

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

	2022 Budget	2023 Budget	2024 Budget	Change from 2023
Expenditures	\$26,716,000	\$43,103,000	\$49,120,900	\$6,017,900
Revenues-Project Specific	\$1,882,300	\$8,316,100	\$2,084,300	(\$6,231,800)
Enterprise Fund Balance (a)	\$1,423,000	\$1,008,500	\$693,000	(\$315,500)
Internal Service Fund Balance (a)	\$0	\$0	\$615,000	\$615,000
Restricted Special Rev Fund Bal (a)	\$0	\$0	\$398,500	\$398,500
Net Expenditures	\$23,410,700	\$33,778,400	\$45,330,100	\$11,551,700
Other Financing Sources:				
Investment Earnings	\$120,000	\$280,000	\$594,000	\$314,000
Debt Issue Proceeds	\$9,500,000	\$10,000,000	\$17,000,000	\$7,000,000
Cash Balances from				
Governmental Fund Balance (b)	\$4,762,917	\$1,323,884	\$4,730,138	\$3,406,254
Other Fund Balance	\$0	\$0	\$0	\$0
Revenues-General (c)	\$7,735,668	\$20,672,401	\$22,006,704	\$1,334,303
Tax Levy	\$1,292,115	\$1,502,115	\$999,258	(\$502,857)
Total Cash Balances	\$13,790,700	\$23,498,400	\$27,736,100	\$4,237,700
Est. Use of Cash Balances as % Of Net Expenditures	59%	70%	61%	
VEHICLE REPLACEMENT PLAN FUNDED THROUGH BORROWING				
Expenditures	\$1,800,000	\$2,500,000	\$3,800,000	\$1,300,000
Debt Issue Proceeds	\$1,800,000	\$2,500,000	\$3,800,000	\$1,300,000
TOTAL EXPENDITURES AND BORROWING (CAPITAL IMPROVEMENT PLAN + VEHICLE REPLACEMENT)				
Expenditures	\$28,516,000	\$45,603,000	\$52,920,900	\$7,317,900
Debt Issue Proceeds	\$11,300,000	\$12,500,000	\$20,800,000	\$8,300,000

- (a) 2024 budgeted use of enterprise fund balance is from the Golf Course Fund for Golf Course Infrastructure Improvements (#202208). Internal service fund balance is from the End User Technology Fund for ERP System Replacement (#202215). Restricted special revenue fund balance is from the Parkland Management and Land Acquisition (Tarmann) Fund for Ice Arena Facility Improvements (#202409).
- (b) 2024 budgeted use of governmental fund balance of \$4,730,138 includes General Fund balance of \$4,000,000 allocated to the Courthouse Project Step 2 (#201705) and \$85,000 allocated to the Golf Course Infrastructure project (#202208), Jail Assessment Fee Fund balance of \$400,000 budgeted for the Jail Security Audio Upgrade project (#202206), and Capital Project Fund balance of \$245,138.
- (c) General revenues include \$200,000 of existing state Shared Revenues, \$1,996,239 of state Supplemental Shared Revenues, \$625,000 of state aid for the personal property tax exemption of computers, \$695,465 of state personal property aid for the tax exemption of machinery, tools, and patterns not used for manufacturing, and \$18,490,000 of federal American Rescue Plan Act funds.

Capital Projects

2024 Capital Projects

Summary

	2022 Budget	2023 Budget	2024 Budget	23-24 Budget Change
EXPENDITURES				
Justice and Public Safety	\$16,000,000	\$20,450,000	\$35,780,000	\$15,330,000
Health and Human Services	\$0	\$649,000	\$305,000	(\$344,000)
Parks, Env, Edu & Land Use	\$2,375,300	\$5,414,300	\$2,995,200	(\$2,419,100)
Public Works	\$8,340,700	\$13,939,700	\$8,140,700	(\$5,799,000)
County Wide Technology Projects	\$0	\$2,650,000	\$1,900,000	(\$750,000)
Vehicle Replacement	\$1,800,000	\$2,500,000	\$3,800,000	\$1,300,000
Total Gross Capital Expenditures	\$28,516,000	\$45,603,000	\$52,920,900	\$7,317,900

REVENUES-Project Specific

Local Municipal Share - County Highway	\$194,000	\$1,100,000		(\$1,100,000)
Donations/Contributions/Reimbursements	\$585,000	\$0		\$0
County Highway Improvement Program (CHIP)	\$330,000	\$430,000	\$350,000	(\$80,000)
CHIP-Discretionary	\$260,000	\$812,000	\$260,000	(\$552,000)
Surface Transportation Program (STP) & Other Fed Hwy Funding	\$0	\$1,059,200	\$905,600	(\$153,600)
State Supplemental Local Road Improvement Program (LRIP)	\$0	\$2,552,000		(\$2,552,000)
Federal, State, & Municipal Funding for PLU Projects	\$226,300	\$2,162,900	\$568,700	(\$1,594,200)
Community Development Block Grant Funding	\$87,000	\$0		\$0
Landfill Siting Revenues	\$200,000	\$200,000		(\$200,000)
Subtotal: Revenues-Project Specific	\$1,882,300	\$8,316,100	\$2,084,300	(\$6,231,800)

REVENUES-General

Existing State Shared Revenue/Utility Payment	\$390,000	\$200,000	\$200,000	\$0
Supplemental Shared Revenue			\$1,996,239	\$1,996,239
State Aid for Computer Equipment Property Tax Exemption	\$600,000	\$625,000	\$625,000	\$0
State Aid for Tax Exempt Machinery, Tools, & Patterns (Non-Mfg)	\$745,668	\$713,401	\$695,465	(\$17,936)
American Rescue Plan Act	\$6,000,000	\$19,134,000	\$18,490,000	(\$644,000)
Subtotal: Revenues-General	\$7,735,668	\$20,672,401	\$22,006,704	\$1,334,303

FUND BALANCE APPROPRIATIONS:

Airport Fund Balance	\$561,000	\$108,500		(\$108,500)
Golf Course Fund Balance	\$862,000	\$900,000	\$693,000	(\$207,000)
End User Technology Fund Balance			\$615,000	\$615,000
Parkland Mgmt and Land Acquisition (Tarmann) Fund Balance.	\$0	\$0	\$398,500	\$398,500
Subtotal: Enterprise Fund Balance	\$1,423,000	\$1,008,500	\$1,706,500	\$698,000

General Fund Balance	\$2,000,000	\$0	\$4,085,000	\$4,085,000
Gen Fund - Assigned: Jail Assessment Revenue Reserves	\$0	\$50,000	\$400,000	\$350,000
Capital Project Funds Assigned	\$2,762,917	\$1,273,884	\$245,138	(\$1,028,746)
Subtotal: Cash Balances from Governmental Fund Balance	\$4,762,917	\$1,323,884	\$4,730,138	\$3,406,254
Total Fund Balance Uses For Capital Projects	\$6,185,917	\$2,332,384	\$6,436,638	\$4,104,254

Investment Earnings	\$120,000	\$280,000	\$594,000	\$314,000
Debt Proceeds - For Capital Improvement Plan	\$9,500,000	\$10,000,000	\$17,000,000	\$7,000,000
Debt Proceeds - For Vehicle Replacement Plan	\$1,800,000	\$2,500,000	\$3,800,000	\$1,300,000

Tax Levy	\$1,292,115	\$1,502,115	\$999,258	(\$502,857)
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Pg #	PROJECT TITLE	Project Number	2024 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
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PUBLIC WORKS - BUILDINGS

498	COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE	201705	\$35,350,000		(a)(b)	\$35,350,000
501	COMMUNICATION CTR ROOF REPLACEMENT	202209	\$10,000			\$10,000
502	COMMUNICATIONS CENTER UPS UPGRADE	202310	\$20,000			\$20,000

PUBLIC WORKS - HIGHWAYS

503	CTH O, CTH ES TO CTH D REHABILITATION	201803	\$43,300			\$43,300
504	CTH O, CTH D TO STH 59 REHABILITATION	202013	\$988,000	\$802,400	(c)	\$185,600
505	CTH T, NORTHVIEW ROAD TO I-94 REHABILITATION	201805	\$900,200			\$900,200
506	CTH SS, MEADOWBROOK CREEK STRUCTURE	202001	\$127,000			\$127,000
507	CTH EF, BARK RIVER BRIDGE	202202	\$29,800			\$29,800
508	CTH Y - CTH L to CTH HH REHABILITATION	202301	\$76,600			\$76,600
509	CTH J - CTH FT INTERSECTION	202302	\$106,400			\$106,400
510	CTH T - CTH JJ INTERSECTION	202305	\$30,400			\$30,400
511	SIGNAL CONTROLLER REPLACEMENT	202403	\$129,000	\$103,200	(d)	\$25,800
512	CULVERT REPLACEMENT PROGRAM 2023-2027	201901	\$200,000			\$200,000
513	REPAVING PROGRAM 2023-2027	201906	\$5,510,000	\$610,000	(e)	\$4,900,000

- (a) Projects are funded in whole or in part with federal American Rescue Plan Act revenues allocated to the capital plan. See footnote (n) near the bottom of this project listing.
- (b) General Fund balance of \$4,000,000 is applied to offset project costs. See footnote (o) on next page.
- (c) Federal Surface Transport Program (STP) funding.
- (d) Federal Carbon Reduction Program funding.
- (e) Includes state County Highway Improvement Program (CHIP) funding of \$350,000 and CHIP-Discretionary funding of \$260,000.

