved as a new project in the 2022-26 Capital Plan.

<b>Project Title:</b>	Stormwater Management Projects	<b>Project #:</b>	202315
<b>Department:</b>	Parks & Land Use	<b>Project Type:</b>	Stormwater Infrastructure
<b>Phase:</b>	Preliminary Design	<b>Sponsor:</b>	Parks & Land Use
<b>Budget Action:</b>	New	<b>Manager:</b>	Dale Shaver, PLU Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2023	2024	2025	2026	2027	Total
Project Phase	Design/Const.					Project
Expenditure Budget	\$835,000	\$0	\$0	\$0	\$0	\$835,000
Revenue Budget	<u>\$835,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$835,000</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design	\$183,600	American Rescue Plan Act (ARPA) -			\$835,000	
Construction	\$566,100	Coronavirus State and Local Fiscal				
Contingency	\$85,300	Recovery Funds (CSLFRF) Program				
Total Project Cost	\$835,000	Total Revenue			\$835,000	
<b>EXPENDITURE BUDGET</b>	<b>\$835,000</b>	<b>REVENUE BUDGET</b>			<b>\$835,000</b>	

**Project Scope & Description**

Waukesha County Government is regulated by the State of Wisconsin for water quality of stormwater runoff. Waukesha County holds a General Permit to Discharge under the Wisconsin Pollutant Discharge Elimination System (WPDES) permit no. WI-S050075-3, in compliance with the provisions of Chapter 283 Wisconsin Statutes., and Chapters. NR (Natural Resources) 151 and 216 of the Wisconsin Administrative Code. The Waukesha County Municipal Separate Storm Sewer System (MS4) permit issued by the Wisconsin Department of Natural Resources (DNR) applies to county-owned lands including county rights-of-way. Waukesha County is required to capture, treat, and manage soil particles in stormwater runoff referred to as Total Suspended Solids, or “TSS.” Along the eastern tier of Waukesha County, in the portion of the county that drains to Lake Michigan through tributaries, there are additional water quality requirements from the Wisconsin DNR that require the county to also address total phosphorus in runoff, or “TP.” Waukesha County accomplishes the capture, treatment, and management of TSS and TP through Best Management Practices or “BMPs” such as ponds, swales, sumps, vegetated filters, and street sweeping. For this project all BMPs for which the DNR has a technical standard were evaluated for feasibility, potential pollutant removal, performance effectiveness, and cost effectiveness. Based upon the evaluation, the following BMPs were selected and proposed for implementation to meet state water quality standards:

- 10 acres of riparian buffers
- 1,000 feet of streambank stabilization
- 400 feet of regenerative stormwater conveyance
- 500 feet of grass swale improvement
- 20 sumped catch basins
- 1 bioretention basin
- 2 wet detention basins

This project is funded with revenues from the American Rescue Plan Act (ARPA) – Coronavirus State and Local Fiscal Recovery Funds program. The project improves the quality of stormwater runoff and is eligible under the category of investments in water and sewer infrastructure.

**Location**

The stormwater management projects identified are located in the Lake Michigan basin, Menomonee River watershed.

**Analysis of Need**

Implementation of the BMPs is necessary for Waukesha County to meet the requirements of the MS4 permit issued by the WDNR.

**Alternatives**

Without implementation of these BMPs, the BMPs included with ongoing highway reconstruction projects in the Lake Michigan Basin will achieve only approximately 10% of the TP reductions needed, and Waukesha County will not be in compliance with the MS4 permit.

**Ongoing Operating Costs**

All annual operational and maintenance costs will be handled by the Department of Public Works Operations which includes mowing, dredging, herbicide spraying, brush removal, sediment disposal, seeding, and erosion repair. This will be handled during annual right-of-way maintenance with existing staff and equipment. The Department of Parks and Land Use will be responsible for annual inspections which can be handled during annual work planning activities with existing staff.

**Previous Action**

None

<b>Project Title:</b>	Pavement Management Plan 2023-2027	<b>Project #:</b>	201908
<b>Department:</b>	Parks & Land Use	<b>Project Type:</b>	Repaving
<b>Phase:</b>	Program Project	<b>Sponsor:</b>	
<b>Budget Action:</b>	C - \$ Update C - Rev Update	<b>Manager:</b>	Dale Shaver, PLU Director
<b>Date:</b>	December 5, 2022	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total Project
Project Phase						
Expenditure Budget	\$1,347,300	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$6,147,300
Revenue Budget	<u>\$1,347,300</u>	<u>\$900,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,247,300</u>
Net Cost After Revenues Applied	\$0	\$300,000	\$1,200,000	\$1,200,000	\$1,200,000	\$3,900,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		<b>ARPA*</b>	<b>State of WI</b>	<b>Landfill</b>
2023	\$1,347,000	2023	\$1,000,000	\$147,300	\$200,000	
2024	\$1,200,000	2024	\$900,000	\$0	\$0	
2025	\$1,200,000	2025	\$0	\$0	\$0	
2026	\$1,200,000	2026	\$0	\$0	\$0	
2027	<u>\$1,200,000</u>	2027	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	
Total Project Cost	\$6,147,000	Total Revenue	\$1,900,000	\$147,300	\$200,000	
<b>EXPENDITURE BUDGET</b>	\$6,147,000	<b>REVENUE BUDGET</b>				\$2,247,300

