

## 2010 CAPITAL PROJECTS

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<b>Project #</b>	200708	<b>Project Title:</b>	Northview Upgrades
<b>Department:</b>	DPW—Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Design	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2009	2010	2011	Total
Project Phase	Budget & Concept	Design & Construction	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
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>	
Architect	\$200,000			
Construction	\$2,000,000			
Contingency	\$160,000			
Total Project Cost	\$2,360,000		Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$2,360,000		<b>REVENUE BUDGET</b>	\$0

### **Project Scope & Description**

The existing Northview facility at 1400 Northview road was constructed in 1935. The building was vacated in 1988 and reoccupied by the Huber division in 1993 as a temporary Huber facility. A study on the Huber 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 and ensure a safe and efficient operation.

This project was first introduced in 2007. In 2009 a feasibility study was conducted. Although not 100% complete at the time of this writing the costs to build new or renovate the existing Northview building for long-term Huber occupancy is in the range of \$12 to \$16 million in 2009 dollars. A new facility would provide a more efficient Huber operation at the same or lower cost.

With the construction of two significant capital projects, the new Health & Human Services building (2010 through 2013) and either renovation or new construction of the courthouse (2016 through 2020), funding for long-term Huber Facility upgrades would not be available for another 10 to 12 years.

The short-term solution is to only complete the modifications and repairs required to continue to operate the Huber Metro Drug and Records program in the Northview facility. Minimal modifications and upgrades include programmatic improvements such as two group holding cells, security camera system upgrades, video visitation and some architectural modifications to the ground floor to improve/enhance sight lines. Minimal infrastructure modifications and upgrades include ACM (asbestos) removal, HVAC system equipment replacement and repairs, plumbing valve replacements and system repairs, roofing repairs and other infrastructure improvements.

The long-term solution should be driven by an evaluation of the Huber program. What is the future of the Huber program? What can the county do to reduce the Huber population and related costs? If the program will continue to exist how many beds will be needed? These questions need to be answered before any meaningful planning for a new or renovated Huber facility can take place.

### **Location**

1400 Northview Road, Waukesha WI

<b>Project #</b>	200708	<b>Project Title:</b>	Northview Upgrades
<b>Department:</b>	DPW—Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Design	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

**Analysis of Need**

We realize that all of the deficiencies listed below cannot be addressed within this project. Our consultant is preparing cost estimates for each of the deficiencies and we will prioritize the needs within the Budget to enhance the operations for the next 10 to 12 years.

The existing mechanical systems are over forty years old. The typical useful life for mechanical systems is approximately 25 years. Infrastructure systems that are in need of repair include the building envelope tuck pointing and a portion of the roof. The heating, ventilating and air conditioning system is inefficient and results in a wide range of temperature extremes and poor ventilation. In addition, the electrical system, plumbing and fire protection systems, as well as the safety and security system, are in need of replacement.

The existing architectural layout of the facility creates numerous operational problems for the Huber corrections staff. Examples include the following; the lack of tamper resistant or security grade covers on all systems, poor sight lines, blind spots, and isolated areas that result in inadequate supervision of inmates. The female housing zone has only three dormitories, more classification and separation options are needed. There are too many non-control activities concentrated in the control room that compromise the operation of the control room. The main lobby for the facility serves the professional and general public, leaving/returning inmates and new inmate admits (male/female in all categories). Really, these functions should not be commingled. The booking area is in a poor location and is too small for all of the activities required. The male and female locker rooms are laid out poorly, making adequate monitoring and supervision difficult. There are no conference rooms for visits by attorney, clergy and law enforcement officers. There are other operational shortcomings with this facility.

**Alternatives**

Construct a new Huber facility or renovate the existing one. Reduce the Huber population or eliminate the Huber program.

**Ongoing Operating Costs**

Current utility consumption is budgeted at \$200,000. Maintenance for the building is budgeted at \$200,000.

**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. Approved as planned in the 2009-2013 Plan. Approved as planned in the 2010-2014 Plan.

<b>Project #</b>	200326	<b>Project Title:</b>	Courts Project Secured Corridor
<b>Department:</b>	Public Works--Buildings	<b>Sponsor:</b>	Courts/Sheriff
<b>Phase:</b>	Construction	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009, 11:48 AM

<b>CAPITAL BUDGET SUMMARY</b>				
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
<b>COST DOCUMENTATION</b>			<b>Revenue</b>	
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
<b>EXPENDITURE BUDGET</b>	\$2,000,000		<b>REVENUE BUDGET</b>	\$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 Collaborating 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 \$138,000 per year including 1.5 Sheriff staff and annual maintenance and utility costs of \$30,000 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. Change in scope and cost update in 2009-2013 Plan.