Capital Projects

2024 Capital Projects

Project Listing

Pg #	PROJECT TITLE	Project Number	2024 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
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PARKS AND LAND USE

514	GOLF COURSE INFRASTRUCTURE PROJECT	202208	\$778,000	\$693,000	(f)	\$85,000
515	LAKE COUNTRY TRAIL CONNECTION TO JEFFERSON COUNTY	202312	\$250,000	\$200,000	(g)	\$50,000
516	FOX RIVER BEND WETLAND RESTORATION PROJECT	202408	\$6,000	\$6,000	(h)	\$0
517	ICE ARENA FACILITY IMPROVEMENT PLAN	202409	\$596,200	\$596,200	(i)	\$0
518	PAVEMENT MANAGEMENT PLAN 2023 - 2027	201908	\$1,365,000	\$165,000	(a)(j)	\$1,200,000

SHERIFF - IT

519	JAIL SECURITY AUDIO UPGRADE	202206	\$400,000	\$400,000	(k)	\$0
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HEALTH AND HUMAN SERVICES - IT

520	HHS TECHNOLOGY ENHANCEMENTS	202014	\$305,000		(a)	\$305,000
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COUNTYWIDE - IT

522	ERP SYSTEM IMPLEMENTATION	202215	\$1,900,000	\$615,000	(a)(l)	\$1,285,000
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VEHICLE REPLACEMENT

(m)	VEHICLE REPLACEMENT	N/A	\$3,800,000			\$3,800,000
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TOTAL EXPENDITURES/Fund Balance & Revenues Applied/Net \$ Needed			\$52,920,900	\$4,190,800		\$48,730,100
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ADDITIONAL REVENUES & FUND BALANCE-GENERALLY APPLIED

STATE COMPUTER EQUIPMENT EXEMPTION	\$625,000
EXISTING STATE SHARED REVENUE/UTILITY PAYMENT	\$200,000
SUPPLEMENTAL SHARED REVENUE	\$1,996,239
STATE PERSONAL PROPERTY AID FOR EXEMPT MACHINE, TOOLS, & PATTERNS (NON-MFG)	\$695,465
AMERICAN RESCUE PLAN ACT FUNDING (ARPA) (n)	\$18,490,000
GENERAL FUND BALANCE (o)	\$4,085,000
CAPITAL PROJECT FUND BALANCE	\$245,138
DEBT ISSUE PROCEEDS - FOR CAPITAL IMPROVEMENT PLAN	\$17,000,000
DEBT ISSUE PROCEEDS - FOR VEHICLE REPLACEMENT	\$3,800,000
INVESTMENT INCOME EARNED ON DEBT ISSUE	\$594,000
TOTAL FROM OTHER FUNDING SOURCES	\$47,730,842

TAX LEVY	\$999,258
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- (f) Golf Course Fund Balance of \$693,000. An additional \$85,000 of General Fund balance is allocated to partially offset project costs. See footnote (o) below.
- (g) Funding from the Federal Congestion Mitigation and Air Quality (CMAQ) program, State of Wisconsin Department of Natural Resources (DNR) Stewardship grant, and municipal local share.
- (h) Funding from the state DNR Waterfowl Stamp Program, Southeast Wisconsin Fox River Commission Grant, and state Department of Agriculture, Trade, and Consumer Protection Soil and Water Resource Management Grant.
- (i) Parkland Management and Land Acquisition (Tarmann) Fund Balance of \$398,500 and Energy Efficiency and Conservation Block Grant funding of \$197,700.
- (j) Funding of \$165,000 is from the federal Transportation Alternative Program and the state DNR Stewardship Program.
- (k) Jail Assessment Fund balance
- (l) End User Technology Fund Balance of \$615,000.
- (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.
- (o) General Fund balance, including \$4,000,000 allocated to the Courthouse Project Step 2 – Renovate 1959 Courthouse and \$85,000 allocated to the Golf Course Infrastructure project.

GENERAL SUMMARY

Capital project expenditures in 2024 increase about \$7.3 million from the 2023 Adopted Budget to \$52.9 million. Changes are identified by functional areas below.

Justice and Public Safety

Projects in this functional area total \$35.8 million, which is an increase of \$15.3 million from the prior-year budget. The 2024 budget includes funding of \$35.4 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 \$400,000 to implement the jail security audio upgrade, \$20,000 for the design phase of the Communications Center UPS (Uninterruptible Power Supply) upgrade, and \$10,000 for the design phase to replace the Communication Center roof.

Health and Human Services

Projects in this functional area total \$305,000, which is a decrease of \$344,000 from the prior-year budget, and includes Health and Human Services technology enhancements that focus on transitioning client forms to a paperless environment.

Parks, Environment, Education and Land Use

Projects in this functional area total about \$3.0 million, a decrease of \$2.4 million from the 2023 budget. Maintenance of existing facilities includes \$1.4 million for the parks pavement management plan. The budget includes \$778,000 to continue golf course improvements at the Naga-Waukees War Memorial and Moor Downs golf courses. The improvements will include irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path maintenance, a new clubhouse and irrigation well, clubhouse roof replacement, pedestrian bridge upgrades, clubhouse restroom renovations, patio pavement maintenance, and installation of a protective netting barrier between Moor Downs and the Waukesha Employee Health and Wellness Center. Similarly infrastructure improvements of \$596,200 are budgeted as part of a multi-year effort to replace aging mechanical, HVAC, and refrigeration systems at the Naga-Waukees and Eble ice arenas.

The design phase for the Lake Country Trail – Phase V is budgeted at \$250,000, which will construct (in 2026) a 2.25-mile trail that combines an off-road trail facility with on-road accommodations to link the Lake Country Trail at Roosevelt Park in the City of Oconomowoc with the proposed Jefferson County Interurban Trail at the Waukesha/Jefferson County line. The 2024 budget also includes \$6,000 for the design phase for the Fox Bend Wetland Restoration project, which will restore approximately 20 acres of this undeveloped county park in the Village of Vernon to its natural condition, resulting in higher quality wetlands, better flood plain storage, and increased beneficial native wildlife and vegetation at the site through control of invasive vegetation and new plantings.

Public Works

Project expenditures in the public works functional area total \$8.1 million, a decrease of about \$5.8 million from the 2023 budget. County dollars leverage an additional \$2.3 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:

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).

Highways

The 2024 capital budget for roadways continues priorities established in three categories to provide a balanced plan. Projects and funding priorities are identified below.

Repaving

A funding level of \$5.5 million is budgeted for the annual County Trunk Highway (CTH) Repaving Program. In addition, the budget includes \$900,200 for the rehabilitation of CTH T (Grandview Boulevard), from Northview Road to I-94, in the city of Waukesha. The design/land acquisition phases are budgeted at \$988,000 for CTH O (Moorland) Road, from CTH D (Cleveland Avenue) to STH 59 (Greenfield Avenue) in the city of New Berlin (construction in 2026); \$76,600 for CTH Y (Racine Avenue), from CTH L (Janesville Road) to CTH HH (College

Avenue), in the cities of New Berlin and Muskego (construction in 2026); and \$43,400 for CTH O, from CTH ES (National Avenue) to CTH D, in the city of New Berlin (construction in 2025).

Bridges/Culverts

The Culvert Replacement Program continues with an annual budget of \$200,000. The budget includes \$127,000 for the design phase to replace the CTH SS (Prospect Avenue), Meadowbrook Creek Structure in the village of Pewaukee (construction in 2026) and \$29,800 for the land acquisition phase to overlay the CTH EF (Dorn Road), Bark River Bridge in the town of Merton (construction in 2025).

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 budget includes \$106,400 for the land acquisition phase for the CTH J (Pewaukee Road)/CTH FT (Northview Road) intersection in the city of Waukesha (construction in 2025) and \$30,400 for the design phase for the CTH T (Grandview Boulevard)/CTH JJ (Bluemound Road) intersection in the city and village of Pewaukee. The budget also includes \$129,000 for the design phase of a project to replace aging and out-of-date traffic signal equipment with modern technology to improve traffic flow at intersections throughout the county (replacements in 2025).

Countywide Technology

The 2024 capital budget includes \$1.9 million for the final year of funding to implement an enterprise resource planning (ERP) system, which is expected to include functionality for human resources/payroll, time and attendance, and financial management. Implementation is expected to be completed in 2026.

Vehicle Replacement

The county borrows for some 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 \$3.8 million, an increase of \$1.3 million from 2023.

Project Revenue Funding

Revenues and various fund balance appropriations for project funding decrease by about \$479,000 to \$31.1 million for the 2024 Budget.

Project specific revenues decrease by \$6,231,800 to \$2,084,300. For highway projects, this budget includes \$802,400 to cover a portion of the land acquisition costs for the CTH O (Moorland Road), CTH D (Cleveland Avenue) to STH 59 (Greenfield Avenue), rehabilitation project. Another \$103,200 is budgeted to offset most of the design costs for the traffic signal controller replacement project. The budget also includes state County Highway Improvement Program (CHIP) funding of \$350,000 and CHIP-Discretionary funding of \$260,000 to help fund the County Highway Repaving Program.

For Parks and Land Use projects, the budget includes \$200,000 of federal Congestion Mitigation and Air Quality (CMAQ) funds for the design phase of the Lake Country Trail Phase V project, \$197,700 in Energy Efficiency and Conservation Block grant funding for the Ice Arena Facility Improvement Plan project, \$165,000 of federal Transportation Alternative Program (TAP) grant funding in the Pavement Management Plan project to help fund the design phase of an effort to rehabilitate a portion of the New Berlin trail, and \$6,000 of various state and outside funding sources for the Fox Bend Wetland Restoration project.

Current Funding Sources

The budget includes \$625,000 in state aid for tax-exempt computer property, \$200,000 of existing state Shared Revenues, and \$1,996,239 of Supplemental Shared Revenue. State personal property aid for the tax exemption of machinery, tools, and patterns (not used in manufacturing) is budgeted at \$695,465.

Use of fund balances in 2024 totals about \$6.4 million, which is an increase of \$4.1 million from the 2023 budget. **Golf Course Fund balance** is budgeted at \$693,000 to fund the golf course improvements at Naga-Waukee War Memorial and Moor Downs golf courses. **End User Technology Fund balance** of \$615,000 is budgeted for the Enterprise Resource Planning (ERP) System Implementation project. **Parkland Management and Land Acquisition (Tarmann) Fund balance** of \$398,500 is budgeted for the Ice Arena Facility Improvement Plan project. **Jail Assessment Fund balance** is budgeted at \$400,000 for the jail security audio upgrade. **General Fund balance** of \$4,085,000 is budgeted, including \$4.0 million to help fund the courthouse renovation project and \$85,000 for the Golf Course Infrastructure project. **Capital Project Fund balance** of about \$245,100 million is budgeted in 2024.

The 2024 budget includes \$18.5 million of American Rescue Plan Act (ARPA) funding, a decrease of \$644,000, which is used for several projects. ARPA funds of \$16 million are 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 \$1.3 million, the Parks and Land Use Repaving Program of \$900,000, and HHS Technology Enhancements of \$305,000.

Borrowed funds are budgeted at \$20.8 million, which is \$8.3 million higher than in 2023. This includes \$17.0 million budgeted for capital projects, an increase of \$7.0 million from 2023, and \$3.8 million budgeted for vehicle replacements, an increase of \$1.3 million from 2023. Investment income is budgeted at \$594,000, which is \$314,000 higher than in 2023. Property tax levy funding decreases \$502,900 to \$999,300. Tax levy, the use of governmental fund balance, and other revenues generates the county's "down payment" at 61% 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.

Public Works - Highways

Annual operating costs for additional lane miles are estimated at approximately \$8,300 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 2022. 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 2022 was 86.1.

Health and Human Services

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.

Countywide Information Technology

Ongoing annual maintenance costs for the new Enterprise Resource Planning (ERP) system are estimated to be approximately \$600,000 to \$800,000. These new costs are expected to be partially offset by savings from discontinuing use of the current systems (e.g., HRIS, time and attendance, financial management), and from elimination of other third-party contracts (e.g., vendor for Affordable Care Act reporting), which total approximately \$410,000 in annual costs, and other operating efficiencies.

