

# Capital Projects

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## CAPITAL PROJECTS

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### 2022 Capital Budget

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### 2022-2026 Capital Projects Plan

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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 percent 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.

Beginning in 2022, the county will 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 will pay 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," 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**

|  | 2020<br>Budget            | 2021<br>Budget            | 2022<br>Budget            | Change from<br>2021       |
|--|---------------------------|---------------------------|---------------------------|---------------------------|
| <b>CAPITAL IMPROVEMENT PLAN BUDGETS</b>  |                           |                           |                           |                           |
| Expenditures   | \$27,794,700              | \$19,201,900              | \$26,716,000              | \$7,514,100               |
| Revenues-Project Specific  | \$2,279,800               | \$3,470,500               | \$1,882,300               | (\$1,588,200)             |
| Enterprise Fund Balance (a)  | \$247,000                 | \$25,000                  | \$1,423,000               | \$1,398,000               |
| Internal Service Fund Balance  | \$0                       | \$0                       | \$0                       | \$0                       |
| Restricted Special Rev Fund Bal  | \$0                       | \$0                       | \$0                       | \$0                       |
| Net Expenditures   | \$25,267,900              | \$15,706,400              | \$23,410,700              | \$7,704,300               |
| Other Financing Sources:   |                           |                           |                           |                           |
| Investment Earnings  | \$340,000                 | \$120,000                 | \$120,000                 | \$0                       |
| Debt Issue Proceeds  | <u>\$18,000,000</u>       | <u>\$12,000,000</u>       | <u>\$9,500,000</u>        | <u>(\$2,500,000)</u>      |
| Cash Balances from   |                           |                           |                           |                           |
| Governmental Fund Balance (b)  | \$3,707,900               | \$473,617                 | \$4,762,917               | \$4,289,300               |
| Other Fund Balance   | \$0                       | \$0                       | \$0                       | \$0                       |
| Revenues-General (c)   | \$1,864,073               | \$1,596,856               | \$7,735,668               | \$6,138,812               |
| <b>Tax Levy</b>  | <u><b>\$1,355,927</b></u> | <u><b>\$1,515,927</b></u> | <u><b>\$1,292,115</b></u> | <u><b>(\$223,812)</b></u> |
| Total Cash Balances  | \$6,927,900               | \$3,586,400               | \$13,790,700              | \$10,204,300              |
| Est. Use of Cash Balances  |                           |                           |                           |                           |
| as % Of Net Expenditures   | 27%                       | 23%                       | 59%                       |                           |
| <b>VEHICLE REPLACEMENT PLAN FUNDED THROUGH BORROWING</b>                                 |                           |                           |                           |                           |
| Expenditures   | \$0                       | \$0                       | \$1,800,000               | \$1,800,000               |
| Debt Issue Proceeds  | \$0                       | \$0                       | \$1,800,000               | \$1,800,000               |
| <b>TOTAL EXPENDITURES AND BORROWING (CAPITAL IMPROVEMENT PLAN + VEHICLE REPLACEMENT)</b> |                           |                           |                           |                           |
| Expenditures   | \$27,794,700              | \$19,201,900              | \$28,516,000              | \$9,314,100               |
| Debt Issue Proceeds  | \$18,000,000              | \$12,000,000              | \$11,300,000              | (\$700,000)               |

- (a) 2022 budgeted use of enterprise fund balance consists of \$561,000 of Airport Fund balance for the Airport Terminal and Tower Roof Replacement project (#202101), the Airport Perimeter Road project (#202108), the Airport Parking Lot Expansion project (#202109), and the Airport Ramp Rehabilitation project (#202110) and \$862,000 of Golf Course Fund balance for the Golf Course Improvements project (#202208).
- (b) 2022 budgeted use of governmental fund balance of \$4,871,317 includes Capital Project Fund balance of \$2,762,917 and General Fund balance of \$2,000,000.
- (c) General revenues include \$390,000 of state Shared Revenues, \$600,000 of state aid for the personal property tax exemption of computers, \$745,668 of state personal property aid for the tax exemption of machinery, tools, and patterns not used for manufacturing, and \$6,000,000 of federal American Rescue Plan Act funds.

# Capital Projects

# 2022 Capital Projects

# Summary

|   | 2020 Budget         | 2021 Budget         | 2022 Budget         | 21-22 Budget Change |
|---|---------------------|---------------------|---------------------|---------------------|
| <b>EXPENDITURES</b>                     |                     |                     |                     |                     |
| Justice and Public Safety               | \$14,196,000        | \$2,800,000         | \$16,000,000        | \$13,200,000        |
| Health and Human Services               | \$330,000           | \$190,000           | \$0                 | (\$190,000)         |
| Parks, Env, Edu & Land Use              | \$3,023,800         | \$4,290,000         | \$2,375,300         | (\$1,914,700)       |
| Public Works                            | \$10,039,900        | \$11,761,900        | \$8,340,700         | (\$3,421,200)       |
| County Wide Technology Projects         | \$0                 | \$0                 | \$0                 | \$0                 |
| Vehicle Replacement                     | \$0                 | \$0                 | \$1,800,000         | \$1,800,000         |
| Est. Financing Costs                    | \$205,000           | \$160,000           | \$0                 | (\$160,000)         |
| <b>Total Gross Capital Expenditures</b> | <b>\$27,794,700</b> | <b>\$19,201,900</b> | <b>\$28,516,000</b> | <b>\$9,314,100</b>  |

## REVENUES-Project Specific

|  |                    |                    |                    |                      |
|--|--------------------|--------------------|--------------------|----------------------|
| Local Municipal Share                                | \$695,000          | \$882,000          | \$194,000          | (\$688,000)          |
| Donations/Contributions/Reimbursements               | \$699,800          | \$0                | \$585,000          | \$585,000            |
| County Highway Improvement Program (CHIP)            | \$330,000          | \$330,000          | \$330,000          | \$0                  |
| CHIP-Discretionary                                   | \$260,000          | \$260,000          | \$260,000          | \$0                  |
| Federal, State, & Municipal Funding for PLU Projects | \$24,000           | \$1,798,500        | \$226,300          | (\$1,572,200)        |
| Community Development Block Grant Funding            | \$71,000           | \$0                | \$87,000           | \$87,000             |
| Landfill Siting Revenues                             | \$200,000          | \$200,000          | \$200,000          | \$0                  |
| <b>Subtotal: Revenues-Project Specific</b>           | <b>\$2,279,800</b> | <b>\$3,470,500</b> | <b>\$1,882,300</b> | <b>(\$1,588,200)</b> |

## REVENUES-General

|   |                    |                    |                    |                    |
|---|--------------------|--------------------|--------------------|--------------------|
| State Shared Revenue/Utility Payment                            | \$250,000          | \$250,000          | \$390,000          | \$140,000          |
| State Aid for Computer Equipment Property Tax Exemption         | \$600,000          | \$600,000          | \$600,000          | \$0                |
| State General Transportation Aids                               | \$270,000          | \$100,000          | \$0                | (\$100,000)        |
| State Aid for Tax Exempt Machinery, Tools, & Patterns (Non-Mfg) | \$744,073          | \$646,856          | \$745,668          | \$98,812           |
| American Rescue Plan Act  | \$0                | \$0                | \$6,000,000        | \$6,000,000        |
| <b>Subtotal: Revenues-General</b>                               | <b>\$1,864,073</b> | <b>\$1,596,856</b> | <b>\$7,735,668</b> | <b>\$6,138,812</b> |

## FUND BALANCE APPROPRIATIONS:

|  |                  |                 |                    |                    |
|--|------------------|-----------------|--------------------|--------------------|
| Airport Fund                             | \$0              | \$25,000        | \$561,000          | \$536,000          |
| Golf Course Fund                         | \$0              | \$0             | \$862,000          | \$862,000          |
| Material Recycling Facility Fund Balance | \$247,000        | \$0             | \$0                | \$0                |
| <b>Subtotal: Enterprise Fund Balance</b> | <b>\$247,000</b> | <b>\$25,000</b> | <b>\$1,423,000</b> | <b>\$1,398,000</b> |

|   |                    |                  |                    |                    |
|---|--------------------|------------------|--------------------|--------------------|
| General Fund Balance  | \$350,000          | \$0              | \$2,000,000        | \$2,000,000        |
| Gen Fund - Assigned: Jail Assessment Revenue Reserves         | \$496,000          | \$0              | \$0                | \$0                |
| Capital Project Funds Assigned                                | \$2,611,900        | \$381,117        | \$2,762,917        | \$2,381,800        |
| Tarmann Parkland Acquisition Fund Balance                     | \$250,000          | \$92,500         | \$0                | (\$92,500)         |
| <b>Subtotal: Cash Balances from Governmental Fund Balance</b> | <b>\$3,707,900</b> | <b>\$473,617</b> | <b>\$4,762,917</b> | <b>\$4,289,300</b> |
| <b>Total Fund Balance Uses For Capital Projects</b>           | <b>\$3,954,900</b> | <b>\$498,617</b> | <b>\$6,185,917</b> | <b>\$5,687,300</b> |

|  |              |              |             |               |
|--|--------------|--------------|-------------|---------------|
| Investment Earnings                          | \$340,000    | \$120,000    | \$120,000   | \$0           |
| Debt Proceeds - For Capital Improvement Plan | \$18,000,000 | \$12,000,000 | \$9,500,000 | (\$2,500,000) |
| Debt Proceeds - For Vehicle Replacement Plan | \$0          | \$0          | \$1,800,000 | \$1,800,000   |

|          |             |             |             |             |
|----------|-------------|-------------|-------------|-------------|
| Tax Levy | \$1,355,927 | \$1,515,927 | \$1,292,115 | (\$223,812) |
|----------|-------------|-------------|-------------|-------------|

| Pg #                                | PROJECT TITLE                                     | Project Number | 2022 Project Budget | Fund Balance & Revenue Applied |        | Net \$'s Needed After Revenues Applied |
|-------------------------------------|---|----------------|---------------------|--------------------------------|--------|--|
| <b>PUBLIC WORKS - AIRPORT</b>       |   |                |                     |                                |        |  |
| 498                                 | AIRPORT TERMINAL AND TOWER ROOF REPLACEMENT       | 202101         | \$242,500           | \$242,500                      | (a)    | \$0                                    |
| 499                                 | AIRPORT PERIMETER ROAD                            | 202108         | \$103,500           | \$103,500                      | (a)    | \$0                                    |
| 500                                 | AIRPORT PARKING LOT REHABILITATION AND EXPANSION  | 202109         | \$75,000            | \$75,000                       | (a)    | \$0                                    |
| 501                                 | AIRPORT RAMP REHABILITATION                       | 202110         | \$450,000           | \$450,000                      | (a)(b) | \$0                                    |
| <b>PUBLIC WORKS - CENTRAL FLEET</b> |   |                |                     |                                |        |  |
| 502                                 | FUEL TANK REPLACEMENT AND INFRASTRUCTURE          | 201415         | \$200,000           |                                |        | \$200,000                              |
| <b>PUBLIC WORKS - BUILDINGS</b>     |   |                |                     |                                |        |  |
| 503                                 | COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE | 201705         | \$16,000,000        |                                |        | \$16,000,000                           |
| <b>PUBLIC WORKS - HIGHWAYS</b>      |   |                |                     |                                |        |  |
| 505                                 | CTH T, NORTHVIEW ROAD TO I-94 REHABILITATION      | 201805         | \$109,000           |                                |        | \$109,000                              |
| 506                                 | CTH B, MORGAN ROAD INTERSECTION                   | 202009         | \$47,000            |                                |        | \$47,000                               |
| 507                                 | CTH M, CTH F TO CTH SR REHABILITATION             | 202011         | \$52,000            |                                |        | \$52,000                               |
| 508                                 | CTH F, LINDSAY ROAD INTERSECTION                  | 202105         | \$35,000            | \$35,000                       | (c)    | \$0                                    |
| 509                                 | CTH M, CALHOUN RD TO EAST COUNTY LINE             | 201008         | \$560,000           | \$275,000                      | (d)    | \$285,000                              |
| 510                                 | CTH XX, PEBBLE BROOK CREEK BRIDGE                 | 201402         | \$69,000            |                                |        | \$69,000                               |
| 511                                 | CTH O, CTH HH TO GRANGE AVE                       | 202102         | \$123,000           |                                |        | \$123,000                              |
| 512                                 | CTH O, I-94 TO USH 18                             | 201502         | \$1,548,400         | \$159,000                      | (e)    | \$1,389,400                            |
| 513                                 | CTH O, CTH ES TO CTH D REHABILITATION             | 201803         | \$208,300           |                                |        | \$208,300                              |
| 514                                 | CTH I, CALHOUN CREEK BRIDGE                       | 202201         | \$6,000             |                                |        | \$6,000                                |
| 515                                 | CTH EF, BARK RIVER BRIDGE                         | 202202         | \$6,000             |                                |        | \$6,000                                |
| 516                                 | CTH I, MUKWONAGO RIVER BRIDGE                     | 202203         | \$6,000             |                                |        | \$6,000                                |
| 517                                 | BRIDGE AID PROGRAM 2018 - 2022                    | 201701         | \$100,000           |                                |        | \$100,000                              |
| 518                                 | CULVERT REPLACEMENT PROGRAM 2018-2022             | 201618         | \$100,000           |                                |        | \$100,000                              |
| 519                                 | REPAVING PROGRAM 2018-2022                        | 201416         | \$4,300,000         | \$590,000                      | (f)    | \$3,710,000                            |

(a) Airport Fund balance

(b) Fixed Base Operator reimbursements

(c) Municipal local share

(d) Miscellaneous reimbursements

(e) Municipal local share

(f) Includes state County Highway Improvement Program (CHIP) funding of \$330,000 and CHIP-Discretionary funding of \$260,000

**Capital Projects**

**2022 Capital Projects**

**Project Listing**

| Pg # | PROJECT TITLE | Project Number | 2022 Project Budget | Fund Balance & Revenue Applied |  | Net \$'s Needed After Revenues Applied |
|------|---------------|----------------|---------------------|--------------------------------|--|--|
|------|---------------|----------------|---------------------|--------------------------------|--|--|

**PARKS AND LAND USE**

|     |                                    |        |             |           |     |             |
|-----|------------------------------------|--------|-------------|-----------|-----|-------------|
| 520 | GOLF COURSE INFRASTRUCTURE PROJECT | 202208 | \$862,000   | \$862,000 | (g) | \$0         |
| 521 | FOX RIVER PARK IMPROVEMENTS        | 202212 | \$313,300   | \$313,300 | (h) | \$0         |
| 522 | PAVEMENT MANAGEMENT PLAN 2018-2022 | 201406 | \$1,200,000 | \$200,000 | (i) | \$1,000,000 |

**VEHICLE REPLACEMENT**

|     |                     |     |             |  |  |             |
|-----|---------------------|-----|-------------|--|--|-------------|
| (j) | VEHICLE REPLACEMENT | N/A | \$1,800,000 |  |  | \$1,800,000 |
|-----|---------------------|-----|-------------|--|--|-------------|

|  |  |  |              |             |  |              |
|--|--|--|--------------|-------------|--|--------------|
| TOTAL EXPENDITURES/Fund Balance & Revenues Applied/Net \$ Needed |  |  | \$28,516,000 | \$3,305,300 |  | \$25,210,700 |
|--|--|--|--------------|-------------|--|--------------|

**ADDITIONAL REVENUES & FUND BALANCE-GENERALLY APPLIED**

|   |                     |
|---|---------------------|
| STATE COMPUTER EQUIPMENT EXEMPTION  | \$600,000           |
| STATE SHARED REVENUE/UTILITY PAYMENT  | \$390,000           |
| STATE PERSONAL PROPERTY AID FOR EXEMPT MACHINE, TOOLS, & PATTERNS (NON-MFG) | \$745,668           |
| AMERICAN RESCUE PLAN ACT FUNDING (ARPA)                                     | \$6,000,000         |
| GENERAL FUND BALANCE  | \$2,000,000         |
| CAPITAL PROJECT FUND BALANCE  | \$2,762,917         |
| DEBT ISSUE PROCEEDS - FOR CAPITAL IMPROVEMENT PLAN                          | \$9,500,000         |
| DEBT ISSUE PROCEEDS - FOR VEHICLE REPLACEMENT                               | \$1,800,000         |
| INVESTMENT INCOME EARNED ON DEBT ISSUE                                      | \$120,000           |
| <b>TOTAL FROM OTHER FUNDING SOURCES</b>                                     | <b>\$23,918,585</b> |

|          |             |
|----------|-------------|
| TAX LEVY | \$1,292,115 |
|----------|-------------|

(g) Golf Course Fund balance

(h) Includes WI Department of Natural Resources funding, SEWRFC grant funding, WI Department of Agriculture, Trade, and Consumer Protection funding, Village of Mukwonago Waste Water Treatment Plant funding, and Community Development Block Grant funding

(i) Landfill siting revenues

(j) 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

**GENERAL SUMMARY**

Capital project expenditures in 2022 increase about \$9.3 million from the 2021 Adopted Budget to \$28.5 million. Changes are identified by functional areas below.