\*American Rescue Plan Act (ARPA) Funding

### **Project Scope & Description**

In cooperation with the Public Works Department, the Department of Parks and Land Use retains consultant services to update the Pavement Management Plan. The plan establishes a uniform procedure for pavement maintenance by establishing a Pavement Condition Index (PCI). The PCI is a rated scale of 1-100 based on the state of the asphalt. Pavement repairs are scheduled based on rating. A PCI rating over 70 is satisfactory, and pavement ratings improve up to a scale maximum of 100. The goal is to maintain an average pavement PCI rating of 70 ("satisfactory") or better. The focus of the Pavement Management Plan for 2023 will be the third phase of pavement improvements at the Expo Center, and completion of paving upgrades at Naga-Waukeesha Park. Other Park System, Highway Operations and Government Center projects will be prioritized based on PCI rating, safety and access issues. The annual budget includes \$10,000 for preventative pavement maintenance at the UW-Milwaukee at Waukesha Campus, so that pavement reconstruction projects that were undertaken in the 2017-2020 UWW Site Infrastructure Improvements capital project can be properly maintained as needed. This project includes \$1.9 million of American Rescue Plan Act (ARPA) funding through the Coronavirus State and Local Fiscal Recovery Fund program. Costs have also been updated to include \$147,300 from the State of Wisconsin Recreational Boating Facilities Grant Program, which will be used to reconstruct the parking lot at the Nagawicka Lake Access site.

**Location:** The Waukesha County Department of Parks and Land Use is responsible for the pavement management of the Government Center Complex, Expo, Parks, Ice Arenas, Golf Courses, Boat Launches, Trails, Highway Operations Substations, UW-Milwaukee at Waukesha, and various other Waukesha County Facilities. The Department maintains 21 miles of road, 40 miles of paved trails, and 421,000 square yards of parking area.

**Analysis of Need:** In 1995 the Waukesha County Department of Parks and Land Use (PLU) retained consulting services to provide a Pavement Management Plan to assist in cost-effectively managing the pavement assets for the 6 largest parks. At that time there were six park facilities with 243,000 square yards of paved surface. Currently PLU maintains over 875,000 square yards of paved surface around the Government Center, remote County facilities, Highway Operations facilities and the major parks. This represents approximately 3.6 times as much pavement to maintain. In addition, 65,000 square yards of pavement at the Highway Operations Center and four (4) substations were added to the list of management responsibilities in 2021. The department uses a PAVER rating system in an effort to coordinate pavement condition analysis and project bidding with the Department of Public Works to save program cost. The PAVER rating process included field surveys of pavement conditions, development of deterioration models, and preparation of a multi-year pavement management plan. Approximately 80% of the budget will be used for major rehabilitation on sections selected with a PCI below 40. The remaining budget allocation is first utilized for preventative maintenance on sections with a PCI between 67 and 75, selected on best-first basis; concrete replacement; and consulting. The goal of these practices is to maintain an average PCI of 70. Anticipated projects may be adjusted due to project coordination efficiencies or accelerated deterioration.

**Alternatives:** Spot repair with asphalt base patching or sealing road surface has been performed to maintain some function of the roadway or parking area. This could be continued on an annual basis, but it will not achieve the desired surface performance or overall PCI rating goal. Reconstruction will be required sooner, and risk issues would be more likely to occur.

**Ongoing Operating Costs:** Maintenance of the existing road conditions requires frequent patching and seal applications in order to provide usable conditions and extend pavement life. Operating costs within the next five years will be minimal with the proposed pavement improvements.

**Previous Action:** Pavement management for 2018 to 2022 covered in project 201406. Approved as a new project in the 2019-2023 capital plan. Approved as planned in the 2020-2024 capital plan. Approved with a scope change in the 2021-2025 capital plan. Approved with a cost and revenue update in the 2022-2026 capital plan.

<b>Project Title:</b>	Jail Security Audio Upgrade	<b>Project #:</b>	202206
<b>Department:</b>	Sheriff's Department	<b>Project Type:</b>	Equipment Replacement
<b>Phase:</b>	Preliminary Design	<b>Sponsor:</b>	Sheriff's Department
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	John Gorski, IT
<b>Date:</b>	December 5, 2022		

CAPITAL BUDGET SUMMARY						
Year	2022	2023	2024	2025	2026	Total
Project Phase	Design/Analysis Implementation					Project
Expenditure Budget	\$0	\$50,000	\$400,000	\$0	\$0	\$450,000
Revenue Budget	<u>\$0</u>	<u>\$50,000</u>	<u>\$400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$450,000</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Hardware and Installation	\$300,000		Jail Assessment Fund Balance Reserves			\$450,000
Licenses	\$50,000					
Design / Analysis	\$50,000					
Contingency	\$50,000					
Total Project Cost	\$450,000		Total Revenue			\$450,000
<b>EXPENDITURE BUDGET</b>	<b>\$450,000</b>		<b>REVENUE BUDGET</b>			<b>\$450,000</b>

**Project Scope & Description:**

The Waukesha County Jail has a security electronics system that includes an analog audio system that was installed in 2005 when the jail was constructed. This includes approximately 175 intercoms along with the software and infrastructure to go with the equipment.

The current security electronics system was installed in 2005 when the jail was constructed so the technology that is utilized by corrections staff 24 hours a day is approximately 17 years old. One of the major components of the security electronics system is the audio system used to communicate throughout the facility. This is used by staff to verify who is at a particular door, communicate with inmates in cells, and all other verbal communication needs throughout the facility.

The current Audio system is an analog system that has limitations and other issues that would be resolved by upgrading to a digital audio system throughout the facility. The current system is having minor failures that are being addressed by a current vendor. The vendor is recommending that the county either upgrade or replace the system due to its age and technology used when it was installed in 2005.

The system is utilized 24 hours a day and is a vital component of the jail's safety and security monitoring ability. It is clear the system is reaching its limitations and end of life in the near future, so the Sheriff's Department is requesting that the system be replaced or upgraded prior to full failure. The Sheriff's Department would like to engage the services of a consultant to design a system that best fits the need of the Waukesha County Jail.

**Location:** Waukesha County Jail, 515 W. Moreland Blvd., Waukesha, WI 53188

**Analysis of Need:** The audio system is an essential component that needs to be upgraded or replaced before failure. Without the audio system functioning, additional staff will be required to relay information throughout the facility. This will result in significant additional personnel costs to provide necessary levels of operational and facility security.