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 1, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY							
Year	2021	2022	2023	2024	2025	2026	Total Project
Project Phase	Budget & Concept Design	Design & Construction	Construction	Construction	Construction	Construction	
Expenditure Budget	\$1,200,000	\$16,000,000	\$20,400,000	\$35,350,000	\$20,350,000	\$20,500,000	\$113,800,000
Revenue Budget	\$0	\$6,000,000	\$14,000,000	\$20,000,000	\$0	\$0	\$40,000,000
Net Cost After Revenues Applied	\$1,200,000	\$10,000,000	\$6,400,000	\$15,350,000	\$20,350,000	\$20,500,000	\$73,800,000
COST DOCUMENTATION				REVENUE			
Architect	\$4,634,000				American Rescue Plan Act (ARPA)		
Construction Management	\$4,634,000				Coronavirus State and Local Fiscal Recovery Funds		\$36,000,000
Construction	\$96,790,000				General Fund Balance		\$4,000,000
Contingency	\$7,742,000						
Total Project Cost	\$113,800,000				Total Revenue		\$40,000,000
EXPENDITURE BUDGET	\$113,800,000				REVENUE BUDGET		\$40,000,000

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 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,

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 1, 2023	Map / Image:	Click Here

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 was updated in the 2023-2027 Capital Plan 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.

Based on initial 2023 construction bid results, the project costs were increased \$15,000,000. Project costs are higher due to the complexity and multi-year phasing of construction, rising costs of materials, consumer demand and limitation of supply, inflation, overseas conflicts, and shipping delays. This increase is covered through three funding sources: \$6,000,000 in additional funds from the American Rescue Plan Act (ARPA) – Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) program, \$5,000,000 from additional planned debt issuance (accounted for in the capital budget summary table on the first page within the “net costs after revenues applied”), and \$4,000,000 from General Fund balance use.

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 the county taxpayers. 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.

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

1. The currently-approved project scope.
2. The project was bid with alternates to reduce scope/cost by deferring third floor completion to a future capital project and eliminating the southern vertical prisoner transport corridor (discussed in more detail below). These alternatives were included because of the possibility that total project costs could exceed budget. Bid alternatives did not produce significant cost reductions, in part due to the economic conditions and the complexity of the project/specifications. Rebidding the project, with clarified alternatives may have resulted in more defined alternative cost reductions. These alternatives include:
 - a. Deferring most or all of the third-floor 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. If the bid had been re-issued, the cost savings were estimated at \$3 million to \$5 million. However, delaying this phase of the project would likely have increased the total project costs due to inflation and remobilization of construction efforts
 - b. 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. If the bid had been re-issued, the cost savings were estimated at less than \$1 million.

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 1, 2023	Map / Image:	Click Here

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. Approved with a scope update in the 2023-2027 capital plan. Approved with a cost and revenue update through enrolled ordinance 178-8 in April 2023.

Project Title:	Communications Center Roof Replacement	Project #:	202209
Department:	Public Works - Buildings	Project Type:	Roof Replacement
Phase:	Preliminary Design	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	July 1, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total
Project Phase		Design	Construction			Project
Expenditure Budget	\$0	\$10,000	\$243,000	\$0	\$0	\$253,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net Costs After Revenues Applied	\$0	\$10,000	\$243,000	\$0	\$0	\$253,000
COST DOCUMENTATION			REVENUE			
Architect (Budget & Concept Design)		\$10,000				
Construction		\$225,000				
Contingency		\$18,000				
Total Project Cost		\$253,000		Total Revenue		\$0
EXPENDITURE BUDGET		\$253,000		REVENUE BUDGET		\$0

Project Scope & Description

This project is to replace 11,800 GSF (gross square feet) of 60 mil EPDM (rubber) roofing on the Communications Center building.

Location

1621 Woodburn Road, Waukesha, WI 53188

Analysis of Need

The Communications Center was constructed in 2003 and has the original roofing system. EPDM roofs are typically under warranty for 15 years and have a useful life expectancy between 15 and 20 years. The roof is currently 20 years old and has been patched and deteriorated due to sun exposure.

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 2022-2026 capital plan. Approved with a cost update in the 2023-2027 capital plan.

Project Title:	Communications Center UPS Upgrade	Project #:	202310
Department:	Public Works - Buildings	Project Type:	Mechanicals/Bldg Systems
Phase:	Formation	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	June 15, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY			
Year	2024	2025	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$20,000	\$200,000	\$220,000
Revenue Budget	\$0	\$0	\$0
Net Costs After Revenues Applied	\$20,000	\$200,000	\$220,000
COST DOCUMENTATION		REVENUE	
Design		\$20,000	
Construction		\$185,000	
Contingency		\$15,000	
Total Project Cost		\$220,000	Total Revenue \$0
EXPENDITURE BUDGET		\$220,000	REVENUE BUDGET \$0

Project Scope & Description

This project will upgrade the existing Uninterruptible Power Supply or UPS at the Communications Center.

Location

1621 Woodburn Road, Waukesha WI 53086

Analysis of Need

The communications center was constructed in 2003 and has the original UPS system. UPS systems have a useful life of 10 to 15 years. The critical components of the system, cap and fans, were replaced in 2017 to extend the life of the system another 7 years. The system will be 22 years old at the time of replacement. The UPS system is critical for the 911 dispatch center in the event of a power outage to maintain power without interruption.

Alternatives

Delay the project and continue to repair and replace parts until the system breaks down. Delaying replacement will have potential impact on the critical operations of the 911 call center as it will shut down the call center in the event of a power glitch or failure.

Ongoing Operating Costs

Replacing the UPS system will not impact the ongoing preventive maintenance measures.

Previous Action

Approved as a new project in the 2023-2027 capital plan.

Project Title:	CTH O, CTH ES to CTH D Rehabilitation	Project #:	201803
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Moorland Road
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 1, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2021	2022	2023	2024	2025	Total
Project Phase	Design	Design	Land Acq	Des/Land	Construction	Project
Expenditure Budget	\$112,200	\$208,300	\$641,400	\$43,300	\$5,135,800	\$6,141,000
Revenue Budget	\$0	\$0	\$630,400	\$0	\$0	\$630,400
Net Cost After Revenues Applied	\$112,200	\$208,300	\$11,000	\$43,300	\$5,135,800	\$5,510,600
COST DOCUMENTATION			REVENUE			
Design	\$680,000					
WisDOT Design Review	\$15,000					\$477,800
Land Acquisition	\$788,000					\$630,400
Construction	\$9,200,000					\$5,459,200
Construction Management	\$920,000					
Contingency	\$460,000					
State Review	\$15,000					
Total Project Cost	\$12,078,000					\$6,567,400
EXPENDITURE BUDGET	\$6,141,000					REVENUE BUDGET
						\$630,400

Project Scope & Description:

This 1.2-mile long project involves the rehabilitation/reconstruction 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 other businesses and residences adjacent to Moorland Road will need to be maintained during construction. Therefore, traffic control will be a major challenge for this project. This project will use federal funds to partially offset the cost of design, land acquisition, and construction. The department applied for and was awarded \$6,567,400 in federal STP funds for this project. Project costs have been updated to increase \$2,766,600 for actual and anticipated design costs and higher construction costs based on recent bid results, which reflect inflation and rising materials costs.

Location: City of New Berlin

Analysis of Need:

The concrete pavement along this portion of Moorland Road (CTH O) is in poor condition; the transverse and longitudinal joints show signs of significant deterioration, and several slabs have failed requiring significant investment in maintenance. The roadway was first built in 1978 and was rehabilitated in 2006. That rehabilitation will be at the end of its useful life by 2025, 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. The corridor serves as a major access road 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 2018-2022 capital plan; approved as planned in the 2019-2023 plan. Delayed with a change of scope and a cost update in the 2020-2024 capital plan. This project initially extended from CTH ES to STH 59 as a single project but was split into two projects (see #202013, CTH O, CTH D to STH 59) in the 2020-2024 capital plan. Accelerated with cost and revenue updates in the 2021-2025 capital plan. Approved with a cost update in the 2022-2026 capital plan. Approved with a cost update and delayed in the 2023-2027 capital plan.

Project Title:	CTH O, CTH D to STH 59 Rehabilitation	Project #:	202013
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Moorland Road
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	July 1, 2023	Map / Image:	Click Here

Year	2022	2023	2024	2026	Total
Project Phase	Design	Design	Des/Land	Construction	Project
Expenditure Budget	\$206,000	\$0	\$988,000	\$9,122,600	\$10,316,600
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$802,400</u>	<u>\$1,000,000</u>	<u>\$1,802,400</u>
Net Cost After Revenues Applied	\$206,000	\$0	\$185,600	\$8,122,600	\$8,514,200
COST DOCUMENTATION			REVENUE		
Design	\$940,000			Federal Surface Transportation Program (STP) - Design	\$727,000
WisDOT Design Review	\$15,000			STP Funding - Land	\$802,400
Land Acquisition	\$1,003,000			STP Funding - Construction	\$11,782,400
Construction	\$18,100,000			City of New Berlin	\$1,000,000
Construction Management	\$1,800,000				
Contingency	\$900,000				
State Oversight	<u>\$68,000</u>				
Total Project Cost	\$22,826,000			Total Revenue	\$14,311,800
EXPENDITURE BUDGET	\$10,316,600			REVENUE BUDGET	\$1,802,400

Project Scope & Description

This 1.5-mile long project involves the rehabilitation/reconstruction 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. This project will use federal funds to partially offset the cost of design and construction. The department was awarded \$1,529,400 in STP funds for the design and real estate phases of the project. The remainder of the funding for construction has been awarded in the 2022-23 STP cycle in the amount of \$11,782,400, an increase of \$882,400 from what was previously assumed. Construction costs are estimated to increase \$7,114,200 based on inflation, material costs and fuel cost increases, state review costs and the recent bidding climate.

The City of New Berlin is anticipated to provide \$900,000 of additional revenue, totaling \$1,000,000, for non-participating improvements and design requests on city side streets intersecting CTH O.

Location: City of New Berlin

Analysis of Need: The concrete pavement along this portion of Moorland Road (CTH O) is in poor condition; the transverse and longitudinal joints show signs of significant deterioration. The roadway was first built in 1978 and was rehabilitated in 2006, but that rehabilitation is nearing the end of its useful life, 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 highway system with nearly 40,000 vehicles per day. The corridor serves as a major access road 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: Originally, the rehabilitation for this stretch of highway was included in capital project #201803, but is being split out into this separate project. Approved as a new project in the 2020-2024 capital plan. Accelerated in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan. Accelerated through ordinance 176-104 in 2022. Approved with a cost and revenue update in 2023-2027 capital plan.

Project Title:	CTH T, Northview Road to I-94 Rehabilitation	Project #:	201805
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Construction	Road Name:	Grandview Boulevard
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 1, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY					
Year	2021	2022	2023	2024	Total
Project Phase	Design	Design/Land	Construction	Construction	Project
Expenditure Budget	\$47,900	\$109,000	\$0	\$900,200	\$1,057,100
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$47,900	\$109,000	\$0	\$900,200	\$1,057,100
COST DOCUMENTATION			REVENUE		
Design		\$229,000	Federal Surface Transportation		
WisDOT Design Review		\$16,200	Program (STP) Funding - Design	\$196,200	
Land Acquisition		\$109,000	STP Funding - Construction	\$1,745,900	
Construction		\$2,300,000			
Construction Management		\$230,000			
Contingency		\$115,000			
Total Project Cost		\$2,999,200	Total Revenue	\$1,942,100	
EXPENDITURE BUDGET		\$1,057,100	REVENUE BUDGET		\$0

Project Scope & Description

This 0.9-mile long project involves the rehabilitation/reconstruction of CTH T to improve the condition of the roadway. Improvements will include milling of and replacing the existing asphaltic pavement, base repairs to the underlying concrete pavement, minor reconfiguration of intersections to improve safety, replacing/upgrading of older traffic signals, and storm water improvements. Traffic volumes along CTH T are approximately 24,000 vehicles per day. Therefore, traffic control will be a major challenge for this project. Federal funds will be used to offset the cost of design and construction for this project. The Department was awarded \$1,942,100 in federal STP funds for this project. Costs were increased \$368,200 due to inflation, material scarcity, current bidding climate and labor costs.

