Project #	200611	**Project Title**:	Courthouse Lobby Modifications
Department:	Public Works--Buildings	**Sponsor:**	Public Works
Phase:	Planning	**Manager:**	Richard A. Bolte, Dir.
Budget Action:	C-Delay	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY				
Year	2007 Budget & Concept	2008 Design	2009 Study	Total Project
Expenditure Budget	$45,000	$50,000	$45,000	$140,000
Revenue Budget	$0	$0	$0	$0
Net County Cost	$45,000	$50,000	$45,000	$140,000

COST DOCUMENTATION		REVENUE	
Architect/Security Consultant	$140,000		
Construction	TBD		
Total Project Cost	$140,000	Total Revenue	$0
EXPENDITURE BUDGET	$140,000	**REVENUE BUDGET**	$0

Project Scope & Description
The implementation of increased security measures in August 2006 at the Waukesha County Courthouse required a controlled access plan for the public entrance. The controlled access plan required physical modifications to the existing Public Entry Lobby resulting in congestion in the lobby space. It also produced certain undesirable consequences related to security. This project is being undertaken to study redesign of the lobby space to meet ADA and security needs without adding any additional square footage to the existing building.

Location
Waukesha County Courthouse 515 W. Moreland Blvd. Waukesha

Analysis of Need
Due to the introduction of the controlled access security screening station, all persons entering the Courthouse use the same entrance which has resulted in severe congestion and some confusion. The interior steps have been observed to be a trip and fall hazard. The existing entrance does not efficiently accommodate ADA needs.

Alternatives
Use the Courthouse Lobby in its present layout.
(Modify the current lobby space without adding any additional square footage to the existing building.)

Ongoing Operating Costs
Operational costs associated with the screening activity are budgeted at $195,000 for staffing and related equipment operating and maintenance costs.

Previous Action
Approved as new project in 2006-2010 plan. Approved as planned in the 2007-2011 plan.
Budget & Concept Report in 2008 recommended large projects with price tags deemed as beyond the realm of acceptability from a cost standpoint. Delayed in the 2008-2012 Plan.

Project #	200326	**Project Title**:	Courts Project Secured Corridor
Department:	Public Works--Buildings	**Sponsor:**	Courts/Sheriff
Phase:	Design	**Manager:**	Richard A. Bolte, Dir.
Budget Action:	Project Name Change, C-Scope, C-$ Update	**Date:**	September 16, 2008, 1:04 PM

CAPITAL BUDGET SUMMARY

Year	2007	2009	2010	Total
Project Phase	Study	Budget & Concept Design	Construction	Project
Expenditure Budget	$200,000	$115,000	$1,685,000	$2,000,000
Revenue Budget	$0	$0	$0	$0
Net County Cost	$200,000	$115,000	$1,685,000	$2,000,000

COST DOCUMENTATION		**Revenue**	
Study	$200,000		
Architect	$115,000		
Construction	$1,565,000		
Contingency	$70,000		
Security Equipment - IT	$25,000		
Furniture	$25,000		
Total Project Cost	$2,000,000	Total Revenue	$0
EXPENDITURE BUDGET	$2,000,000	**REVENUE BUDGET**	$0

Location

A new secure horizontal corridor will be constructed to connect the First Level of the 1991 Justice Center to the First Floor of the Courthouse. The corridor will be located approximately 20' to the west of the existing Courthouse west elevation.
In addition, a four story security tower will be constructed to dock the security corridor. The security tower will contain holding cells, bathrooms, stair tower and elevator and will also provide the transition space from the security corridor to individual court rooms located at the first, second and third levels of the Courthouse.

Analysis of Need

The secure connector will separate public and inmate circulation ensuring public safety. This issue was identified in the Prisoner Movement Study and has been discussed extensively by the Criminal Justice Collaboration Council.

Alternatives

1. Continue to operate the courts facilities by transporting persons in custody through public hallways.
2. Remodeling option as described above.

Ongoing Operating Costs

Operating costs are estimated to be $200,000 per year including 2 Jail staff when operational (2010 or 2011). No additional courts positions are anticipated at this time.

Previous Action

Approved as a new project in the 2001-2005 Capital Plan. The Consultant's Phase I and Phase II Schematic Design Report was presented to the Board on April 16, 2002. The balance of design funds was approved May 28, 2002. Approved with cost updates in 2003-2007 plan, As planned in 2004-2008, change in scope and cost update in 2005-2009, and delayed in 2006-2010 by veto. Remodeling option added in 2006. A study of prisoner movement and court utilization was completed in 2007.

Project #	200708	**Project Title**:	Northview Upgrades
Department:	DPW – Facility Management	**Sponsor:**	Richard A. Bolte, Dir.
Phase:	Budget & Concept	**Manager:**	Mark Keckeisen
Budget Action:	As Planned	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year	2009	2010	2011	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	$40,000	$160,000	$2,160,000	$2,360,000
Revenue Budget	$0	$0	$0	$0
Net County Cost	$40,000	$160,000	$2,160,000	$2,360,000

COST DOCUMENTATION		**REVENUE**	
Architect	$200,000		
Construction	$2,000,000		
Contingency	$160,000		
Total Project Cost	$2,360,000	Total Revenue	$0
EXPENDITURE BUDGET	$2,360,000	**REVENUE BUDGET**	$0

Project Scope & Description

The existing Northview facility at 1400 Northview road was constructed in 1965. The building was vacated in 1988 and reoccupied by the Huber division in 1993 as a temporary Huber facility. A study on the Huber System Facility was conducted in 2001 and a final report issued in December of 2001. The report identified many operational and technical limitations with the existing facility. The Huber correctional staff are doing their best to utilize the facility in its present condition but the known deficiencies may impact its continued use as a Huber facility.

If Waukesha County is going to continue to use this facility to house the Huber program the County should correct the deficiencies that impact the continued use of the facility, ensure safe and efficient operation, and defer construction of a new facility for an additional 10 to 20 years.

Location

1400 Northview Road, Waukesha WI

Analysis of Need

The following items should be addressed. The existing mechanical systems are over forty years old. The typical useful life for mechanical systems is approximately 25 years.

> Replacement of the main air handler unit and associated ductwork, replacement of the three air handlers on the ground, first and second floors and associated ductwork, replacement of ceilings, lighting and the relocation of fire-safety devices to be included in the air handler replacement, replace roof top unit above kitchen, install proper exhaust ventilation, asbestos removal, window tuck-pointing and sealing, door replacements, sink & associated cabinetry replacement, replacement of bathroom partitions, removal and replacement of heating and water lines in the records storage building.

Alternatives

Construct a new Huber Facility.

Ongoing Operating Costs

Current utility consumption is budgeted at $204,000 in 2009. Maintenance for the building is budgeted at almost $208,000.

Previous Action

New boilers and a heating conversion from steam to water was completed in 2004. Approved as a new project in the 2007-2011 plan. Approved as planned in the 2008-2012 Plan.

Project #	200616	**Project Title**:	Medical Examiner Expansion
Department:	Public Works--Buildings	**Sponsor:**	Medical Examiner
Phase:	Construction	**Manager:**	Richard A. Bolte, Dir.
Budget Action:	As Planned	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY				
Year	2007	2008	2009	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	$8,000	$34,000	$1,054,000	$1,096,000
Revenue Budget	$0	$0	$0	$0
Net County Cost	$8,000	$34,000	$1,054,000	$1,096,000

COST DOCUMENTATION		**REVENUE**	
Design	$42,000		
Construction	$822,000		
Contingency	$63,000		
Equipment	$169,000		
Total Project Cost	$1,096,000	Total Revenue	$0
EXPENDITURE BUDGET	$1,096,000	**REVENUE BUDGET**	$0

Project Scope & Description

Concurrent with the increase in Waukesha County's population and related death rate, the Medical Examiner morgue/office space has reached the limits of its capabilities. The most pressing needs are:

(1) The expansion of refrigerated cooler space is required to accommodate 30 additional bodies. The present cooler space accommodates 8 bodies. The cooler expansion will be tangent to the existing cooler and occupy the existing garage.

(2) The expansion of the autopsy area is required to accommodate autopsy needs of the space. The autopsy space needs to triple in size to meet the present needs. Three additional autopsy stations are required as well as equipment to support the stations .

(3) The expansion of the ventilated tissue preparation area is required to support the storage of additional body tissues.

(4) The relocation of the present bailiff roll call area and locker room (presently located on the first floor directly above the present Medical Examiners office) is required for the expansion of the Medical Examiner office/work area. A remodeled bailiff roll call area will be located immediately east of the Justice Center first floor lobby area in the former jail medical offices and a new bailiff correctional officer locker room will be constructed in the basement of the new Jail. In the second first floor former booking area which was vacated with the construction of the new jail addition.

(5) A new 2 vehicle garage will be constructed to replace the existing garage.

Location

The location of the project would be at the Waukesha County Medical Examiner's Office, located in the Waukesha County Justice Center, 515 West Moreland Boulevard, Waukesha, Wisconsin 53188.

Analysis of Need

Between 1992 and 2004, the number of bodies transported to the Waukesha County Medical Examiner's Office for examination increased from 156 to 355. Facilities must be secure to maintain legal chain of custody. The influx of bodies to the Medical Examiner's Office does not occur at a regular rate. Multiple fatalities, occurring as the result of a single instance, or in a short period of time stresses the facility's space.

Current secure refrigerated units include a cooler with storage space for 8 bodies on movable autopsy tables, and a freezer with storage space for 4 frozen bodies on movable autopsy tables. The cooler is also equipped for storage of tissue samples, toxicology specimens, and items of evidentiary value that require refrigeration for approximately 200 cases. At present materials from approximately 300 cases is maintained in the cooler. Space designated for the storage of 2 bodies is now utilized to store the additional specimens. These items need to be maintained for a minimum of one year. Cooler occupancy has ranged from 0 – 10 bodies, which is above available space. The freezer is equipped to store tissue, toxicology specimens, and items of evidentiary value for approximately 1,200 cases. Space designated for the storage of 2 bodies is utilized to store the additional specimens. The freezer houses tissue, toxicology specimens, and items of evidentiary value for approximately 1,500 cases, which need to be maintained for a minimum of 5 years.

Two full-time forensic pathologists perform autopsies and external examinations (estimated annual number of 450) during normal business hours Monday – Saturday to accommodate the needs of law enforcement. The need exists for facilities in which simultaneous examinations can be performed, for which current space does not allow. The Medical Examiner's Office is outgrowing the space allocated for the tasks of tissue and specimen preparation that are associated with each examination.

Due to the paucity of similar facilities in the area, there is also a demand for the facility. Currently, Waukesha County generates revenue from morgue usage fees paid by coroner & medical examiner offices in other counties and organ donation agencies. This has involved up to 145 occasions and is expected to increase along with related revenues.

Alternatives

1. Do nothing. This alternative does not address the identified space deficiencies.
2. Off-site body and tissue storage. This alternative does not allow needed security for maintaining legal chain of custody.
3. Expand morgue facilities of the Waukesha County Medical Examiner's Office as described above.

Ongoing Operating Costs

The expansion of refrigerated cooler space in the Medical Examiner Office is expected to increase energy costs. The expanded and upgraded autopsy stations, while meeting County needs, may generate some additional revenue from morgue usage fees and contracted autopsy service from other counties and bone tissue contracts.

Previous Action

Approved as new project in 2006-2010 plan. Approved as planned in the 2007-2011 plan. Approved with $ update in 2008-2012 Plan.