**Alternatives:** One alternative to having a two-way audio system is significantly increasing jail staffing to cover areas and relay information verbally. The second alternative considered is a full replacement of the system including all of the cables and equipment. This is expected to be significantly more expensive than the proposed option.

**Ongoing Operating Costs:** The on-going costs of the new audio system should be minimal outside of regular maintenance that would be paid for by the Jail Equipment Replacement Plan.

**Previous Action:** Approved as a new project in the 2022-2026 capital plan.

<b>Project Title:</b>	HHS Technology Enhancement	<b>Project #:</b>	202014
<b>Department:</b>	DOA - Information Technology	<b>Project Type:</b>	Information Technology
<b>Phase:</b>	Implementation	<b>Sponsor:</b>	Health & Human Services
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Donn Hoffmann, IT
<b>Date:</b>	December 14, 2022	<b>Dept Mgr</b>	Randy Setzer, HHS

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2020	2021	2022	2023	2024	Total
Project Phase	Design/ Implementation	Implementation	Ordinance			Project
Expenditure Budget	\$330,000	\$400,000	\$52,000	\$366,000	\$305,000	\$1,453,000
Revenue Budget	<u>\$330,000</u>	<u>\$400,000</u>	<u>\$52,000</u>	<u>\$366,000</u>	<u>\$305,000</u>	<u>\$1,453,000</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>		
	Public Health/ Clinical Services <u>Application</u>	Contract <u>Application</u>	Paperless <u>Application</u>	<u>Total</u>		
Professional Services & Software	\$401,000	\$135,000	\$629,000	\$1,165,000	America Rescue Plan Act (ARPA)	\$1,453,000
Recurring Fees	\$81,000	\$16,000	\$0	\$97,000		
Contingency	\$74,000	\$23,000	\$94,000	\$191,000		
Total Project Cost	\$556,000	\$174,000	\$723,000	\$1,453,000	Total Revenue	\$1,453,000
<b>EXPENDITURE BUDGET</b>				<b>\$1,453,000</b>	<b>REVENUE BUDGET</b>	<b>\$1,453,000</b>

### **Project Scope & Description**

The Health and Human Services Department uses an electronic health record system, that includes several applications among HHS divisions. This capital project is intended to: (1) Implement a new software solution in the Clinical Services division to improve the tracking, management, and documentation of health claims across third-party care providers, (2) Replace the current Public Health application (Insight) which is being de-supported (discussed below), (3) implement and develop a contract management application, and (4) implement a "paperless" solution by enhancing the current client software product to accept direct entry of client data into electronic forms.

**Location:** Department of Health and Human Services

### **Analysis of Need**

The Clinical Services Division relies on multiple contracted third-party entities to provide care to clients. Currently, the billing process is very manual and time consuming, requiring HHS staff to document and correct billing submissions from the third-party entities. Department management indicates that it is frequently six months behind in reviews and billing. An electronic solution would allow HHS to enhance and streamline the process. System functionality may include the ability to aggregate clinical data to provide a broad picture of the population levels, facilitate care coordination across providers, track clinical quality control measures and outcomes, and manage authorizations and claims across providers.

The current Public Health application was built upon a Microsoft SQL 2007 server, which is being de-supported. There is a three-year extended support period that ends by June 2022. After that, there will be no additional security updates, which would put the system at risk. Implementation of a new, industry-standard billing module is expected to promote efficiencies by eliminating workaround business processes: Clinical and billing staff time on progress notes; case management billing pre-verification; remittance and reconciliation; maintaining multiple databases, spreadsheets, paper inventory; and duplication of time and effort.

HHS maintains several contracts with third-party service providers. The contract application would allow for improved document management, including versioning control, application of metadata, routing among parties (including external entities), and ongoing post-execution management of the contract. Implementation of an automated contract application would generate operational efficiencies and reduce risk. While immediately beneficial to HHS, it is believed that this application will be scalable for use county-wide.

HHS currently collects approximately 400 documents and forms in paper format from clients. The department is looking to set up for direct entry of current paper forms into myAvatar, myInsight and other state systems. The project supports the contracted services of IT professions to build all forms into existing systems. The long-term benefits include:

- Provide timely, simultaneous access by multiple internal staff to a client's record that will improve client safety, enhance quality of patient care, and improve the flow of information.
- Provide timely, simultaneous access by administrative and other agency operations to a client's record, increasing staff productivity and efficiencies in work processes throughout the organization.
- Ensure higher integrity of the record by improving the timeliness of filing into the record, providing electronic workflow that routes charts for dictation and reports for signatures, and allows charts to be completed remotely.

<b>Project Title:</b>	HHS Technology Enhancement	<b>Project #:</b>	202014
<b>Department:</b>	DOA - Information Technology	<b>Project Type:</b>	Information Technology
<b>Phase:</b>	Implementation	<b>Sponsor:</b>	Health & Human Services
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Donn Hoffmann, IT
<b>Date:</b>	December 14, 2022	<b>Dept Mgr</b>	Randy Setzer, HHS

- Support compliance efforts with HIPAA, the Joint Commission, and other regulatory bodies and agencies affecting reimbursement.

This capital project is funded by American Rescue Plan Act (ARPA) – Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) funding. This capital project would constitute enhancements to public health, behavioral health, and other HHS services and systems, which are eligible under ARPA-CSLFRF.

**Alternatives**

HHS will explore multiple software solutions to find a cost-effective solution that meet the Clinical Services and Public Health divisions’ functionality needs. For the contract application, county staff evaluated Microsoft SharePoint as a solution, but it would not be scalable county wide due to complex routing requirements. Regarding the paperless applications, the department could continue to operate with hard-copy paper forms but not gain efficiencies and other benefits identified above.