Location

City of Waukesha

Analysis of Need

The asphalt pavement along this portion of Grandview Boulevard (CTH T) has deteriorated to the point where it now has a pavement condition index (PCI) of 32 at which rehabilitation should be considered. The roadway was rehabilitated and widened in 1997, but that rehabilitation is now at the end of its useful life. The existing pavement structure consists of an asphalt overlay of an older concrete pavement. There are significant transverse and longitudinal cracks, some curb failure, and the existing traffic signals, especially at the Woodburn Road intersection, that are requiring more maintenance attention. The 2012 traffic volumes on CTH T were 24,000 vehicles per day.

Alternatives

Reconstruct the pavement. The distresses shown in the pavement surface indicate that the underlying concrete pavement is still in a reasonable condition, therefore rehabilitation is a good option. Reconstructing the pavement would at least double the cost of this project.

Ongoing Operating Costs

Initial maintenance costs may be reduced following construction.

Previous Action

Approved as a new project in the 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 cost update and revenue update in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan. Approved with a delay in the 2023-2027 capital plan.

Project Title:	CTH SS, Meadowbrook Creek Structure	Project #:	202001
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	Prospect Avenue
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 1, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY							
Year	2024	2025	2026			Total	
Project Phase	Design	Land	Construction			Project	
Expenditure Budget	\$127,000	\$174,000	\$541,000	\$0	\$0	\$842,000	
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	
Net Cost After Revenues Applied	\$127,000	\$174,000	\$541,000	\$0	\$0	\$842,000	
COST DOCUMENTATION				REVENUE			
Design		\$127,000					
WisDOT Design Review		\$0					
Land Acquisition		\$174,000					
Construction		\$436,000					
Construction Management		\$87,000					
Contingency		\$18,000					
Total Project Cost		\$842,000		Total Revenue			\$0
EXPENDITURE BUDGET		\$842,000		REVENUE BUDGET			\$0

Project Scope & Description

This project is a replacement of the CTH SS drainage structure over Meadowbrook Creek (a tributary of Pewaukee Lake). A box culvert or concrete arch are likely structure types, though various structure types will be considered. The roadway will remain a two-lane section over the structure. The roadway has a functional classification as a minor arterial, and 10-foot shoulders are anticipated. Shoulder widening may require removal of an adjacent retaining wall. Other site constraints include close proximity to two restaurants, Waukesha County's Lake Country Trail, and a Pewaukee Lake access. To minimize impacts to businesses, various roadway typical sections will be considered (rural, urban). Right of way acquisition to the ultimate width of 60/66 feet is required. Additional fee acquisition or easements beyond the ultimate width are anticipated. Design costs have been increased \$20,000 to provide for study of alternative typical sections during preliminary design, and costs for land acquisition have been increased \$20,000 to reflect rising consultant costs and appreciating land values.

Locations

Village of Pewaukee

Analysis of Need

The existing structure is a single-span structural steel plate arch with a span of approximately 10 feet. The steel structure is in poor condition with significant deterioration in the lower portion of the culvert barrel. Roadway railings/guardrail at the structure are in poor condition. The age of the existing structure is unknown. The structure has concrete headwalls that are in fair condition. The downstream headwall is continuous with a concrete retaining wall. The culvert structure has a span of 10 feet and is not classified as a bridge per Federal Highway Administration (FHWA) standards, and therefore is not eligible for federal bridge aid. The roadway functional class is minor arterial. Traffic volume on CTH SS in 2018 was 3,400 vehicles per day.

Alternatives

Rehabilitate the existing structure, which does not address all structural and geometric deficiencies.

Ongoing Operating Costs

Maintenance costs will be reduced in the early years after construction beyond 2026.

Previous Action

Approved as new project in 2020-2024 capital plan. Approved as planned in the 2021-2025, 2022-2026, and 2023-2027 capital plans.

Project Title:	CTH EF, Bark River Bridge	Project #:	202202
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	Hartling Road
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler
Date:	September 15, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2022	2023	2024	2025		Total
Project Phase	Design	Design	Land	Const		Project
Expenditure Budget	\$6,000	\$16,000	\$29,800	\$72,000	\$0	\$123,800
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$6,000	\$16,000	\$29,800	\$72,000	\$0	\$123,800
COST DOCUMENTATION			REVENUE			
Prelim Design		\$6,000				
Design		\$75,000				
WisDOT Design Review		\$15,000				
Land Acquisition		\$28,000				
Construction		\$297,000				
Construction Management		\$45,000				
Contingency		\$17,000				
Total Project Cost		\$483,000				\$359,200
EXPENDITURE BUDGET		\$123,800				REVENUE BUDGET
						\$0

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 received approval for Local Bridge Program funding in 2022 (BIL funded), which is increased \$10,200. Project costs are increased \$30,000 due to an increase in actual design cost and anticipated land acquisition cost (rising consultant acquisition costs and appreciating land values). The state municipal agreement with WisDOT was updated at start of design in 2023 to reflect final design cost.

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.

Previous Action:

Approved as a new project in the 2022-2026 capital plan. Approved accelerated with a cost and revenue update in the 2023-2027 capital plan.

Project Title:	CTH Y – CTH L to CTH HH	Project #:	202301
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Racine Avenue
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2024	2025	2026			Total
Project Phase	Design	Land Acq	Const			Project
Expenditure Budget	\$76,600	\$300,000	\$900,000	\$0	\$0	\$1,276,600
Revenue Budget	\$0	\$240,000	\$0	\$0	\$0	\$240,000
Net Costs After Revenues Applied	\$76,600	\$60,000	\$900,000	\$0	\$0	\$1,036,600
COST DOCUMENTATION			REVENUE			
Design		\$348,000		STP and BIL		\$3,906,400
WisDOT Design Review		\$35,000				
Land Acquisition		\$300,000		STP Land Acquisiton		\$240,000
Construction		\$3,900,000				
Construction Management		\$400,000				
Contingency		\$200,000				
Total Project Cost		\$5,183,000		Total Revenue		\$4,146,400
EXPENDITURE BUDGET		\$1,276,600		REVENUE BUDGET		\$240,000

Project Scope & Description: This 2.1-mile-long project involves the pavement replacement and rehabilitation of CTH Y (Racine Avenue) to bring it up to current standards. Improvements may include replacing the existing asphalt pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, and storm water improvements. Access to businesses and residences adjacent to CTH Y (Racine Avenue) will need to be maintained during construction. The roadway will be open to local traffic during construction. This project will use federal funds to partially offset the cost of design, land acquisition, and construction. The Department received a combined total of \$4,146,400 in federal Surface Transportation Program (STP) funds and Bipartisan Infrastructure Law (BIL) funds. Project costs were increased \$393,000 due to anticipated inflation, material costs and competitive bidding climate. The approved federal aid from BIL funds for this project was also increased \$314,400 in 2023 to cover 80% of the anticipated cost increases.

Locations: City of New Berlin and City of Muskego.

Analysis of Need: CTH Y (Racine Avenue) is a heavily traveled North-South facility. The highway serves industrial parks in the city of Muskego, residential development in both Muskego and New Berlin and isolated commercial uses along the corridor. It provides a north-south connection to the City of Waukesha, City of New Berlin, City of Muskego and Interstate 43.

The pavement along this stretch of roadway is deteriorating and in poor condition. The county's 2020 pavement inspection reports the Pavement Condition Index (PCI) of the section of CTH Y from CTH L (Janesville Road) to CTH HH (College Avenue) varies from 26 to 46. The existing pavement has reached the end of its service life and is in need of resurfacing/rehabilitation. The pavement deficiencies include transverse and longitudinal cracking, alligator cracking, rutting and minor settlement/heaving. There is edge raveling and failure in the rural sections

Drainage in the urban section, between CTH L and Hillendale Dr, is not functioning due to paved over flow lines, non existent gutter sections and damaged curb sections.

Alternatives: Do Nothing, which does not address the pavement condition or intersections.

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

Previous Action: Approved as a new project in the 2023-2027 capital plan.

Project Title:	CTH J – CTH FT Intersection	Project #:	202302
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Preliminary Design	Road Name:	Pewaukee Road
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025			Total
Project Phase	Design	Design/Land	Const			Project
Expenditure Budget	\$20,000	\$106,400	\$146,300	\$0	\$0	\$272,700
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$20,000	\$106,400	\$146,300	\$0	\$0	\$272,700
COST DOCUMENTATION			REVENUE			
Design		\$248,700		Federal Highway Safety Improvement Program (HSIP) Funding Design		\$237,300
WisDOT Design Review		\$15,000		Federal Highway Safety Improvement Program (HSIP) Funding Construction		\$1,271,700
Land Acquisition		\$100,000				
Construction		\$1,230,000				
Construction Management		\$125,000				
Contingency		\$63,000				
Total Project Cost		\$1,781,700		Total Revenue		\$1,509,000
EXPENDITURE BUDGET		\$272,700		REVENUE BUDGET		\$0

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. Costs were increased \$581,700 based on inflation and increasing materials costs, partially offset by higher HSIP funding of \$519,000.

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: Approved as a new project in the 2023-2027 capital plan.

Project Title:	CTH T – CTH JJ Intersection	Project #:	202305
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Preliminary Design	Road Name:	Main Street
Budget Action:	Accelerate C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2023	Map / Image:	Click Here

Year	2024	2025	2026	Total
Project Phase	Design	Land	Construction	Project
Expenditure Budget	\$30,400	\$75,000	\$139,700	\$245,100
Revenue Budget	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$30,400	\$75,000	\$139,700	\$245,100
COST DOCUMENTATION			REVENUE	
Design		\$284,000	Federal Highway Safety Improvement	
WisDOT design Review		\$20,000		
Land Acquisition		\$75,000	Program (HSIP) Funding (Anticipated)	
Construction	\$1,200,000		Design	\$273,600
Construction Management	\$130,000		Construction	\$1,257,300
Contingency	\$67,000			
Total Project Cost		\$1,776,000	Total Revenue	\$1,530,900
EXPENDITURE BUDGET		\$245,100	REVENUE BUDGET	\$0

Project Scope & Description

The purpose of this project is to improve the traffic signal equipment and geometry of the intersection of CTH T (N Grandview Boulevard) and CTH JJ (Bluemound Road). Changes to the existing CTH T and CTH JJ intersection will provide safer traffic signal control, reduce collisions, and improve visibility for turning vehicles. Improvements include:

- Realign CTH T left turn lanes to improve visibility of opposing traffic.
- Replace all existing traffic signal equipment, installing monotubes and adding retroreflective backplates over each approach lane.
- Replace induction loops with new video detection.
- Reconfigure medians, corner islands, and curve radii to accommodate lane realignment if warranted.
- Conduct a traffic study to determine any appropriate modifications to turning bay capacity and signal timing and to determine if upgrading street lighting would improve the safety of the intersection.