Project #	200806	**Project Title**:	Law Enforcement Center HVAC
Department:	DPW - Facilities	**Sponsor:**	Mark P. Keckeisen
Phase:	Construction	**Manager:**	Richard A. Bolte, Dir.
Budget Action:	C- $ Update	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY			
Year	2008	2009	Total
Project Phase	Design	Construction	Project
Expenditure Budget	$50,000	$260,000	$310,000
Revenue Budget	$50,000	$260,000	$310,000
Net County Cost	$0	$0	$0

COST DOCUMENTATION		REVENUE	
Architect	$50,000	General Fund Balance	$310,000
Construction	$240,000		
Contingency	$20,000		
Total Project Cost	$310,000	Total Revenue	$310,000
EXPENDITURE BUDGET	$310,000	**REVENUE BUDGET**	$310,000

Project Scope & Description

The existing domestic water cooled HVAC systems in the Law Enforcement Center were evaluated. There are currently seven water cooled split system air conditioning units installed in the Law Enforcement center. These units are each on the order of 2-3 tons cooling capacity and serve specific limited areas in the building – i.e. two located in the basement level UPS and Radio/Telephone Equipment rooms, three located in the ground floor level Computer Forensics area, one located in the first floor level Central Control room and one located in the second floor level central Floor Control room for the inmate pods. Most of the units are older Data Guard III computer room air conditioning units and are original to the building construction. One of the units is a newer Liebert computer room air conditioning unit and one is a newer Airflow Company unit. It is intended that the newer evaporator units will remain in place. The other five evaporator units and all seven water cooled condensing units will be replaced.

Consideration was given to extending existing HVAC systems to serve the areas where these individual units are currently located. However because of the unique operating characteristics of each space it makes more sense to maintain individual units with individual control. The intent at this time is to replace the existing units with equipment similar to what is currently installed except using air cooled condensing units rather than water cooled and adding free cooling coils in each evaporator unit. This project will not address any overall system capacity or control problems that may be currently experienced in any occupied areas of the building, other than those areas where these units are located.

Location

Law Enforcement Center 515 River Rd. Waukesha WI 53188

Analysis of Need

There are seven water cooled AHU's in the Law Enforcement Center (LEC). The units provide air conditioning to the LEC building. Condensing the refrigerant requires the use of domestic water, which can become costly, both economically and environmentally.

The amount of water required to operate the facility is 105.75 gallons per square foot. The average for all other county facilities combined is 31.91 per square foot. When the LEC was being designed a decision was made to utilize domestic water for the condenser cooling application instead of utilizing air cooled as is normally done with standard roof top units or a cooling tower as is used for larger air conditioning systems. As energy costs continue to increase at a rate of nearly 10% annually, the cost of cooling the facility with domestic water is becoming less viable from an economic and environmental standpoint.

Alternatives

Continue operations as they are now.

Ongoing Operating Costs

$40,000+ annual water and sewer costs.

Conservative annual savings in sewer and water costs are anticipated to be in the range of $40,000 per year. Additional savings in electricity consumption are also anticipated. Specific budget estimates and potential savings will be identified as the project particulars and equipment selection progresses.

Previous Action

Approved as new project in the 2008-2013 plan.

Project #	200913	**Project Title**:	Highway Water Line Loop
Department:	DPW-Facilities	**Sponsor:**	DPW- Facilities
Phase:	Formation	**Manager:**	Richard A. Bolte, Dir.
Budget Action:	New	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY			
Year	2010	2011	Total
Project Phase	Design	Construction	Project
Expenditure Budget	$30,000	$230,000	$260,000
Revenue Budget	$0	$0	$0
Net County Cost	$30,000	$230,000	$260,000

COST DOCUMENTATION		REVENUE	
Engineer	$25,000		
Profile Cut Survey	$5,000		
Construction	$178,500		
Water Utility Deposit	$26,000		
Water Utility Inspecton	$7,500		
Site restoration	$8,000		
Contingency	$10,000		
Total Project Cost	$260,000	Total Revenue	$0
EXPENDITURE BUDGET	$260,000	**REVENUE BUDGET**	$0

Project Scope & Description
The Waukesha Water Utility(WWU) has requested that two existing dead end water mains at the Highway Operations Center and and one dead end main at Northview be connect into a looped system.

Location
Woodburn Road, Waukesha, Highway Operations Center/Communication Center and Northview grounds

Analysis of Need
Per the Waukesha Water Utility, the DNR code requires WWU to loop water mains whenever possible. Presently there are two dead end mains located at the south and west side of the Highway Ops Center and another dead end main found at the northwest corner of the Northview Complex which should be looped together for better fire protection. Completing this loop will improve water quality, reliability, fire flows and down time when connections and/or repairs need to be made.

Alternatives
1. Continue to supply the entire area with three dead end fire lines

Ongoing Operating Costs
1. One year after installation the water line loops will be maintained by Waukesha Water Utility

Previous Action
New Project

Project #	200617	**Project Title**:	Radio Service Building Remodeling
Department:	Public Works--Buildings	**Sponsor:**	Dept of Emergency Preparedness
Phase:	Design	**Manager:**	Richard H. Tuma, Dir.
Budget Action:	C-Scope, C-$ Update	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year	2008	2009	2010	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	$10,000	$40,000	$934,000	$984,000
Revenue Budget	$10,000	$40,000	$934,000	$984,000
Net County Cost	$0	$0	$0	$0

COST DOCUMENTATION		**REVENUE**	
Cost summary		Radio Service Fund Balance	$984,000
Design	$50,000		
Construction	$760,000		
Mis. Planning	$21,000		
Contingency	$67,000		
Generator	$84,000		
Moving Allowance	$2,000		
Total Project Cost	$984,000	Total Revenue	$984,000
EXPENDITURE BUDGET	$984,000	**REVENUE BUDGET**	$984,000

Project Scope & Description

Add approximately 1,000 square feet of "hardened" transmitter/equipment room along with associated AC power and HVAC equipment to accommodate a Digital trunked system infrastructure replacement and future equipment. This addition must be located adjacent to the existing transmitter tower to minimize cable runs and preserve signal strength. In addition to the transmitter/equipment room there will be approximately an additional 1,000 square feet for the generator, UPS and mechanical equipment, and a secure lobby. The existing light commercial building is relatively vulnerable to weather damage and forcible entry; the project will upgrade the existing building sheet metal exterior.

Location

Radio Services Center 2120 Davidson Road, Waukesha.

Analysis of Need

The existing facility is 20 years old and will not be able to accommodate a trunked system infrastructure upgrade or replacement of the system infrastructure and future equipment space needs. This building expansion is expected to extend the facilities useable life for another 20 years and meet future needs. Moreover, the facility is a light commercial building with sheet metal exterior, and is relatively vulnerable to weather damage and forcible entry. Hardening the exterior of the building and securing the investment value of the equipment within the transmitter room, the administrative offices and shop areas are a key aspect of this project.

Alternatives

Due to the tower location, and FAA/FCC/zoning restrictions, there are no "reasonable" alternatives to relocation of county wide 800 MHz trunked system infrastructure.

Ongoing Operating Costs

Because the existing facility is relatively energy inefficient, there is expected to be cost savings due to heating and cooling reductions. The facility budgeted $32,000 for electricity and $5,500 for natural gas in 2009.

Previous Action

Approved as new project in 2006-2010 plan. Approved as planned in the 2007-2011 plan and 2008-2012 plan.

Project #	HWY-9707	**Project Title**:	CTH VV, Marcy - Bette Drive
Department:	Public Works- Highways	**Road Name:**	Silver Spring Dr
Phase:	Land Aquisition	**Project Type:**	Priority Corridor
Budget Action:	As Planned	**Manager:**	Richard A. Bolte, Dir.
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year	2007	2008	2009	Total
Project Phase	Design	Land Acquis.	Construction	Project
Expenditure Budget	$150,000	$340,000	$1,590,000	$2,080,000
Revenue Budget	$0	$0	$0	$0
Net County Cost	$150,000	$340,000	$1,590,000	$2,080,000

COST DOCUMENTATION		**REVENUE**	
Design (By DPW staff)	$150,000	STP - M	$6,320,000
Land Acquisition	$340,000		
Construction	$7,200,000		
Construction Management	$485,000		
Contingency	$225,000		
Total Project Cost	$8,400,000	Total Revenue	$6,320,000
EXPENDITURE BUDGET	$2,080,000	**REVENUE BUDGET**	$6,320,000

Project Scope & Description

This project involves the reconstruction of 1.5 miles of CTH VV to a multi-lane section. The use of a median or a two way left turn lane to provide for left turn movements will be evaluated during the design phase of this project. The roadway alignment will stay at its present location. Land will be acquired to a distance of 60 feet from the roadway centerline; additional grading easements and vision corners may be required. Most of the ultimate right of way was purchased under a previous project. Approximately $6,320,000 in Federal Aid will be required.

Location

Village of Menomonee Falls

Analysis of Need

CTH VV or Silver Spring Dr. has been identified as a priority corridor for widening to 4 lanes by the Waukesha County Department of Public Works. This portion of CTH VV is also shown as a 4-lane roadway in the SEWRPC Jurisdictional Highway Plan for the year 2010 for Waukesha County. Traffic volumes recorded in 2006 along this portion of CTH VV are approximately 15,600 vehicles per day. These volumes indicate that the existing two-lane roadway is beyond its operating capacity, which is 13,000 vehicles per day, and is therefore in need of widening.

Alternatives

1. Do nothing. This alternate does not address the identified deficiencies.
2. Reconstruct CTH VV as described above.

Ongoing Operating Costs

Operating costs are expected to increase by approximately $15,500 per annum for the additional lane miles.

Previous Action

Included in 1993-1997 Plan and deleted in 1994-1998 Plan. Approved as a new project in 1997-2001 Capital Plan. Approved as planned in 1998-2002 to 2000-2004 Plans. Approved with cost update, and delayed in 2001-2005 and 2002-2006 Plans. Approved as planned in 2003-2007, 2004-2008 Plans. Approved with scope and cost update in 2005-2009, 2007-2011 plans. Approved with cost and revenue update 2006 - 2010 plan. Approved with cost update in the 2007-2011 plan.

Project #	9903	**Project Title**:	CTH Y, I-43 – CTH I
Department:	Public Works- Highway	**Road Name:**	Racine Avenue
Phase:	Construction	**Project Type:**	Priority Corridor
Budget Action:	As Planned	**Manager:**	Richard A. Bolte, Dir.
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year	2004	2005	2006	2007	2008	2009	Total
Project Phase	Design	Land Acq.	Land Acq.	Land	Const.	Const.	Project
Expenditure Budget	$595,000	$700,000	$2,100,000	$5,750,000	$2,000,000	$2,000,000	$13,145,000
Revenue Budget	$0	$0	$0	$0	$0	$500,000	$500,000
Net County Cost	$595,000	$700,000	$2,100,000	$5,750,000	$2,000,000	$1,500,000	$12,645,000

COST DOCUMENTATION		**REVENUE**	
Design	$595,000	CHIP - D	$500,000
Land Acquisition	$3,250,000		
Construction	$8,300,000		
Construction Management	$660,000		
Contingency	$340,000		
Total Project Cost	$13,145,000	Total Revenue	$500,000
EXPENDITURE BUDGET	$13,145,000	**REVENUE BUDGET**	$500,000

Project Scope & Description

This project involves the reconstruction of 1.1 to 1.2 miles of CTH Y to a multi-lane section with raised medians and designated left turn lanes from I-43 to Pinewood Drive (project will terminate to its natural vertical match at Mill Creek Trail). The roadway alignment will stay at its present location. Land will be acquired to a distance of 60 feet from the roadway centerline north of CTH ES and 55 feet from the roadway centerline South of CTH ES. There may be up to 10 potential business and residential relocations. This project will incorporate a grade separation at CTH Y and CTH ES. A connecting roadway (with signals) will be constructed in the northeast quadrant. Construction scheduling coordination with WisDOT and City of New Berlin will be conducted to minimize traffic impacts due to projects proposed by the different agencies. This project may include improvements and signals at the intersection of CTH Y and CTH I.