**Justice and Public Safety**

Projects in this functional area total \$16 million, which is an increase of \$13.2 million from the prior-year budget. The 2022 budget includes funding of \$16 million to continue the design and begin construction of the second phase of a two-phase project to modernize and expand the courthouse. The first phase, construction of a new secure courtroom tower, will be 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.

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

Projects in this functional area total about \$2.4 million, a decrease of \$1.9 million from the 2021 budget. Maintenance of existing facilities includes \$1.2 million for the parks pavement management plan. The budget includes \$862,000 to begin golf course infrastructure repairs and replacement at the Naga-Waukee War Memorial Golf Course in Delafield. The improvements will include irrigation system repairs and replacement, pump station replacement, HVAC replacement, cart path maintenance, clubhouse roof replacement, clubhouse restroom renovations, and patio pavement renovations. The budget also includes \$313,300 to implement a new ADA-accessible fishing pier / overlook, a new ADA-accessible kayak / canoe launch, an ADA-accessible walkway to connect park patrons from existing parking to the new features, and to stabilize and restore 305 feet of riverbank at the Fox River Park in Waukesha. The Fox River Park improvements will be funded entirely with grants and other funding sources.

**Public Works**

Project expenditures in the public works functional area total \$8.3 million, a decrease of about \$3.4 million from the 2021 budget. County dollars leverage an additional \$7.3 million of state/federal funds for highway projects and an additional \$6 million for airport projects. Projects include the airport, buildings, and highways as follows:

Airport

The 2022 capital budget includes four projects at the Waukesha County Airport – Crites Field. The budget includes \$242,500 for the airport terminal and tower roof replacement, \$103,500 for construction of a perimeter road that will extend a two-lane vehicle access road around the south and east perimeter of the airport, \$75,000 for the rehabilitation and expansion of the airport parking lot which will add an additional 107 parking spaces, and \$450,000 for the rehabilitation of three major sections (the executive, the south, and the west ramps) of the terminal ramp area. The entire cost of the west ramp rehabilitation, \$310,000, will be covered by Atlantic Aviation, LLC, per their Fixed Base Operator (FBO) lease and operating agreement with the county.

Buildings/Land Improvements

The major focus for building improvements in the five-year capital plan is the second phase of a two-phase project to upgrade and modernize the county courthouse (discussed previously under the Justice and Public Safety functional area). The 2022 budget includes \$200,000 as part of a multiple-year project to replace county fuel tanks when needed.

Highways

The 2022 capital budget for roadways continues priorities established in four categories and includes projects in all categories to provide a balanced plan. Projects and funding priorities are identified below.

*Repaving*

A funding level of \$4.3 million is budgeted for the annual County Trunk Highway (CTH) Repaving Program. A project to rehabilitate Moorland Road from Interstate 94 (I-94) to US Highway 18 in the city of Brookfield is funded at about \$1.54 million for the construction phase. The land acquisition phase for a project to rehabilitate Moorland Road from CTH ES (National Avenue) to CTH D (Cleveland Avenue) in the city of New Berlin is funded at \$208,300 (construction in 2024). Funding in the amount of \$109,000 is budgeted for the land acquisition phase of a project to improve the condition of CTH T (Grandview Boulevard), from Northview Road to I-94 in the city of Waukesha (construction in 2023).

*Bridges/Culverts*

The existing Culvert Replacement Program continues with an appropriation of \$100,000. The budget funds \$69,000 for the construction phase of improvements at the CTH XX (Oakdale Drive) bridge over the Pebble Brook Creek in the village of Waukesha. The design phase to improve the condition of three bridge structures is funded at \$18,000 (each design is budgeted at \$6,000) to rehabilitate the CTH I (Beloit Road) bridge over Calhoun Creek in the city of New Berlin, to improve the overlay of the CTH EF (Dorn Road) bridge over the

Bark River in the Town of Merton, and to improve the overlay of the CTH I (Beloit Road) bridge over the Mukwonago River in the Town of Mukwonago.

#### *Signal & Safety Improvements*

Decisions to initiate signal and safety spot improvements are based on safety, traffic congestion, and roadway safety audits to identify the use of lower-cost remediation strategies. The construction phase of a project to correct safety problems along the curved segment of CTH B (Valley Road) and Morgan Road intersection in the village of Summit and city of Oconomowoc is funded with \$47,000. The land acquisition phase for a project at the intersection of CTH F (Redford Boulevard) and Lindsay Road in the city of Pewaukee is budgeted at \$35,000 (construction in 2023).

#### *Priority Corridors*

The budget includes \$560,000 to finish the widening of about three miles of CTH M (North Avenue) from Calhoun Road to the East County Line (124<sup>th</sup> Street) in the city of Brookfield and village of Elm Grove. In addition, the budget includes \$123,000 for the design phase of a project to add additional lanes to CTH O (Moorland Road) between CTH HH (College Avenue) and Grange Avenue in the city of New Berlin (construction in 2025).

#### **Vehicle Replacement**

Beginning in 2022, the county will begin borrowing 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 will pay for the initial acquisition, with principal repaid in the Debt Service Fund with departmental contributions collected through the Vehicle Replacement Plan. This is expected to be a phased approach, beginning with borrowing for three patrol trucks and three tandem trucks for the Department of Public Works – Highway Operations Division in 2022, estimated at \$1.8 million dollars, with other major asset classifications transitioning to borrowing in 2023-24.

#### **Project Revenue Funding**

Revenues and various fund balance appropriations for project funding increase by about \$10.2 million to \$15.8 million for the 2022 Budget.

Project specific revenues decrease by \$1.6 million to \$1.9 million. This budget includes \$35,000 from the city of Pewaukee to cover the land acquisition costs for the CTH F (Redford Boulevard) at Lindsay Road intersection improvements. Miscellaneous reimbursements and credits are anticipated in the amount of \$275,000 for the project to widen CTH M (North Avenue) from Calhoun Road to the east county line (124<sup>th</sup> Street). Local municipal revenues of \$159,000 from the city of Brookfield are budgeted to cover their share of amenities as part of the CTH O (Moorland Road), Interstate 94 to US Highway 18 rehabilitation project.

The budget also includes state County Highway Improvement Program (CHIP) funding of \$330,000 and CHIP-Discretionary funding of \$260,000 to help fund the County Highway Repaving Program. The Parks and Land Use Repaving Program includes \$200,000 of landfill siting revenue to fund the repavement of park roads and pavement around county facilities. The Fox River Park improvements project includes \$313,000 in funding from multiple funding sources.

#### Current Funding Sources

The budget includes \$600,000 in state aid for tax-exempt computer property and \$390,000 of state Shared Revenues. State personal property aid for the tax exemption of machinery, tools, and patterns (not used in manufacturing) is budgeted at \$745,668. The 2022 budget includes \$6 million of American Rescue Plan Act (ARPA) funding to be used to offset increased costs associated with the Step 2 courthouse project.

Use of fund balances in 2022 totals about \$6.2 million, which is an increase of \$5.7 million from the 2021 budget. **Airport Fund** balance is budgeted at \$561,000 to fund the following airport projects: airport terminal and tower roof replacement, airport perimeter road extension, airport parking lot rehabilitation and expansion, and airport ramp rehabilitation. **Golf Course Fund balance** is budgeted at \$862,000 to fund the golf course improvements at Naga-Waukee War Memorial Golf Course. **Capital Project Fund balance** of about \$2.7 million is budgeted in 2022. **General Fund balance** is budgeted at \$2 million.

Borrowed funds are budgeted at \$11.3 million, a decrease of \$700,000. This includes \$9.5 million in borrowing for the Capital Improvement Plan, which is \$2.5 million lower than in 2021. Beginning in 2022, the county is borrowing for some major vehicle replacements, budgeted at \$1.8 million. Investment income is budgeted at \$120,000. Property tax levy funding decreases \$223,800 to \$1.29 million. Tax levy, the use of governmental fund balance, and other revenues generates the county's "down payment" at 59% 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 will be 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 – Airport**

Operating costs associated with labor and materials related to repairing leaks and associated damages to the roofs are expected to be reduced when the airport terminal and control tower roofs are replaced. Ongoing costs related to pavement maintenance are expected to be low during the few first years after the perimeter road is constructed. However, these costs could increase to about \$1,300 per year over time as road maintenance (i.e., sealing, striping, and other general maintenance) is needed. Snow removal cost are expected to be about \$9,200 per year. The new parking lot space will result in additional ongoing costs of approximately \$3,000 per year for snow removal. Maintenance costs associated with the terminal ramps will be reduced by rehabilitating the existing pavement.

**Public Works – Highways**

Annual operating costs for additional lane miles are estimated at approximately \$7,600 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 67 in 2020. 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 2020 was 85.1.

|                       |   |                      |                            |
|-----------------------|---|----------------------|----------------------------|
| <b>Project Title:</b> | Airport Terminal and Tower Roof Replacement | <b>Project #:</b>    | 202101                     |
| <b>Department:</b>    | Public Works - Airport                      | <b>Project Type:</b> | Roof Replacement           |
| <b>Phase:</b>         | Construction                                | <b>Sponsor:</b>      | Public Works               |
| <b>Budget Action:</b> | As Planned                                  | <b>Manager:</b>      | Allison Bussler            |
| <b>Date:</b>          | December 2, 2021                            | <b>Map / Image:</b>  | <a href="#">Click Here</a> |

| <b>CAPITAL BUDGET SUMMARY</b>    |                          |                 |                       |            |            |                  |
|----------------------------------|--------------------------|-----------------|-----------------------|------------|------------|------------------|
| Year                             | 2020                     | 2021            | 2022                  | 2023       | 2024       | Total            |
| Project Phase                    | Budget & Concept, Design |                 | Construction          |            |            | Project          |
| Expenditure Budget               | \$0                      | \$25,000        | \$242,500             | \$0        | \$0        | \$267,500        |
| Revenue Budget                   | <u>\$0</u>               | <u>\$25,000</u> | <u>\$242,500</u>      | <u>\$0</u> | <u>\$0</u> | <u>\$267,500</u> |
| Net Costs After Revenues Applied | \$0                      | \$0             | \$0                   | \$0        | \$0        | \$0              |
| <b>COST DOCUMENTATION</b>        |                          |                 | <b>REVENUE</b>        |            |            |                  |
| Architect                        |                          | \$25,000        | Airport Fund Balance  |            |            | \$267,500        |
| Construction                     |                          | \$225,000       |                       |            |            |                  |
| Contingency                      |                          | <u>\$17,500</u> |                       |            |            |                  |
| Total Project Cost               |                          | \$267,500       | Total Revenue         |            |            | \$267,500        |
| <b>EXPENDITURE BUDGET</b>        |                          | \$267,500       | <b>REVENUE BUDGET</b> |            |            | \$267,500        |

**Project Scope & Description**

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

**Locations**

2525 Airport Drive, Waukesha, WI 53188

**Analysis of Need**

The Airport Terminal was constructed 1998 and the control tower in 1995 and both have the original roofing systems. EPDM roofs are typically under warranty for 15 years and have a useful life expectancy between 15 and 20 years. The terminal roof is 22 years old and the tower roof is 25 years old and both have been patched and deteriorated due to sun exposure. At time of replacement the roofs will be 23 and 26 years old.

**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**

- New project in the 2021-2025 capital plan.

|                       |                                  |                      |                                |
|-----------------------|----------------------------------|----------------------|--------------------------------|
| <b>Project Title:</b> | Airport Perimeter Road Extension | <b>Project #:</b>    | 202108                         |
| <b>Department:</b>    | Public Works - Airport           | <b>Project Type:</b> | Airport                        |
| <b>Phase:</b>         | Preliminary Design               | <b>Sponsor:</b>      |                                |
| <b>Budget Action:</b> | New                              | <b>Manager:</b>      | Allison Bussler – DPW Director |
| <b>Date:</b>          | December 1, 2021                 | <b>Map / Image:</b>  | <a href="#">Click Here</a>     |

| <b>CAPITAL BUDGET SUMMARY</b>         |                  |                                 |                  |
|---------------------------------------|------------------|---------------------------------|------------------|
| Year                                  | 2021             | 2022                            | Total Project    |
| Project Phase                         | Design           | Construction                    |                  |
| Expenditure Budget                    | \$21,300         | \$103,500                       | \$124,800        |
| Revenue Budget (Airport Fund Balance) | \$21,300         | \$103,500                       | \$124,800        |
| Net County Cost                       | \$0              | \$0                             | \$0              |
| <b>COST DOCUMENTATION</b>             |                  | <b>REVENUE</b>                  |                  |
| Design & Engineering                  | \$426,000        | Federal Aviation Administration | \$2,246,400      |
| Construction                          | \$1,870,000      | Wisconsin Bureau of Aeronautics | \$124,800        |
| Contingency                           | \$200,000        | County Airport Fund Balance     | \$124,800        |
| Total Project Cost                    | \$2,496,000      | Total Revenue                   | \$2,496,000      |
| <b>EXPENDITURE BUDGET</b>             | <b>\$124,800</b> | <b>REVENUE BUDGET</b>           | <b>\$124,800</b> |

**Project Scope & Description**

This project will extend a two-lane vehicle access road around the south and east perimeter of the airport. The road will connect the North Ramp to the Southeast Hangar Area and allow vehicles to access all hangar areas without driving on the runways and taxiways. The length of the new road will be approximately 3,700 feet long and 22 feet wide.

**Location**

South side of the airport along Northview Road (CTH FT) and the East side of the airport along Pewaukee Road (CTH J).

**Analysis of Need**

In 2006, a short perimeter road was constructed on the South side of the airport along Northview Road (CTH FT) linking the Southwest and Southeast Hangar Areas reducing Runway 18/36 crossings by airport service vehicles and increasing safety. The existing road is showing signs of age, however, it is in good condition. The 2017 Environmental Analysis (referencing the Runway Safety Area project (#200310)), identified the need for a perimeter road to connect the Southeast Hangar Area to the North Ramp. The Federal Aviation Administration's (FAA) Runway Safety Action Team has prioritized the construction of the perimeter road in order to remove all airport service vehicle traffic from the runways and taxiways and to increase safety for pilots and drivers. Additionally, use of the perimeter road will significantly decrease radio communications between vehicles and the air traffic control tower allowing controllers to focus on communications with pilots. It is designed to be a 22-foot-wide asphalt road with three-foot wide gravel shoulders. The completed length of the road will be 5,295 feet.

**Alternatives**

Continue with current traffic levels on the runways and taxiways.

**Ongoing Operating Revenues/Costs**

Ongoing costs will include pavement maintenance (i.e., sealing, striping, and other general maintenance) and snow plowing. Initially the pavement maintenance costs are expected to be low, however, could increase to about \$1,300 per year over time as road maintenance is needed. Snow removal costs are expected to be about \$9,200 per year.