**Ongoing Operating Costs**

Department management currently estimate that the ongoing cost for the Clinical Services Division application at about \$81,000. However, streamlining the billing process is expected to save staff time that is currently devoted to documenting and correcting supporting data. The ongoing costs for the new Public Health application are expected to be at or below the ongoing costs for the existing application, resulting in no net increase in operating costs. The ongoing incremental cost of the contract management application is estimated at \$16,000 per year. The transition to paperless applications is expected to generate operational benefits, including more efficient access to client records, easier cross-division collaboration, and a reduction in physical storage needs. The transition to digital forms will also marginally reduce office supply costs.

**Previous Action**

The current electronic health records systems were implemented as part of the HHS Automated System capital project (#200109). Approved as a new capital project in the 2020 – 2024 capital plan. Approved with a cost update in the 2021-2025 capital plan. Modified with a cost, scope, revenue update through enrolled ordinance during 2021 (Ord 176-42). Modified with a cost, scope, revenue update through enrolled ordinance during 2022 (Ord 177-27).

<b>Project Title:</b>	ERP System Implementation	<b>Project #:</b>	202215
<b>Department:</b>	DOA - Information Technology	<b>Project Type:</b>	Information Technology
<b>Phase:</b>	Implementation	<b>Sponsor:</b>	HR Mgr. Renee Gage & Accounting Services Mgr. Danielle Igielski
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Lance Spranger, IT Manager
<b>Date:</b>	December 5, 2022		

CAPITAL BUDGET SUMMARY				
Year	2022	2023	2024	Total
Project Phase	Software Selection/ Design	Implementation	Implementation	Project
Expenditure Budget	\$200,000	\$2,650,000	\$1,100,000	\$3,950,000
Revenue Budget	\$200,000	\$2,650,000	\$1,100,000	\$3,950,000
Net County Cost	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
Consulting	\$450,000	American Rescue Plan Act Funding		\$3,950,000
Software	\$500,000			
Vendor Implementation	\$2,500,000			
Contingency	\$500,000			
Total Project Cost	\$3,950,000	Total Revenue	\$3,950,000	
<b>EXPENDITURE BUDGET</b>	\$3,950,000			

**Project Scope & Description:** This project addresses the procurement of a cloud based Enterprise Resources Planning System (ERP), inclusive of an integrated Human Resource Information System (HRIS), time and attendance, and financial system. The first year of the project funds will be used to contract with a consulting firm to assist in analysis of the current ERP vendor market and help develop and evaluate RFPs. The project funds in the second year are budgeted to begin implementation after vendor selection. The fully integrated ERP system will allow for process improvements in areas which currently require complex integrations, a centralized database, the minimization of shadow or paper based systems, ability to establish electronic versus manual workflows and processes, more effective communications with management and employees, streamlined payroll processing, management query and reporting tools, and mobile applications.

Specific HR and Payroll areas to be improved include benefits administration (including interfaces with third-party benefit providers), HR administration, Affordable Care Act management, new-hire reporting to meet federal requirements, recruiting, employee self-service (including via mobile device), document management, performance management, management reporting, and dashboards.

The goal of this project would be to implement a fully integrated ERP system, if one product is identified that meets the County needs across all platforms. If a single solution is deemed not viable, then separate software products would be considered.

This project is funded through the American Rescue Plan Act (ARPA) – Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) program. An ERP system replacement is eligible for reimbursement under the CSLFRF category of Public Sector Capacity: Effective Service Delivery. The CSLFRF Final Rule clarified that permissible uses of funds under the Public Sector Capacity: Effective Service Delivery category includes investments in technology to support using data in designing, executing, and evaluating programs, including hiring public sector staff. A fully integrated ERP system would allow for the County to more effectively utilize financial, time, and personnel data to improve the management of programmatic and administrative operations throughout the County.

**Location:** All County departments.

**Analysis of Need:** The County is currently utilizing three different software systems to provide these functions. During the implementation of the current HRIS system, it was announced in 2018 that the system (Highline) that was purchased was acquired by NeoGov. Following this acquisition, it became known that the product purchased by the County will be replaced by a solution currently in development. The County conducted a gap analysis with the vendor, and determined that this new product will not meet County needs. In addition, in November of 2021, it was announced that the vendor that purchased the financial system will also no longer enhance or develop the product further. Lastly, the current time and attendance system is complicated to maintain, costly to incorporate any changes, and does not meet the need of county 24-hour operations (e.g., 911 Dispatch and Sheriff's Department).

**Alternatives:** Continue with the current systems until the vendor is no longer providing support and essential federal requirements (e.g., W2 and 1099 reporting). Pursue the needed Human Resources and financial system functionality in a number of separate projects and systems.

**Ongoing Operating Costs:** Ongoing annual maintenance costs for the new vendor selected through the RFP process will be approximately \$420,000. These new costs are expected to be partially offset by savings from discontinuing use of the current systems (\$200,000 for HRIS, \$50,000 for the time and attendance system, \$75,000 for the financial management system in annual maintenance fees) and from elimination of other third-party contracts (e.g., vendor for Affordable Care Act reporting) and other operating efficiencies.

**Previous Action:** This project was approved with this scope as Enrolled Ordinance 177-26 which modified the 2022-2026 capital plan.

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# Capital Projects Plan

Each year, the County Executive submits a capital budget and an updated five-year Capital Plan to the County Board. After review and modification, the County Board adopts the plan by resolution. The plan represents the prioritization of long-range capital infrastructure needs linked to the county’s strategic plan.

Justice and Public Safety projects total \$84.1 million or 56.8% of the plan. This includes \$81.6 million to fund courthouse project - step 2, renovate existing courthouse. The first phase of this two-phase project was completed in 2021; the budget and concept for the second phase began in 2021, with a budget of \$1.2 million; the formal design for the second phase began in 2022. Construction for the second phase is expected to continue into 2026 and is estimated to cost \$98.8 million in total.