Location

City of New Berlin

Analysis of Need

CTH Y or Racine Avenue has been identified as a priority need for widening to 4 lanes by the Waukesha County Department of Public Works. This portion of CTH Y is also shown as a 4-lane roadway in the SEWRPC Jurisdictional Highway Plan for the year 2020 for Waukesha County. Traffic volumes recorded in 2006 along this portion of CTH Y are approximately 16,900 vehicles per day. The volumes indicate that the existing two-lane roadway is beyond its operating capacity of 13,000 vehicles per day, and is therefore in need of widening.

Alternatives

1. Do nothing. This alternative does not address the identified deficiencies.
2. Reconstruct CTH Y as described above.

Ongoing Operating Costs

Operating costs are expected to increase by approximately $25,000 per annum for the additional lane miles and traffic signal.

Previous Action

Approved as new project in 1999-2003 Capital Plan.
Approved as planned in the 2000-2004, 2002-2006, 2008 – 2012 Capital Plans.
Approved with cost update in the 2001-2005, 2004-2008, 2005-2009, and 2006-2010 Plans.
Approved with change in scope in 2003-2007, 2007-2011 and Plans.

Project #	200011	**Project Title**:	CTH L, CTH Y to Moorland Road
Department:	Public Works- Highways	**Road Name:**	Janesville Road
Phase:	Land Acquisition	**Project Type:**	Priority Corridor
Budget Action:	As Planned	**Manager:**	Richard A. Bolte, Dir.
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year	2007	2008	2009	2010	2011	2012	2013	Total
Project Phase	Design	Land	Land	Land	Const	Const	Const	Project
Expenditure Budget	$1,000,000	$3,500,000	$3,850,000	$3,600,000	$4,350,000	$4,500,000	$4,750,000	$25,550,000
Revenue Budget	$0	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Net County Cost	$1,000,000	$3,500,000	$3,850,000	$3,600,000	$4,350,000	$4,500,000	$2,750,000	$23,550,000

COST DOCUMENTATION			
Design	$1,000,000	Agreement with City of Muskego	$2,000,000
Land Acquisition	$11,600,000	for requested additional items to be determined	
Construction	$13,550,000		
Construction Mgmnt.	$900,000		
Contingency	$500,000		
Total Project Cost	$27,550,000	Total Revenue	$2,000,000
EXPENDITURE BUDGET	$27,550,000	**REVENUE BUDGET**	$2,000,000

Project Scope & Description

This project involves the reconstruction of 2.5 miles of CTH L (Janesville Road) from Moorland Road to CTH Y (Racine Ave) from a two-lane to a four-lane roadway. The project will be designed as one project with the potential for multiple construction contracts. The scheduling and limits of these contracts will be resolved and coordinated with the City of Muskego as the project develops. The use of a median or a two way left turn lane to provide for left turn movements will be evaluated during the design phase of this project. The roadway alignment will stay at its present general location. Land will be acquired to a distance of 60 feet from the roadway centerline; additional easements may be required. This project may include up to 16 potential business and residential relocations. Waukesha County will incorporate items requested by Muskego through the Context Sensitive Solution process. The City of Muskego will reimburse the County for additional expenses incurred with a project agreement.

Location

City of Muskego

Analysis of Need

CTH L or Janesville Road has been identified as a priority need for widening to 4 lanes by the Waukesha County Department of Public Works. This portion of CTH L is also shown as a 4-lane roadway in the SEWRPC Jurisdictional Highway Plan for the year 2010 for Waukesha County. Traffic volumes recorded in 2003 along this portion of CTH L are approximately 16,000 vehicles per day. These volumes indicate that the existing two-lane roadway is beyond its operating capacity of 13,000 vehicles per day, and is therefore in need of widening.

Alternatives

1. Do nothing. This alternate does not address the identified deficiencies.
2. Reconstruct CTH L as described above.

Ongoing Operating Costs

Operating costs are expected to increase by approximately $13,500 per annum for the additional lane miles.

Previous Action

Approved as a new project in the 2001-2005 Capital Plan. Delayed in 2003-2007 Plan.
Approved as planned in the 2002-2006, 2008 - 2012 Plans.
Approved with cost update in 2004-2008, 2005-2009, 2007-2011Plans.
Approved as two projects in the 2006-2010 Plan.
Approved as a combined project (200011 & 200603) with a cost update in the 2007-2011 Plan.

Project #	HWY-200104	**Project Title**:	CTH O, CTH I to Hackberry Lane
Department:	Public Works – Highways	**Road Name:**	Moorland Road
Phase:	Land Acquisition	**Project Type:**	Rehabilitation
Budget Action:	C-Scope, $ Update	**Manager:**	Richard A. Bolte, Director
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year	2004	2005	2006	2007	2009	2010	Total
Project Phase	Design	Lnd Acq	Const	Const	Lnd Acq	Const	Project
Expenditure Budget	$400,000	$125,000	$4,125,000	$100,000	$170,000	$1,640,000	$6,560,000
Revenue Budget	$0	$0	$0	$0	$0	$0	$0
Net County Cost	$400,000	$125,000	$4,125,000	$100,000	$170,000	$1,640,000	$6,560,000

COST DOCUMENTATION		**REVENUE**	
Design	$455,000		
Land Acquisition	$240,000		
Construction	$4,973,000		
Construction Management	$609,000		
Contingency	$283,000		
Total Project Cost	$6,560,000	Total Revenue	$0
EXPENDITURE BUDGET	$6,560,000	**REVENUE BUDGET**	$0

Project Scope & Description

Project is in 2 segments: First, rehabilitate 4.35 miles of concrete pavement on CTH "O" from CTH "I" to STH 59 and 0.44 miles of concrete roadway on CTH "ES" using concrete pavement repairs, dowel bar retrofit, and continuous diamond grinding. This segment was constructed in 2006. Various rehabilitation techniques were investigated during design. Traffic signals were updated or improved at various locations. Several spot safety improvements were constructed with the project. Acquisition of right of way to the adopted ultimate width of 130 feet is not planned as part of this project on the segments south of STH 59. The second phase is the reconstruction of approximately 0.25 miles of CTH "O" between STH 59 and Hackberry Lane. Land acquisition to the ultimate width is anticipated. Traffic Signal improvements at Hackberry Lane are included.

Location

City of New Berlin and City of Brookfield

Analysis of Need

The existing concrete pavement was rehabilitated in the early to mid-1990's using diamond grinding. The roadway exhibits cracked and broken slabs, joint faulting, and slab curl again resulting in a fair to poor ride. The pavement condition index ranges from 23 to 68 on this roadway. The asphalt pavement segment north of STH 59 is cracking and rutting. The average daily traffic (ADT) ranges from 26,300 in 2004 at the south end of the proposed project to 47,700 in 2006 north of STH 59.

Alternatives

1. Do Nothing. This alternate does not address the identified deficiencies.
2. Rehabilitate the existing roadway.

Ongoing Operating Costs

Operating costs are expected to remain at approximately $10,000 per annum.

Previous Action

Approved as a new project in the 2001-2005 Capital Plan. Approved as planned in the 2002-2006 Plan. Approved as planned in the 2003-2007 Plan. Delayed to 2006 and approved with cost update in the 2004-2008 Plan. Approved with cost update in the 2005-2009 Plan. Approved as planned in the 2006-2010 Plan. Approved with a scope change and a cost update in the 2007-2011 Plan.

Project #	200606	**Project Title**:	CTH P, Bark River Bridge & Appr.
Department:	Public Works - Highways	**Road Name:**	Sawyer Road
Phase:	Land Acquisition	**Project Type:**	Bridge
Budget Action:	As Planned	**Manager:**	Richard A. Bolte, Director
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year	2007	2008	2009	Total
Project Phase	Design	Right of Way	Construction	Project
Expenditure Budget	$124,000	$110,000	$96,400	$330,400
Revenue Budget	$0	$0	$0	$0
Net County Cost	$124,000	$110,000	$96,400	$330,400

COST DOCUMENTATION		**REVENUE**	
Design	$124,000	Federal Bridge Aid	$385,600
Land Acquisition	$110,000		
Construction	$415,000		
Construction Management	$50,000		
Contingency	$17,000		
Total Project Cost	$716,000	Total Revenue	$385,600
EXPENDITURE BUDGET	$330,400	**REVENUE BUDGET**	$0

Project Scope & Description

This project includes the replacement of the existing box culvert with a new culvert or single span bridge and reconstruct the immediate roadway approaches on existing alignment. Replacement of an integral dam spillway is anticipated with this project. The roadway will remain a two-lane facility and will be constructed to current standards. At a minimum, right of way will be acquired to the ultimate width of 40 feet from the roadway centerline. Additional R/W width may be necessary to construct this project. The dam spillway is not maintained by Waukesha County. Waukesha County will seek cost participation from the dam owner for the local share of spillway replacement design and construction costs. The project will receive an estimated $385,600 in Federal Bridge Aid.

Location

Town of Summit

Analysis of Need

The existing bridge is two-cell box culvert that was constructed in 1932. The upstream and downstream ends of the culvert are severely deteriorated. The railing is deteriorating and is substandard design. The structure has no approach guardrail. The roadway over the structure is narrow with minimal shoulders. The structure sufficiency number is 41.9, which indicates that a structure replacement is warranted according to WisDOT guidelines that state that a bridge should be replaced when the sufficiency drops below 50. There is a dam spillway constructed integrally with the box culvert on the upstream side of the culvert. The location of the existing dam spillway will conflict with shoulder widening.

Alternatives

1. Do nothing. This alternative does not address the identified deficiencies.
2. Reconstruct the existing bridge and roadway approaches to current WisDOT standards.

Ongoing Operating Costs

Initial maintenance costs will be reduced.

Previous Action

Approved as a new project in the 2006-2010 Plan.
Approved with cost update in the 2007-2011, 2008 - 2012 Plans.

Project #	200810	**Project Title**:	CTH CW, Ashippun River Bridge
Department:	Public Works - Highways	**Road Name:**	Mapleton Road
Phase:	Design	**Project Type:**	Bridge
Budget Action:	As Planned	**Manager:**	Richard A. Bolte, Director
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year	2009	2010	2011	Total
Project Phase	Design	Right of Way	Construction	Project
Expenditure Budget	$125,000	$60,000	$133,400	$318,400
Revenue Budget	$0	$0	$0	$0
Net County Cost	$125,000	$60,000	$133,400	$318,400

COST DOCUMENTATION		**REVENUE**	
Design	$125,000	Federal Bridge Aid	$533,600
Land Acquisition	$60,000		
Construction	$575,000		
Construction Management	$69,000		
Contingency	$23,000		
Total Project Cost	$852,000	Total Revenue	$533,600
EXPENDITURE BUDGET	$318,400	**REVENUE BUDGET**	$0

Project Scope & Description

This project includes the replacement of the existing steel girder bridge on CTH "CW" over the Ashippun River. The project includes reconstruction of approximately 1300 feet of approach roadway on new alignment to correct the substandard horizontal alignment. The roadway will remain a two-lane facility and will be constructed to current standards. At a minimum, right of way will be acquired to the ultimate width of 50 feet from the roadway centerline. The project will receive an estimated $533,600 in Federal Bridge Aid.

Location

Town of Oconomowoc

Analysis of Need

The existing bridge is a single span steel girder structure that was constructed in 1930. The deck was replaced in 1986 and is in fair condition. The steel girders and concrete abutments are severely deteriorated. The roadway over the structure is narrow with minimal shoulders. The horizontal curvature of the roadway is substandard just east of the bridge. The structure sufficiency number is 42.3, which indicates that a structure replacement is warranted according to WisDOT guidelines that state that a bridge should be replaced when the sufficiency drops below 50.