**Previous Action**

None

|                       |  |                      |                                |
|-----------------------|--|----------------------|--------------------------------|
| <b>Project Title:</b> | Airport Parking Lot Rehabilitation and Expansion | <b>Project #:</b>    | 202109                         |
| <b>Department:</b>    | Public Works - Airport                           | <b>Project Type:</b> | Airport                        |
| <b>Phase:</b>         | Preliminary Design                               | <b>Sponsor:</b>      |                                |
| <b>Budget Action:</b> | New  | <b>Manager:</b>      | Allison Bussler – DPW Director |
| <b>Date:</b>          | December 2, 2021                                 | <b>Map / Image:</b>  | <a href="#">Click Here</a>     |

| CAPITAL BUDGET SUMMARY                |                |                 |                |            |                          |                 |
|---------------------------------------|----------------|-----------------|----------------|------------|--------------------------|-----------------|
| Year                                  | 2021           | 2022            | 2023           | 2024       | 2025                     | Total           |
| Project Phase                         | Design         | Construction    |                |            |                          | Project         |
| Expenditure Budget                    | \$7,500        | \$75,000        | \$0            | \$0        | \$0                      | \$82,500        |
| Revenue Budget (Airport Fund Balance) | <u>\$7,500</u> | <u>\$75,000</u> | <u>\$0</u>     | <u>\$0</u> | <u>\$0</u>               | <u>\$82,500</u> |
| Net Costs After Revenues Applied      | \$0            | \$0             | \$0            | \$0        | \$0                      | \$0             |
| <b>COST DOCUMENTATION</b>             |                |                 | <b>REVENUE</b> |            |                          |                 |
| Design & Engineering                  | \$150,000      |                 |                |            | Federal Aviation Admin   | \$1,485,000     |
| Construction                          | \$1,200,000    |                 |                |            | WI Bureau of Aeronautics | \$82,500        |
| Contingency                           | \$300,000      |                 |                |            | Airport Fund Balance     | \$82,500        |
| Total Project Cost                    | \$1,650,000    |                 |                |            | Total Revenue            | \$1,650,000     |
| <b>EXPENDITURE BUDGET</b>             | \$82,500       |                 |                |            | <b>REVENUE BUDGET</b>    | \$82,500        |

**Project Scope & Description:** This project will rehabilitate the existing airport terminal parking lot and expand the parking lot to the East by 6,616 square yards (for a total of 14,977 square yards) as planned in the Airport Master Plan and the Airport Layout Plan. The project will provide an additional 107 parking spaces.

**Location:** Waukesha County Airport Terminal Ramp Development Area.

**Analysis of Need:** The current parking lot is 8,361 square yards and was constructed with the Airport Terminal in 1997 and contains 99 spaces for airport users, rental cars, event traffic and employees. It was designed to meet the demand for aeronautical service providers with the intent of expanding the parking lot once demand was met. The parking lot is filled to capacity on a weekly basis. Several times each year during larger events, alternate parking must be created on Aviation Drive, in adjacent service provider parking lots, and on the Terminal aircraft parking ramp. Maintenance on the existing lot has been increasing over the last six years including crack sealing, line striping, repaving failed sections, and resetting storm water inlets.

The 2002 Airport Master Plan evaluated the available parking facilities supporting activities in the terminal building and found that, at that time, there was a need for an additional 25 parking spaces and projected that by 2020, the airport would require an additional 116 spaces. The current design will accommodate most of the need with 107 additional spaces. The terminal ramp development area was designed to be able to “mirror” the existing parking lot to the East when demand necessitated expansion. At this point, the parking lot is in need of rehabilitation and expansion.

**Alternatives:** The parking lot rehabilitation and expansion could be divided into multiple projects over several years. This option would reduce expenditures in 2022 but would increase expenditures in later years. Overall project cost would increase due to multiple mobilizations. State and federal funding availability as well as material costs may vary greatly in future years.

**Ongoing Operating Revenues/Costs:** A new airport tenant is expected to complete construction of their building in late 2022 or early 2023. The net annual increase to the airport revenue budget is estimated to be approximately \$39,000. This includes additional based aircraft and increased fuel revenues (the airport receives \$0.10/gallon sold).

The new parking lot space will result in additional ongoing costs of approximately \$3,000 annually for snow removal. In the short term, this will be balanced by a decrease in maintenance for the existing parking lot which has required increased maintenance each year over the past six years.

**Previous Action:** None

|                       |                                     |                      |                                |
|-----------------------|-------------------------------------|----------------------|--------------------------------|
| <b>Project Title:</b> | Airport Ramp Rehabilitation Project | <b>Project #:</b>    | 202110                         |
| <b>Department:</b>    | Public Works - Airport              | <b>Project Type:</b> | Airport                        |
| <b>Phase:</b>         | Preliminary Design                  | <b>Sponsor:</b>      | Public Works                   |
| <b>Budget Action:</b> | New                                 | <b>Manager:</b>      | Allison Bussler – DPW Director |
| <b>Date:</b>          | December 2, 2021                    | <b>Map / Image:</b>  | <a href="#">Click Here</a>     |

| CAPITAL BUDGET SUMMARY             |                      |              |                |                                 |             |
|------------------------------------|----------------------|--------------|----------------|---------------------------------|-------------|
| Year                               | 2021                 | 2022         | 2023           | 2024/2025                       | Total       |
| Project Phase                      | Design & Engineering | Construction |                |                                 | Project     |
| Expenditure Budget                 | \$9,000              | \$450,000    | \$0            | \$0                             | \$459,000   |
| Revenue Budget                     | \$9,000              | \$450,000    | \$0            | \$0                             | \$459,000   |
| Net County Cost                    | \$0                  | \$0          | \$0            | \$0                             | \$0         |
| <b>COST DOCUMENTATION</b>          |                      |              | <b>REVENUE</b> |                                 |             |
| Design & Engineering               | \$171,600            |              |                | Federal Aviation Administration | \$2,672,500 |
| Construction (Executive and South) | \$2,603,600          |              |                | Wisconsin Bureau of Aeronautics | \$149,000   |
| Construction (West)                | \$310,000            |              |                | County Airport Fund Balance     | \$149,000   |
| Contingency                        | \$195,300            |              |                | Atlantic Aviation LLC           | \$310,000   |
| Total Project Cost                 | \$3,280,500          |              |                | Total Revenue                   | \$3,280,500 |
| <b>EXPENDITURE BUDGET</b>          | \$149,000            |              |                | <b>REVENUE BUDGET</b>           | \$149,000   |

**Project Scope & Description:** This project will rehabilitate two major sections of the Terminal Ramp Area: Executive Terminal Ramp and the South Tie-Down Ramp. A third section, the West Ramp, is an Exclusive Use ramp by Atlantic Aviation, LLC, and will be rehabilitated per their Fixed Base Operator (FBO) Lease and Operating Agreement with Waukesha County. Atlantic Aviation will cover the entire cost of the West Ramp rehabilitation. The original Terminal Ramp pavement is approaching 24 years old.

**Location:** Waukesha County Airport Terminal Ramp

**Analysis of Need:** This project will rehabilitate three major sections of the Terminal Ramp Area. The Executive Terminal Ramp is currently concrete pavement with a PCI of 67 which indicates a major rehabilitation is necessary. The South Tie-Down Ramp is currently constructed in asphalt and is in poor condition with a PCI of 46 which indicates a major rehabilitation, or a reconstruction is needed. The area is proposed to be reconstructed with an asphalt pavement section. The West Ramp is concrete pavement and has a PCI of 55 which also indicates major rehabilitation is needed. The work on the Executive Terminal and West Ramps will consist of spall repairs, partial panel replacement, full panel replacements, partial depth repairs, crack repairs and joint resealing. These pavements have not had major rehabilitation or reconstruction since 1997 and will continue to rapidly deteriorate without the proposed reconstruction and rehabilitation work. Work also includes improvements to storm water management, airfield lighting and signage in the terminal ramp area.

**Alternatives:** If the terminal pavement is not rehabilitated, deterioration will continue and necessitate a larger project in later years up to and including replacement.

**Ongoing Operating Revenues/Costs:** There are no new ongoing costs due to this rehabilitation. Maintenance estimates in future years will be reduced by rehabilitating the existing pavement.

**Previous Action:** Originally, capital project #201621 – Airport Ramp Expansion Project, allowed for the expansion of the Terminal Ramp area to accommodate a parking area for larger corporate aircraft as the third phase of the project. The original planned third phase is no longer a priority need. This project represents a change in scope of project #201621. However, the scope change is significant enough to warrant this new project request.

|                       |  |                      |                               |
|-----------------------|--|----------------------|-------------------------------|
| <b>Project Title:</b> | Fuel Tank Replacement and Infrastructure Project | <b>Project #:</b>    | 201415                        |
| <b>Department:</b>    | Public Works - Central Fleet                     | <b>Project Type:</b> | Equipment Replacement         |
| <b>Phase:</b>         | Construction                                     | <b>Sponsor:</b>      | Public Works                  |
| <b>Budget Action:</b> | As Planned                                       | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021                                 | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| CAPITAL BUDGET SUMMARY                               |                |           |                    |           |                       |           |           |             |
|--|----------------|-----------|--------------------|-----------|-----------------------|-----------|-----------|-------------|
| Year   | 2018           | 2019      | 2020               | 2021      | 2022                  | 2023      | 2024      | Total       |
| Project Phase  | Implementation | Constr    | Constr             | Constr    | Constr                | Constr    | Constr    | Project     |
| Expenditure Budget                                   | \$400,000      | \$200,000 | \$200,000          | \$200,000 | \$200,000             | \$200,000 | \$100,000 | \$1,500,000 |
| Revenue Budget                                       | \$400,000      | \$0       | \$0                | \$0       | \$0                   | \$0       | \$0       | \$400,000   |
| Net County Cost After Revenues Applied               | \$0            | \$200,000 | \$200,000          | \$200,000 | \$200,000             | \$200,000 | \$100,000 | \$1,100,000 |
| COST DOCUMENTATION                                   |                |           |                    |           | REVENUE               |           |           |             |
| Item   | Quantity       | Price     | Total Cost         |           |                       |           |           |             |
| Underground Tank Testing                             | 5              | \$4,000   | \$20,000           |           | Central Fleet         |           |           |             |
| Underground Tanks*                                   | 5              | \$150,000 | \$750,000          |           | Fund Balance          |           |           |             |
| Above Ground Tanks*                                  | 23             | \$13,800  | \$317,400          |           |                       |           |           |             |
| Monitors   | 5              | \$20,000  | \$100,000          |           |                       |           |           |             |
| Card Readers   | 16             | \$15,000  | \$240,000          |           |                       |           |           |             |
| Fuel Software Systems                                | 1              | \$40,000  | \$40,000           |           | Total Revenue         |           |           |             |
| Signage/Fencing (\$5,000) and Contingency (\$27,600) | All Sites      |           | \$32,600           |           | \$400,000             |           |           |             |
| <b>EXPENDITURE BUDGET</b>                            |                |           | <b>\$1,500,000</b> |           | <b>REVENUE BUDGET</b> |           |           |             |
|  |                |           |                    |           | <b>\$400,000</b>      |           |           |             |

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

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

Funding for this project is spread out into later years, which allows for more initial research into replacement strategies and costs before committing too much funding. The concept for capital budgeting for tank replacement follows: \$400,000 will be set aside beginning in 2018 and then \$200,000 each year and \$100,000 in the last year for a total \$1.5 million funding level, replacing tanks as needed. The focus for 2018-2019 is the replacement of the aging software system and card readers. Tank inspections will be implemented when monitoring systems indicate they are warranted and replacement is likely in the near future.

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

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

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

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

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





|                       |  |                      |                            |
|-----------------------|--|----------------------|----------------------------|
| <b>Project Title:</b> | Courthouse Project Step 2 – Renovate 1959 Courthouse                             | <b>Project #:</b>    | 201705                     |
| <b>Department:</b>    | Public Works - Buildings   | <b>Project Type:</b> | Renovation/Upgrade         |
| <b>Phase:</b>         | Preliminary Design   | <b>Sponsor:</b>      | Public Works               |
| <b>Budget Action:</b> | C - \$ Update                      C – Rev Update                      C - Scope | <b>Manager:</b>      | Allison Bussler            |
| <b>Date:</b>          | December 2, 2021   | <b>Map / Image:</b>  | <a href="#">Click Here</a> |

areas to better achieve courtroom and overall building security. In addition, this step will expand the entrance to improve security, 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.

Construction costs have been updated to reflect the additional scope and project construction prices based on the updated budget and concept from Kueny and Wold Architects and the construction management firm, Gilbane.

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

**Locations**

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

**Analysis of Need**

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

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

**Alternatives**

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

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.



|                       |  |                      |                               |
|-----------------------|--|----------------------|-------------------------------|
| <b>Project Title:</b> | CTH T, Northview Road to I-94 Rehabilitation | <b>Project #:</b>    | 201805                        |
| <b>Department:</b>    | Public Works - Highways                      | <b>Project Type:</b> | Rehabilitation                |
| <b>Phase:</b>         | Preliminary Design                           | <b>Road Name:</b>    | Grandview Boulevard           |
| <b>Budget Action:</b> | As Planned                                   | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021                             | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| <b>CAPITAL BUDGET SUMMARY</b>   |          |             |                                |             |
|---------------------------------|----------|-------------|--------------------------------|-------------|
| Year                            | 2021     | 2022        | 2023                           | Total       |
| Project Phase                   | Design   | Design/land | Construction                   | Project     |
| Expenditure Budget              | \$47,900 | \$109,000   | \$532,100                      | \$689,000   |
| Revenue Budget                  | \$0      | \$0         | \$0                            | \$0         |
| Net Cost After Revenues Applied | \$47,900 | \$109,000   | \$532,100                      | \$689,000   |
| <b>COST DOCUMENTATION</b>       |          |             | <b>REVENUE</b>                 |             |
| Design                          |          | \$229,000   | Federal Surface Transportation |             |
| WisDOT Design Review            |          | \$15,000    | Program (STP) Funding - Design | \$196,100   |
| Land Acquisition                |          | \$109,000   | STP Funding - Construction     | \$1,745,900 |
| Construction                    |          | \$2,021,000 |                                |             |
| Construction Management         |          | \$156,000   |                                |             |
| Contingency                     |          | \$101,000   |                                |             |
| Total Project Cost              |          | \$2,631,000 | Total Revenue                  | \$1,942,000 |
| <b>EXPENDITURE BUDGET</b>       |          | \$689,000   | <b>REVENUE BUDGET</b>          | \$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 \$1,942,000 in federal STP funds for this project. The county's net share of project costs is increasing by \$85,000 due to an updated cost estimate and to achieve the local match requirement needed to accept the federal funds.

### **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, 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.

|                       |                               |                      |                               |
|-----------------------|-------------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | CTH B, Morgan Rd Intersection | <b>Project #:</b>    | 202009                        |
| <b>Department:</b>    | Public Works - Highways       | <b>Project Type:</b> | Spot Improvement              |
| <b>Phase:</b>         | Construction                  | <b>Road Name:</b>    | Valley Road                   |
| <b>Budget Action:</b> | As Planned                    | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021              | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| <b>CAPITAL BUDGET SUMMARY</b>    |                  |                            |              |            |
|----------------------------------|------------------|----------------------------|--------------|------------|
| Year                             | 2020             | 2021                       | 2022         | Total      |
| Project Phase                    | Design           | Land Acq                   | Construction | Project    |
| Expenditure Budget               | \$5,000          | \$48,000                   | \$47,000     | \$100,000  |
| Revenue Budget                   | \$0              | \$0                        | \$0          | \$0        |
| Net Costs After Revenues Applied | \$5,000          | \$48,000                   | \$47,000     | \$100,000  |
| <b>COST DOCUMENTATION</b>        |                  | <b>REVENUE</b>             |              |            |
| Design                           | \$50,000         | Federal Highway Safety     |              | \$386,000  |
| Land Acquisition                 | \$48,000         | Improvement Program (HSIP) |              |            |
| Construction                     | \$346,000        | Funding                    |              |            |
| Construction Management          | \$22,000         |                            |              |            |
| Contingency                      | \$20,000         |                            |              |            |
| Total Project Cost               | \$486,000        | Total Revenue              |              | \$386,000  |
| <b>EXPENDITURE BUDGET</b>        | <b>\$100,000</b> | <b>REVENUE BUDGET</b>      |              | <b>\$0</b> |

**Project Scope & Description:**

The purpose of this proposed project is to correct the safety problems along the westbound and eastbound directions of this curved segment of CTH B (Valley Road). Proposed improvements include:

- Realign the Morgan Road intersection approach for providing a perpendicular connection with CTH B near the midpoint of its existing curve. Add a right turn lane and acceleration taper along westbound CTH B at this reconfigured 'T'-intersection.
- Lower the CTH B profile along this highway curve by ~1' - 2' for improving driver sight distance.
- Expand slightly the curve alignment of the westbound CTH B travel lane and adjust its superelevation as part of inserting a new eastbound CTH B left turn lane for Morgan Road.
- Widen the CTH B paved shoulders from 1' to 3' and clear zones along this curve.

Waukesha County was awarded Highway Safety Improvement Program (HSIP) funding for these intersection improvements.

**Location:**

Village of Summit/City of Oconomowoc

**Analysis of Need:**

A CTH B (Valley Road) sharp curve at a Y-intersection with Morgan Road has been the site of a number of run-off-the-road crashes. Westbound CTH B drivers approaching too fast can be misled by the appearance of this intersection's large paved area, so when entering this curve they must react suddenly and can lose vehicle control. Not all turning and other oncoming vehicles at this Y-intersection are visible from along its CTH B curve and from the existing orientation of the Morgan Road approach. This curve has a crash rate of 0.61 per million-vehicles, which is high for an average daily traffic of only ~3,900 vehicles/day. Many of the crashes caused severe injuries.