Waukesha County will apply for Highway Safety Improvement Program (HSIP) funding for this proposed project. Project costs were increased \$511,000 for design, inflation and rising material costs. The project is being accelerated to take advantage of currently available HSIP funding in this program cycle, which is increase \$437,400 to partially offset the cost increase.

Location: City and Village of Pewaukee

Analysis of Need

Of the intersections reviewed in a 2022 safety screening study, the intersection of CTH T and CTH JJ had the second highest crash rate with respect to its volume. Thirty-seven (37) crashes have occurred over a 5-year period with southbound vehicles turning left onto CTH JJ accounting for twelve (12) of them. The existing lane alignment of CTH T restricts visibility of oncoming traffic. Complete replacement of traffic signal equipment is warranted. A significant number of accidents occurred in the night-time and under slippery conditions, indicating that a study into improving visibility with improved street lighting is warranted.

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

Ongoing Operating Costs: It is anticipated that improvements to signal equipment would result in a minor operational cost increase.

Previous Action: Approved as a new project in the 2023-2027 capital plan.

Project Title:	Signal Controller Replacement	Project #:	202403
Department:	Public Works - Highways	Project Type:	Equipment Replacement
Phase:	Formation	Road Name:	Various
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	July 5, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2024	2025	2026	2027	2028	Total
Project Phase	Design	Construction				Project
Expenditure Budget	\$129,000	\$630,000	\$0	\$0	\$0	\$759,000
Revenue Budget	<u>\$103,200</u>	<u>\$504,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$607,200</u>
Net Costs After Revenues Applied	\$25,800	\$126,000	\$0	\$0	\$0	\$151,800
COST DOCUMENTATION			REVENUE			
Design		\$119,000	Federal Carbon Reduction Program			
WisDOT Design review		\$10,000	(CRP) Anticipated			
Construction		\$463,020	Design			\$103,200
Construction management		\$75,900	Construction			\$504,000
Contingency		\$91,080				
Total Project Cost		\$759,000	Total Revenue			\$607,200
EXPENDITURE BUDGET		\$759,000	REVENUE BUDGET			\$607,200

Project Scope & Description

The purpose of this project is to replace obsolete and inefficient traffic signal controllers throughout Waukesha County. The county maintains 115 signals on highway intersections. Our signal equipment is older technology with some being more than 30 years old. Improvements include:

- New traffic signal controllers
- Updated signal timing programs

Waukesha County will apply for a Congestion Mitigation and Air Quality (CMAQ) grant for this proposed project. This grant covers 80% of eligible costs.

Location

Throughout Waukesha County

Analysis of Need

The older controllers make the signals less efficient and are not able to implement modern improvements like flashing-yellow-arrows or adaptive control, and upcoming technologies, such as connected vehicles, that can reduce the amount of time a vehicle spends idling at an intersection. New controllers provide better coordination along corridors with multiple traffic signals, so drivers see more green lights and spend less time stopped at red lights. New controllers are also more efficient and use less electricity. Poorly timed traffic signals increase carbon emissions and pollution. Studies show a typical car generates 1 lb of carbon dioxide (CO2) emissions for every 3 minutes of idling. Well-timed signals can have a significant impact on reduction of carbon emissions. This will reduce overall carbon emissions by increasing the efficiency of the highways. The county's traffic signal controller vendor no longer sells the brand that is used at the majority of intersections.

Alternatives

The do nothing alternative leaves the county using aging and unsupported equipment.

Ongoing Operating Costs

It is anticipated that maintenance costs will be reduced in the years immediately after improvements to signal equipment are completed. The energy-efficient equipment is expected to reduce electrical consumption.

Previous Action

None

Project Title:	Culvert Replacement Program 2023 - 2027	Project #:	201901
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Program Project	Road Name:	Various
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	July 4, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total Project
Project Phase						
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
COST DOCUMENTATION			REVENUE			
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
EXPENDITURE BUDGET	\$1,000,000				REVENUE BUDGET	\$0

Project Scope & Description

Provide annual funding for a countywide culvert replacement program.

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.
- Approved with a cost update in the 2023-2027 capital plan.

Project Title:	Repaving Program 2023-2027	Project #:	201906
Department:	Public Works - Highways	Project Type:	Repaving
Phase:	Program Project	Road Name:	Various
Budget Action:	Accelerate	Manager:	Allison Bussler, DPW Director
Date:	August 25, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total
Project Phase						
Expenditure Budget	\$4,300,000	\$5,510,000	\$3,990,000	\$3,800,000	\$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	\$4,900,000	\$3,380,000	\$3,190,000	\$4,090,000	\$18,618,000
COST DOCUMENTATION			REVENUE			
			Local Road Improvement Program:			
			County Highway Improvement Program (CHIP)			
			CHIP-D (Discretionary)			
	Paver Study	Hwy Paving & 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	\$5,460,000	\$5,510,000	2024 \$350,000	\$260,000	\$610,000
2025	\$50,000	\$3,940,000	\$3,990,000	2025 \$350,000	\$260,000	\$610,000
2026	\$50,000	\$3,750,000	\$3,800,000	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
EXPENDITURE BUDGET			\$22,300,000	REVENUE BUDGET		\$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. Project costs are accelerated to help balance overall capital plan resources, including an increase of \$1,210,000 for 2024, offset by decreases of \$510,000 and \$700,000 in 2025 and 2026.

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 a pavement consultant, TransMAP, to drive and capture the entire county system once every three years and to rate pavement conditions each year allowing better management of 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. Approved accelerated and with a revenue update in the 2023-2027 capital plan.

Project Title:	Lake Country Trail – Phase V – Connection to Jefferson County	Project #:	202312
Department:	Parks & Land Use	Project Type:	Trail System
Phase:	Preliminary Design	Sponsor:	
Budget Action:	Accelerate C - Rev Update	Manager:	Dale Shaver, PLU Director
Date:	July 5, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY					
Year	2024	2025	2026	2027	Total
Project Phase	Design	Design	Construction		Project
Expenditure Budget	\$250,000	\$0	\$1,739,900	\$0	\$1,989,900
Revenue Budget	<u>\$200,000</u>	<u>\$0</u>	<u>\$1,715,900</u>	<u>\$0</u>	<u>\$1,915,900</u>
Net Costs After Revenues Applied	\$50,000	\$0	\$24,000	\$0	\$74,000
COST DOCUMENTATION			REVENUE		
Design/Engineering		\$250,000	State of WI Stewardship Grant		\$250,000
Construction		\$1,559,000	Federal CMAQ Funding		\$1,591,900
Contingency		\$180,900	C Ocon Share of Design/Construction		\$74,000
Total Project Cost		\$1,989,900	Total Revenue		\$1,915,900
EXPENDITURE BUDGET		\$1,989,900	REVENUE BUDGET		\$1,915,900

Project Scope & Description

The Lake Country Trail is an existing 15-mile non-motorized multi-use trail that was planned in 1992-1993, with construction beginning in 1994. The trail extends along a We Energies-owned utility corridor, from the Landsberg Center trailhead in the City of Waukesha to Roosevelt Park in the City of Oconomowoc. It was originally constructed as a crushed stone trail and then paved, with paving of the final phase completed in 2012. Phase V of the Lake Country Trail has been proposed in Waukesha County's Park and Open Space Plan under a different name – the Oconomowoc to Watertown Trail. This is a 2.25-mile trail that would combine an off-road trail facility with on-road accommodations to link the current terminus of the Lake Country Trail at Roosevelt Park with the Jefferson County Interurban Trail at the Waukesha/Jefferson County line. From the County line Jefferson County will extend the trail approximately 12 miles west to the City of Watertown. The project is proposed for acceleration so that the construction schedule can match the schedule for completion of the last segment of the Interurban Trail, which will allow for the opening of the Oconomowoc to Watertown Trail three years earlier than previously planned. A ten-stall trailhead is proposed at the intersection of West Second Street and the We Energies utility corridor. Project components for this segment of the trail will include a pedestrian bridge over the Oconomowoc River and a boardwalk through wetlands along West Second Street. The County has been awarded \$1,591,900 in funding from the Federal Congestion Mitigation and Air Quality Improvement Program, and will apply for an additional \$250,000 from the State of Wisconsin DNR Stewardship Program. The City of Oconomowoc has pledged to contribute half of the remaining costs or \$74,000 toward the project. Total net county costs decrease \$51,500 due to additional CMAQ funding.

Location

The majority of the proposed project is located in the City of Oconomowoc, with a small segment passing through a portion of the Town of Oconomowoc. The project will connect the existing terminus of the Lake Country Trail in Roosevelt Park to the Waukesha County line, where it will connect to the proposed Jefferson County Interurban Trail. The proposed trail route will follow on-street for one mile north along South Franklin Street to West Second Street, then west along West Second Street to the We Energies utility easement. The western-most approximately 1.25 miles of the trail will be an off-road paved trail that follows the utility corridor to the Waukesha County/Jefferson County border.

Analysis of Need

The Trail will provide a combination of safe off-road and on-road trail accommodations through the City of Oconomowoc, to connect the existing Lake Country Trail to the Jefferson County Interurban Trail, which ultimately extends all the way to the City of Watertown. This section of trail is a key component of a larger regional trail network.

Alternatives

- A. Do nothing and have a short gap remain in the regional trail network. Trail users will need to navigate around existing barriers to make the connection from the Lake Country Trail to the Interurban Trail.
- B. Construct at a later date.

Ongoing Operating Costs

The project will require maintenance along the Lake Country Trail. The maintenance will include removal of debris and trash and mowing of the trail shoulders. Current staff from Naga-Waukee Park will maintain the trail. The Adopt-a-Trail program can be extended to this portion of the trail as well.

Previous Action: Approved as a new project in the 2023-2027 capital plan.

Project Title:	Fox Bend Wetland Restoration Project	Project #:	202408
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Formation	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, PLU Director
Date:	August 27, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2024	2025	2026	2027	2028	Total
Project Phase						Project
Expenditure Budget	\$6,000	\$106,400	\$10,000	\$0	\$0	\$122,400
Revenue Budget	<u>\$6,000</u>	<u>\$106,400</u>	<u>\$10,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$122,400</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE				
Design fees		\$6,000	DNR Waterfowl Stamp Program Grant			\$92,400
Construction costs		\$106,400	SE Wisconsin Fox River Commission			\$10,000
Site maintenance		\$10,000	DATCP Soil and Water Resource Management			\$20,000
Total Project Cost		\$122,400	Total Revenue			\$122,400
EXPENDITURE BUDGET		\$122,400	REVENUE BUDGET			\$122,400

Project Scope & Description

Fox Bend Park is currently an undeveloped park, but plans include managing the site for natural habitat and ecological restoration. This project proposes to convert ~20 acres of degraded marginal-quality agricultural land dominated by invasive reed canary grass and woody invasive species to a mosaic of high-quality native wetland and transitional habitats. The parcels included in this proposal are owned and managed by Waukesha County.