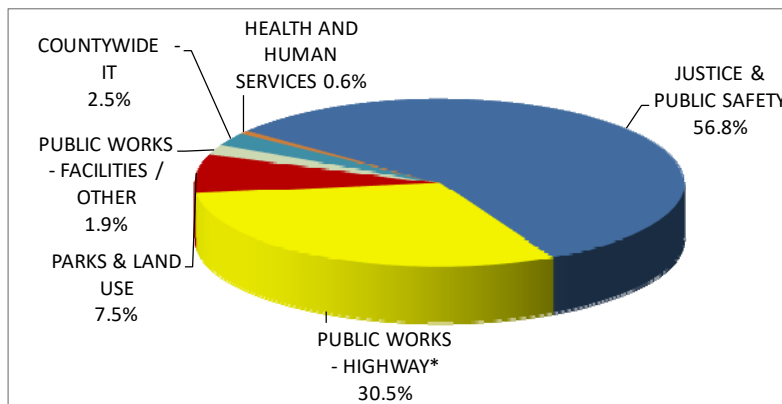
Public Works–Highway projects are about 30.5% of the plan at \$45.2 million. However, many of the projects are managed by the Wisconsin Department of Transportation, who account for a majority of project costs using federal funds (typically paying 80% to 90% of most costs), and billing the county for its remaining share. As a result, the capital plan reflects only the county’s net share on much larger transportation investments. **Factoring in total transportation costs, including approximately \$45.6 million of federal funds, highway projects make up about 46.9% (about \$90.8 million in total) of the five-year capital plan.**

The Parks and Land Use functional area includes \$11.2 million or about 7.5% of the plan, of which \$8.7 million is for trails and parks pavement improvements. Trail project costs are mostly funded with federal, state, and local partnership revenues.

Public Works–Facilities/Other projects total \$2.9 million or about 1.9% of the plan. The major building project in the five-year capital plan is the second phase of the two-phase project to upgrade the county courthouse (discussed above under the Justice and Public Safety functional area). The plan includes \$1.1 million as part of a \$2.9 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2028). The plan also includes the Highway Operations/Central Fleet building roof replacement of \$1.7 million and the airport terminal and tower roof replacement of \$108,500.

Countywide-IT totals \$3.8 million, which is to implement a fully integrated Enterprise Resources Planning System (ERP).

Health and Human Services projects total \$979,000. The projects include the Mental Health Center remodel of \$283,000, Health and Human Services technology enhancements of \$671,000 and the design phase for the Mental Health Center roof replacement of \$25,000.



FUNCTIONAL AREA	TOTAL 2023-2027	% OF TOTAL
JUSTICE & PUBLIC SAFETY	\$84,110,000	56.8%
PUBLIC WORKS - HIGHWAY*	\$45,241,800	30.5%
PARKS & LAND USE	\$11,174,300	7.5%
PUBLIC WORKS - FACILITIES / OTHER	\$2,857,500	1.9%
COUNTYWIDE - IT	\$3,750,000	2.5%
HEALTH AND HUMAN SERVICES	\$979,000	0.7%
TOTAL PLAN EXPENDITURES	\$148,112,600	100.0%

\*Factoring in total transportation costs, including approximately \$45.6 million of federal funds, highway projects make about 46.9% of the five-year capital plan.

For more information about the five-year capital plan, visit the Waukesha County’s Five-Year Capital Plan, online at <https://www.waukeshacounty.gov/capitalplan>

**WAUKESHA COUNTY 2023-2027 CAPITAL PROJECT PLAN SUMMARY**

FUNCTIONAL AREA:	2023 BUDGET	2024 PLAN	2025 PLAN	2026 PLAN	2027 PLAN	TOTAL FIVE- YEAR PLAN
<b>JUSTICE &amp; PUBLIC SAFETY</b>						
Facility Projects	\$20,400,000	\$20,380,000	\$20,813,000	\$20,710,000	\$1,357,000	\$83,660,000
System Projects	\$50,000	\$400,000	\$0	\$0	\$0	\$450,000
Subtotal	\$20,450,000	\$20,780,000	\$20,813,000	\$20,710,000	\$1,357,000	\$84,110,000
<b>HEALTH &amp; HUMAN SERVICE</b>						
Facility Projects	\$283,000	\$0	\$0	\$0	\$25,000	\$308,000
System Projects	\$366,000	\$305,000	\$0	\$0	\$0	\$671,000
Subtotal	\$649,000	\$305,000	\$0	\$0	\$25,000	\$979,000
<b>PARKS, ENVIRONMENT, EDUCATION &amp; LAND USE</b>						
Parks, Facilities, Pavement, System Projects (a)	\$5,414,300	\$1,450,000	\$1,470,000	\$1,390,000	\$1,450,000	\$11,174,300
<b>PUBLIC WORKS</b>						
Priority Corridor Expansion	\$614,200	\$0	\$2,488,100	\$0	\$0	\$3,102,300
Intersections and Bridges	\$3,219,400	\$679,000	\$888,600	\$1,000,600	\$590,900	\$6,378,500
Pavement and Rehabilitation	\$9,497,600	\$5,887,500	\$7,212,500	\$8,273,400	\$4,890,000	\$35,761,000
Subtotal Highways	\$13,331,200	\$6,566,500	\$10,589,200	\$9,274,000	\$5,480,900	\$45,241,800
Facilities	\$500,000	\$0	\$100,000	\$621,000	\$1,528,000	\$2,749,000
Airport	\$108,500	\$0	\$0	\$0	\$0	\$108,500
Subtotal Public Works	\$13,939,700	\$6,566,500	\$10,689,200	\$9,895,000	\$7,008,900	\$48,099,300
<b>GENERAL ADMINISTRATION COUNTY WIDE</b>						
TECHNOLOGY PROJECTS	\$2,650,000	\$1,100,000	\$0	\$0	\$0	\$3,750,000
FINANCING	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,650,000	\$1,100,000	\$0	\$0	\$0	\$3,750,000
<b>TOTAL GROSS EXPENDITURES</b>	\$43,103,000	\$30,201,500	\$32,972,200	\$31,995,000	\$9,840,900	\$148,112,600
<b>Less Proj. Specific Rev./Proprietary Fund Bal.</b>	\$0	\$0	\$0	\$0	(\$200,000)	(\$200,000)
<b>NET EXPENDITURES</b>	\$43,103,000	\$30,201,500	\$32,972,200	\$31,995,000	\$9,640,900	\$147,912,600
<b>Cash Balances Excluding Property Tax Levy</b>	(\$21,996,285)	(\$14,576,985)	(\$5,300,085)	(\$5,637,885)	\$0	(\$47,511,240)
<b>NET EXPENDITURES BEFORE TAX LEVY, DEBT BORROWING AND INTEREST APPLIED</b>	\$21,106,715	\$15,624,515	\$27,672,115	\$26,357,115	\$9,640,900	\$100,401,360