**Alternatives:**

Improved signing (sharp turn advance warning signs with 20 MPH advisory panels and directional arrow warning) was implemented as a lower cost alternative three years ago. Crashes persist along this short curved segment of CTH B as the signing was not as effective of an option as improving the geometry per the recommended scope.

**Ongoing Operating Costs:** None

**Previous Action:**

Approved as new project in the 2020-2024 capital plan. Approved as planned in the 2021-2025 capital plan.

|                       |                                       |                      |                               |
|-----------------------|---------------------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | CTH M Rehabilitation, CTH F to CTH SR | <b>Project #:</b>    | 202011                        |
| <b>Department:</b>    | Public Works - Highways               | <b>Project Type:</b> | Rehabilitation                |
| <b>Phase:</b>         | Preliminary Design                    | <b>Road Name:</b>    | Watertown Rd./North Ave.      |
| <b>Budget Action:</b> | As Planned                            | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021                      | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| <b>CAPITAL BUDGET SUMMARY</b>    |                  |  |              |             |
|----------------------------------|------------------|--|--------------|-------------|
| Year                             | 2022             | 2023   | 2025         | Total       |
| Project Phase                    | Design           | Land   | Construction | Project     |
| Expenditure Budget               | \$52,000         | \$190,000  | \$506,000    | \$748,000   |
| Revenue Budget                   | \$0              | \$0  | \$0          | \$0         |
| Net Costs After Revenues Applied | \$52,000         | \$190,000  | \$506,000    | \$748,000   |
| <b>COST DOCUMENTATION</b>        |                  | <b>REVENUE</b>                                       |              |             |
| Design                           | \$250,000        | Federal Surface Transportation Program - STP Funding |              | \$2,992,000 |
| WisDOT Review                    | \$10,000         |  |              |             |
| Land Acquisition                 | \$950,000        |  |              |             |
| Construction                     | \$2,200,000      |  |              |             |
| Construction Management          | \$220,000        |  |              |             |
| Contingency                      | \$110,000        |  |              |             |
| Total Project Cost               | \$3,740,000      | Total Revenue  |              | \$2,992,000 |
| <b>EXPENDITURE BUDGET</b>        | <b>\$748,000</b> | <b>REVENUE BUDGET</b>                                |              | <b>\$0</b>  |

**Project Scope & Description**

The purpose of this 1.0-mile proposed project is to correct operational issues, address deteriorating pavement condition, and add 3-foot paved shoulders. To correct operational issues, the intersection of North Avenue and Watertown Road will be realigned with turn lanes added. Signal and minor configuration improvements, as well as intersection and railroad timing coordination, will be considered to address safety concerns at the intersection of CTH M and CTH F (Redford Blvd).

Waukesha County plans to apply for STP funding for this project in 2021.

**Location**

City of Pewaukee

**Analysis of Need**

The condition of the pavement is poor, with a PCI of 30. The pavement currently ends at the edge line of the travel lanes, causing cracking and fatigue along the edges of pavement.

The intersection with Watertown Road is poorly configured, and the eastbound Watertown Road intersection approach has a rutted shoulder from lacking a bypass lane or a separate left turn lane. This intersection's existing angle is about 75°/105°, compared to a 90°-preferred angle. This causes vehicles to consistently overlap opposing lanes or use shoulders to navigate turns. Additionally, this intersection is positioned immediately adjacent to a farmhouse so drivers' view of cross-traffic is obstructed. With no bypass lane, motorists have reported back-ups extending from this intersection to the very busy nearby CTH M / CTH F intersection. Twenty collisions have occurred at this intersection from 2014 to 2018.

**Alternatives**

Rehabilitate the pavement only with the paving program using 100% county funding. This project would not add paved shoulders or address the intersection of North Avenue/Watertown Road as those improvements are beyond the scope of the paving program.

**Ongoing Operating Costs**

None

**Previous Action**

Approved as new project in the 2020 – 2024 capital plan. Approved as planned in the 2021-2025 capital plan.

|                       |                         |                      |                               |
|-----------------------|-------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | CTH F at Lindsay Road   | <b>Project #:</b>    | 202105                        |
| <b>Department:</b>    | Public Works - Highways | <b>Project Type:</b> | Spot Improvement              |
| <b>Phase:</b>         | Preliminary Design      | <b>Road Name:</b>    | Redford Blvd & Lindsay Rd     |
| <b>Budget Action:</b> | As Planned              | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021        | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| CAPITAL BUDGET SUMMARY           |                    |          |                            |          |      |           |
|----------------------------------|--------------------|----------|----------------------------|----------|------|-----------|
| Year                             | 2020               | 2021     | 2022                       | 2023     | 2024 | Total     |
| Project Phase                    | Design Design/Land |          |                            | Const    |      | Project   |
| Expenditure Budget               | \$0                | \$15,000 | \$35,000                   | \$78,000 | \$0  | \$128,000 |
| Revenue Budget                   | \$0                | \$15,000 | \$35,000                   | \$78,000 | \$0  | \$128,000 |
| Net Costs After Revenues Applied | \$0                | \$0      | \$0                        | \$0      | \$0  | \$0       |
| <b>COST DOCUMENTATION</b>        |                    |          | <b>REVENUE</b>             |          |      |           |
| Design                           | \$135,000          |          | Federal Highway Safety     |          |      |           |
| WisDOT Design Review             | \$15,000           |          | Improvement Program (HSIP) |          |      | \$837,000 |
| Land Acquisition                 | \$35,000           |          | Local Municipality         |          |      | \$128,000 |
| Construction                     | \$690,000          |          |                            |          |      |           |
| Construction Management          | \$45,000           |          |                            |          |      |           |
| Contingency                      | \$45,000           |          |                            |          |      |           |
| Total Project Cost               | \$965,000          |          | Total Revenue              |          |      | \$965,000 |
| <b>EXPENDITURE BUDGET</b>        | \$128,000          |          | <b>REVENUE BUDGET</b>      |          |      | \$128,000 |

**Project Scope & Description:**

The purpose of the proposed project is to correct safety problems at the CTH F (Redford Blvd) and Lindsay Road intersection. The project will modify the existing CTH F/Lindsay Road intersection to a "Restricted Crossing U-Turn Intersection" (RCUT) that prohibits left turns and thru traffic across CTH F from both eastbound and westbound Lindsay Road. This intersection's safety improvement include:

- Add a raised median island on CTH F at the center of intersection only allowing right turns onto CTH F from Lindsay Road.
- Add raised islands at the approaches to intersection to require Lindsay Road traffic to turn right only onto CTH F.
- Modify the CTH F medians north and south of intersection for accomodating U-turns.
- Modify highway lights at this RCUT intersection.

The City of Pewaukee has requested this project and will partner with Waukesha County, paying the county share of the costs. HSIP funding has been applied for in 2020.

**Location:** City of Pewaukee

**Analysis of Need:**

The CTH F (Redford Blvd) intersection with Lindsay Road has a high collision rate in the county. Thirty-one (31) crashes were reported here during the past 5.5-years for an intersection crash rate of 310 crashes per 100-million vehicle-miles. Two more collisions have occurred here during July 2020. Ten of these collisions involved severe injuries. The collision rate at this intersection is significantly greater than the statewide average and upper control limits of a multilane highway posted at 55 MPH (above 45 MPH).

There are no highway curves and hills that restrict visibility. CTH F has a 55 MPH posted speed and Lindsay Road has a 35-MPH posted speed. Lindsay Road's 1,400 vehicles per day 2-way traffic volume is growing with local business and residential development. However, this remains significantly less than the 22,500 vehicles per day 2-way traffic along CTH F.

**Alternatives:** A new traffic signal is not appropriate along CTH F nor is it warranted, based on 5-year collision history and October 2019 traffic counts.

**Ongoing Operating Costs:** The modified highway lights will be maintained by Waukesha County and there will be utility costs associated with the new modified lighting.

**Previous Action:** Approved as a new project in the 2021-2025 capital plan.



|                       |                                   |                      |                               |
|-----------------------|-----------------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | CTH XX, Pebble Brook Creek Bridge | <b>Project #:</b>    | 201402                        |
| <b>Department:</b>    | Public Works - Highways           | <b>Project Type:</b> | Bridge                        |
| <b>Phase:</b>         | Construction                      | <b>Road Name:</b>    | Oakdale Drive                 |
| <b>Budget Action:</b> | C - \$ Update C - Rev Update      | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021                  | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| CAPITAL BUDGET SUMMARY          |           |         |          |                |      |              |   |
|---------------------------------|-----------|---------|----------|----------------|------|--------------|---|
| Year                            | 2014      | 2015-18 | 2019     | 2020           | 2021 | 2022         | Total                                     |
| Project Phase                   | Concept   |         | Design   | Right of Way   |      | Construction | Project                                   |
| Expenditure Budget              | \$5,000   | \$0     | \$87,000 | \$11,000       | \$0  | \$69,000     | \$172,000                                 |
| Revenue Budget                  | \$0       | \$0     | \$0      | \$0            | \$0  | \$0          | \$0                                       |
| Net Cost After Revenues Applied | \$5,000   | \$0     | \$87,000 | \$11,000       | \$0  | \$69,000     | \$172,000                                 |
| <b>COST DOCUMENTATION</b>       |           |         |          | <b>REVENUE</b> |      |              |   |
| Budget/Concept                  | \$5,000   |         |          |                |      |              | Federal Bridge Aid \$197,000              |
| Design                          | \$67,000  |         |          |                |      |              | Federal Bridge Aid (Anticipated) \$80,000 |
| State Review For Design         | \$20,000  |         |          |                |      |              |   |
| Land Acquisition                | \$11,000  |         |          |                |      |              |   |
| Construction                    | \$277,000 |         |          |                |      |              |   |
| Construction Management         | \$55,000  |         |          |                |      |              |   |
| Contingency                     | \$14,000  |         |          |                |      |              |   |
| Total Project Cost              | \$449,000 |         |          |                |      |              | Total Revenue \$277,000                   |
| <b>EXPENDITURE BUDGET</b>       | \$172,000 |         |          |                |      |              | <b>REVENUE BUDGET</b> \$0                 |

**Project Scope & Description**

This project is an overlay of the CTH XX bridge over Pebble Brook Creek. A concrete overlay is anticipated, but several overlay types will be considered during design. Concrete repairs will be made to the spalled areas of the deck edges. Existing bridge railing may be salvaged/remounted or completely replaced with this project. Approach guardrail will be replaced to meet current standards. The asphalt bridge approaches will be repaved, and concrete approach slabs will be added at the structure. Right of way was purchased to the ultimate width of 100 feet at this bridge in the 1970's. No additional fee acquisition is anticipated. Some easements may be necessary due to the proximity to railroad right of way. This project was delayed in the 2017-2021 capital plan because the project was not approved for federal funding following the 2015 application. Waukesha County again applied for federal funding in 2017, and in May 2018 WisDOT approved federal bridge funding for the project. An agreement with WisDOT was executed in February 2019 authorizing \$197,000 in federal funds toward the project. Construction costs are estimated to increase \$96,000 based on the 60% design estimate. Waukesha County will request an additional \$80,000 in federal bridge aid.

**Location:** Village of Waukesha

**Analysis of Need:** The existing bridge (B-67-195) is a two-span concrete box culvert that was constructed in 1980. The roof of the box culvert serves as the roadway driving surface. Most of the box culvert is in good condition. However, approximately 8% of the top deck surface is delaminated, and some concrete is beginning to spall. The delamination is due to corrosion of the top mat of bar steel. This bar steel is not epoxy coated. There is also spalling of concrete along both edges of the deck (roof) at the drip edge. The approach guardrail is in poor condition and does not meet current standards. The roadway is functionally classified as a 'principal arterial.' The bridge is considered 'structurally deficient' due to its current condition rating. The structure sufficiency number is 53.5. This indicates that structure rehabilitation is warranted according to 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 prior to application for federal bridge funding. The report verifies that the proposed project scope is a cost-effective rehabilitation strategy. The 2018 traffic volume (WisDOT count) on this roadway segment was 3,200 vehicles per day.

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

**Ongoing Operating Costs:** Maintenance costs will be reduced in the early years after construction beyond 2018.

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



|                       |                         |                      |                               |
|-----------------------|-------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | CTH O, CTH HH to Grange | <b>Project #:</b>    | 202102                        |
| <b>Department:</b>    | Public Works - Highways | <b>Project Type:</b> | Priority Corridor             |
| <b>Phase:</b>         | Preliminary Design      | <b>Road Name:</b>    | Moorland Rd.                  |
| <b>Budget Action:</b> | As Planned              | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021        | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| <b>CAPITAL BUDGET SUMMARY</b>    |                    |                                |              |                    |
|----------------------------------|--------------------|--------------------------------|--------------|--------------------|
| Year                             | 2022               | 2023                           | 2025         | Total              |
| Project Phase                    | Design             | Land                           | Construction | Project            |
| Expenditure Budget               | \$123,000          | \$307,200                      | \$1,518,000  | \$1,948,200        |
| Revenue Budget                   | \$0                | \$0                            | \$1,075,000  | \$1,075,000        |
| Net Costs after Revenues Applied | \$123,000          | \$307,200                      | \$443,000    | \$873,200          |
| <b>COST DOCUMENTATION</b>        |                    | <b>REVENUE</b>                 |              |                    |
| Design                           | \$615,000          | Federal Surface Transportation |              | \$6,992,800        |
| Land Acquisition                 | \$736,000          | Improvement Program (STP)      |              |                    |
| Construction                     | \$6,600,000        | Local Municipality             |              | \$1,000,000        |
| Construction Management          | \$660,000          | Developers Contribution        |              | \$75,000           |
| Contingency                      | \$330,000          |                                |              |                    |
| Total Project Cost               | \$8,941,000        | Total Revenue                  |              | \$8,067,800        |
| <b>EXPENDITURE BUDGET</b>        | <b>\$1,948,200</b> | <b>REVENUE BUDGET</b>          |              | <b>\$1,075,000</b> |

**Project Scope & Description:**

This project will add the additional lanes to CTH O, between CTH HH (College Avenue) and Grange Avenue (1.2 miles) to create the planned 4 lane roadway. The road will have a median to provide for separation of opposing movements. The roadway will stay on its current alignment and will be situated within the existing 130-foot wide corridor and, although most of the right-of-way has been previously acquired, some additional land acquisition and grading easements will be needed. This project is the final CTH O segment to be widened and rehabilitated and will allow the county to complete operational, safety and condition improvements along the entire CTH O corridor. Waukesha County applied for and was awarded Federal STP funding for the project. The county is also in negotiations with the City of New Berlin to develop an agreement for a city contribution for the construction phase of the project. The developer has committed to a contribution of \$75,000 towards the project.

**Location:** City of New Berlin

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

**Alternatives:**

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

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

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

|                       |                                   |                      |                               |
|-----------------------|-----------------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | CTH O, I-94 to USH 18             | <b>Project #:</b>    | 201502                        |
| <b>Department:</b>    | Public Works - Highways           | <b>Project Type:</b> | Rehabilitation                |
| <b>Phase:</b>         | Construction                      | <b>Road Name:</b>    | Moorland Road                 |
| <b>Budget Action:</b> | C - \$ Update      C - Rev Update | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021                  | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| <b>CAPITAL BUDGET SUMMARY</b>  |                    |             |                |                                      |                  |
|--------------------------------|--------------------|-------------|----------------|--------------------------------------|------------------|
| Year                           | 2019               | 2020        | 2021           | 2022                                 | Total            |
| Project Phase                  | Design             | Design/Land | Construction   | Construction                         | Project          |
| Expenditure Budget             | \$100,000          | \$153,600   | \$0            | \$1,548,400                          | \$1,802,000      |
| Revenue Budget                 | \$0                | \$0         | \$0            | \$159,000                            | \$159,000        |
| Net Cost After Revenues Applie | \$100,000          | \$153,600   | \$0            | \$1,389,400                          | \$1,643,000      |
| <b>COST DOCUMENTATION</b>      |                    |             | <b>REVENUE</b> |                                      |                  |
| Design                         | \$698,000          |             |                | Surface Transportation Program - STP | \$6,372,000      |
| WisDOT Plan Review             | \$15,000           |             |                | City of Brookfield                   | \$159,000        |
| Land Acquisition               | \$555,000          |             |                |                                      |                  |
| Construction                   | \$6,000,000        |             |                |                                      |                  |
| Construction Management        | \$600,000          |             |                |                                      |                  |
| Contingency                    | \$306,000          |             |                |                                      |                  |
| Total Project Cost             | \$8,174,000        |             |                | Total Revenue                        | \$6,531,000      |
| <b>EXPENDITURE BUDGET</b>      | <b>\$1,643,000</b> |             |                | <b>REVENUE BUDGET</b>                | <b>\$159,000</b> |

**Project Scope & Description:**

This 0.8-mile long project involves the rehabilitation of CTH O to bring it up to current standards. Improvements will include: replacing the existing concrete pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, and adding sidewalks and storm water improvements. Access to Brookfield Square Mall and other businesses adjacent to Moorland Road will need to be maintained during construction. Therefore, traffic control will be a major challenge for this project. Federal funds will be used to offset the cost of design, real estate, and construction for this project. The department was awarded \$6,372,000 in federal STP funds in 2019. The city of Brookfield will pay for amenities (such as sidewalks and retaining walls) above and beyond those needed for the highway project, estimated at \$159,000.