The project is a planned collaboration with a number of organizations to restore the ~ 20 acres to their natural, historic condition of the floodplain area along the Fox River. Since this portion of the property is very difficult to lease for agricultural use, this project will provide a multitude of benefits including the following: 1) restore higher quality wetlands for waterfowl and other wildlife, 2) potentially increase floodplain storage through the wetland scrapes, and 3) increase beneficial native wildlife and vegetation at the site through the control of invasive vegetation and new plantings.

The project will include County design and site preparation for the control of invasive vegetation in 2024 (no external costs). Contractor construction will occur in 2025 with additional vegetation control, drain tile disruption, grading, seeding/planting, and general site restoration. Contractor vegetative maintenance will continue into 2026 for the main wetland restoration area. County staff will then take over site monitoring and vegetative maintenance for the construction site starting in 2027.

Project funding includes a WDNR Waterfowl Stamp Program Grant (\$92,400) intended to help manage, preserve and restore wetland habitat. Waukesha County will also apply for funding from the Southeastern Wisconsin Fox River Commission (\$10,000), intended to improve water resource conditions in the Fox River basin, and a Soil and Water Resource Management Grant (\$20,000) from the Wisconsin Department of Agriculture, Trade and Consumer Protection intended to fund conservation practices.

Location

The Fox Bend Park property includes over six hundred acres of contiguous lands along the Fox River, and it is located in the Village of Vernon. The site includes ~50 acres of leased agricultural land, while the remaining ~175 acres is managed as natural habitat by Waukesha County Parks. The ~ 20 acres proposed for this project are on the north side of the property, adjacent to the Fox River. The property fronts CTH L on the south side.

Analysis of Need

The project will restore higher quality wetlands for waterfowl and other wildlife, potentially increase floodplain storage, and increase beneficial native wildlife and vegetation. This project will improve and expand hunting opportunities for Waukesha County residents and visitors by adding an additional 20 acres of huntable lands within the park system.

Alternatives

- 1) Maintain existing site conditions, which will encourage continual invasive growth and habitat degradation on the site. 100% alternate revenue-based funding for the beneficial improvements will be missed.
- 2) Repair the existing drain tile and attempt to bring the land back into agricultural production. This would require County funds to repair and maintain the broken tile, and success would be a challenge due to the low elevation and close proximity of the land to the floodplain. Additionally, this option would not provide any additional habitat for beneficial wildlife.

Ongoing Operating Costs

Ongoing maintenance by County staff will include infrequent mowing and prescribed burning to prevent re-establishment of invasive

Previous Action: None

Project Title:	Ice Arena Facility Improvement Plan	Project #:	202409
Department:	Parks & Land Use	Project Type:	Mechanicals/Bldg Systems
Phase:	Formation	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, PLU Director
Date:	July 5, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2024	2025	2026	2027	2028	Total
Project Phase	Design/Const			Design/ Construct	Design/ Construct	Project
Expenditure Budget	\$596,200	\$0	\$0	\$506,100	\$1,292,100	\$2,394,400
Revenue Budget	<u>\$596,200</u>	<u>\$0</u>	<u>\$0</u>	<u>\$506,100</u>	<u>\$1,292,100</u>	<u>\$2,394,400</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
Design/Engineering	\$197,700					
Construction	\$1,957,700			Tarmann Land Acquisition Fund		\$2,196,700
Contingency	\$239,000			Energy Efficiency & Conservation Block Grant		\$197,700
Total Project Cost	\$2,394,400			Total Revenue		\$2,394,400
EXPENDITURE BUDGET	\$2,394,400			REVENUE BUDGET		\$2,394,400

Project Scope & Description: Per Enrolled Ordinance 177-70 relating to the acceptance of the ice arena operational plan, the County Board approved that capital project funding will be allocated from the Parkland Management and Land Acquisition Fund (Tarmann Fund), placing a high priority on the maintenance of Ice Arenas as existing high-use recreational facilities, versus expansion of park system land holdings.

2024 (Naga-Waukee): Replace the Ballasted Roofing System that was installed in 1996 with a 20-year life expectancy.

2027(Naga-Waukee):

1. Replace Air distribution system: originally installed in 1996 with a scheduled replacement of 2015.
2. Replace compressors: originally installed in 1996 with a 25-year life expectancy, with a scheduled replacement in 2021.
3. Replace mechanical control and instrumentation system: originally installed in 1996 with a 25-year life expectancy and a scheduled replacement in 2021.

2028 (Eble):

1. Replace the refrigeration skid system that was installed in 1988 and scheduled to be replaced in 2027. The current system uses R-22 refrigerant that has been banned by the U.S. EPA; therefore, a new system will need to be installed for long-term sustainability.
2. Replace Air distribution system: originally installed in 1996 with a scheduled replacement of 2015.
3. Replace mechanical control and instrumentation system, originally installed in 1996 with a 25-year life expectancy and a scheduled replacement in 2021.

Location: Eble and Naga-Waukee Ice Arenas.

Analysis of Need: In 2021 the Park System contracted with Apex Facility Solutions to conduct a detailed facility condition assessment for both Eble and Naga-Waukee Ice Arenas, to aid in the planning and prioritization for facility maintenance including preventative maintenance, fixed assets, and facility improvements. The capital projects focus on critically essential equipment replacements that cannot be funded through operating budgets.

Alternatives: Wait for the mechanical systems to fail before replacing. A mechanical systems failure in 2021 at Eble Ice Arena required a temporary closure of the facility and cost the County over \$80,000 in lost revenue.

Ongoing Operating Costs: Ongoing maintenance will continue to be performed by the staff at Eble and Naga-Waukee Ice Arenas. Upgraded equipment and mechanical systems will result in efficiencies and cost savings pertaining to the usage of electricity, and fewer labor hours for maintenance and repairs. Costs will continue to be offset by ice arena revenue.

Previous Action: None

Project Title:	Pavement Management Plan 2023-2027	Project #:	201908
Department:	Parks & Land Use	Project Type:	Repaving
Phase:	Program Project	Sponsor:	
Budget Action:	C - \$ Update C - Rev Update	Manager:	Dale Shaver, PLU Director
Date:	August 26, 2023	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total
Project Phase						Project
Expenditure Budget	\$1,347,300	\$1,365,000	\$1,200,000	\$1,822,000	\$1,200,000	\$6,934,300
Revenue Budget	<u>\$1,347,300</u>	<u>\$1,065,000</u>	<u>\$0</u>	<u>\$622,000</u>	<u>\$0</u>	<u>\$3,034,300</u>
Net Cost After Revenues Applied	\$0	\$300,000	\$1,200,000	\$1,200,000	\$1,200,000	\$3,900,000
COST DOCUMENTATION		REVENUE		Other State/ Fed Funding		Landfill
2023	\$1,347,000	2023	ARPA* \$1,000,000	\$147,300		\$200,000
2024	\$1,365,000	2024	\$900,000	\$165,000		\$0
2025	\$1,200,000	2025	\$0	\$0		\$0
2026	\$1,822,000	2026	\$0	\$622,000		\$0
2027	<u>\$1,200,000</u>	2027	<u>\$0</u>	<u>\$0</u>		<u>\$0</u>
Total Project Cost	<u>\$6,934,000</u>	Total Revenue	\$1,900,000	\$934,300		\$200,000
EXPENDITURE BUDGET	\$6,934,000	REVENUE BUDGET				\$3,034,300

*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 2024 will be the completion of the Forum parking lot pavement improvements at the Expo Center, reconstruction of the Menomonee Park entrance off of Townline Road, and completion of paving upgrades at Minooka 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. This project is updated to include \$787,000 for the rehabilitation of pavement along 1.0 miles of the New Berlin Trail. This includes design-related costs of \$165,000 in 2024 and construction costs of \$622,000 in 2026. Department management plans to apply to the Wisconsin Department of Transportation for \$629,600 of federal Transportation Alternative Program (TAP) funding and to the Wisconsin Department of Natural Resources for \$157,400 of Stewardship Program funding to cover the costs of this pavement rehabilitation.

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, 43 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 and 2023-2027 capital plan.

Project Title:	Jail Security Audio Upgrade	Project #:	202206
Department:	Sheriff's Department	Project Type:	Equipment Replacement
Phase:	Preliminary Design	Sponsor:	Sheriff's Department
Budget Action:	As Planned	Manager:	John Gorski, IT
Date:	July 19, 2023		

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	\$0	\$50,000	\$400,000	\$0	\$0	\$450,000
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
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	
EXPENDITURE BUDGET	\$450,000		REVENUE BUDGET		\$450,000	

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. Approved as planned in the 2023-2027 capital plan.

Project Title:	HHS Technology Enhancement	Project #:	202014
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	Implementation	Sponsor:	Health & Human Services
Budget Action:	As Planned	Manager:	Michael McAdams, IT
Date:	August 26, 2023	Dept Mgr	Randy Setzer, HHS

CAPITAL BUDGET SUMMARY						
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
COST DOCUMENTATION				REVENUE		
	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
EXPENDITURE BUDGET				\$1,453,000	REVENUE BUDGET	\$1,453,000

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.

Project Title:	HHS Technology Enhancement	Project #:	202014
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	Implementation	Sponsor:	Health & Human Services
Budget Action:	As Planned	Manager:	Michael McAdams, IT
Date:	August 26, 2023	Dept Mgr	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). Approved as planned in the 2023-2027 capital plan.

Project Title:	ERP System Implementation	Project #:	202215
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	Implementation	Sponsor:	HR Mgr. Renee Gage & Accounting Services Mgr. Danielle Igielski
Budget Action:	C - \$ Update C - Rev Update	Manager:	Lance Spranger, IT Manager
Date:	September 21, 2023		

CAPITAL BUDGET SUMMARY				
Year	2022	2023	2024	Total
Project Phase	Software Selection/ Design	Implementation	Implementation	Project
Expenditure Budget	\$200,000	\$2,650,000	\$1,900,000	\$4,750,000
Revenue Budget	<u>\$200,000</u>	<u>\$2,650,000</u>	<u>\$1,900,000</u>	<u>\$4,750,000</u>
Net County Cost	\$0	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE		
Consulting	\$450,000	American Rescue Plan Act Funding		\$4,135,000
Software	\$615,000	EUTF Fund Balance		\$615,000
Vendor Implementation	\$3,070,000			
Contingency	\$615,000			
Total Project Cost	\$4,750,000	Total Revenue		\$4,750,000
EXPENDITURE BUDGET	\$4,750,000			

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.

Project costs are increased \$800,000 based on updated estimates. Project funding includes 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. Project funding is updated to cover potential contingency expenses with End User Technology Fund (EUTF) balance instead of ARPA revenues to avoid committing grant funds toward expenses that may not be needed and would be ineligible for other uses after December 31, 2024.