Alternatives

1. Do nothing. This alternative does not address the identified deficiencies.
2. Reconstruct the existing bridge and roadway approaches to current WisDOT standards.

Ongoing Operating Costs

Initial maintenance costs will be reduced.

Previous Action

Approved as New Project in 2008 – 2012 Capital Plan.

Project #	HWY-9131	**Project Title**:	Bridge Aid Program
Department:	Public Works - Highways	**Road Name:**	
Phase:	Program Project	**Project Type:**	Bridge
Budget Action:	As Planned	**Manager:**	Richard A. Bolte, Director
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year Project Phase	Previous	2009	2010	2011	2012	2013	Total Project
Expenditure Budget	$975,000	$180,000	$0	$190,000	$0	$200,000	$1,545,000
Revenue Budget	$0	$0	$0	$0	$0	$0	$0
Net County Cost	$975,000	$180,000	$0	$190,000	$0	$200,000	$1,545,000

COST DOCUMENTATION		**REVENUE**	
Previous	$975,000		
2009 Appropriation	$180,000		
2010 Appropriation	$0		
2011 Appropriation	$190,000		
2012 Appropriation	$0		
2013 Appropriation	$200,000		
Total Project Cost	$1,545,000	Total Revenue	$0
EXPENDITURE BUDGET	$1,545,000	**REVENUE BUDGET**	$0

Project Scope & Description

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

Location

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. This funding program has historically been expanded to cover all municipalities. County funding for local bridge aid is exempt from the state legislative tax levy increase limit.

Alternatives

Participation of the County is required by statutory mandate in townships.
The County could choose to withdraw participation on city and village bridges.

Ongoing Operating Costs

The projects do not require any expenditure of the Department's operating budget. Projects are reviewed by the engineering staff.

Previous Action

Approved as on going program project as planned in the 1996-2000 capital plan. Suspended funding in 1997-1999. Approved as planned in subsequent five-year plans. Approved with additional years in the 2001-2005, to 2008-2012 Plans.

Project #	9817	**Project Title**:	Culvert Replacement Program
Department:	Public Works - Highways	**Road Name:**	Various
Phase:	Program Project	**Project Type:**	Bridge
Budget Action:	As Planned	**Manager:**	Richard A. Bolte, Director
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year Project Phase	Previous	2009	2010	2011	2012	2013	Total Project
Expenditure Budget	$1,200,000	$100,000	$100,000	$100,000	$100,000	$100,000	$1,700,000
Revenue Budget	$0	$0	$0	$0	$0	$0	$0
Net County Cost	$1,200,000	$100,000	$100,000	$100,000	$100,000	$100,000	$1,700,000

COST DOCUMENTATION		**REVENUE**	
Previous	$1,100,000		
2008 Appropriation	$100,000		
2009 Appropriation	$100,000		
2010 Appropriation	$100,000		
2011 Appropriation	$100,000		
2012 Appropriation	$100,000		
2013 Appropriation	$100,000		
Total Project Cost	$1,700,000	Total Revenue	$0
EXPENDITURE BUDGET	$1,700,000	**REVENUE BUDGET**	$0

Project Scope & Description
Provide annual funding for a countywide culvert replacement program.

Location
Various

Analysis of Need
The Public Works Department replaces a number of culverts every year because of deterioration. This program is designed to address the larger culvert structures that require more extensive design and land acquisition, and have a higher construction cost. Generally the individual cost of the replacements is approximately $50,000 and therefore they do not warrant a Capital Project, however when grouped together the yearly costs exceed $100,000. Individual culvert locations are not normally known until the year they are to be replaced. We have averaged one to two culvert replacements per year under this program.

Alternatives
Schedule individual projects as the needs arise.

Ongoing Operating Costs
The projects do not require any expenditure of the Department's operating budget. Projects are reviewed by the engineering staff.

Previous Action
Project Approved as new program in 1998-2002 Capital Plan.
Approved with additional years in the 2002-2006 to 2008-2012 Plans.
Approved as planned in the 2001-2005 Plan.

Project #	200427	**Project Title**:	Signals & Safety
Department:	Public Works-Highway	**Road Name:**	
Phase:	Program Project	**Project Type:**	Spot Improvement
Budget Action:	C - $ Update	**Manager:**	Richard A. Bolte, Dir.
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year Project Phase	2009	2010	2011	2012	2013	Total Project
Expenditure Budget	$1,100,000	$1,100,000	$1,200,000	$1,200,000	$1,200,000	$5,800,000
Revenue Budget	$0	$0	$500,000	$0	$0	$500,000
Net County Cost	$1,100,000	$1,100,000	$700,000	$1,200,000	$1,200,000	$5,300,000

COST DOCUMENTATION		**REVENUE**	
2009 Appropriation	$1,100,000	CHIP -D Revenue	$500,000
2010 Appropriation	$1,100,000		
2011 Appropriation	$1,200,000		
2012 Appropriation	$1,200,000		
2013 Appropriation	$1,200,000		
Total Project Cost	$5,800,000	Total Revenue	$500,000
EXPENDITURE BUDGET	$5,800,000	**REVENUE BUDGET**	$500,000

Project Scope & Description

This program will address roadway safety needs in three specific areas: existing signal upgrades, improvements at intersections that meet the most warrants with the installation of new traffic signals, addition of bypass lanes and right-of-way acquisition for roadway improvements at various locations and high crash sites. At each site the Department will study signal and roundabout alternatives and implement the most appropriate solution. The following intersections will be studied and constructed over the next two years (2008/2009):

CTH SR (Springdale Rd) & CTH M (North Ave) (new signal and roadway improvements)	$450,000
CTH Y (Racine Ave) & Kelsey Drive (Roundabout with roadway improvements)	$560,000
CTH Y (Barker Rd) & CTH M (North Ave)	$1,000,000
Countywide bypass lanes and right-of-way acquisition (locations to be determined)	$140,000

Location: Projects will be place named in the budget year. 2008/2009 projects are located in Cities of Brookfield, Pewaukee, and Muskego. Bypass and right-of-way projects will be located throughout the County Highway System.

Analysis of Need: The County's population continues to increase. This fuels an increase in the number of vehicles on the roadways. As a result, there is an increasing need to install new traffic signals to reduce crash rates, delays and congestion. Some existing signals are more than 20 years old and at least need new features like turn arrows or pedestrian phrases. Some high crash site locations are not at intersections and need to be addressed with other techniques like roadway reconstruction.

Alternatives: Accept increasing numbers of vehicle delays and rising crash rates. Attempt to perform signal upgrades using maintenance funding. Watch the list of warranted signal locations grow longer. Encourage alternative forms of transportation including transit, bicycling and walking.

Ongoing Operating Costs: Approximately $9,600 annually per new signal installation and additional lane miles.

Previous Action: Projects 9816 and 200203 approved in 2002-2006, 2003-2007 Capital Plans.
Approved as combined program in 2004-2008 Plan.
Approved as planned in 2005 – 2009, 2006-2010, 2007-2011 Plan, and 2008 - 2012 Plans.

Project #	200509	**Project Title**:	Repaving 2007-2012
Department:	Public Works	**Road Name:**	
Phase:	Program Project	**Project Type:**	Repaving
Budget Action:	C $ Update	**Manager:**	Richard A. Bolte, Dir.
Date:	September 16, 2008		

CAPITAL BUDGET SUMMARY

Year Project Phase	Previous	2009	2010	2011	2012	2013
Expenditure Budget	$5,600,000	$2,850,000	$2,850,000	$2,900,000	$2,900,000	**NEW**
Revenue Budget	$600,000	$0	$600,000	$0	$0	**PROJECT**
Net County Cost	$5,000,000	$2,850,000	$2,250,000	$2,900,000	$2,900,000	**CREATED**

COST DOCUMENTATION	Paver Study	UWW Pav.	Hwy Paving & shouldering	**REVENUE**	CHIP Rev	Transp Aids
2008	$20,000	$50,000	$2,730,000	2007	$600,000	$0
2009	$20,000	$50,000	$2,780,000	2008	$0	$0
2010	$20,000	$50,000	$2,780,000	2009	$0	$0
2011	$20,000	$50,000	$2,830,000	2010	$600,000	$0
2012	$20,000	$50,000	$2,830,000	2011	$0	$0
				2012	$0	$0
Total Project Cost	$100,000	$250,000	$13,950,000	Tot. Revenue		$1,200,000
EXPENDITURE BUDGET			$14,300,000	**REVENUE BUDGET**		$1,200,000

Project Scope & Description

The project involves the resurfacing or rehabilitation of County Trunk Highways to remove distressed areas and provide an improved riding surface. It is the Department's goal to pave approximately 20 miles of roadway on a yearly 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 Paver Inspection Program, which determines the sections of highways to be repaved, the cost of shouldering, the cost of the paving program at U.W. Waukesha, and the parking lots at the Department's substation facilities. Cost increase reflects the significant increases of current industry prices.

Location Various locations throughout the county.

Analysis of Need

The Department presently maintains about 396 centerline miles of asphalt-surfaced roadways on the County Trunk System and the parking lots at U.W. Waukesha. As the Department has reconstructed existing 2-lane roadways to 4-lane facilities and as these 4-lane facilities are now coming to the end of there design life. 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, which uses the PAVER software system. The average pavement condition index (PCI) of asphalt pavements in 2007 was 71. Our goal is to maintain an average PCI rating of 70 with less than 10% under a PCI of 40. Resurfacing projects take into consideration the PCI of the existing pavements and the classification of the road. The PCI ratings will be updated on a rolling three-year schedule.

Alternatives

1. Do nothing. This alternative will result in a deteriorated system requiring large expenditures of funds to reconstruct the deteriorated sections.
2. Spot repairs and patching. The result will be a slight delay in the deterioration of the system, but the eventual result will be the same as "do nothing".
3. 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 approximately $6,775 per lane mile.

Previous Action

Approved in the 2005-2009, 2006-2010, 2007-2011, 2008-2012 Capital Plans.

Project #	A-200703	**Project Title**:	Airport Maintenance and Snow Removal Equipment Building
Department:	Airport	**Manager:**	Keith Markano
Phase:	Design		
Budget Action:	As planned	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY			
Year	2009	2010	Total
Project Phase	Design	Construction	Project
Expenditure Budget	$40,000	$60,000	$100,000
Revenue Budget	$40,000	$60,000	$100,000
Net County Cost	$0	$0	$0

COST DOCUMENTATION		REVENUE	
		Construction Shares	
Construction	$1,600,000	WI BOA 5%	$100,000
Design/Admin & Engineering	$375,000	FAA 90%	$1,775,000
		Project dependent on avail. Federal and/or State Funds	
Total Project Cost	$1,975,000	Total Revenue	$1,875,000
EXPENDITURE BUDGET	$100,000	**REVENUE BUDGET** (Airport Fund Balance)	$100,000

Project Scope & Description

Relocate and build a new Airport Maintenance and Snow Removal Equipment Building to create more space for maintenance vehicles and equipment for snow removal on the airfield.

Location

North side of the airport, site to be determined during design phase. Possibilities include current maintenance shop location and hangar 511 location.