**Location:** City of Brookfield

**Analysis of Need:** The concrete pavement along this portion of Moorland Road (CTH O) has deteriorated to the point where it now has a pavement condition index (PCI) of 30 which is regarded as poor. A PCI of 20 would indicate that the pavement has failed. The roadway was first built in 1978 and was rehabilitated in 2001, but that rehabilitation is now at the end of its useful life; paving slabs have deteriorated; paving joints have faulted, and the concrete pavement is in need of replacement. Pavement issues are further compounded by the fact that this portion of Moorland Road is one of the busiest on the county system with over 30,000 vehicles per day using the corridor, which serves as a major access road to Brookfield Square Mall and to the Bluemound Road corridor.

**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.
- Reconstruct/rehabilitate CTH O as described above.

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

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



|                       |                                       |                      |                               |
|-----------------------|---------------------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | CTH O, CTH ES to CTH D Rehabilitation | <b>Project #:</b>    | 201803                        |
| <b>Department:</b>    | Public Works - Highways               | <b>Project Type:</b> | Rehabilitation                |
| <b>Phase:</b>         | Preliminary Design                    | <b>Road Name:</b>    | Moorland Road                 |
| <b>Budget Action:</b> | C - \$ Update                         | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021                      | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| <b>CAPITAL BUDGET SUMMARY</b>   |             |             |   |             |
|---------------------------------|-------------|-------------|---|-------------|
| Year                            | 2021        | 2022        | 2024  | Total       |
| Project Phase                   | Design      | Design/Land | Construction  | Project     |
| Expenditure Budget              | \$112,200   | \$208,300   | \$1,859,400   | \$2,179,900 |
| Revenue Budget                  | \$0         | \$0         | \$0   | \$0         |
| Net Cost After Revenues Applied | \$112,200   | \$208,300   | \$1,859,400   | \$2,179,900 |
| <b>COST DOCUMENTATION</b>       |             |             | <b>REVENUE</b>  |             |
| Design                          | \$636,700   |             | Federal Surface Transportation Program (STP) Funding - Design | \$487,800   |
| WisDOT Design Review            | \$15,000    |             | STP Funding - Real Estate                                     | \$630,400   |
| Land Acquisition                | \$787,000   |             | STP Funding - Construction                                    | \$5,459,200 |
| Construction                    | \$6,364,000 |             |   |             |
| Construction Management         | \$636,400   |             |   |             |
| Contingency                     | \$318,200   |             |   |             |
| Total Project Cost              | \$8,757,300 |             | Total Revenue   | \$6,577,400 |
| <b>EXPENDITURE BUDGET</b>       | \$2,179,900 |             | <b>REVENUE BUDGET</b>   | \$0         |

**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, adding sidewalks 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 and construction. The department applied for and was awarded \$6,577,400 in federal STP funds for this project. Last year, construction was pushed out to 2025 to better align with future STP cycles, but due to an above average year of STP awards for Waukesha County, the project can be moved up to 2024 to better align with the overall construction schedule for the corridor. The project costs have been updated to reflect the latest estimate and STP application, reducing the net share of county costs by \$487,800. The design costs are estimated to increase by \$51,700 in 2022 due to better connecting and aligning this project with the other projects along the corridor.

**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 2024, 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 been 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.

|                       |                             |                      |                            |
|-----------------------|-----------------------------|----------------------|----------------------------|
| <b>Project Title:</b> | CTH I, Calhoun Creek Bridge | <b>Project #:</b>    | 202201                     |
| <b>Department:</b>    | Public Works - Highways     | <b>Project Type:</b> | Bridge                     |
| <b>Phase:</b>         | Preliminary Design          | <b>Road Name:</b>    | Beloit Road                |
| <b>Budget Action:</b> | New                         | <b>Manager:</b>      | Allison Bussler            |
| <b>Date:</b>          | December 2, 2021            | <b>Map / Image:</b>  | <a href="#">Click Here</a> |

| CAPITAL BUDGET SUMMARY           |         |                  |                                  |             |          |            |
|----------------------------------|---------|------------------|----------------------------------|-------------|----------|------------|
| Year                             | 2022    | 2023-24          | 2025                             | 2026        | 2027     | Total      |
| Project Phase                    | Design  | Design           | Design                           | Design/Land | Const    | Project    |
| Expenditure Budget               | \$6,000 | \$0              | \$17,200                         | \$4,000     | \$83,800 | \$111,000  |
| Revenue Budget                   | \$0     | \$0              | \$0                              | \$0         | \$0      | \$0        |
| Net Costs After Revenues Applied | \$6,000 | \$0              | \$17,200                         | \$4,000     | \$83,800 | \$111,000  |
| <b>COST DOCUMENTATION</b>        |         |                  | <b>REVENUE</b>                   |             |          |            |
| Design                           |         | \$69,000         | Federal Bridge Aid (Anticipated) |             |          | \$420,000  |
| WisDOT Design Review             |         | \$23,000         |                                  |             |          |            |
| Land Acquisition                 |         | \$20,000         |                                  |             |          |            |
| Construction                     |         | \$364,000        |                                  |             |          |            |
| Construction Management          |         | \$40,000         |                                  |             |          |            |
| Contingency                      |         | \$15,000         |                                  |             |          |            |
| Total Project Cost               |         | \$531,000        | Total Revenue                    |             |          | \$420,000  |
| <b>EXPENDITURE BUDGET</b>        |         | <b>\$111,000</b> | <b>REVENUE BUDGET</b>            |             |          | <b>\$0</b> |

**Project Scope & Description:** This project is a rehabilitation of the CTH I bridge over Calhoun Creek. The scope of the project consists of replacing structural lining of the three existing culvert barrels. This will maintain the integrity of the barrels and extend their useful life. The existing concrete headwalls and the roadway over the structure will remain in-place. There is adequate right-of-way width and permanent easement at this bridge site. However, additional temporary easements will likely be required for construction to begin. The project will be constructed with the roadway open to through traffic. Waukesha County will apply for federal funding in 2023.

**Location:** City of New Berlin

**Analysis of Need:** The existing bridge (B-67-318) is a three-barrel corrugated steel culvert structure. The culvert barrels are six feet in diameter. Two barrels were constructed in 1976 with a CTH I roadway project. In 2009, a developer added a third barrel and constructed the existing headwalls. The two original barrels are corroding with significant section loss in the low flow portion of the pipes. The third barrel has some rust beginning in the low flow area. The roadway over the structure is in good condition and was re-built in 2018. 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 38.0. This indicates that structure replacement is warranted according to Wisconsin Department of Transportation (WisDOT) guidelines, which makes the bridge eligible for federal bridge replacement or rehabilitation funding when the sufficiency index is below 50. Replacing the culvert lining will address the structure deficiencies while avoiding the need to excavate the roadway. An independent engineering study report will be prepared for this project 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 7,300 vehicles per day.

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

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

**Previous Action:** None

|                       |                           |                      |                            |
|-----------------------|---------------------------|----------------------|----------------------------|
| <b>Project Title:</b> | CTH EF, Bark River Bridge | <b>Project #:</b>    | 202202                     |
| <b>Department:</b>    | Public Works - Highways   | <b>Project Type:</b> | Bridge                     |
| <b>Phase:</b>         | Preliminary Design        | <b>Road Name:</b>    | Dorn Road                  |
| <b>Budget Action:</b> | New                       | <b>Manager:</b>      | Allison Bussler            |
| <b>Date:</b>          | December 2, 2021          | <b>Map / Image:</b>  | <a href="#">Click Here</a> |

| <b>CAPITAL BUDGET SUMMARY</b>    |         |                 |                              |         |          |            |
|----------------------------------|---------|-----------------|------------------------------|---------|----------|------------|
| Year                             | 2022    | 2023-24         | 2025                         | 2026    | 2027     | Total      |
| Project Phase                    | Design  | Design          | Design/Land                  | Land    | Const    | Project    |
| Expenditure Budget               | \$6,000 | \$0             | \$13,400                     | \$2,200 | \$57,400 | \$79,000   |
| Revenue Budget                   | \$0     | \$0             | \$0                          | \$0     | \$0      | \$0        |
| Net Costs After Revenues Applied | \$6,000 | \$0             | \$13,400                     | \$2,200 | \$57,400 | \$79,000   |
| <b>COST DOCUMENTATION</b>        |         |                 | <b>REVENUE</b>               |         |          |            |
| Design                           |         | \$56,000        | Fed Aid Bridge (Anticipated) |         |          | \$291,000  |
| WisDOT Design Review             |         | \$17,000        |                              |         |          |            |
| Land Acquisition                 |         | \$11,000        |                              |         |          |            |
| Construction                     |         | \$229,000       |                              |         |          |            |
| Construction Management          |         | \$46,000        |                              |         |          |            |
| Contingency                      |         | \$11,000        |                              |         |          |            |
| Total Project Cost               |         | \$370,000       | Total Revenue                |         |          | \$291,000  |
| <b>EXPENDITURE BUDGET</b>        |         | <b>\$79,000</b> | <b>REVENUE BUDGET</b>        |         |          | <b>\$0</b> |

**Project Scope & Description:** This project is an overlay of the CTH EF bridge over the Bark River. A concrete overlay is anticipated, but several overlay types will be considered during design. Concrete repairs will be made to the spalled and deteriorated culvert ends. Stainless steel flashing will be installed on the ends of the culvert roof. Existing bridge railing may be salvaged/remounted or completely replaced with this project. Approach guardrail will be replaced to meet current standards. The immediate asphalt bridge approaches will be repaved. The existing right-of-way at the bridge matches the ultimate width of 66 feet on CTH EF. No additional fee acquisition is anticipated, though grading easements may be necessary. Waukesha County will apply for federal funding in 2023.

**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 will be prepared for this project 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 2015 traffic volume on this roadway segment was 1,800 vehicles per day.

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

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

**Previous Action:** None

|                       |                               |                      |                            |
|-----------------------|-------------------------------|----------------------|----------------------------|
| <b>Project Title:</b> | CTH I, Mukwonago River Bridge | <b>Project #:</b>    | 202203                     |
| <b>Department:</b>    | Public Works - Highways       | <b>Project Type:</b> | Rehabilitation             |
| <b>Phase:</b>         | Preliminary Design            | <b>Road Name:</b>    | Beloit Road                |
| <b>Budget Action:</b> | New                           | <b>Manager:</b>      | Allison Bussler            |
| <b>Date:</b>          | December 2, 2021              | <b>Map / Image:</b>  | <a href="#">Click Here</a> |

| CAPITAL BUDGET SUMMARY           |            |                  |                              |            |            |            |
|----------------------------------|------------|------------------|------------------------------|------------|------------|------------|
| Year                             | 2022       | 2023-24          | 2025                         | 2026       | 2027       | Total      |
| Project Phase                    | Design     | Design           | Design/Land                  | Land       | Const      | Project    |
| Expenditure Budget               | \$6,000    | \$0              | \$18,400                     | \$5,600    | \$85,000   | \$115,000  |
| 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 | \$6,000    | \$0              | \$18,400                     | \$5,600    | \$85,000   | \$115,000  |
| <b>COST DOCUMENTATION</b>        |            |                  | <b>REVENUE</b>               |            |            |            |
| Design                           |            | \$72,000         | Fed Aid Bridge (Anticipated) |            |            | \$436,000  |
| WisDOT Design Review             |            | \$26,000         |                              |            |            |            |
| Land Acquisition                 |            | \$28,000         |                              |            |            |            |
| Construction                     |            | \$340,000        |                              |            |            |            |
| Construction Management          |            | \$68,000         |                              |            |            |            |
| Contingency                      |            | \$17,000         |                              |            |            |            |
| Total Project Cost               |            | \$551,000        | Total Revenue                |            |            | \$436,000  |
| <b>EXPENDITURE BUDGET</b>        |            | <b>\$115,000</b> | <b>REVENUE BUDGET</b>        |            |            | <b>\$0</b> |

**Project Scope & Description:** This project is an overlay of the CTH I bridge over the Mukwonago River. A concrete overlay is anticipated, but several overlay types will be considered during design. Concrete repairs will be made to the spalled slab edges. Galvanized Steel flashing will be installed on the slab edges. Existing bridge railing may be modified/remounted or completely replaced with this project. Railing replacement with concrete parapet will be investigated. Approach guardrail will be replaced to meet current standards. The immediate asphalt approaches will be repaved. The existing right-of-way width is 66 feet, whereas the ultimate right-of-way width is 100 feet. The county does not anticipate purchasing the ultimate right-of-way width, however, some land acquisition is anticipated to relocate one-two driveways for guardrail construction. At construction, it is anticipated that the bridge will be closed to traffic with a detour in-place. It is anticipated Waukesha County will apply for federal bridge funding in 2023.

**Locations:** Town of Mukwonago

**Analysis of Need:** The existing bridge (B-67-202) is a single span flat slab structure that was constructed in 1981. The bridge wearing surface is an estimated 8% delaminated and is beginning to spall. The delamination is due to corrosion of the top mat of bar steel. The slab underside is spalled along both edges. The approach guardrail is in poor condition and does not meet current standards. The roadway is functionally classified as a 'minor arterial.' The structure sufficiency number is 77.4. This indicates that structure rehabilitation is warranted according to WisDOT guidelines, which makes the bridge eligible for federal bridge rehabilitation funding when the sufficiency index is below 80. An independent engineering study report will be prepared for this project 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 1,200 vehicles per day.

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

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

**Previous Action:** None

|                       |                               |                      |                               |
|-----------------------|-------------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | Bridge Aid Program: 2018-2022 | <b>Project #:</b>    | 201701                        |
| <b>Department:</b>    | Public Works - Highways       | <b>Project Type:</b> | Bridge                        |
| <b>Phase:</b>         | Program Project               | <b>Road Name:</b>    |                               |
| <b>Budget Action:</b> | As Planned                    | <b>Manager:</b>      | Allison Bussler, Director DPW |
| <b>Date:</b>          | December 2, 2021              | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| <b>CAPITAL BUDGET SUMMARY</b>   |           |           |                       |           |           |               |
|---------------------------------|-----------|-----------|-----------------------|-----------|-----------|---------------|
| Year                            | 2018      | 2019      | 2020                  | 2021      | 2022      | Total Project |
| Project Phase                   |           |           |                       |           |           |               |
| Expenditure Budget              | \$100,000 | \$100,000 | \$100,000             | \$100,000 | \$100,000 | \$500,000     |
| Revenue Budget                  | \$0       | \$0       | \$0                   | \$0       | \$0       | \$0           |
| Net Cost After Revenues Applied | \$100,000 | \$100,000 | \$100,000             | \$100,000 | \$100,000 | \$500,000     |
| <b>COST DOCUMENTATION</b>       |           |           | <b>REVENUE</b>        |           |           |               |
| 2018 Appropriation              |           | \$100,000 |                       |           |           |               |
| 2019 Appropriation              |           | \$100,000 |                       |           |           |               |
| 2020 Appropriation              |           | \$100,000 |                       |           |           |               |
| 2021 Appropriation              |           | \$100,000 |                       |           |           |               |
| 2022 Appropriation              |           | \$100,000 |                       |           |           |               |
| Total Project Cost              |           | \$500,000 | Total Revenue         |           |           | \$0           |
| <b>EXPENDITURE BUDGET</b>       |           | \$500,000 | <b>REVENUE BUDGET</b> |           |           | \$0           |

### **Project Scope & Description**

The program provides assistance to municipalities for the replacement of bridge or culvert structures. The program normally provides 50% of the funding for engineering, design, and construction of town-initiated projects that do not receive federal or state aid.