(a) Category includes concrete sidewalk, stairway, and parking lot improvements for the University of Wisconsin-Milwaukee at Waukesha campus.

The 2023-2027 Capital Plan identifies 44 projects at an estimated total cost of \$148.1 million over the five-year period. Projects in the first year of the plan represent the 2023 Budget. Major projects for future years are briefly explained in the following narrative. A project listing all projects in the plan is shown on the following pages.

**JUSTICE AND PUBLIC SAFETY**

Justice and public safety projects total \$84.1 million. This includes \$81.6 million in the 2023-2027 plan for construction for the second phase of the courthouse project. Construction is expected to continue through 2026 (total project costs, including earlier design phases, estimated at \$98.8 million). The second phase will renovate the existing courthouse in order to replace aging mechanical systems, enhance business operations through a more efficient office layout, and improve public access. Other projects in this functional area include window replacements at the Law Enforcement Center of \$1.1 million, roof replacements for the Communication Center, Juvenile Center, and County Jail totaling \$745,000; the jail security audio upgrade of \$450,000; and the Communications Center UPS (Uninterruptible Power Supply) upgrade of \$220,000.

**HEALTH AND HUMAN SERVICES**

Projects in this functional area total \$979,000 which includes \$671,000 for the Health and Human Services technology enhancements project, which focuses on transitioning to a paperless client record environment in 2023 and 2024. The plan also includes the second phase of the Mental Health Center remodel of \$283,000 and design for the Mental Health Center roof replacement of \$25,000.

**PARKS AND LAND USE**

Projects in this functional area total \$11.2 million and includes \$6.1 million for maintenance improvements on park roadways and paved surfaces around county facilities. The plan includes \$2.3 million to construct appropriate entrances and exits to the box tunnel installed by the Wisconsin Department of Transportation for the State Trunk

parking lot is the last remaining parking lot identified that was not addressed as part of the projects in the 2020-2024 capital plan.

The Lake Country Trail – Phase V project is scheduled to begin design in 2027 to construct (in 2029) an off-road trail facility with on-road accommodations to link the Lake Country Trail at Roosevelt Park to the Jefferson County Interurban trail. This section of trail is a key component of a larger regional trail network.

## **PUBLIC WORKS**

### *Highways*

Public Works projects for highways and facility/other projects are estimated to total \$50.3 million. This includes road projects totaling \$45.3 million. New and expanded road capacity construction is identified in priority corridors. The plan includes \$3.1 million for a new priority corridor project to widen about 1.2 miles of CTH O (Moorland Road), between CTH HH (College Avenue) and Grange Avenue in the city of New Berlin. Project costs are estimated to total \$9.7 million, with federal aid covering \$6.9 million, and the city of New Berlin and a developer contributing \$1.1 million, with the county cost share of \$1.7 million (construction is planned in 2025).

Road projects include \$35.8 million for major maintenance and roadway rehabilitation, \$4.5 million for bridge improvements, and several spot safety improvements at an estimated cost of \$1.8 million, primarily for intersection and signal work.

The plan also includes \$1.1 million as part of a \$2.9 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2028).

### *Airport*

The capital plan includes funding for one project in the amount of \$108,500 for the airport terminal and tower roof replacement. Construction began in 2022 and is scheduled to complete in 2023.