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 are estimated to be approximately \$600,000 to \$800,000. These new costs are expected to be partially offset by savings from discontinuing use of the current systems (e.g., HRIS, time and attendance, financial management), and from elimination of other third-party contracts (e.g., vendor for Affordable Care Act reporting), which total approximately \$410,000 in annual costs, 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. Approved as planned in the 2023-2027 capital plan.

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 \$78.9 million or 53.1% of the plan. This includes \$76.2 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, and refined architectural estimates were completed in 2023. Construction begins in 2023 and is expected to continue into 2026, with a total estimated to cost of \$113.8 million (including earlier phases).

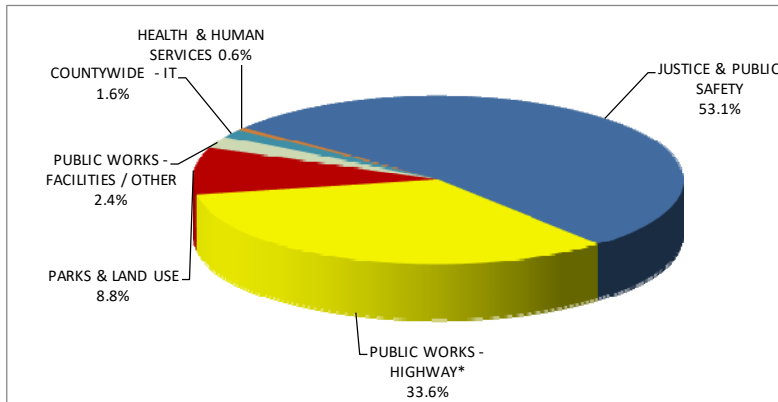
Public Works–Highway projects are about 33.6% of the plan at \$49.9 million. However, many of the projects are managed by the Wisconsin Department of Transportation, who account for a majority of project costs using federal funds (typically paying 80% to 90% of most costs), and bill the county for its 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 \$44.8 million of federal funds, highway projects make up about 48.9% (about \$94.7 million in total) of the five-year capital plan.**

The Parks and Land Use functional area includes \$13.1 million or about 8.8% of the plan, of which \$8.9 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 \$3.5 million or about 2.4% 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 \$1.15 million as part of a \$2.85 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2028). The plan also includes roof replacement at the Highway Operations/Central Fleet building at \$1.7 million and the Juvenile Center at \$658,000.

Countywide-IT totals \$2.4 million, which includes \$1.9 million for the final funding component in 2024 toward a fully integrated Enterprise Resources Planning System (ERP), with implementation expected to be complete in 2026, and \$539,000 as part of initial funding in 2028 to replace election voting equipment (replacement complete in 2029, totaling \$2.2 million).

Health and Human Services projects total \$870,000. The projects include \$305,000 for Health and Human Services technology enhancements and \$565,000 to replace the roof at the Mental Health Center.



FUNCTIONAL AREA	TOTAL 2024-2028	% OF TOTAL
JUSTICE & PUBLIC SAFETY	\$78,881,000	53.1%
PUBLIC WORKS - HIGHWAY*	\$49,897,800	33.6%
PARKS & LAND USE	\$13,086,700	8.8%
PUBLIC WORKS - FACILITIES / OTHER	\$3,517,000	2.4%
COUNTYWIDE - IT	\$2,439,000	1.6%
HEALTH AND HUMAN SERVICES	\$870,000	0.6%
TOTAL PLAN EXPENDITURES	\$148,691,500	100.0%

*Factoring in total transportation costs, including approximately \$44.8 million of federal funds, highway projects make about 48.9% of the five-year capital plan.

WAUKESHA COUNTY 2024-2028 CAPITAL PROJECT PLAN SUMMARY

FUNCTIONAL AREA:	2024 BUDGET	2025 PLAN	2026 PLAN	2027 PLAN	2028 PLAN	TOTAL FIVE- YEAR PLAN
JUSTICE & PUBLIC SAFETY						
Facility Projects	\$35,380,000	\$20,813,000	\$20,700,000	\$925,000	\$663,000	\$78,481,000
System Projects	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Subtotal	\$35,780,000	\$20,813,000	\$20,700,000	\$925,000	\$663,000	\$78,881,000
HEALTH & HUMAN SERVICE						
Facility Projects	\$0	\$0	\$0	\$25,000	\$540,000	\$565,000
System Projects	\$305,000	\$0	\$0	\$0	\$0	\$305,000
Subtotal	\$305,000	\$0	\$0	\$25,000	\$540,000	\$870,000
PARKS, ENVIRONMENT, EDUCATION & LAND USE						
Parks, Facilities, Pavement, System Projects (a)	\$2,995,200	\$1,581,400	\$4,161,900	\$1,706,100	\$2,642,100	\$13,086,700
PUBLIC WORKS						
Priority Corridor Expansion	\$0	\$0	\$3,744,000	\$0	\$0	\$3,744,000
Intersections and Bridges	\$622,600	\$1,505,300	\$1,340,700	\$730,200	\$677,500	\$4,876,300
Pavement and Rehabilitation	\$7,518,100	\$9,425,800	\$13,883,600	\$4,850,000	\$5,600,000	\$41,277,500
Subtotal Highways	\$8,140,700	\$10,931,100	\$18,968,300	\$5,580,200	\$6,277,500	\$49,897,800
Facilities	\$0	\$100,000	\$631,000	\$1,410,000	\$226,000	\$2,367,000
Airport	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$550,000	\$600,000	\$1,150,000
Subtotal Public Works	\$8,140,700	\$11,031,100	\$19,599,300	\$7,540,200	\$7,103,500	\$53,414,800
GENERAL ADMINISTRATION COUNTY WIDE						
TECHNOLOGY PROJECTS	\$1,900,000	\$0	\$0	\$0	\$539,000	\$2,439,000
TOTAL GROSS EXPENDITURES	\$49,120,900	\$33,425,500	\$44,461,200	\$10,196,300	\$11,487,600	\$148,691,500
Less Proj. Specific Rev./Proprietary Fund Bal.	<u>(\$3,790,800)</u>	<u>(\$3,610,400)</u>	<u>(\$7,182,900)</u>	<u>(\$1,236,100)</u>	<u>(\$1,292,100)</u>	<u>(\$17,112,300)</u>
NET EXPENDITURES	\$45,330,100	\$29,815,100	\$37,278,300	\$8,960,200	\$10,195,500	\$131,579,200
Cash Balances Excluding Property Tax Levy	<u>(\$26,736,842)</u>	<u>(\$5,101,985)</u>	<u>(\$9,363,185)</u>	<u>(\$771,000)</u>	<u>(\$771,000)</u>	<u>(\$42,744,012)</u>
NET EXPENDITURES BEFORE TAX LEVY, DEBT BORROWING AND INTEREST APPLIED	\$18,593,258	\$24,713,115	\$27,915,115	\$8,189,200	\$9,424,500	\$88,835,188

- (a) Category includes \$365,000 for concrete sidewalk, stairway, and parking lot improvements for the University of Wisconsin-Milwaukee at Waukesha campus.
- (b) Category includes \$10,000 for design phase to replace dual duct air handling units for the University of Wisconsin-Milwaukee at Waukesha campus.

The 2024-2028 Capital Plan identifies 445 projects at an estimated total cost of \$148.7 million over the five-year period. Projects in the first year of the plan represent the 2024 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 \$78.9 million. This includes \$76.2 million in the 2024-2028 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 \$113.8 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, County Jail, and Northview Huber facility totaling \$966,000; the jail security audio upgrade of \$400,000; and the Communications Center UPS (Uninterruptible Power Supply) upgrade of \$220,000.

HEALTH AND HUMAN SERVICES

Projects in this functional area total \$870,000, which includes \$305,000 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 \$565,000 for the Mental Health Center roof replacement.

PARKS AND LAND USE

Projects in this functional area total \$13.1 million and includes \$6.9 million for maintenance improvements on park roadways and paved surfaces around county facilities. The plan also includes \$2.4 million to replace aging mechanical, HVAC, and refrigeration systems at the Naga-Waukee and Eble ice arenas. Another \$2.0 million is

planned for the Lake Country Trail – Phase V, a 2.25-mile trail that will combine an off-road trail facility with on-road accommodations to link the Lake Country Trail at Roosevelt Park in the City of Oconomowoc with the proposed Jefferson County Interurban Trail at the Waukesha/Jefferson County line. Design is expected to begin in 2024 with construction in 2026. The 2024-2028 capital plan also includes \$1.3 million for golf course improvements at the Naga-Waukee War Memorial and Moor Downs golf courses. The improvements will include irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path maintenance, a new clubhouse and irrigation well, clubhouse roof replacement, pedestrian bridge upgrades, clubhouse restroom renovations, patio pavement maintenance, and installation of a protective netting barrier between Moor Downs and the Waukesha Employee Health and Wellness Center.

The plan also includes \$365,000 for the second phase of a multi-year improvement project scheduled to begin with design in 2025 to reconstruct (in 2026) an asphalt parking and several sections of concrete walkways at the University of Wisconsin-Milwaukee at Waukesha campus. The proposed parking lot is the last remaining parking lot identified that was not addressed as part of the projects in the 2020-2024 capital plan. New to the capital plan, the Fox Bend Wetland Restoration project includes \$122,400 to restore approximately 20 acres of this undeveloped county park in the Village of Vernon to its natural condition, resulting in higher quality wetlands, better flood plain storage, and increased beneficial native wildlife and vegetation at the site through control of invasive vegetation and new plantings.

PUBLIC WORKS

Public Works projects for highways and facility/other projects are estimated to total \$53.4 million. This includes road projects totaling \$49.9 million. New and expanded road capacity construction is identified in priority corridors, and the plan includes \$3.7 million 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. Construction costs are estimated to total \$14.4 million, with federal aid covering \$10.6 million, and the city of New Berlin and a developer contributing \$1.1 million, with the county cost share of \$2.7 million (construction is planned in 2026).

Road projects include \$41.3 million for major maintenance and roadway rehabilitation, \$2.4 million for bridge improvements, and \$2.5 million for several spot safety improvements, primarily for intersection and signal work.

The plan also includes \$1.15 million as part of a \$2.85 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2028), \$1.7 million to replace the roof at the Highway Operations/Central Fleet building, and \$658,000 to replace the roof at the Juvenile Center.

COUNTYWIDE TECHNOLOGY

The capital plan includes \$1.9 million to implement an enterprise resource planning (ERP) system, which is expected to include functionality for human resources/payroll, time and attendance, and financial management. Final funding is budgeted in 2024, with implementation expected to be finalized in 2026. The plan also includes \$539,000 as part of a \$2.2 million Election System Upgrade project to replace voting equipment with all 37 municipalities (initial funding in 2028, replacement complete in 2029).