### **Locations**

Various

### **Analysis of Need**

Wisconsin Statute 82.08 requires the County to fund half the cost of construction or repair of local bridge and culvert projects initiated by townships. Such projects arise during the course of the budget year and funds are distributed on the basis of requests received. Requests that exceed the remaining funding for one year are carried over to the next year.

### **Alternatives**

- County participation in the program is required by a statutory mandate.
- The county can opt out of participation with villages.

### **Ongoing Operating Costs**

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

### **Previous Action**

- Capital Project 9131 - Bridge Aid Program through 2017.
- Approved as a new project in the 2017-2021 Capital Plan.
- Approved as planned 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 as planned in the 2021-2025 Capital Plan.

|                       |   |                      |                               |
|-----------------------|---|----------------------|-------------------------------|
| <b>Project Title:</b> | Culvert Replacement Program 2018 - 2022 | <b>Project #:</b>    | 201618                        |
| <b>Department:</b>    | Public Works - Highways                 | <b>Project Type:</b> | Bridge                        |
| <b>Phase:</b>         | Program Project                         | <b>Road Name:</b>    | Various                       |
| <b>Budget Action:</b> | As Planned                              | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021                        | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| <b>CAPITAL BUDGET SUMMARY</b>   |                  |            |            |                |                       |            |
|---------------------------------|------------------|------------|------------|----------------|-----------------------|------------|
| Year                            | 2018             | 2019       | 2020       | 2021           | 2022                  | Total      |
| Project Phase                   |                  |            |            |                |                       | Project    |
| Expenditure Budget              | \$100,000        | \$100,000  | \$100,000  | \$100,000      | \$100,000             | \$500,000  |
| Revenue Budget                  | <u>\$0</u>       | <u>\$0</u> | <u>\$0</u> | <u>\$0</u>     | <u>\$0</u>            | <u>\$0</u> |
| Net Cost After Revenues Applied | \$100,000        | \$100,000  | \$100,000  | \$100,000      | \$100,000             | \$500,000  |
| <b>COST DOCUMENTATION</b>       |                  |            |            | <b>REVENUE</b> |                       |            |
| 2018 Appropriation              | \$100,000        |            |            |                |                       |            |
| 2019 Appropriation              | \$100,000        |            |            |                |                       |            |
| 2020 Appropriation              | \$100,000        |            |            |                |                       |            |
| 2021 Appropriation              | \$100,000        |            |            |                |                       |            |
| 2022 Appropriation              | <u>\$100,000</u> |            |            |                |                       |            |
| Total Project Cost              | \$500,000        |            |            |                |                       |            |
|                                 |                  |            |            |                | Total Revenue         | \$0        |
| <b>EXPENDITURE BUDGET</b>       | <b>\$500,000</b> |            |            |                | <b>REVENUE BUDGET</b> | <b>\$0</b> |

**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 higher construction costs. Generally the individual cost of culvert replacements is approximately \$50,000 and do not warrant capital projects. However, when grouped together, the annual costs exceed \$100,000. The County averages one to two culvert replacements per year under this program. Individual culvert locations are not normally known until the year they are to be replaced.

**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 a new project in the 2016-2020 capital plan.
- Approved as planned 2017-2021, 2018-2022, 2019-2023, 2020-2024, and 2021-2025 capital plans.

|                       |                            |                      |                               |
|-----------------------|----------------------------|----------------------|-------------------------------|
| <b>Project Title:</b> | Repaving Program 2018-2022 | <b>Project #:</b>    | 201416                        |
| <b>Department:</b>    | Public Works - Highways    | <b>Project Type:</b> | Repaving                      |
| <b>Phase:</b>         | Program Project            | <b>Road Name:</b>    | Various                       |
| <b>Budget Action:</b> | C - Rev Update             | <b>Manager:</b>      | Allison Bussler, DPW Director |
| <b>Date:</b>          | December 2, 2021           | <b>Map / Image:</b>  | <a href="#">Click Here</a>    |

| CAPITAL BUDGET SUMMARY           |                    |                                     |  |               |               |              |                 |              |             |
|----------------------------------|--------------------|-------------------------------------|--|---------------|---------------|--------------|-----------------|--------------|-------------|
| Year                             | 2018               | 2019                                | 2020   | 2021          | 2022          | Total        |                 |              |             |
| Project Phase                    |                    |                                     |  |               |               |              |                 |              |             |
| Expenditure Budget               | \$4,450,000        | \$3,870,000                         | \$2,700,000  | \$4,700,000   | \$4,300,000   | \$20,020,000 |                 |              |             |
| Revenue Budget                   | \$559,000          | \$725,000                           | \$860,000  | \$1,040,000   | \$590,000     | \$3,774,000  |                 |              |             |
| Net Costs After Revenues Applied | \$3,891,000        | \$3,145,000                         | \$1,840,000  | \$3,660,000   | \$3,710,000   | \$16,246,000 |                 |              |             |
| <b>COST DOCUMENTATION</b>        |                    |                                     | <b>REVENUE</b>   |               |               |              |                 |              |             |
|                                  |                    |                                     | County Highway Improvement Program (CHIP) and CHIP-D (Discretionary) |               |               |              |                 |              |             |
|                                  |                    |                                     | General Transportation Aid (GTA)                                     |               |               |              |                 |              |             |
|                                  | <u>Paver Study</u> | <u>Hwy Paving &amp; Shouldering</u> | <u>Total</u>   | <u>CHIP</u>   | <u>CHIP-D</u> | <u>GTA</u>   | <u>Donation</u> | <u>Total</u> |             |
| 2018                             | \$50,000           | \$4,400,000                         | \$4,450,000  | 2018          | \$330,000     | \$229,000    | \$0             | \$559,000    |             |
| 2019                             | \$50,000           | \$3,820,000                         | \$3,870,000  | 2019          | \$330,000     | \$0          | \$325,000       | \$725,000    |             |
| 2020                             | \$50,000           | \$2,650,000                         | \$2,700,000  | 2020          | \$330,000     | \$260,000    | \$270,000       | \$860,000    |             |
| 2021                             | \$50,000           | \$4,650,000                         | \$4,700,000  | 2021          | \$330,000     | \$260,000    | \$450,000 *     | \$1,040,000  |             |
| 2022                             | \$50,000           | \$4,250,000                         | \$4,300,000  | 2022          | \$330,000     | \$260,000    | \$0             | \$590,000    |             |
| Total Project Cost               | \$250,000          | \$19,770,000                        | \$20,020,000   | Total Revenue | \$1,650,000   | \$1,009,000  | \$1,045,000     | \$70,000     | \$3,774,000 |
| <b>EXPENDITURE BUDGET</b>        |                    |                                     | <b>REVENUE BUDGET</b>  |               |               |              |                 |              |             |
|                                  |                    |                                     |  |               |               |              | \$3,774,000     |              |             |

\*Includes \$350,000 of GTA received above budget in 2018, appropriated as Capital Project Fund balance.

**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 Work'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 funding was accelerated in the 2019-2023 capital plan, moving \$1,000,000 from 2020 to 2019, to balance resources in the overall five-year capital plan. The 2021-2025 Capital Plan increases expenses by \$500,000 in 2021 to cover repaving needs. Beginning in 2019, a portion of the state's allocation of General Transportation Aid (GTA) revenue is budgeted to cover repaving project expenditures. GTA revenues of \$100,000 are removed in 2022 due to lower revenues received. Inflation and a reduced number of highway capital projects has caused a gradual reduction in the number of lane miles paved and hence the average pavement condition rating has declined.

During 2019, the budget was amended through an ordinance (173-96), increasing expenditures \$70,000 in order to pave a five-foot portion of the shoulders along CTH DR (Golf Road) from the Delafield city limits to Maple Avenue in the town of Delafield. This project is funded with \$70,000 of donation revenue.

**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 existing two-lane roadways to four-lane facilities. 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 initiated a pavement management program, using Cartegraph's Pavementview software to rate pavement conditions and manage pavement projects. The average Pavement Condition Index (PCI) of asphaltic pavements in 2020 was 67. 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 on a rolling three-year schedule.

**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 PAVER 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 a new project in the 2014-18 capital plan. Approved as planned in 2015-2019 Capital Plan. Approved as planned in the 2016-2020 Capital Plan. Approved with cost updates and accelerated in the 2017-2021 Capital Plan. Approved with cost and revenue updates in the 2018-2022 capital plan. Accelerated with cost and revenue updates in the 2019-2023 capital plan. Approved to accept a donation through ordinance (173-96) during 2019. Approved with a revenue update in the 2020-2024 capital plan. Approved with cost and revenue updates in the 2021-2025 capital plan.



|                       |                                 |                      |                            |
|-----------------------|---------------------------------|----------------------|----------------------------|
| <b>Project Title:</b> | Golf Course Infrastructure Plan | <b>Project #:</b>    | 202208                     |
| <b>Department:</b>    | Parks & Land Use                | <b>Project Type:</b> | Renovation/Upgrade         |
| <b>Phase:</b>         | Design / Construction           | <b>Sponsor:</b>      |                            |
| <b>Budget Action:</b> | New                             | <b>Manager:</b>      | Dale Shaver, PLU Director  |
| <b>Date:</b>          | December 2, 2021                | <b>Map / Image:</b>  | <a href="#">Click Here</a> |

| <b>CAPITAL BUDGET SUMMARY</b>    |                    |                 |                 |                 |                 |                                      |
|----------------------------------|--------------------|-----------------|-----------------|-----------------|-----------------|--------------------------------------|
| Year                             | 2022               | 2023            | 2024            | 2025            | 2026            | Total                                |
| Project Phase                    | Design/Const.      | Construction    | Construction    | Construction    | Construction    | Project                              |
| Expenditure Budget               | \$862,000          | \$50,000        | \$70,000        | \$88,000        | \$65,000        | \$1,135,000                          |
| Revenue Budget                   | <u>\$862,000</u>   | <u>\$50,000</u> | <u>\$70,000</u> | <u>\$88,000</u> | <u>\$65,000</u> | <u>\$1,135,000</u>                   |
| Net Costs After Revenues Applied | \$0                | \$0             | \$0             | \$0             | \$0             | \$0                                  |
| <b>COST DOCUMENTATION</b>        |                    |                 | <b>REVENUE</b>  |                 |                 |                                      |
| Design / Engineering             | \$6,000            |                 |                 |                 |                 |                                      |
| Construction                     | \$1,021,500        |                 |                 |                 |                 | Golf Course Fund Balance \$1,135,000 |
| Contingency                      | \$107,500          |                 |                 |                 |                 |                                      |
| Total Project Cost               | \$1,135,000        |                 |                 |                 |                 | Total Revenue \$1,135,000            |
| <b>EXPENDITURE BUDGET</b>        | <b>\$1,135,000</b> |                 |                 |                 |                 | <b>REVENUE BUDGET \$1,135,000</b>    |

**Project Scope & Description:**

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

Based on the stabilization of the golf course fund balance, this capital project will address major infrastructure maintenance needed at Naga-Waukee War Memorial Golf Course. Major maintenance projects at the course include golf course irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path maintenance, completion of a new clubhouse well, replacement of the clubhouse roof, and renovation of the clubhouse restrooms and patio pavement.

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

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

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

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

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

**Previous Action:** None



|                       |                             |                      |                            |
|-----------------------|-----------------------------|----------------------|----------------------------|
| <b>Project Title:</b> | Fox River Park Improvements | <b>Project #:</b>    | 202212                     |
| <b>Department:</b>    | Parks & Land Use            | <b>Project Type:</b> | Renovation/Upgrade         |
| <b>Phase:</b>         | Design / Construction       | <b>Sponsor:</b>      |                            |
| <b>Budget Action:</b> | New                         | <b>Manager:</b>      | Dale Shaver                |
| <b>Date:</b>          | December 2, 2021            | <b>Map / Image:</b>  | <a href="#">Click Here</a> |

| CAPITAL BUDGET SUMMARY           |                  |                  |                          |            |            |                  |
|----------------------------------|------------------|------------------|--------------------------|------------|------------|------------------|
| Year                             | 2022             | 2023             | 2024                     | 2025       | 2026       | Total            |
| Project Phase                    |                  |                  |                          |            |            | Project          |
| Expenditure Budget               | \$313,300        | \$0              | \$0                      | \$0        | \$0        | \$313,300        |
| Revenue Budget                   | <u>\$313,300</u> | <u>\$0</u>       | <u>\$0</u>               | <u>\$0</u> | <u>\$0</u> | <u>\$313,300</u> |
| Net Costs After Revenues Applied | \$0              | \$0              | \$0                      | \$0        | \$0        | \$0              |
| <b>COST DOCUMENTATION</b>        |                  | <b>REVENUE</b>   |                          |            |            |                  |
| Construction of Improvements     |                  | \$197,000        | State DNR Grant Funding  |            |            | \$90,000         |
| Riverbank Restoration            |                  | \$76,300         | SEWFRC Grant Funding     |            |            | \$75,000         |
| Contingency                      |                  | <u>\$40,000</u>  | SWRM (DATCP) Funding     |            |            | \$36,300         |
|                                  |                  |                  | Village Muk WWTP Funding |            |            | \$25,000         |
|                                  |                  |                  | CDBG Funding             |            |            | <u>\$87,000</u>  |
| Total Project Cost               |                  | \$313,300        | Total Revenue            |            |            | \$313,300        |
| <b>EXPENDITURE BUDGET</b>        |                  | <b>\$313,300</b> | <b>REVENUE BUDGET</b>    |            |            | <b>\$313,300</b> |

**Project Scope & Description:** Fox River Park was developed by the Department of Parks and Land Use (PLU) and opened to the public in June 2003. The original park master plan included a carry-in launch for watercraft on the Fox River. The launch consisted of an asphalt ramp down to the edge of the river. In the years since, heavy use of the area by park patrons, along with powerful water flow, have eroded the riverbank and the end sections of the asphalt ramp to the point where it is no longer accessible or usable as a watercraft launch. The site is now frequently used by anglers, but the eroded site conditions are also not conducive to fishing. Several years ago, a low-cost solution of soil-filled stabilization bags was installed to slow the erosion and to maintain the access to the water. These measures have also since started to erode and wash into the river. The access point has been identified as *Site 7* along the *Fabulous Fox Water Trail*, which is a blue (water) recreational trail route that extends almost 200 miles from just south of Chicago to Menomonee Falls. Development of the trail is a partnership between numerous Wisconsin and Illinois organizations and municipalities and the National Park Service.

This proposed capital project would implement a new ADA-accessible fishing pier/overlook, a new ADA-accessible kayak/canoe launch, an ADA-accessible walkway to connect park patrons from existing parking to the new features, and 305 feet of riverbank stabilization/restoration. The bank stabilization component of the project has long been considered a priority project in the Fox River watershed by the Southeast Wisconsin Fox River Commission (SEWFRC), because of the high potential that it has to benefit water quality. SEWFRC previously awarded funds to the County that were used to create construction documents and cost estimates for the new pier/overlook and launch features, and Department of Agriculture, Trade and Consumer Protection (DATCP) engineers provided design services for the riverbank stabilization. Funding already secured for construction of the project includes a \$75,000 grant from SEWFRC, a \$36,250 Soil and Water Resource Management (SWRM) grant from DATCP, and \$25,000 from Village of Mukwonago Wastewater Treatment Plant (WWTP) funding. To fund the remaining balance of the project costs, PLU will pursue grants from the State DNR and Community Development Block Grant (CDBG) funding.

**Location:** Fox River Park, W264 S4500, River Rd, Waukesha, WI 53189

**Analysis of Need:** Completion of this project will provide safe and barrier-free access to a variety of recreational opportunities connected to the Fox River. The current site conditions are not conducive to outdoor water recreation. The site is a recently-designated access point for the new Fabulous Fox Water Trail, which will attract new users seeking to access the river at this location. Repair and restoration of the riverbank is a priority project that will benefit water quality in the Fox River watershed.

**Alternatives:** Maintain existing conditions, which will continue to provide barriers to outdoor recreation tied to the Fox River, and also continue to contribute to water quality degradation.

**Ongoing Operating Costs:** Maintenance of the new facilities will be by existing Fox River Park staff. It is expected that minimal increases in maintenance requirements will be offset by increased revenue from park sticker sales by patrons who are drawn to Fox River Park to use the new facilities.