PROJECT TITLE	NO.	CURRENT APPROP.	2023 PLAN	2024 PLAN	2025 PLAN	2026 PLAN	2027 PLAN	TOTAL FIVE-YEAR PLAN
<b>PUBLIC WORKS - AIRPORT</b>								
AIRPORT TERMINAL AND TOWER ROOF REPLACEMENT	202101	\$267,500	\$108,500	\$0	\$0	\$0	\$0	\$108,500
<b>PUBLIC WORKS - CENTRAL FLEET</b>								
FUEL TANK REPLACEMENT AND INFRASTRUCTURE	201415	\$1,200,000	\$500,000	\$0	\$0	\$0	\$550,000	\$1,050,000
<b>PUBLIC WORKS - FACILITIES</b>								
COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE	201705	\$17,200,000	\$20,400,000	\$20,350,000	\$20,350,000	\$20,500,000	\$0	\$81,600,000
LAW ENFORCEMENT CTR WINDOW REPLACEMENT	202211	\$0	\$0	\$0	\$20,000	\$200,000	\$875,000	\$1,095,000
MENTAL HEALTH CENTER REMODEL	202217	\$875,000	\$283,000	\$0	\$0	\$0	\$0	\$283,000
COMMUNICATION CTR ROOF REPLACEMENT	202209	\$0	\$0	\$10,000	\$243,000	\$0	\$0	\$253,000
HIGHWAY FLEET BLDG ROOF REPLACEMENT	202210	\$0	\$0	\$0	\$100,000	\$621,000	\$978,000	\$1,699,000
JUVENILE CENTER ROOF REPLACEMENT	202309	\$0	\$0	\$0	\$0	\$10,000	\$432,000	\$442,000
COMMUNICATIONS CENTER UPS UPGRADE	202310	\$0	\$0	\$20,000	\$200,000	\$0	\$0	\$220,000
MENTAL HEALTH CENTER ROOF REPLACEMENT	202313	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
COUNTY JAIL ROOF REPLACEMENT	202314	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
<b>PUBLIC WORKS - HIGHWAYS</b>								
CTH VV, WESTBOUND BRIDGE OVER MENOMONEE RIVER	201802	\$6,000	\$197,000	\$241,000	\$0	\$0	\$0	\$438,000
CTH SS, MEADOWBROOK CREEK STRUCTURE	202001	\$0	\$0	\$107,000	\$154,000	\$541,000	\$0	\$802,000
CTH V, CTH Y Y INTERSECTION	202106	\$18,000	\$93,000	\$0	\$0	\$0	\$0	\$93,000
CTH I, CALHOUN CREEK BRIDGE	202201	\$6,000	\$0	\$0	\$17,200	\$4,000	\$83,800	\$105,000
CTH I, MUKWONAGO RIVER BRIDGE	202203	\$6,000	\$0	\$0	\$18,400	\$5,600	\$85,000	\$109,000
CTH Y Y, UNDERWOOD CREEK STRUCTURE	201302	\$718,000	\$1,907,000	\$0	\$0	\$0	\$0	\$1,907,000
CTH O, CTH I TO CTH ES**	201610	\$1,161,000	\$4,306,200	\$0	\$0	\$0	\$0	\$4,306,200
CTH O, CTH HH TO GRANGE AVE	202102	\$123,000	\$614,200	\$0	\$2,488,100	\$0	\$0	\$3,102,300
CTH O, CTH ES TO CTH D REHABILITATION	201803	\$320,500	\$641,400	\$0	\$2,412,500	\$0	\$0	\$3,053,900
CTH O, CTH D TO STH 59 REHABILITATION	202013	\$206,000	\$0	\$978,800	\$0	\$2,900,000	\$0	\$3,878,800
CTH D, MORAIN HILLS DRIVE INTERSECTION	201613	\$378,600	(\$224,600)	\$0	\$0	\$0	\$0	(\$224,600)
CTH F, NORTHBOUND BRIDGE AT GREEN ROAD	201801	\$26,000	\$168,000	\$0	\$0	\$0	\$0	\$168,000
CTH T, NORTHVIEW ROAD TO I-94 REHABILITATION	201805	\$156,900	\$0	\$532,100	\$0	\$0	\$0	\$532,100
CTH M REHABILITATION, CTH F TO CTH SR	202011	\$52,000	\$0	\$0	\$0	\$52,000	\$190,000	\$242,000
CTH X, WEST HIGH DRIVE INTERSECTION	202012	\$57,000	\$843,000	\$0	\$0	\$0	\$0	\$843,000
CTH EF, BARK RIVER BRIDGE	202202	\$6,000	\$16,000	\$11,000	\$71,000	\$0	\$0	\$98,000
CTH Y - CTH L to CTH HH REHABILITATION	202301	\$0	\$0	\$76,600	\$300,000	\$821,400	\$0	\$1,198,000
CTH J - CTH FT INTERSECTION	202302	\$0	\$20,000	\$100,000	\$90,000	\$0	\$0	\$210,000
CTH ES - SUNNYSLOPE ROAD INTERSECTION	202303	\$0	\$0	\$20,000	\$300,000	\$100,000	\$0	\$420,000
CTH F - CTH K INTERSECTION	202304	\$0	\$0	\$0	\$20,000	\$100,000	\$118,600	\$238,600
CTH T - CTH JJ INTERSECTION	202305	\$0	\$0	\$0	\$18,000	\$50,000	\$103,500	\$171,500
CONSTRUCTION PARTNERSHIPS	202306	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
CULVERT REPLACEMENT PROGRAM 2023-2027	201901	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
REPAVING PROGRAM 2023-2027	201906	\$0	\$4,300,000	\$4,300,000	\$4,500,000	\$4,500,000	\$4,700,000	\$22,300,000