Analysis of Need

The current 2,700 square foot maintenance building located in the north hangar area is not large enough to house all of the snow removal contractor's equipment. The current equipment shed was constructed in 1967 prior to both the physical and operational growth at the airport. Additionally, the Airport does not have any space for the storage of our own materials and equipment. The snow removal contractor has 2 blowers and 10 plow units (which is sufficient for clearing the airfield within 2 hours, per FAA Advisory Circulars 150/5200-30A, Airport Winter Safety and Operations, and 150/5220-20, Airport Snow and Ice Control Equipment), which recommends a minimum of 6,100 square feet of storage area, and the airport needs two storage bays for materials and equipment storage, which requires a minimum of 450 square feet, which equals a minimum of 6,550 square feet required for the storage building. FAA Advisory Circular 150/5200-30A also recommends that snow and ice control equipment be housed in heated garages during the winter to prolong the useful life of the equipment and to enable rapid response to operational needs. A larger maintenance and snow removal equipment building is needed to sufficiently house the equipment and materials necessary to keep the airport safe and operational during periods of inclement weather.

Additionally, when the original building was constructed snow removal and grass cutting was completed by the fixed base operator (FBO). The building was constructed exclusively for storage since the FBO had adequate office space and phone lines in the old terminal building for issuing the required notices to airmen (NOTAM's) and other administrative functions. Also, rest room facilities were located in the terminal and the FBO had after hours access. The previous contractor owns a hangar on the airport from where they conducted activities. The current contractor does not have any space for administrative functions or facilities for their employees.

Alternatives

Do nothing: The current building will still be used, but the risk of equipment breakdown will continue to increase with improper shelter given to these vehicles since equipment will need to be stored outdoors. This will lead to a shorter useful life for these vehicles, which could lead to operational inefficiencies on the airport when equipment is not available to clear the airport within the required 2 hour time period. Also, building maintenance and repair costs are expected to increase in the next few years as the building continues to age.

Without office space and adequate hard-wired communication equipment time critical NOTAM information is subject to the quality of cell phone signals and records keeping is a problem. Lack of adequate restroom facilities will continue to be a concern.

Ongoing Operating Costs

The operating costs for the building will include the depreciation, electric, gas, communications, and other costs associated with the day-to-day operation of the building. These operating costs may be reduced with possible future agreements with the contractor to have them accept some or all of these operational costs.

Previous Action

Approved as a new project in the 2007-2011 plan. Project was accelerated in the 2008-2012 Plan and included a project cost update.

Project #	A-200702	**Project Title**:	Taxiways “C”, “D”, Repair and Lighting
Department:	Airport	**Manager:**	Keith Markano
Phase:	Preliminary Design		
Budget Action:	C-Delay C $ Update	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year	2008	2009	Total
Project Phase	Design	Construction	Project
Expenditure Budget	$110,000	$10,000	$120,000
Revenue Budget	$110,000	$10,000	$120,000
Net County Cost	$0	$0	$0

COST DOCUMENTATION		**REVENUE**	
Construction	$1,904,844	WI BOA 5%	$119,000
Design/Admin	$476,211	FAA 90%	$2,142,950
		Project dependent on available Federal and/or State Funding	
Total Project Cost	$2,381,055	Total Revenue	$2,261,950
EXPENDITURE BUDGET	$120,000	**REVENUE BUDGET**	$120,000

Project Scope & Description

Repair the pavement on Taxiways “C” and “D”, and put in a lighting system for Taxiways “C” and “D”. The project will also involve approximately 300 ft. of Taxiway “F” between taxiways “A” and “D”.

Location

Taxiway “C”, Taxiway “D” east of Taxiway “C”.

Analysis of Need

The most recent Pavement Maintenance Plan published in August, 2002 shows that at that time, Taxiway “C”, Taxiway “D” east of Taxiway “C”, and a small portion of Taxiway “F” north of Taxiway “D” had a useful remaining life of 3-5 years, which would put the latest date for the end of the usable life to be in August, 2007. This project was originally going to be an alternative in the 18/36 reconstruction project, but due to increased costs associated with fuel, materials, etc. this is no longer possible. Significant cracking and pavement displacement has already taken place along several areas along the east end of “D”, pavement crack sinking is occurring all along “C”, and cracking has begun to develop on “F”. Also, with increased use of Taxiway “C” and “D” over the last 10 years, the need to have a lighting system installed along these taxiways is apparent, as they currently use only reflectors to guide aircraft along the taxiways.

Alternatives

Do nothing: Continue to use the pavement as is, but there will be an increased safety risk to aircraft using that pavement. Even though daily inspection occur along these specific pavements during the week, pavement can crack or chip off at any time, causing debris to be ingested into aircraft engines, which can cause serious damage. Also continue to use the reflectors to guide aircraft along the taxiways, but the risk will remain high for aircraft losing their way along the taxiways during low ceiling conditions and night time operations.

Ongoing Operating Costs

Operating costs will include the continual upkeep and maintenance of the taxiways when needed, plus the costs of purchasing lighting supplies to keep Taxiways “C” and “D” lighted and operational. Also, depreciation expense on the projects costs will be involved.

Previous Action

Approved as a new project in the 2007-2011 plan.

Project #	A-200704	**Project Title**:	Runway 10/28 Rehabilitation
Department:	Airport	**Manager:**	Keith Markano
Phase:	Formation		
Budget Action:	C-Accelerate; Cost Update	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year	2010	2011	Total
Project Phase	Design	Construction	Project
Expenditure Budget	$47,000	$0	$47,000
Revenue Budget	$47,000	$0	$47,000
Net County Cost	$0	$0	$0

COST DOCUMENTATION		**REVENUE**	
Construction	$750,000	WI BOA	$47,000
Design/Admin & Engineering	$188,000	FAA 90%	$844,000
		Project dependent on available Federal and/or State Funding	
Total Project Cost	$938,000	Total Revenue	$891,000
EXPENDITURE BUDGET	$47,000	**REVENUE BUDGET** (Airport Fund Balance)	$47,000

Project Scope & Description

To perform repairs on cracked and damaged joints along runway 10/28, as well as overlay the runway with a new layer of pavement to extend the life of the runway.

Location

Runway 10/28.

Analysis of Need

In the latest Pavement Maintenance Plan dated August, 2002, runway 10/28 was considered to be in good shape, but advised that the pavement would begin to see an increase in cracking including corner breaks, transverse cracking, and spalling. These incidents are occurring at a slowly growing rate. Daily runway inspections conducted in 2002 would produce pavement Foreign Object Debris (FOD) pickup once a week on average. Daily runway inspections conducted in 2006 now average 2 days a week in pavement FOD pickup. The Pavement Condition Index for the runway is expected to fall below acceptable levels by the year 2009.

Alternatives

Do nothing: Continue to use the runway as it is, but there is a greater safety risk to aircraft using the runway with the increase possibility of pavement FOD breaking away from joints and cracks on the runway. Even though daily inspections occur during the week, the small possibility of pavement breaking away during an aircraft operation always exists any time, day or night.

Ongoing Operating Costs

Operating costs will be associated with any maintenance that has to be performed on the runway due to future spalls or cracks that may occur to the pavement or joints. Also, depreciation expense for the project costs itself would be involved.

Previous Action

Approved as a new project in the 2007-2011 plan.

Project #	A-200908	**Project Title**:	Airport Gate Redesign
Department:	Airport	**Manager:**	Keith Markano
Phase:	1 Yr Project		
Budget Action:	New	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY		
Year	2009	Total
Project Phase	Design / Construction	Project
Expenditure Budget	$25,000	$25,000
Revenue Budget	$25,000	$25,000
Net County Cost	$0	$0

COST DOCUMENTATION		**REVENUE**	
Construction	$392,000	WI BOA 5%	$25,000
Design	$98,000	FAA	$440,000
		Project dependent on available Federal and/or State Funding	
Total Project Cost	$490,000	Total Revenue	$465,000
EXPENDITURE BUDGET	$25,000	**REVENUE BUDGET** (Airport Fund Balance)	$25,000

Project Scope & Description

Re-design Gates 9 and 11 to allow only authorized personnel access to the airport and prevent "piggy-backing". Replace existing Gate 10.

Location

Airfield security gates 9 and 11 located on Northview Road along the southern perimeter of the Waukesha County Airport fence line. Gate 10 is located south of the control tower in the South East hangar area.

Analysis of Need

Due to several unauthorized vehicles gaining access to the Airport Operations Area (AOA) and entering runways and taxiways without proper authorization from the control tower in 2007, Waukesha County Airport received a visit from the Federal Aviation Administration (FAA) Runway Safety Action Team (RSAT). The purpose of their three-day visit was to observe the operating practices of the airport's users and recommend changes to increase safety and security on the airfield. During their visit, they witnessed several vehicles entering the AOA without using an individual access card by following another authorized vehicle through the gate; commonly referred to as "piggy-backing".

Among the action items agreed upon at the end of the exercise was to redesign the airport security gates. The current gates span the entire width of the entry road allowing time and space for multiple vehicles to "piggy-back". The new gates would operate at a higher speed and would incorporate separate entry and exit gates to prevent unauthorized vehicles from entering through an open gate vacated by a previous, authorized vehicle.

Gate 10 was originally installed to restrict vehicle access from the north corporate hangars into the southwest "T" hangar area. Currently the gate is open at all times, allowing unrestricted access into this busy aircraft operating area. A new gate functioning only for specific airport service vehicles will prevent entry by unauthorized users and reduce the risk of a vehicle / aircraft collision.

Alternatives

Do nothing: Continue to inform authorized airport users about proper gate procedures and encourage them to police themselves and other users. Should further incursions occur, the FAA could begin reducing Waukesha County Airport's federal aid eligibility for improvement and construction funds.

Ongoing Operating Costs

The ongoing operating costs for the new gates would include depreciation expense and routine maintenance.

Previous Action

None. This is a new project.

Project #	200504	**Project Title**:	Menomonee Park Maintenance Building
Department:	Parks and Land Use	**Sponsor:**	Parks & Land Use
Phase:	Construction	**Manager:**	Dale Shaver – Parks & Land Use Dir.
Budget Action:	As Planned	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY				
Year	2006	2007	2009	Total
Project Phase	Planning/Design	Design	Construction	Project
Expenditure Budget	$5,000	$18,200	$614,000	$637,200
Revenue Budget	$0	$0	$0	$0
Net County Cost	$5,000	$18,200	$614,000	$637,200

COST DOCUMENTATION		REVENUE	
Planning/Design	$23,200		
Construction - Building	$459,900		
Construction - Site Work	$130,200		
Contingency	$23,900		
Total Project Cost	$637,200	Total Revenue	$0

Project Scope & Description

This project replaces an old Military building constructed in the early 1950s that is used as the maintenance and park office. The new facility would be approximately 3350 s.f. in size. This is similar to the size and appearance of the Fox River and Fox Brook Park maintenance buildings. This building would consist of a public park office and support areas, heated shop and storage, cold storage, fuel tanks, and service yard. Changed from original 2006 proposal is an increase in cold storage of 150 s.f., and a change to a better location in park with safer entrance and less site costs. The project does not include removal of the existing building because it is part of a larger complex with continuing uses.

Location

Menomonee Park, W220 N7884 Townline Rd., Menomonee Falls, WI 53151 – near to the existing park office and maintenance building.

Analysis of Need

Because of the age of the facility, poor energy efficiencies, and functionality, the maintenance building should be replaced. The building is not conducive to meeting with the park user. The main entrance requires the visitor to walk through the maintenance garage area to reach the park office. This area serves as the park foreman's office, public meeting area, and lunchroom for employees. The garage storage areas are poorly lit and have low ceilings limiting their usefulness.

Alternatives

Do not construct a new facility and remodel the existing facility to function better for the intended use. An addition would be required to create an apparent entrance for the office and support areas. It is unlikely changes could be made to improve the garage area because of the barrack type of wall construction. Therefore new construction is the best course of action.

Ongoing Operating Costs

Expected utility costs would be expected to decrease from current utility costs of $20,500 with a new energy efficient building.

Previous Action

Approved as new project in 2005-2009 plan. Approved as planned in the 2006-2010 plan. Construction funding deleted in the 2007-2011 plan by a County Board amendment.