**Previous Action:** None

|                       |                                    |                      |                            |
|-----------------------|------------------------------------|----------------------|----------------------------|
| <b>Project Title:</b> | Pavement Management Plan 2018-2022 | <b>Project #:</b>    | 201406                     |
| <b>Department:</b>    | Parks & Land Use                   | <b>Project Type:</b> | Repaving                   |
| <b>Phase:</b>         | Program Project                    | <b>Sponsor:</b>      |                            |
| <b>Budget Action:</b> | C - \$ Update                      | <b>Manager:</b>      | Dale Shaver, PLU Director  |
| <b>Date:</b>          | December 2, 2021                   | <b>Map / Image:</b>  | <a href="#">Click Here</a> |

| CAPITAL BUDGET SUMMARY          |                    |                       |              |                |                |                    |
|---------------------------------|--------------------|-----------------------|--------------|----------------|----------------|--------------------|
| Year                            | 2018               | 2019                  | 2020         | 2021           | 2022           | Total              |
| Program Project                 |                    |                       |              |                |                | Project            |
| Expenditure Budget              | \$950,000          | \$1,200,000           | \$1,000,000  | \$900,000      | \$1,200,000    | \$5,250,000        |
| Revenue Budget                  | \$150,000          | \$450,000             | \$200,000    | \$200,000      | \$200,000      | \$1,200,000        |
| Net Cost After Revenues Applied | \$800,000          | \$750,000             | \$800,000    | \$700,000      | \$1,000,000    | \$4,050,000        |
| <b>COST DOCUMENTATION</b>       |                    |                       |              |                |                |                    |
|                                 |                    |                       | Tamann       | Landfill       | Comm. Develop. |                    |
|                                 |                    |                       | Fund Balance | Siting Revenue | Block Grant    | Total              |
| 2018                            | \$950,000          | 2018                  | \$50,000     | \$100,000      | \$0            | \$150,000          |
| 2019                            | \$1,200,000        | 2019                  | \$50,000     | \$200,000      | \$200,000      | \$450,000          |
| 2020                            | \$1,000,000        | 2020                  | \$0          | \$200,000      | \$0            | \$200,000          |
| 2021                            | \$900,000          | 2021                  | \$0          | \$200,000      | \$0            | \$200,000          |
| 2022                            | \$1,200,000        | 2022                  | \$0          | \$200,000      | \$0            | \$200,000          |
| Total Project Cost              | \$5,250,000        | Total Revenue         | \$100,000    | \$900,000      | \$200,000      | \$1,200,000        |
| <b>EXPENDITURE BUDGET</b>       | <b>\$5,250,000</b> | <b>REVENUE BUDGET</b> |              |                |                | <b>\$1,200,000</b> |

### **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 2022 will be the first phase of pavement improvements at the Highway Operations Center, and reconstruction of the parking lot and launch approach at the Nagawicka Lake Access. Other Park System, Highway Operations and Government Center projects will be prioritized based on PCI rating, safety and access issues. \$10,000 of the total annual expenditure budget will be reserved 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. Costs are updated to include an additional \$300,000 in 2022 to reflect additional pavement maintenance needs at Highway Operations facilities.

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

**Analysis of Need:** In 1995 the Waukesha County Department of Parks and Land Use (PLU) retained consulting services to provide a Pavement Management Plan to assist in cost-effectively managing the pavement assets for the 6 largest parks. At that time there were six park facilities with 243,000 square yards of paved surface. Currently PLU maintains over 875,000 square yards of paved surface around the Government Center, remote County facilities and the major parks. This represents approximately 3.6 times as much pavement to maintain. In addition, over 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 includes 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 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:** Approved as a new project in 2014-2018 plan. Approved with cost update in the 2015-2019 capital plan. Approved as planned in the 2016-2020 capital plan. Approved with a cost update in the 2017-2021 capital plan. Approved with a cost and revenue update in the 2018-2022 and 2019-2023 capital plans. Approved as planned in the 2020-2024 capital plan. Approved with a change in scope and a cost update in the 2021-2025 capital plan.

# Capital Projects Plan

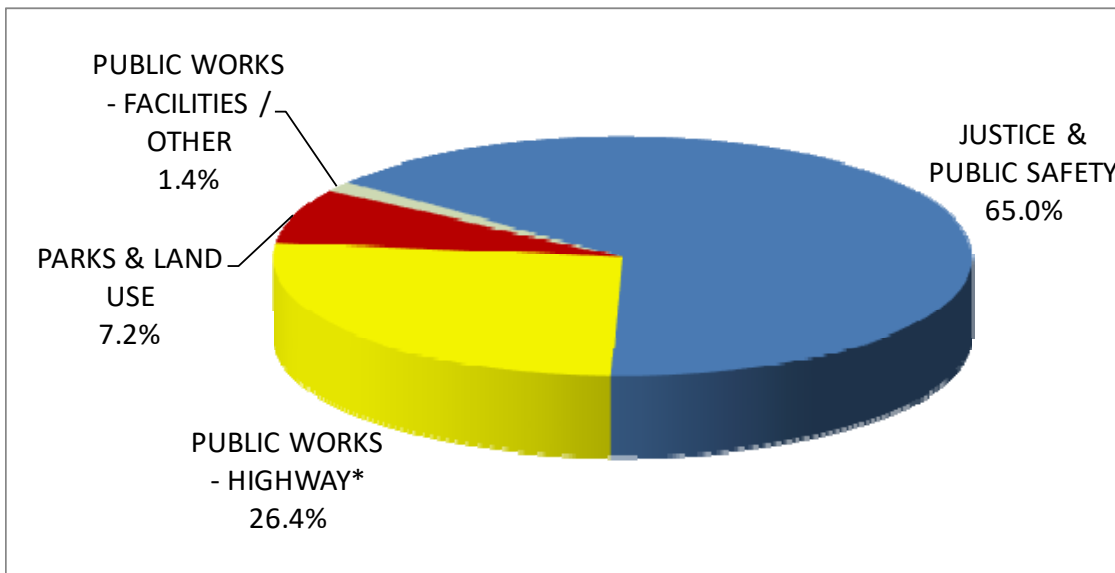
Each year, the County Executive submits a capital budget and an updated five-year Capital Plan to the County Board. After review and modification, the County Board adopts the plan by resolution. The plan represents the prioritization of long-range capital infrastructure needs linked to the county’s strategic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

Justice and Public Safety projects total \$98.1 million or 65% of the plan. This includes \$97.6 million to fund courthouse project - step 2, renovate existing courthouse. The first phase of this two-phase project was completed in 2021; the budget and concept for the second phase began in 2021, with a budget of \$1.2 million; the formal design for the second phase is scheduled to begin in 2022. Construction for the second phase is expected to continue into 2026 and is estimated to cost \$98.8 million in total.

Public Works–Highway projects are about 26.4% of the plan at \$39.9 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 billing the county for its remaining share. As a result, the capital plan reflects only the county’s net share on much larger transportation investments. **Factoring in total transportation costs, including approximately \$49.9 million of federal funds, highway projects make up about 44.8% (about \$89.8 million in total) of the five-year capital plan.**

The Parks and Land Use functional area includes \$10.8 million or about 7.2% of the plan, of which \$9.1 million is for trails and parks pavement improvements. Trail project costs are mostly partially funded with federal, state, and private donation revenues.

Public Works–Facilities/Other projects total \$1.8 million or about 1.4% 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 \$500,000 as part of a \$1.5 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2024) and \$561,000 to fund the county share of improvements at the Waukesha County Airport.



| FUNCTIONAL AREA                   | TOTAL 2022-2026      | % OF TOTAL    |
|-----------------------------------|----------------------|---------------|
| JUSTICE & PUBLIC SAFETY           | \$98,050,000         | 65.0%         |
| PUBLIC WORKS - HIGHWAY*           | \$39,916,600         | 26.4% *       |
| PARKS & LAND USE                  | \$10,820,200         | 7.2%          |
| PUBLIC WORKS - FACILITIES / OTHER | \$2,151,000          | 1.4%          |
| <b>TOTAL PLAN EXPENDITURES</b>    | <b>\$150,937,800</b> | <b>100.0%</b> |

\*Factoring in total transportation costs, including approximately \$49.9 million of federal funds, highway projects make about 44.8% of the five-year capital plan.

For more information about the five-year capital plan, visit the Waukesha County’s Five-Year Capital Plan, online at <https://www.waukeshacounty.gov/administration/budget/2022-2026-adopted-cp/>

**WAUKESHA COUNTY 2022-2026 CAPITAL PROJECT PLAN SUMMARY**

| FUNCTIONAL AREA:   | 2022<br>BUDGET        | 2023<br>PLAN          | 2024<br>PLAN          | 2025<br>PLAN         | 2026<br>PLAN         | TOTAL FIVE-<br>YEAR PLAN |
|--|-----------------------|-----------------------|-----------------------|----------------------|----------------------|--------------------------|
| <b>JUSTICE &amp; PUBLIC SAFETY</b>   |                       |                       |                       |                      |                      |                          |
| Facility Projects  | \$16,000,000          | \$20,450,000          | \$20,750,000          | \$20,350,000         | \$20,500,000         | \$98,050,000             |
| System Projects  | \$0                   | \$0                   | \$0                   | \$0                  | \$0                  | \$0                      |
| Subtotal   | \$16,000,000          | \$20,450,000          | \$20,750,000          | \$20,350,000         | \$20,500,000         | \$98,050,000             |
| <b>HEALTH &amp; HUMAN SERVICES</b>   |                       |                       |                       |                      |                      |                          |
| Facility Projects  | \$0                   | \$0                   | \$0                   | \$0                  | \$0                  | \$0                      |
| System Projects  | \$0                   | \$0                   | \$0                   | \$0                  | \$0                  | \$0                      |
| Subtotal   | \$0                   | \$0                   | \$0                   | \$0                  | \$0                  | \$0                      |
| <b>PARKS, ENVIRONMENT, EDUCATION &amp; LAND USE</b>                                  |                       |                       |                       |                      |                      |                          |
| Parks, Facilities, Pavement, System Projects (a)                                     | \$2,375,300           | \$2,079,900           | \$1,270,000           | \$3,640,000          | \$1,455,000          | \$10,820,200             |
| <b>PUBLIC WORKS</b>  |                       |                       |                       |                      |                      |                          |
| Priority Corridor Expansion  | \$683,000             | \$307,200             | \$0                   | \$1,518,000          | \$0                  | \$2,508,200              |
| Intersections and Bridges  | \$369,000             | \$1,884,400           | \$548,000             | \$403,000            | \$752,800            | \$3,957,200              |
| Pavement and Rehabilitation  | \$6,217,700           | \$8,528,100           | \$5,289,400           | \$6,006,000          | \$7,410,000          | \$33,451,200             |
| Subtotal Highways  | \$7,269,700           | \$10,719,700          | \$5,837,400           | \$7,927,000          | \$8,162,800          | \$39,916,600             |
| Facilities   | \$200,000             | \$200,000             | \$110,000             | \$320,000            | \$450,000            | \$1,280,000              |
| Airport  | \$871,000             | \$0                   | \$0                   | \$0                  | \$0                  | \$871,000                |
| Subtotal Public Works  | \$8,340,700           | \$10,919,700          | \$5,947,400           | \$8,247,000          | \$8,612,800          | \$42,067,600             |
| <b>GENERAL ADMINISTRATION COUNTY WIDE</b>  |                       |                       |                       |                      |                      |                          |
| TECHNOLOGY PROJECTS  | \$0                   | \$0                   | \$0                   | \$0                  | \$0                  | \$0                      |
| FINANCING  | \$0                   | \$0                   | \$0                   | \$0                  | \$0                  | \$0                      |
| Subtotal   | \$0                   | \$0                   | \$0                   | \$0                  | \$0                  | \$0                      |
| <b>TOTAL GROSS EXPENDITURES</b>  | \$26,716,000          | \$33,449,600          | \$27,967,400          | \$32,237,000         | \$30,567,800         | \$150,937,800            |
| <b>Less Proj. Specific Rev./Proprietary Fund Bal.</b>                                | <u>(\$3,305,300)</u>  | <u>(\$3,249,600)</u>  | <u>(\$70,000)</u>     | <u>(\$3,178,600)</u> | <u>(\$65,000)</u>    | <u>(\$9,868,500)</u>     |
| <b>NET EXPENDITURES</b>  | \$23,410,700          | \$30,200,000          | \$27,897,400          | \$29,058,400         | \$30,502,800         | \$141,069,300            |
| <b>Cash Balances Excluding Property Tax Levy</b>                                     | <u>(\$12,498,585)</u> | <u>(\$18,512,885)</u> | <u>(\$14,000,285)</u> | <u>(\$3,541,285)</u> | <u>(\$4,835,685)</u> | <u>(\$53,388,725)</u>    |
| <b>NET EXPENDITURES BEFORE TAX LEVY, DEBT<br/>BORROWING AND INTEREST APPLIED (b)</b> | \$10,912,115          | \$11,687,115          | \$13,897,115          | \$25,517,115         | \$25,667,115         | \$87,680,575             |

- (a) Category includes concrete sidewalk, stairway, and parking lot improvements for the University of Wisconsin-Milwaukee at Waukesha campus.
- (b) Net expenditures will also be funded with personal property aid revenue from the state (included in the cash balance), which is meant to offset the loss of property tax levy from the tax exemption of machinery, tools, and patterns (not used in manufacturing). The personal property aid payment is budgeted at \$745,668 in 2022.

The 2022-2026 Capital Plan identifies 45 projects at an estimated total cost of \$150.6 million over the five-year period. Projects in the first year of the plan represent the 2022 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 \$98.1 million. This includes \$97.6 million in the 2022-2026 plan for design and construction for the second phase of the courthouse project. Construction is expected to continue through 2026 (total project costs estimated at \$98.8 million). The second phase will renovate the existing courthouse in order to replace aging mechanical systems, enhance business operations through a more efficient office layout, and improve public access.

**PARKS AND LAND USE**

Projects in this functional area total \$10.8 million and includes \$6.0 million for maintenance improvements on park roadways and paved surfaces around county facilities. The plan includes \$2.9 million to construct appropriate entrances and exits to the box tunnel installed by the Wisconsin Department of Transportation for the State Trunk Highway 67 underpass - Lake Country Trail in Oconomowoc. The 2022-2026 capital plan also includes \$1.1 million for golf course improvements at the Naga-Waukee War Memorial Golf Course in Delafield. The improvements will include irrigation system repairs and replacement, pump station replacement, HVAC replacement, cart path maintenance, clubhouse roof replacement, clubhouse restroom renovations, and patio pavement renovations.

The plan also includes \$313,300 to implement a new ADA-accessible fishing pier / overlook, a new ADA-accessible kayak / canoe launch, an ADA-accessible walkway to connect park patrons from existing parking to the new features, and to stabilize and restore 305 feet of riverbank at the Fox River Park in Waukesha.

The Minooka Park mountain bike trail improvement project includes the construction of a new parking lot, expanded trails, and installation of additional trail features. The project is budgeted at \$273,000 and will be funded entirely with private contributions. Construction at Minooka Park is scheduled for 2023.

The second phase of a multi-year improvement project is scheduled to begin with design in 2025 to reconstruct (in 2026) an additional asphalt parking lot 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.

## **PUBLIC WORKS**

### *Highways*

Public Works projects for highways and facility/other projects are estimated to total \$41.8 million. This includes road projects totaling \$39.9 million. New and expanded road capacity construction is identified in priority corridors. The plan includes \$1.9 million for a new priority corridor project to widen about 1.2 miles of CTH O (Moorland Road), between CTH HH (College Avenue) and Grange Avenue in the city of New Berlin. Project costs are estimated to total \$8.9 million, with federal aid covering \$7 million, and the city of New Berlin and a developer contributing \$1.1 million, with the county cost share of \$873,200 (construction is planned in 2025).

Road projects include \$33.4 million for major maintenance and roadway rehabilitation, \$3.6 million for bridge improvements, and several spot safety improvements at an estimated cost of \$300,000, primarily for intersection and signal work.

The plan also includes \$500,000 as part of a \$1.5 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2024).

### *Airport*

The capital plan includes funding for four projects in the amount of \$871,000. Airport projects include airport terminal and tower roof replacement, airport perimeter road extension, airport parking lot rehabilitation and expansion, and airport ramp rehabilitation. Construction for all four projects is scheduled for 2022. Funding from the Federal Aviation Administration and the Wisconsin Department of Transportation Bureau of Aeronautics has been secured for all projects, with the exception of the airport terminal and tower roof replacement project, and will cover just over \$6 million or 95% of the total project costs. Atlantic Aviation, LLC, an airport Fixed Base Operator (FBO), will cover \$310,000 of the costs of the airport ramp rehabilitation project.