PROJECT TITLE	NO.	CURRENT APPROPRIATION	2024 CO EXEC	2025 CO EXEC	2026 CO EXEC	2027 CO EXEC	2028 CO EXEC	TOTAL FIVE-YEAR PLAN
PUBLIC WORKS - CENTRAL FLEET								
FUEL TANK REPLACEMENT AND INFRASTRUCTURE	201415	\$1,700,000	\$0	\$0	\$0	\$550,000	\$600,000	\$1,150,000
PUBLIC WORKS - FACILITIES								
COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE	201705	\$37,600,000	\$35,350,000	\$20,350,000	\$20,500,000	\$0	\$0	\$76,200,000
COMMUNICATION CTR ROOF REPLACEMENT	202209	\$0	\$10,000	\$243,000	\$0	\$0	\$0	\$253,000
HIGHWAY/FLEET BLDG ROOF REPLACEMENT	202210	\$0	\$0	\$100,000	\$621,000	\$978,000	\$0	\$1,699,000
LAW ENFORCEMENT CTR WINDOW REPLACEMENT	202211	\$0	\$0	\$20,000	\$200,000	\$875,000	\$0	\$1,095,000
JUVENILE CENTER ROOF REPLACEMENT	202309	\$0	\$0	\$0	\$10,000	\$432,000	\$216,000	\$658,000
COMMUNICATIONS CENTER UPS UPGRADE	202310	\$0	\$20,000	\$200,000	\$0	\$0	\$0	\$220,000
MENTAL HEALTH CENTER ROOF REPLACEMENT	202313	\$0	\$0	\$0	\$0	\$25,000	\$540,000	\$565,000
COUNTY JAIL ROOF REPLACEMENT	202314	\$0	\$0	\$0	\$0	\$50,000	\$648,000	\$698,000
UJWW DUAL DUCT AIRHANDLER REPLACEMENT	202415	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
NORTHVIEW HUBER ROOFING UPGRADE	202416	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
PUBLIC WORKS - HIGHWAYS								
CTH O, CTH ES TO CTH D REHABILITATION	201803	\$961,900	\$43,300	\$5,135,800	\$0	\$0	\$0	\$5,179,100
CTH O, CTH D TO STH 59 REHABILITATION	202013	\$206,000	\$988,000	\$0	\$9,122,600	\$0	\$0	\$10,110,600
CTH O, CTH HH TO GRANGE AVE	202102	\$737,200	\$0	\$0	\$3,744,000	\$0	\$0	\$3,744,000
CTH VV, WESTBOUND BRIDGE OVER MEMOMONEE RIVER	201802	\$203,000	\$0	\$110,200	\$0	\$0	\$0	\$110,200
CTH T, NORTHVIEW ROAD TO I-94 REHABILITATION	201805	\$156,900	\$900,200	\$0	\$0	\$0	\$0	\$900,200
CTH SS, MEADOWBROOK CREEK STRUCTURE	202001	\$0	\$127,000	\$174,000	\$541,000	\$0	\$0	\$842,000
CTH I, CALHOUN CREEK BRIDGE	202201	\$6,000	\$0	\$21,000	\$45,000	\$98,000	\$0	\$164,000
CTH EF, BARK RIVER BRIDGE	202202	\$22,000	\$29,800	\$72,000	\$0	\$0	\$0	\$101,800
CTH I, MUKWONAGO RIVER BRIDGE	202203	\$6,000	\$0	\$21,000	\$45,000	\$101,000	\$0	\$167,000
CTH Y - CTH L to CTH HH REHABILITATION	202301	\$0	\$76,600	\$300,000	\$900,000	\$0	\$0	\$1,276,600
CTH J - CTH FT INTERSECTION	202302	\$20,000	\$106,400	\$146,300	\$0	\$0	\$0	\$252,700
CTH ES - SUNNYSLOPE ROAD INTERSECTION	202303	\$0	\$0	\$26,000	\$250,000	\$131,500	\$0	\$407,500
CTH F - CTH K INTERSECTION	202304	\$0	\$0	\$29,800	\$100,000	\$139,700	\$0	\$269,500
CTH T - CTH JJ INTERSECTION	202305	\$0	\$30,400	\$75,000	\$139,700	\$0	\$0	\$245,100
CTH M REHABILITATION, CTH F TO CTH SR	202011	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0
CTH F - BUSSE ROAD INTERSECTION	202401	\$0	\$0	\$0	\$0	\$30,000	\$25,000	\$55,000
CTH D - SUNNY SLOPE ROAD INTERSECTION	202402	\$0	\$0	\$0	\$0	\$30,000	\$50,000	\$80,000
SIGNAL CONTROLLER REPLACEMENT	202403	\$0	\$129,000	\$630,000	\$0	\$0	\$0	\$759,000
CTH ES, STH 164 TO CTH U	202404	\$0	\$0	\$0	\$61,000	\$150,000	\$600,000	\$811,000
CTH D - CTH E INTERSECTION	202407	\$0	\$0	\$0	\$20,000	\$0	\$402,500	\$422,500
CULVERT REPLACEMENT PROGRAM 2023-2027	201901	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$800,000
CULVERT REPLACEMENT PROGRAM 2028-2032	202414	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
REPAVING PROGRAM 2023-2027	201906	\$4,300,000	\$5,510,000	\$3,990,000	\$3,800,000	\$4,700,000	\$0	\$18,000,000
REPAVING PROGRAM 2028-2032	202413	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000

Capital Projects

2024-2028 Capital Plan

Project Listing

PROJECT TITLE	NO.	CURRENT APPROPRIATION	2024 CO EXEC	2025 CO EXEC	2026 CO EXEC	2027 CO EXEC	2028 CO EXEC	TOTAL FIVE-YEAR PLAN
PARKS AND LAND USE								
UWW SITE INFRASTRUCTURE IMPROVEMENTS - PHASE II	202103	\$0	\$0	\$25,000	\$340,000	\$0	\$0	\$365,000
GOLF COURSE INFRASTRUCTURE PROJECT	202208	\$1,762,000	\$778,000	\$250,000	\$250,000	\$0	\$0	\$1,278,000
LAKE COUNTRY TRAIL CONNECTION TO JEFFERSON COUNTY	202312	\$0	\$250,000	\$0	\$1,739,900	\$0	\$0	\$1,989,900
FOX RIVER BEND WETLAND RESTORATION PROJECT	202408	\$0	\$6,000	\$106,400	\$10,000	\$0	\$0	\$122,400
ICE ARENA FACILITY IMPROVEMENT PLAN	202409	\$0	\$596,200	\$0	\$0	\$506,100	\$1,292,100	\$2,394,400
PAVEMENT MANAGEMENT PLAN 2023 - 2027	201908	\$1,347,300	\$1,365,000	\$1,200,000	\$1,822,000	\$1,200,000	\$0	\$5,587,000
PAVEMENT MANAGEMENT PLAN 2028 - 2032	202410	\$0	\$0	\$0	\$0	\$0	\$1,350,000	\$1,350,000
IT - SHERIFF								
JAIL SECURITY AUDIO UPGRADE	202206	\$50,000	\$400,000	\$0	\$0	\$0	\$0	\$400,000
IT - HEALTH & HUMAN SERVICES								
HHS TECHNOLOGY ENHANCEMENT	202014	\$1,148,000	\$305,000	\$0	\$0	\$0	\$0	\$305,000
IT - COUNTY CLERK								
ELECTION SYSTEM REPLACEMENT	202412	\$0	\$0	\$0	\$0	\$0	\$539,000	\$539,000
IT - COUNTYWIDE								
ERP SYSTEM IMPLEMENTATIONS	202215	\$2,850,000	\$1,900,000	\$0	\$0	\$0	\$0	\$1,900,000
GROSS EXPENDITURES			\$49,120,900	\$33,425,500	\$44,461,200	\$10,196,300	\$11,487,600	\$148,691,500
REVENUES:								
Golf Fund Balance - #202208 Golf Course Infrastructure Improvements			\$693,000	\$250,000	\$250,000			\$1,193,000
Park Mgmt & Land Acq (Tarmann) Fund Bal - #202409 - Ice Arena Facility Imprvmt Plan			\$398,500			\$506,100	\$1,292,100	\$2,196,700
End User Technology Fund Balance - #202215 ERP System Implementation			\$615,000					\$615,000
CHIP D Revenue - #201906 CTH Repaving Program			\$260,000	\$260,000	\$260,000	\$260,000		\$1,040,000
CHIP Revenue - #201906 CTH Repaving Program			\$350,000	\$350,000	\$350,000	\$350,000		\$1,400,000
Local Muni Funding and Developer Contribution - #202102 CTH O, CTH HH to Grange					\$1,075,000			\$1,075,000
Local Muni Funding - #202013 CTH O, CTH D to STH 59 Rehabilitation					\$1,000,000			\$1,000,000
STP Funding for Land - #202013 CTH O, CTH D to STH 59 Rehabilitation			\$802,400					\$802,400
STP Funding for Land - #202301 CTH Y - CTH L to CTH HH				\$240,000				\$240,000
State Supplement Local Road Improvement Program Funding (LRIP-S)				\$1,900,000	\$1,900,000			\$3,800,000
Carbon Reduction Program - #202403 Signal Controller Replacement			\$103,200	\$504,000				\$607,200
STP Funding for Land - #202404 CTH ES, 164 to CTH U						\$120,000		\$120,000
Multiple Sources of Funding - #202312 - Lake Country Trail - Phase V			\$200,000		\$1,715,900			\$1,915,900
Multiple Sources of Funding - #202408 - Fox Bend Wetland Restoration Project			\$6,000	\$106,400	\$10,000			\$122,400
Multiple Sources of Funding - #201908 PLU Pavement Mgmt - Rehab New Berlin Trail			\$165,000		\$622,000			\$787,000
Energy Efficiency Block Grant - #202409 - Ice Arena Facility Improvement Plan			\$197,700					\$197,700
Shared Revenue - Supplemental Aid			\$1,996,239	\$771,000	\$771,000	\$771,000	\$771,000	\$5,080,239
State Shared Revenue/Utility Payment			\$200,000	\$200,000	\$200,000			\$600,000
State Personal Property Replacement - Computer Aid			\$625,000	\$625,000	\$625,000			\$1,875,000
State Personal Property Aid			\$695,465	\$695,465	\$695,465			\$2,086,395
Federal American Rescue Plan Act - #201705 Courthouse Project - Step 2			\$16,000,000					\$16,000,000
Federal American Rescue Plan Act - #201908 Pavement Management Plan			\$900,000					\$900,000
Federal American Rescue Plan Act - #202215 ERP System Implementation			\$1,285,000					\$1,285,000
Federal American Rescue Plan Act - #202014 HHS Technology Enhancement			\$305,000					\$305,000
General Fund Balance Jail Assessment - #202206 Jail Security Audio Upgrade			\$400,000					\$400,000
General Fund Balance #201705 Courthouse Project Step 2			\$4,000,000					\$4,000,000
General Fund Balance - #202208 Golf Course Infrastructure Improvements			\$85,000					\$85,000
General Fund Balance				\$1,500,000	\$1,500,000			\$3,000,000
Capital Project Fund Balance			\$245,138	\$1,310,520	\$5,571,720			\$7,127,378
Subtotal			\$30,527,642	\$8,712,385	\$16,546,085	\$2,007,100	\$2,063,100	\$59,856,312
EXPENDITURES BEFORE TAX LEVY, DEBT, BORROWING & INTEREST (a)			\$18,593,258	\$24,713,115	\$27,915,115	\$8,189,200	\$9,424,500	\$88,835,188