Project #	200802	**Project Title**:	Exposition Center Arena Roof
Department:	Parks and Land Use	**Sponsor:**	
Phase:	Design	**Manager:**	Dale Shaver, Dir.
Budget Action:	As Planned	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year	2009	2011	Total
Project Phase	Design	Construction	Project
Expenditure Budget	$25,000	$435,000	$460,000
Revenue Budget	$0	$0	$0
Net County Cost	$25,000	$435,000	$460,000

COST DOCUMENTATION		**REVENUE**	
Design	$25,000		
Construction	$405,000		
Contingency	$30,000		
Total Project Cost	$460,000	Total Revenue	$0
EXPENDITURE BUDGET	$460,000	**REVENUE BUDGET**	$0

Project Scope & Description
This project involves the assessment, design and repair / renovation of the existing domed and low-sloped roof areas of the Waukesha County Exposition Center Arena.

Location
Waukesha County Expo Center Arena, 1000 Northview Rd, Waukesha, 53188

Analysis of Need
The Arena was built in 1975 and repairs have been completed on an as needed basis over the years. Annual repairs to the roof make the facility operational, but the unpredictability of roof failures makes expenses and operations difficult to manage. A condition analysis performed in March of 2007, identified deficiencies, and due to previous instances of roof failure, concluded that the dome was at the end of its service life and that the low sloped entrance roofs had approximately 3 years of service life. Current issues include damaged decking and structure members, defects in the in roof valley and deteriorated roof patches.

The Arena provides for 21,000 square feet of rentable space including 14,500 feet of free span exhibit space, 3 meeting rooms and kitchen facilities.

Alternatives
Continue to make repairs to the roof, and repair roof and structural damage as it occurs on an annual basis.

Ongoing Operating Costs
Operational costs related to emergency roof repair.

Previous Action
New project in 2008-2012 Capital Plan. Engineering firm has completed a preliminary review of the roof in March 2007.

Project #	200824	**Project Title**:	Pavement Management Plan
Department:	Parks & Land Use	**Manager:**	Dale Shaver, Parks & Land Use Director
Phase:	Program Project		
Budget Action:	C-$Update	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY						
Year	2008	2009	2010	2011	2012	Total
Program Project						Project
Expenditure Budget	$400,000	$460,000	$460,000	$460,000	$460,000	$2,240,000
Revenue Budget	$0	$0	$0	$0	$0	$0
Net County Cost	$400,000	$460,000	$460,000	$460,000	$460,000	$2,240,000

COST DOCUMENTATION		REVENUE	
2008	$400,000		
2009	$460,000		
2010	$460,000		
2011	$460,000		
2012	$460,000		
Total Project Cost	$2,240,000	Total Revenue	$0
EXPENDITURE BUDGET '09	$460,000	**REVENUE BUDGET**	$0

Project Scope & Description

In cooperation with the Public Works Department, retain consultant services to update the Pavement Management Plan for county parks, highways and roads and to address the condition and maintenance schedule of parking lots, curb and gutter, and sidewalks at county facilities. The projects consist of soil borings, pavement pulverization, stabilization fabric, culverts, stone base and asphalt pavement construction. and concrete paving. $400,000 of the budget is for asphalt repair, $50,000 for concrete repair and $10,000 for consulting services.

Location

Various locations determined by pavement conditions.

Analysis of Need

In 2007 the Parks Department retained engineering services to evaluate the current paving system. The Parks Department Changed from the PASER rating to the PAVER system in an effort to be consistent with the Public Works Department. The work included field surveys of pavement conditions, development of deterioration models, and preparation of a 5 year pavement plan. The plan establishes a Pavement Condition Index (PCI). The PCI is a rated scale of 1-100 based on the state of the asphalt, pavement repairs will be based on need. A PCI rating of 86-100 is good and 71-85 satisfactory; pavements with these ratings need routine maintenance or repairs. A rating of 56-70 is fair and 41-55 poor, needing routine maintenance, repairs, major repairs or overall reconstruction. A rating of 26-40 is very poor needing major repairs or overall reconstruction. A rating of 11-25 is serious and 0-10 failed, needing overall reconstruction.

The major asphalt projects for 2009 are Eble Ice Arena, Nag-Waukee Park, and Pewaukee Boat Launch. Approximately 80% of the budget will be used for major rehabilitation on sections selected on a worst-first basis. The remaining budget allocation is first utilized for preventative maintenance on sections with a PCI between 67 and 75, selected on best-first basis. Any remaining funds are utilized for minor rehabilitation on sections with PCI values between 45 and 65, selected on a worst-first basis. The goal of these practices is to maintain an average PCI of 71.

Alternatives

Spot repair with asphalt base patching or chip and seal road surface has been performed to maintain some function of the roadway. This could be continued on an annual basis, but will not achieve the desired surface performance. Reconstruction will be required sooner.

Ongoing Operating Costs

Maintenance of the existing road conditions requires frequent patching and chip and seal applications in order to provide usable conditions. Operating costs within the next 5 years will be minimal with the proposed pavement improvements.

Previous Action

Approved as a new program project in the 1997-2001 Capital Plan, continued in 1998-2002 Plan and 1999-2003 Capital Plan. Approved with a change in scope to include additional pavement in the 2000-2004 plan. Approved as planned in the 2001-2005 plan, 2002-2006 plan, 2003-2007 plan, 2004-2008 plan, 2005-2009 plan, 2006-20010 plan, 2007-2011 plan, and the 2008-2012 plan.

Project #	200505	**Project Title**:	Park Restrooms Renovation
Department:	Parks & Land Use	**Manager:**	Dale Shaver, Parks & Land Use Director
Phase:	Design		
Budget Action:	C - Scope	**Date:**	September 16, 2008

Year	2009	2010	2011	2012	2013	2014	Total
Program Project	Plan/Design	Construction					Project
Expenditure Budget	$15,000	$480,000	$660,000	$680,000	$700,000	$540,000	$3,075,000
Revenue Budget	$0	$0	$0	$0	$0	$0	$0
Net County Cost	$15,000	$480,000	$660,000	$680,000	$700,000	$540,000	$3,075,000

COST DOCUMENTATION	# Restrooms	Cost	Item	Per Unit	#	
2009 Planning & Design Building		$15,000	Soils Testing *	$955	15	$14,325
2010 Muskego Park	3	$480,000	Mound Sys *	$15,165	15	$227,475
2011 Nashotah & Menomonee Pk	4	$660,000	Well *	$12,660	11	$139,260
2012 Minooka Park	4	$680,000	Restroom	$97,800	18	$1,760,400
2013 Naga-Waukee Park	4	$700,000	Site work	$21,600	18	$388,800
2014 Mukwonago Park	3	$540,000		Green Design		$260,000
		-		Contingency		$103,000
Total Project Cost		$3,075,000		Construction Inflation (2010-2014)		$181,740
				Total		$3,075,000
EXPENDITURE BUDGET		$3,075,000	* Not all sites require.			

Project Scope & Description

The plan identifies Capital Projects over 5 years (2010 - 2014) to be accomplished in order to bring the parks up to sanitary expectations of the park user. The project would build new restrooms in the reserved picnic areas of Muskego, Nashotah, Menomonee, Minooka, Naga-Waukee, and Mukwonago parks. These parks combined need 18 new restrooms to replace 22 existing open concrete vault toilets. This project will explore more sustainable technologies such as composting toilets, dual flush toilets, low-flow fixtures, waterless urinals, solar thermal water heating, solar electric lighting, solar powered and natural ventilation systems to minimize utility connections, well and septic field development. Grants and financial incentives for incorporating energy efficiency and renewable energy elements may be available to offset additional costs of sustainable technology. This project addresses only the reserved picnic areas. Golf course and park camping toilets projects are planned to be introduced after completion of this project.

Location

Various park locations as described in project scope.

Analysis of Need

The specific parks listed have been in existence for many years. These parks have been upgraded over the years with picnic shelters, camping facilities, swimming areas with beach houses, and the addition of improved shelters with restroom facilities. These improvements are well appreciated by the park user. However, recurring complaints are received regarding the conditions of the older vault restroom facilities. The unpleasant odor of the vault restroom creates a disagreeable experience, even with increased pumping frequencies and the use of deodorants. The existing vault restrooms also lack hand-washing fixtures, critical to maintaining sanitary conditions for park users. Finally, the existing vault restrooms predate ADA (Americans with Disabilities Act) and require improvements for compliance and to best serve all park users by incorporating barrier-free facilities. ADA compliance may require grading approaches and entry areas to manageable slopes, widening doorframes and doors to accommodate wheelchairs, expanding stall areas and adding handrails within the restrooms.

Alternatives

Continue to use the vault toilet: keep trying to overcome the unpleasant odor; provide dispensers with anti-bacterial water-free hand cleansers; attempt to modify sitework, doors and fixtures to work toward ADA compliance.

Ongoing Operating Costs

Maintenance costs will increase because of the increased mechanical features and plumbing within the new restrooms. Cutting edge sustainable technologies potentially may have reduced operating and life cycle costs, though require additional staff training for specialized maintenance. Additional operating costs will be somewhat offset by increased use of the parks. Various companies have turned down the parks for company picnics because of the restroom conditions. The six parks identified currently generate as a total of $51,500 in reservation fees and $321,200 in entrance fees. The parks currently spend $13,250 for septic services.

Previous Action

Approved as new project in 2005-2009 plan. As planned in 2006-2010 and 2007-2011 plans. Approved with cost update in 2008-2012 plan.

Project #	200109	**Project Title**:	Implement HHS Automated System
Department:	DOA-Information Systems	**Sponsor:**	HHS-Don Maurer
Phase:	Design and Implementation	**Manager:**	Mike Biagioli
Budget Action:	As Planned	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year Project Phase	2001 **Analysis**	2004	2006 **Devlpmnt**	2008 **Devlpmnt**	2009 **Implmnt**	Total Project
Expenditure Budget	$560,000	$725,000	$110,000	$580,000	$830,000	$2,805,000
Revenue Budget	$560,000	$725,000	$110,000	$0	$0	$1,395,000
Net County Cost	$0	$0	$0	$580,000	$830,000	$1,410,000

COST DOCUMENTATION				**REVENUE**	
	Phase I	Phase II	Total		
Software	$725,000	$350,000	$1,075,000	State Funding (SACWIS)	$180,000
Vendor Customization	$0	$105,000	$105,000		
Hardware	$0	$85,000	$85,000		
Contract/Consulting Services	$560,000	$730,000	$1,290,000	Capital Project Fund Balance	$60,000
Contingency	$110,000	$140,000	$250,000	Human Services Fund Balance	$1,155,000
Total Project Cost	$1,395,000	$1,410,000	$2,805,000	Total Revenue	$1,395,000
EXPENDITURE BUDGET	$2,805,000			**REVENUE BUDGET**	$1,395,000

Project Scope & Description

Phase I

Prior funding from this Capital Project has funded the implementation of the State WiSACWIS system and its interfaces to the PeopleLink System. Funding was also included to incorporate the implementation of the Avatar PM Module from Netsmart to replace the prior Accounts Payable system (MDX) which was not HIPAA compliant and the vendor has determined that they were not going to invest in the system to bring it into compliance. Funding was also included to replace the current Special Living Fund system with an updated fund management system. This replacement of the Special Living Fund system is still an objective of this project.

Phase II

This Capital Project's scope was changed to reflect a new objective for 2008 through 2009. Information Technology, working with Human Services is working to replace the in-house developed PeopleLink system with NetSmart's Avatar Managed Service Organization (or MSO) and all its associated interfaces, followed by the implementation of the NetSmart Case Management system (Clinician Workstation or CWS). The Manager Services Organization Module will have the CareLink component added to accommodate the required external interfaces. The replacement of PeopleLink is anticipated be completed in 2009, followed by the Implementation of the Clinician Workstation in 2009 though 2010.