# Capital Projects

# 2022 Adopted

# Project Listing

| PROJECT TITLE  | NO.    | CURRENT APPROP. | 2022 PLAN    | 2023 PLAN    | 2024 PLAN    | 2025 PLAN    | 2026 PLAN    | TOTAL FIVE-YEAR PLAN |
|--|--------|-----------------|--------------|--------------|--------------|--------------|--------------|----------------------|
| <b>PUBLIC WORKS - AIRPORT</b>                        |        |                 |              |              |              |              |              |                      |
| AIRPORT TERMINAL AND TOWER ROOF REPLACEMENT          | 202101 | \$25,000        | \$242,500    |              |              |              |              | \$242,500            |
| AIRPORT PERIMETER ROAD                               | 202108 | \$0             | \$103,500    |              |              |              |              | \$103,500            |
| AIRPORT PARKING LOT REHABILITATION AND EXPANSION     | 202109 | \$0             | \$75,000     |              |              |              |              | \$75,000             |
| AIRPORT RAMP REHABILITATION                          | 202110 | \$0             | \$450,000    |              |              |              |              | \$450,000            |
| <b>PUBLIC WORKS - CENTRAL FLEET</b>                  |        |                 |              |              |              |              |              |                      |
| FUEL TANK REPLACEMENT AND INFRASTRUCTURE             | 201415 | \$1,000,000     | \$200,000    | \$200,000    | \$100,000    |              |              | \$500,000            |
| <b>PUBLIC WORKS - FACILITIES</b>                     |        |                 |              |              |              |              |              |                      |
| COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE    | 201705 | \$1,200,000     | \$16,000,000 | \$20,400,000 | \$20,350,000 | \$20,350,000 | \$20,500,000 | \$97,600,000         |
| COMMUNICATION CTR ROOF REPLACEMENT                   | 202209 | \$0             |              |              | \$10,000     | \$200,000    |              | \$210,000            |
| HIGHWAY FLEET BLDG ROOF REPLACEMENT                  | 202210 | \$0             |              |              |              | \$100,000    | \$250,000    | \$350,000            |
| LAW ENFORCEMENT CTR WINDOW REPLACEMENT               | 202211 | \$0             |              |              |              | \$20,000     | \$200,000    | \$220,000            |
| <b>PUBLIC WORKS - HIGHWAYS</b>                       |        |                 |              |              |              |              |              |                      |
| CTH D, MORAIN HILLS DRIVE INTERSECTION               | 201613 | \$378,600       |              | \$73,400     |              |              |              | \$73,400             |
| CTH F, NORTHBOUND BRIDGE AT GREEN ROAD               | 201801 | \$26,000        |              | \$128,000    |              |              |              | \$128,000            |
| CTH VV, WESTBOUND BRIDGE OVER MENOMONEE RIVER        | 201802 | \$6,000         |              | \$197,000    | \$241,000    |              |              | \$438,000            |
| CTH T, NORTHVIEW ROAD TO I-94 REHABILITATION         | 201805 | \$47,900        | \$109,000    | \$532,100    |              |              |              | \$641,100            |
| CTH SS, MEADOWBROOK CREEK STRUCTURE                  | 202001 | \$0             |              |              | \$107,000    | \$154,000    | \$541,000    | \$802,000            |
| CTH B, MORGAN ROAD INTERSECTION                      | 202009 | \$53,000        | \$47,000     |              |              |              |              | \$47,000             |
| CTH M REHABILITATION, CTH F TO CTH SR                | 202011 | \$0             | \$52,000     | \$190,000    |              | \$506,000    |              | \$748,000            |
| CTH F, LINDSAY ROAD INTERSECTION                     | 202105 | \$15,000        | \$35,000     | \$78,000     |              |              |              | \$113,000            |
| CTH V V, CTH Y Y INTERSECTION                        | 202106 | \$18,000        | \$0          | \$93,000     |              |              |              | \$93,000             |
| CTH M, CALHOUN RD TO EAST COUNTY LINE                | 201008 | \$13,995,000    | \$560,000    |              |              |              |              | \$560,000            |
| CTH YY, UNDERWOOD CREEK STRUCTURE                    | 201302 | \$718,000       | \$0          | \$1,115,000  |              |              |              | \$1,115,000          |
| CTH XX, PEBBLE BROOK CREEK BRIDGE                    | 201402 | \$103,000       | \$69,000     |              |              |              |              | \$69,000             |
| CTH O, CTH D TO STH 59 REHABILITATION                | 202013 | \$0             | \$0          | \$206,000    | \$130,000    |              | \$2,910,000  | \$3,246,000          |
| CTH O, CTH HH TO GRANGE AVE                          | 202102 | \$0             | \$123,000    | \$307,200    |              | \$1,518,000  |              | \$1,948,200          |
| CTH O, I-94 TO USH 18                                | 201502 | \$253,600       | \$1,548,400  |              |              |              |              | \$1,548,400          |
| CTH O, CTH I TO CTH ES                               | 201610 | \$401,000       | \$0          | \$3,300,000  |              |              |              | \$3,300,000          |
| CTH O, CTH ES TO CTH D REHABILITATION                | 201803 | \$112,200       | \$208,300    |              | \$1,859,400  |              |              | \$2,067,700          |
| CTH I, CALHOUN CREEK BRIDGE                          | 202201 | \$0             | \$6,000      |              |              | \$17,200     | \$4,000      | \$27,200             |
| CTH EF, BARK RIVER BRIDGE                            | 202202 | \$0             | \$6,000      |              |              | \$13,400     | \$2,200      | \$21,600             |
| CTH I, MUKWONAGO RIVER BRIDGE                        | 202203 | \$0             | \$6,000      |              |              | \$18,400     | \$5,600      | \$30,000             |
| CTH DE, WILD ROSE LANE TO OAK COURT - SPOT IMPRVMENT | 201804 | \$0             | \$0          |              |              |              |              | \$0                  |
| CTH D, CTH E INTERSECTION                            | 202010 | \$8,000         | \$0          |              |              |              |              | \$0                  |
| <b>BRIDGE AID PROGRAM 2018 - 2022</b>                |        |                 |              |              |              |              |              |                      |
| BRIDGE AID PROGRAM 2018 - 2022                       | 201701 | \$400,000       | \$100,000    |              |              |              |              | \$100,000            |
| <b>BRIDGE AID PROGRAM 2023 - 2027</b>                |        |                 |              |              |              |              |              |                      |
| BRIDGE AID PROGRAM 2023 - 2027                       | 201904 | \$0             |              | \$100,000    | \$100,000    | \$100,000    | \$100,000    | \$400,000            |
| <b>CULVERT REPLACEMENT PROGRAM 2018-2022</b>         |        |                 |              |              |              |              |              |                      |
| CULVERT REPLACEMENT PROGRAM 2018-2022                | 201618 | \$400,000       | \$100,000    |              |              |              |              | \$100,000            |
| <b>CULVERT REPLACEMENT PROGRAM 2023-2027</b>         |        |                 |              |              |              |              |              |                      |
| CULVERT REPLACEMENT PROGRAM 2023-2027                | 201901 | \$0             |              | \$100,000    | \$100,000    | \$100,000    | \$100,000    | \$400,000            |
| <b>REPAVING PROGRAM 2018-2022</b>                    |        |                 |              |              |              |              |              |                      |
| REPAVING PROGRAM 2018-2022                           | 201416 | \$15,720,000    | \$4,300,000  |              |              |              |              | \$4,300,000          |
| <b>REPAVING PROGRAM 2023-2027</b>                    |        |                 |              |              |              |              |              |                      |
| REPAVING PROGRAM 2023-2027                           | 201906 | \$0             |              | \$4,300,000  | \$3,300,000  | \$5,500,000  | \$4,500,000  | \$17,600,000         |

# Capital Projects

# 2022 Adopted

# Project Listing

| PROJECT TITLE                                   | NO.    | CURRENT APPROP. | 2022 PLAN           | 2023 PLAN           | 2024 PLAN           | 2025 PLAN           | 2026 PLAN           | TOTAL FIVE-YEAR PLAN |
|---|--------|-----------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| UWW SITE INFRASTRUCTURE IMPROVEMENTS - PHASE II | 202103 | \$0             |                     |                     |                     | \$20,000            | \$190,000           | \$210,000            |
| MINOOKA PARK MTN BIKE INFRASTRUCTURE IMPRVMENTS | 202005 | \$484,300       |                     | \$273,000           |                     |                     |                     | \$273,000            |
| LAKE COUNTRY TRAIL STH 67 UNDERPASS             | 202204 | \$0             |                     | \$556,900           |                     | \$2,332,000         |                     | \$2,888,900          |
| GOLF COURSE INFRASTRUCTURE PROJECT              | 202208 | \$0             | \$862,000           | \$50,000            | \$70,000            | \$88,000            | \$65,000            | \$1,135,000          |
| FOX RIVER PARK IMPROVEMENTS                     | 202212 | \$0             | \$313,300           |                     |                     |                     |                     | \$313,300            |
| PAVEMENT MANAGEMENT PLAN 2018 - 2022            | 201406 | \$4,050,000     | \$1,200,000         |                     |                     |                     |                     | \$1,200,000          |
| PAVEMENT MANAGEMENT PLAN 2023 - 2027            | 201908 | \$0             |                     | \$1,200,000         | \$1,200,000         | \$1,200,000         | \$1,200,000         | \$4,800,000          |
| <b>IT - SHERIFF</b>                             |        |                 |                     |                     |                     |                     |                     |                      |
| JAIL SECURITY AUDIO UPGRADE                     | 202206 | \$0             |                     | \$50,000            | \$400,000           | \$0                 | \$0                 | \$450,000            |
| EST. FINANCING (Includes Arb Rebate/Discount)   | 999999 | \$0             |                     |                     |                     |                     |                     | \$0                  |
| <b>GROSS EXPENDITURES</b>                       |        |                 | <b>\$26,716,000</b> | <b>\$33,449,600</b> | <b>\$27,967,400</b> | <b>\$32,237,000</b> | <b>\$30,567,800</b> | <b>\$150,937,800</b> |

### REVENUES:

|   |  |                     |                     |                     |                     |                     |                     |                      |
|---|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Airport Fund Balance - #202101 Airport Terminal and Tower Roof Replacement      |  | \$242,500           |                     |                     |                     |                     |                     | \$242,500            |
| Airport Fund Balance - #202108 Airport Perimeter Road Extension                 |  | \$103,500           |                     |                     |                     |                     |                     | \$103,500            |
| Airport Fund Balance - #202109 Airport Parking Lot Rehabilitation and Expansion |  | \$75,000            |                     |                     |                     |                     |                     | \$75,000             |
| Airport Fund Balance - #202110 Airport Ramp Rehabilitation                      |  | \$140,000           |                     |                     |                     |                     |                     | \$140,000            |
| Golf Fund Balance - #202208 Golf Course Infrastructure Improvements             |  | \$862,000           | \$50,000            | \$70,000            | \$88,000            | \$65,000            |                     | \$1,135,000          |
| Partner Revenue - #202110 Airport Ramp Rehabilitation - Atlantic Aviation       |  | \$310,000           |                     |                     |                     |                     |                     | \$310,000            |
| CHIP D Revenue - #201416/201906 CTH Repaving Program                            |  | \$260,000           | \$260,000           |                     |                     |                     |                     | \$520,000            |
| CHIP Revenue - #201416/201906 CTH Repaving Program                              |  | \$330,000           | \$330,000           |                     |                     |                     |                     | \$660,000            |
| Landfill Siting Revenue - #201406/201908 PLU Pavement Mgmt Plan                 |  | \$200,000           | \$200,000           |                     |                     |                     |                     | \$400,000            |
| Local Muni and Developer Funding - #202102 CTH O, CTH HH to Grange              |  |                     |                     |                     | \$1,075,000         |                     |                     | \$1,075,000          |
| Local Muni Funding - #202105 CTH F, Lindsay Rd                                  |  | \$35,000            | \$78,000            |                     |                     |                     |                     | \$113,000            |
| Local Muni Funding - #201502 CTHO, I-94 to USH 18 (City Brookfield)             |  | \$159,000           |                     |                     |                     |                     |                     | \$159,000            |
| Local Muni Funding - #201610 CTH O, CTH I to CTH ES (City New Berlin)           |  |                     | \$1,000,000         |                     |                     |                     |                     | \$1,000,000          |
| Misc Reimbursements and Credits - #201008 CTH M                                 |  | \$275,000           |                     |                     |                     |                     |                     | \$275,000            |
| Partner Revenue - #202005 Minooka Park Mountain Bike Infrastructure Imprvments  |  | \$0                 | \$273,000           |                     |                     |                     |                     | \$273,000            |
| State LRIP-S Program Funding - #201302 CTH YY Underwood Creek Structure         |  | \$0                 | \$630,000           |                     |                     |                     |                     | \$630,000            |
| Lake Country Trail STH 67 Underpass Project (#202204) - TAP, OC, WDNR           |  |                     | \$428,600           |                     | \$2,015,600         |                     |                     | \$2,444,200          |
| Fox River Park Improvements (#202212) - Multiple Sources of Funding             |  | \$313,300           |                     |                     |                     |                     |                     | \$313,300            |
| <b>Subtotal Project Specific Revenue and Proprietary Fund Balance</b>           |  | <b>\$3,305,300</b>  | <b>\$3,249,600</b>  | <b>\$70,000</b>     | <b>\$3,178,600</b>  | <b>\$65,000</b>     |                     | <b>\$9,868,500</b>   |
| <b>Net Expenditures</b>   |  |                     | <b>\$23,410,700</b> | <b>\$30,200,000</b> | <b>\$27,897,400</b> | <b>\$29,058,400</b> | <b>\$30,502,800</b> | <b>\$141,069,300</b> |
| State Shared Revenue/Utility Payment  |  | \$390,000           | \$250,000           | \$250,000           | \$250,000           | \$250,000           |                     | \$1,390,000          |
| State Personal Property Replacement - Computer Aid                              |  | \$600,000           | \$600,000           | \$600,000           | \$600,000           | \$600,000           |                     | \$3,000,000          |
| State Personal Property Aid   |  | \$745,668           | \$745,668           | \$745,668           | \$745,668           | \$745,668           |                     | \$3,728,340          |
| Federal American Rescue Plan Act #201705 Courthouse Project - Step 2            |  | \$6,000,000         | \$14,000,000        | \$10,000,000        |                     |                     |                     | \$30,000,000         |
| Federal American Rescue Plan Act PLU #201908 Pavement Management Project        |  |                     | \$1,000,000         | \$900,000           |                     |                     |                     | \$1,900,000          |
| State General Transportation Aid (GTA) #201416/201906 CTH Repaving Program      |  | \$0                 | \$0                 |                     |                     |                     |                     | \$0                  |
| General Fund Bal Jail Assmnt - #202206 Jail Security Audio Upgrade              |  |                     | \$50,000            | \$400,000           |                     |                     |                     | \$450,000            |
| General Fund Balance  |  | \$2,000,000         |                     |                     | \$1,500,000         | \$1,500,000         |                     | \$5,000,000          |
| Capital Project Fund Balance  |  | \$2,762,917         | \$1,867,217         | \$1,104,617         | \$445,617           | \$1,740,017         |                     | \$7,920,385          |
| <b>Subtotal</b>   |  | <b>\$12,498,585</b> | <b>\$18,512,885</b> | <b>\$14,000,285</b> | <b>\$3,541,285</b>  | <b>\$4,835,685</b>  |                     | <b>\$53,388,725</b>  |
| <b>Subtotal</b>   |  |                     | <b>\$42,519,885</b> | <b>\$55,212,085</b> | <b>\$42,037,685</b> | <b>\$38,956,885</b> | <b>\$35,468,485</b> | <b>\$214,195,025</b> |
| EXPENDITURES BEFORE TAX LEVY, DEBT, BORROWING, & INTEREST (a)                   |  |                     | <b>\$10,912,115</b> | <b>\$11,687,115</b> | <b>\$13,897,115</b> | <b>\$25,517,115</b> | <b>\$25,667,115</b> | <b>\$87,680,575</b>  |

(a) Net expenditures will also be funded with personal property aid revenue from the state, which is meant to offset the loss of property tax levy from the tax exemption of machinery, tools, and patterns (not used in manufacturing). The personal property aid payment is budgeted at about \$745,668 in 2022.