**Capital Projects**

**2023-2027 Capital Projects**

**Project Listing**

PARKS AND LAND USE									
UJWW SITE INFRASTRUCTURE IMPROVEMENTS - PHASE II	202103	\$0	\$0	\$0	\$20,000	\$190,000	\$0	\$210,000	
LAKE COUNTRY TRAIL STH 67 UNDERPASS**	202204	\$556,900	\$2,332,000	\$0	\$0	\$0	\$0	\$2,332,000	
MINOOKA PARK MTN BIKE INFRASTRUCTURE IMPRVMENTS	202005	\$484,300	\$0	\$0	\$0	\$0	\$0	\$0	
GOLF COURSE INFRASTRUCTURE PROJECT	202208	\$862,000	\$900,000	\$250,000	\$250,000	\$0	\$0	\$1,400,000	
LAKE COUNTRY TRAIL CONNECTION TO JEFFERSON COUNTY	202312	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	
STORMWATER MANAGEMENT PROJECTS	202315	\$0	\$835,000	\$0	\$0	\$0	\$0	\$835,000	
PAVEMENT MANAGEMENT PLAN 2023 - 2027	201908	\$0	\$1,347,300	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$6,147,300	
<b>IT - SHERIFF</b>									
JAIL SECURITY AUDIO UPGRADE	202206	\$0	\$50,000	\$400,000	\$0	\$0	\$0	\$450,000	
<b>IT - HEALTH &amp; HUMAN SERVICES</b>									
HHS TECHNOLOGY ENHANCEMENT**	202014	\$782,000	\$366,000	\$305,000	\$0	\$0	\$0	\$671,000	
<b>IT - COUNTYWIDE</b>									
ERP SYSTEM IMPLEMENTATIONS*	202215	\$200,000	\$2,650,000	\$1,100,000	\$0	\$0	\$0	\$3,750,000	
<b>GROSS EXPENDITURES</b>			<b>\$43,181,000</b>	<b>\$30,201,500</b>	<b>\$32,972,200</b>	<b>\$31,995,000</b>	<b>\$9,840,900</b>	<b>\$148,190,600</b>	
<b>REVENUES:</b>									
Golf Fund Balance - #202208 Golf Course Infrastructure Improvements		\$108,500	\$0	\$0	\$0	\$0	\$0	\$108,500	
Golf Fund Balance - #202208 Golf Course Infrastructure Improvements		\$900,000	\$250,000	\$250,000	\$0	\$0	\$0	\$1,400,000	
CHIP D Revenue - #201906 CTH Repaving Program		\$812,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$1,852,000	
CHIP Revenue - #201906 CTH Repaving Program		\$430,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,830,000	
Landfill Siting Revenue - #201908 PLU Pavement Mgmt Plan		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	
Local Muni funding contrib #202013 CTH O, CTH D to STH 59 Rehabilitation		\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	
Local Muni and Developer Funding - #202102 CTH O, CTH HH to Grange		\$0	\$0	\$1,075,000	\$0	\$0	\$0	\$1,075,000	
Local Muni Funding - #202105 CTH F, Lindsay Rd		\$78,000	\$0	\$0	\$0	\$0	\$0	\$78,000	
Local Muni Funding - #201610 CTH O, CTH I to CTH ES (City New Berlin)		\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
Local Muni funding - #201302 CTH YY		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	
LRIP-S Program Funding - #201302 CTH YY Underwood Creek Structure		\$1,922,000	\$0	\$0	\$0	\$0	\$0	\$1,922,000	
LRIP S Program Funding - CTH X project #202012		\$630,000	\$0	\$0	\$0	\$0	\$0	\$630,000	
STP Funding for Land, #201803 CTH O, CTH ES to CTH D		\$630,400	\$0	\$0	\$0	\$0	\$0	\$630,400	
STP Funding for Land, #202102 CTH O, CTH HH to Grange		\$428,800	\$0	\$0	\$0	\$0	\$0	\$428,800	
STP Funding for Land, #202301 CTH Y - CTH L to CTH HH		\$0	\$0	\$240,000	\$0	\$0	\$0	\$240,000	
STP Funding for Land, #202013 CTH O, CTH D to STH 59		\$0	\$802,400	\$0	\$0	\$0	\$0	\$802,400	
State of WI - Recreational Boating Facilities Grant #201908 Paving Management Project		\$147,300	\$0	\$0	\$0	\$0	\$0	\$147,300	
Lake Country Trail STH 67 Underpass Project (#202204) - TAP, OC, WDNR		\$2,015,600	\$0	\$0	\$0	\$0	\$0	\$2,015,600	
Lake Country Trail (#202312) - Multiple Sources of Funding		\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	
								\$0	
Subtotal Project Specific Revenue and Proprietary Fund Balance		\$9,402,600	\$1,662,400	\$2,175,000	\$710,000	\$810,000	\$810,000	\$14,760,000	
Net Expenditures		\$33,778,400	\$28,539,100	\$30,797,200	\$31,285,000	\$9,030,900	\$9,030,900	\$133,430,600	
State Shared Revenue/Utility Payment		\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$0	\$800,000	
State Personal Property Replacement - Computer Aid		\$625,000	\$625,000	\$625,000	\$625,000	\$0	\$0	\$2,500,000	
State Personal Property Aid		\$713,401	\$713,401	\$713,401	\$713,401	\$0	\$0	\$2,853,604	
Federal American Rescue Plan Act #201705 Courthouse Project - Step 2		\$14,000,000	\$10,000,000	\$0	\$0	\$0	\$0	\$24,000,000	
Federal American Rescue Plan Act PLU #201908 Pavement Management Project		\$1,000,000	\$900,000	\$0	\$0	\$0	\$0	\$1,900,000	
Federal American Rescue Plan Act PLU #202215 ERP System Implementation		\$2,650,000	\$1,100,000	\$0	\$0	\$0	\$0	\$3,750,000	
Federal American Rescue Plan Act PLU #202014 HHS Technology Enhancement		\$366,000	\$305,000	\$0	\$0	\$0	\$0	\$671,000	
Federal American Rescue Plan Act PLU #202217 Mental Health Center Remodel		\$283,000	\$0	\$0	\$0	\$0	\$0	\$283,000	
Federal American Rescue Plan Act PLU #202315 ARPA Stormwater Management Projects		\$835,000	\$0	\$0	\$0	\$0	\$0	\$835,000	
General Fund Bal Jail Assmnt - #202206 Jail Security Audio Upgrade		\$50,000	\$400,000	\$0	\$0	\$0	\$0	\$450,000	
General Fund Balance		\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$3,000,000	
Capital Project Fund Balance		\$1,273,884	\$333,584	\$2,261,684	\$2,599,484	\$0	\$0	\$6,468,636	
Subtotal		\$21,996,285	\$14,576,985	\$5,300,085	\$5,637,885	\$0	\$0	\$47,511,240	
<b>EXPENDITURES BEFORE TAX LEVY, DEBT, BORROWING &amp; INTEREST (a)</b>			<b>\$11,782,115</b>	<b>\$13,962,115</b>	<b>\$25,497,115</b>	<b>\$25,647,115</b>	<b>\$9,030,900</b>	<b>\$85,919,360</b>	

(a) Net expenditures will also be funded with personal property aid revenue from the state, which is meant to offset the loss of property tax levy from the tax exemption of machinery, tools, and patterns (not used in manufacturing). The personal property aid payment is budgeted at about \$713,401 in 2023.