There are anticipated customizations to the software, required by Waukesha County. This is projected to add $110,000 to the cost of the software.

Assistance from NetSmart to implement both modules is anticipated to add $133,000 to the project.

Additional Server capacity will be required for the operation of these two modules.

Significant contract consultant help will be required to assist both Information Technology and Health and Human Services during the implementation of these modules.

Location

Health and Human Services will be the major benefactors of this effort.

Analysis of Need

1. The required modifications to PeopleLink, to properly interface with WiSACWIS, HRIS, and the Avatar PM module and the Clinician Workstation System, would extend this project well into 2012. Replacing PeopleLink with the Managed Services Organization module will eliminate an in-house application that has consumed staff resources far beyond the original expectations.
2. The business case for implementing a Case Management system for Health and Human Services has been made and is supported by solid Return on Investment as well as solid business justification.

Project #	200109	**Project Title**:	Implement HHS Automated System
Department:	DOA-Information Systems	**Sponsor:**	HHS-Don Maurer
Phase:	Design and Implementation	**Manager:**	Mike Biagioli
Budget Action:	As Planned	**Date:**	September 16, 2008

3. The analysis of the NetSmart modules in question has indicated that existing users are satisfied with the system and the vendor has received high marks for support of their customers.
4. Installing vendor support modules instead of in-house developed applications moves the burden of maintenance of the application unto the vendor. This reduces the dependency on a single person in Information Technology.
5. The PeopleLink module is in need of a significant upgrade. Replacing it with a vendor package will defer the funds required for this upgrade.
6. Although a temporary solution for the Special Living Fund issue has been implemented a long-term solution still needs to be analyzed and implemented.

Alternatives

Alternatives to this project include:

1. Continue using the current partially automated process that is in place.
2. Develop the system in-house using a combination of County Information Systems staff and contracted services.

Ongoing Operating Costs

An estimate of on-going operational costs for the maintenance component for the Avatar PM module will be $38,250. The maintenance costs associated with the Managed Service Organization module of $22,000 in 2009 and the Clinician Workstation System are anticipated to be $33,000 starting in 2010. CareLink is anticipated to have a maintenance cost of $44,000 also starting in 2009. Additional maintenance costs for the Intersystem Cache Database are anticipated to be $22,000 starting also in 2009. Additional operational costs associated with maintenance on the hardware upgrades required for this project are $17,000 annual starting in 2009.

Return on Investment

Return on Investment: 37.50%
Return on Investment Break-even Period (Years): 4.10, based upon the project completion date
Five-Year Forecast:

Tangible Savings	$327,000	
Process Improvement:	$1,581,700	
Personnel Time Savings:	$3,906,000	Potential for a staff reduction equivalent to 5 FTEs
Total Non-Budgetary / Intangible Savings:	$5,487,700	

To be measured in 2014 with follow up in 2016.

NOTE: Any delay pushing the completion date out an additional year, will require a recalculation of ROI.

Previous Action

Approved as new project in 2001-2005 Plan. Approved with change of scope in 2006-2009 Plan.

Project #	200901	**Project Title**:	CAD Replacement
Department:	Emergency Preparedness	**Sponsor:**	Richard Tuma
Phase:	Implementation	**Manager:**	Richard Tuma
Budget Action:	Planned New	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year	2008	2009	2010	Total
Project Phase	Design*	Implementation	Implementation	Project
Expenditure Budget	$150,000	$2,500,000	$0	$2,650,000
Revenue Budget	$150,000	$2,500,000	$0	$2,650,000
Net County Cost	$0	$0	$0	$0

COST DOCUMENTATION		**REVENUE**	
Design & Interfaces	$545,000	General Fund Reserved	$500,000
Hardware	$300,000	Appropriated G.F. Balance	$150,000
Software	$1,680,000	General Fund Balance	$2,000,000
Contingency	$125,000		
Total Project Cost	$2,650,000	Total Revenue	$2,650,000
EXPENDITURE BUDGET	$2,650,000	**REVENUE BUDGET**	$0

*Appropriated by ordinance, March 2008

Project Scope & Description

The Department of Emergency Preparedness has been working with a public safety consultant, PSCI, and the WCC partners and other county police and fire departments to develop a set of specifications in order that WCC will be able to purchase, install, train and implement a replacement computer aided dispatch (CAD) system. The new system will be better suited to address the unique addressing present in the county, be able to handle multi-jurisdictions, appropriate state and local interfaces including a mobile data component.

It is anticipated that a selection will be made in 2009 and implementation, training and system setup will be completed by the end of 2009.

Location

The CAD system will be located at WCC. The equipment will be installed in the computer room and most of the work effort will be conducted by WCC staff.

Analysis of Need

N/A

Alternatives

The County worked with the current vendor for a number of years to correct the current system deficiencies and the current vendor has been unable to correct these.

Ongoing Operating Costs

Expected to be in the current range of on-going expenses.

Previous Action

In 2008 the department was authorized to obtain consulting services in order to develop comprehensive specifications.

Project #	200915	**Project Title**:	Update and Integrate Courtroom Technology
Department:	Circuit Court Services	**Sponsor:**	Circuit Court Services
Phase:	Design	**Manager:**	Clerk of Circuit Court
Budget Action:	New	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year	2009	2010	2011	2012	Total
Project Phase	Design	Implementation	Implementation		Project
Expenditure Budget	$55,000	$450,000	$486,000		$991,000
Revenue Budget	$0	$0	$0	$0	$0
Net County Cost	$55,000	$450,000	$486,000	$0	$991,000

COST DOCUMENTATION		**REVENUE**	
Technology and System Design	$55,000		
Equipment Purchase and Install	$850,000		
Space Configuration	$50,000		
Contingency	$36,000		
Total Project Cost	$991,000	Total Revenue	$0
EXPENDITURE BUDGET	$991,000	**REVENUE BUDGET**	$0

Project Scope & Description

The scope of this project is to update and integrate the sound presentation, video presentation, internet/web services, digital court recording, videoconferencing, electronic court case management, and teleconferencing technologies in all circuit courtrooms and hearing rooms in the Courthouse and the Juvenile Center. Currently there are 17 areas - 12 circuit courtrooms and 5 hearing rooms - which are planned to be upgraded.

Key elements of this upgrade project will focus on 1) Creating an environment that integrates currently available and future technology tools that can improve the presentation of legal information and access to legal tools in all types of cases and for all participants in the system; 2) Expanding availability and use of remote video-conferencing as recommended in the Prisoner Movement Study (July 2007), or digital recording technologies anticipated to create business efficiencies which will have a positive impact on costs; and, 3) Incorporate equipment designed to take advantage of “smart” IP web enabled equipment which can be managed remotely by fewer persons to more efficiently coordinate or troubleshoot services as necessary.

An additional, more immediate element of this project would provide, upon agreement of the appropriate legal system and law enforcement participants, for the immediate specification and installation of a video and audio system to enable a process of appearance by video from the County Jail. This technology would be used primarily to reduce/eliminate in person initial appearances for in-custody defendants.

Location
All existing courtrooms and hearing rooms in the Courthouse and the Juvenile Center.

Analysis of Need
Courtroom sound and all related technologies have evolved significantly since the last upgrade initiated over a decade ago and equipment from 10 or more years ago is beginning to fail. Piecemeal replacement or upgrading will become expensive and frequent breakdowns or problems slow down daily legal system activities. The current courtroom and hearing rooms incorporate basic sound system and teleconferencing technologies. There are several additional stand-alone video-conferencing and digital audio recording systems shared across multiple locations. Consideration and introduction of a variety of new sound and video technologies would improve our own business activities conducted in the courtroom

Project #	200915	**Project Title**:	Update and Integrate Courtroom Technology
Department:	Circuit Court Services	**Sponsor:**	Circuit Court Services
Phase:	Design	**Manager:**	Clerk of Circuit Court
Budget Action:	New	**Date:**	September 16, 2008

and is needed to meet service demands required by more technologically savvy legal professionals. Additionally, use of new technologies requires tighter and more cohesive integration to minimize problems and ensure staff and customers can utilize the systems effectively. For example, our 'base' courtrooms 12 years ago integrated the sound system and teleconferencing technologies and relied on non-digital equipment to a great extent. From that start we have "patched in" digital audio recording systems managed over our computer local area network, made a variety of networked applications and web services available in the courtroom to the Judge, court staff, and attorneys, and introduced first Integrated Services Digital Network, and more recently, Internet Protocol based video-conferencing. It is time to consider new technologies that are available, assess what best serves Waukesha business needs, and plan and initiate comprehensive upgrades to all affected locations.

The project is designed to first bring on a technology consultant with expertise in these technologies and its use in the courts. Based on the business functions and technologies recommended go forward with modifications and improvements to a single courtroom to assess the effort and consider planning for upgrading additional existing or new courtroom systems in a phased manner.

For the in-custody video appearance element of this project request we are attempting to respond to and incorporate one of the goals identified in the 2007 Crowe Chizek Prisoner Movement Study (Process Option #5 - pg. 44) which identified a need to create more efficient and safe means of in-custody prisoner movement through the Court facility.

Alternatives

1. Do nothing. System failure and related repair / replacement costs will continue to occur with greater frequency.
2. Modify the project based on the professional review and judicial consideration to upgrade a more limited number of courtroom locations based on criteria to be determined.
3. Modify the project to differentiate and create a base upgrade in each location, and more selective upgrades and enhancements to various locations which are dependent upon the types of cases and potential technology needs of the specific courtroom or hearing room.

Ongoing Operating Costs

Almost all system support is provided internally by court staff. A limited amount of assistance from county Public Works staff or Information Technology division staff is required in the event major electrical or network cabling issues are encountered. No additional annual operating costs are expected. Newer equipment is more energy efficient which should offset additional energy costs associated with additional devices. Reduction in trouble-shooting and problem resolution efforts encountered with older equipment.

Previous Action

New.

Project #	200822	**Project Title**:	Asset Management System
Department:	DOA-Information Technology	**Sponsor:**	Department of Public Works & Parks and Land Use
Phase:	Implementation	**Manager:**	Mike Biagioli
Budget Action:	C-Scope, Combined project	**Date:**	August 14, 2008

CAPITAL BUDGET SUMMARY			
Year	2008	2009	Project
Project Phase	Development & Implementation	Development & Implementation	Total
Expenditure Budget	$210,000	$173,000	$383,000
Revenue Budget	$0	$0	$0
Net County Cost	**$210,000**	**$173,000**	**$383,000**

Cost Documentation		**Revenue**	
Software Enterprise License	$323,000		
Hardware	$25,000		
Contingency	$10,000		
Contract Services	$25,000		
Total Project Cost	**$383,000**	**Revenue Budget**	**$0**

Project Scope & Description

This project has been combined with Capital project 200809, the Asset management conversion project for the Highway Division of DPW. Since the objective of both projects is to implement Asset Management, it was decided that an Enterprise Asset Management solution should be sought to reduce the overall cost of use and support for Asset Management. The purpose of this combined project is to fund the replacement of the County's current software used by Facilities (Maximus) and Highways (CarteGraph) to receive and schedule end user department work order requests and manage space allocation and building assets and for Highway to move existing databases from the Access database format to the database supported by the selected vendor. The proposed new software would be a web-based asset, building, highway management tracking and work order management system. Parks and Land Use has identified similar business needs to manage their physical assets, buildings, work orders and scheduling of staff assignments. Parks and Land Use and the Department of Public Works require a web-based enterprise version of the software to give them the ability to use the application at any of their facilities and collaborate on staff assignments and projects. There are also several features that will provide both departments with better planning tools, while giving them the ability to use the software from anywhere in the County. The web-based version will incorporate the GIS module for Parks and Land Use and provide both departments with hands on training from the vendor.

This project fits the County's goal of addressing the common business needs of multiple departments in a single shared software solution. The benefits of a single solution include increased efficiencies and reduced costs for hardware, software, internal and external on-going maintenance and support. For the Highway Division, the new system will provide for future growth of the system, improved workflow, and the ability to query across asset groups for multiple departments. It will also allow for the development of work order tracking, complaint tracking, and cost tracking reporting capabilities in the future period.

There is the possibility that the chosen enterprise software solution may have additional benefits to other County business units regardless of the department. If one solution for both Highway asset management and facilities asset management can not be found, two vendors may be chosen.

Location

Parks and Land Use and the Department of Public Works.

Project #	200822	**Project Title**:	Asset Management System
Department:	DOA-Information Technology	**Sponsor:**	Department of Public Works & Parks and Land Use
Phase:	Implementation	**Manager:**	Mike Biagioli
Budget Action:	C-Scope, Combined project	**Date:**	August 14, 2008

Analysis of Need

1. Parks and Land Use has been looking for an Asset Management software package that was web-based to facilitate their management requirements.

2. Facility Focus has provided the Facilities Division with the centralized facility and asset management software they require. The combination of the two department needs into a single shared package saves server space, software maintenance costs, and support costs.

3. GASB - 34 calls for Governmental Agencies to post the value of its infrastructure on their balance sheet. As a result, we have to monitor the cost of owning and operating those assets. Currently, the Engineering Division utilizes a database software called Cartegraph (which is designed around Microsoft Access) to manage several of the Departments highway assets. These assets include signs, traffic signals, culverts, bridges, storm water systems, and access control. Information from Cartegraph together with our Pavement Management Data is used as part of the basis of our Operational and Capital programs.

4. Using ruggedized laptops, we have deployed Cartegraph to our two sign crews. We will soon deploy similar software and hardware to our signal crew. Replication is completed manually by a Senior Engineer and takes, on average, approximately 30 minutes a day. Within the next year, we shall be converting to three sign/signal crews. That change will more than triple the amount of replication time. The new software should negate the need for such replication by using a real-time mobile field solution.

5. Additionally, (1) Microsoft Access is gradually being phased out by our vendor in favor of SQL. (2) We own over 50 retaining walls which are not inspected and our pavement markings are not inventoried. These are important assets that we need to manage.

6. The Highway Operations Division which not only performs work for the county but also acts as a contractor to the Wisconsin Department of Transportation, currently has to hand enter the same data into Wisdots Chems System as well as Ceridian and BAS. This project would develop an electronic single point of entry for timesheet, work code, job number, materials and equipment which can then be loaded to Chems or Ceridian. The division does not have a formal complaint tracking system and its abilities to track and report on the cost of work performed on the county system is weak.

Alternatives

Alternatives to this project include:

1. Conduct an RFI/RFP to identify an alternative package for Parks and Land Use and other potential departments.
2. Parks and Land Use can remain doing this process manually.
3. Do nothing. This would mean that we will spend several crew hours daily on replication, and eventually Access would no longer be supported and we will be forced to convert to SQL. Our current software will eventually become unsupported and we would lose our existing capabilities.

Ongoing Operating Costs

The annual software maintenance costs, beginning in year two are estimated to be $55,000. The dedicated server environment is estimated at $3,500 per year. If one vendor solution is viable, these on-going costs will be split between the two departments.

Previous Action

Approved in 2008-2012 capital plan.

Project #	200624	**Project Title**:	Re-engineering I.T. Infrastructure
Department:	DOA-Information Technology	**Sponsor:**	DOA
Phase:	Implementation	**Manager:**	Mike Biagioli
Budget Action:	As Planned	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY				
Year	2006	2007	2009	Project Total
Project Phase	Analysis	Implementation	Completion	
Expenditure Budget	$150,000	$100,000	$180,000	$430,000
Revenue Budget	$150,000	$100,000	$180,000	$430,000
Net County Cost	**$0**	**$0**	**$0**	**$0**

Cost Documentation		**Revenue**	
Contract Services	$205,000		
Software & Hardware	$225,000	End User Technology	$430,000
		Fund Balance	
Total Project Cost	**$430,000**	**Revenue Budget**	**$430,000**

Project Scope & Description

The purpose of this project is to conduct/complete an Information Technology Assessment and develop an all-encompassing Information Technology Infrastructure Plan to transition the current technology environment to the evolving business needs of the County. This plan will be used to coordinate, guide and maintain implementation and utilization of a variety of technologies for internal and external County users in the most efficient and cost effective manner possible. This initiative will deliver a basis to ensure the County will always have a four to five year period to view into the future for technology issues.

In 2006 an RFP was issued to select an external consulting partner to:

1) Develop a baseline assessment report that will document, define and serve as an inventory of the current enterprise architecture including current functions and processes, automation, information and data requirements, and application systems needed to support end users needs,

2) Define/document the County's Information Technology guiding principles and hardware/software standards,

3) Develop/recommend an enterprise approach for technology that enables the identification of duplicative resources/investments and opportunities for internal and external collaboration that will result in operational improvements and cost-effective solutions to business requirements,

4) Establish a Countywide roadmap/blueprint and IT master planning tool that will maximize data integration opportunities and provide a sound foundation to support the capital planning and technology investment management process,

5) Compare planned and future projects to the existing infrastructure and user needs/requirements to identify gaps, develop a migration strategy and a plan for realignment, if necessary ,

6) Incorporate a process for ongoing and regular updating of the plan and a continuous process improvement methodology.

A work group made up of critical end-users and IT staff was used to drive the development of RFP. Plante Moran was awarded the contract based on scoring of the RFP response. Plante Moran, working in conjunction with a project work group, the Technology Steering Committee, and IT staff completed their assessment and delivered the Information Technology Strategic Plan as well as the 2008 Technology Program for Waukesha County.

The result of that assessment and Strategic Plan identified key areas for improvement for Information Technology. This Capital Project is amended to accommodate critical components identified.

Project #	200624	**Project Title**:	Re-engineering I.T. Infrastructure
Department:	DOA-Information Technology	**Sponsor:**	DOA
Phase:	Implementation	**Manager:**	Mike Biagioli
Budget Action:	As Planned	**Date:**	September 16, 2008

Because of the high number of technical requests submitted by County departments, the number of active and pending projects that Information Technology has on their planning horizon and the need to properly manage and allocate county staff and resources to assure the timely delivery of these IT projects, the Strategic Plan identified a strong need for a Project Portfolio Management Tool. This tool will be pre-loaded with all project work assumption, day-to-day staff support requirements, critical path tasks, end user participation assumptions and be tied into the County's time tracking system. The tool will track project costs as they become known, assess risk, track project progress, highlight trouble areas, allow for staff leveling, and assess impacts on anticipated Return on Investment.

Additionally, the assessment highlighted data management as an area needing attention. Data reliability is critical to all business operations across the County. The additional of a Data Quality tool would be a significant asset to address several issues related to data management.

The addition of these two tools would give Information technology a solid foundation for the future.

Location

All internal and external users of County technologies.

Analysis of Need

1. Currently, Technology Requests are submitted through the County Executive's office, with the first match to County strategy held by the County Executive. Once the County Executive has made a determination as to whether a request fits in the overall strategy, a work group then determines the estimated Return on Investment for the request. The Technology Steering Committee then determines which technical initiatives are the highest priority for the County. Measuring each request against the overall business strategy for the County does not actually happen. It is a simple ranking process that might push highly strategic initiatives to the back of the pack, rather then highlighting the true impact on the business strategy for the County.

2. The establishment of a true Technology Strategic Plan for Waukesha County will allow Information Technology and end users to clearly make strategic decisions for the County, based on pre-established strategies and yet allow for variations dictated by evolving technologies. The ongoing, availability and use of a Strategic Information Technology Plan will allow for emerging technologies to be incorporated into the overall strategy for the County, while allowing current efforts to be controlled under established standards.

3. Clearly matching the technology requirements for Waukesha County to the overall Strategic Plan for the County will insure that the dollars spent on technology are focused on the areas where the most strategic value will be returned.

4. Establishing a short (9-12 months) and long term (up to 4 years) window for technology strategy will keep the focus on the long term goals of technology for the County, while allowing the evolution of technology to be reflected and incorporated in the overall plans for the County on a measured and planned approach.

Alternatives

Alternatives to this project include:

1. Continue to manage the overall Information Technology Projects using Excel spreadsheets, manually integrating project updates and project progress. This would require the development of an interface between our time tracking system and the manually maintained spreadsheets.
2. Employ Temporary extra help to analyze and evaluate all data that would be serviced by the Data Quality package.

Ongoing Operating Costs

Hardware maintenance is anticipated to be $5,000 annually; Software Maintenance is anticipated to be $32,000 annually.
The Department has identified a Return On Investment to be achieved in 21 months from time of installation into production.

Previous Action

Approved as planned in the 2007-2011 plan.

Project #	200820	**Project Title**:	IT Infrastructure Upgrade to Wiring Closets
Department:	DOA-Information Technology	**Sponsor:**	DOA
Phase:	Implementation	**Manager:**	Mike Biagioli
Budget Action:	As Planned	**Date:**	September 16, 2008

CAPITAL BUDGET SUMMARY

Year	2008	2009	2010	Project Total
Project Phase	Engineering	Implementation	Completion	
Expenditure Budget	$50,000	$650,000	$100,000	$800,000
Revenue Budget	$50,000	$650,000	$100,000	$800,000
Net County Cost	**$0**	**$0**	**$0**	**$0**

Cost Documentation		**Revenue**	
Contract Services	$200,000		
Network Equipment	$100,000	End User Technology	$400,000
UPC and Closet Ventilation	$150,000	Fund Balance	
Cabling	$300,000	Telecommunications	
Contingency	$50,000	Fund Balance	$400,000
Total Project Cost	**$800,000**	**Revenue Budget**	**$800,000**

Project Scope & Description

The purpose of this project is to fund the required upgrades for the County's wiring closets supporting our network infrastructure across the County. As data throughput requirements have increased the network capacity has not kept pace. It is anticipated that within the next two years the demand for more capacity will require a significant increase to our network, specifically as it relates to our wiring closets. These closets will have to be evaluated to determine what upgrades will be required to support the County into 2015. Known upgrades are: new Cat 6 cable, an increase in electrical power, power battery backup for several of the closets, additional cooling for some of the closets, and possible relocation if required. Accomplishing these upgrades will also prepare the County for a transition to Voice Over Internet Protocol (VOIP) for our telephone system.

Location

All departments within the County.

Analysis of Need

1. An external communications and network consultant was contracted in 2004. The assessment prepared by that consultant identified the network infrastructure as inadequate to support VOIP and that significant modifications would have to be made to our infrastructure to accommodate this transition.

2. Packet sizes of data have increased in number and size over the past five years. This trend is projected to continue into the foreseeable future. Our network infrastructure, although currently adequate, is anticipated to be inadequate to support our future throughput requirements. This shortfall is anticipated to impact the County within two years.

3. Focusing in on the County's identified "bottlenecks" would be the most judicious use of County funds to resolve these issues.

Alternatives

Alternatives to this project include:

1. Postpone the upgrade until the throughput requirements dictate that an immediate upgrade is required.
2. Postpone the upgrade until Voice Over Internet Protocol is activated.

Ongoing Operating Costs

End User Technology will incur additional maintenance cost associated with the Power Backup units installed estimated to be approximately $3,500 annually. There should be no additional costs associated with the network infrastructure upgrade.

Previous Action

None.