<b>Project #</b>	200706	<b>Project Title:</b>	Juv Center Boilers & Controls
<b>Department:</b>	DPW -- Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Design	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2010	2011	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$20,000	\$200,000	\$220,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$20,000	\$200,000	\$220,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Architect	\$20,000		
Construction	\$190,000		
Contingency	\$10,000		
Total Project Cost	\$220,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$220,000	<b>REVENUE BUDGET</b>	\$0

**Project Scope & Description**

This project is to replace the two existing 1440 MBh Kewanee hot water boilers in the Juvenile Center that are near the end of their useful lives. Due to the poor energy performance of this facility and recent experience with the Highway and Court House boiler projects, the scope has been expanded to include new controls and distribution equipment.

**Location**

Juvenile Center, 521 Riverview Road Waukesha, WI 53188

**Analysis of Need**

These boilers are original to the construction of the first part of the building in 1983 (25 years old). The tubes, housing and power burners are in poor condition. In general the units have exceeded their useful life and need to be replaced.

**Alternatives**

None

**Ongoing Operating Costs**

Replacement of the boilers will result in some energy savings. Utility expenditures are budgeted at almost \$95,000 in 2009 including \$48,000 for natural gas.

**Previous Action**

Approved as a new project in 2007-2011 Plan. Approved as planned in the 2008-2012 Plan. Change in scope and cost update in 2009-2013 Plan.

<b>Project #</b>	200913	<b>Project Title:</b>	Highway Water Line Loop
<b>Department:</b>	DPW-- Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Construction	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2009	2010	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
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Engineer	\$25,000		
Profile Cut Survey	\$5,000		
Construction	\$178,500		
Water Utility Deposit	\$26,000		
Water Utility Inspector	\$7,500		
Site restoration	\$8,000		
Contingency	\$10,000		
Total Project Cost	\$260,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$260,000	<b>REVENUE BUDGET</b>	\$0

**Project Scope & Description**

The Waukesha Water Utility(WWU) has requested that two existing dead end water mains at the Highway Operations Center 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**

Approved as new project in 2008 Plan. New in 2009-2013 Plan. Approved as planned in the 2010-2014 Plan.

<b>Project #</b>	200902	<b>Project Title:</b>	UWW Boiler, Chiller and Controls Replacement
<b>Department:</b>	DPW Facilities	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Formation	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action:</b>	C-\$ Update	<b>Date:</b>	August 31, 2009

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2011	2012	2013	2014	Total	
Project Phase	Budget & Concept	Design	Construction Boilers	Construction Chillers	Project	
Expenditure Budget	\$20,000	\$110,000	\$1,550,000	\$1,410,000	\$3,090,000	
Revenue Budget	\$0	\$0	\$0	\$0	\$0	
Net County Cost	\$20,000	\$110,000	\$1,550,000	\$1,410,000	\$3,090,000	
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Engineering	\$130,000					
Construction	\$2,740,000					
Contingency	\$220,000					
Total Project Cost	\$3,090,000				Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	<b>\$3,090,000</b>				<b>REVENUE BUDGET</b>	<b>\$0</b>

**Project Scope & Description**

The project is to replace the aging boilers, chillers, controls and related equipment at the University of Wisconsin Waukesha. The campus central heating plant currently includes two steam boilers and one hot water boiler. Steam is converted to hot water in seven different locations throughout the campus, and hot water is distributed to the various loads. This equipment serves most of the campus with the exception of a few gas fired units in some isolated areas. The central plant also includes two chillers and two cooling towers for cooling. Chilled water is distributed to most cooling loads on the campus.

A feasibility study has been completed to determine the best solution for the long term viability of the central heating and cooling plant, including the condition of the existing equipment, system efficiencies, long term reliability and maintenance concerns, operating costs and environmental considerations. The study recommended replacement of the existing steam boilers and chillers and converting the steam system to a campus-wide hot water system with removal or replacement of the steam-to-hot-water converters. The study also recommended replacing the standard motor drive units with variable frequency drive motors for greater energy efficiency. The project will also include replacement and upgrading HVAC system controls.

**Location**

UWW Waukesha, 1500 N. University Dr. Waukesha WI 53188

**Analysis of Need**

The UWW Campus was constructed in 1965. Most of the heating and cooling plant is from the original construction. Mechanical equipment usually has a useful life expectancy of 25 to 30 years. Many times the useful life can be extended with a good preventative maintenance program. Much of the existing equipment is approximately 43 years old. The replacement of the heating and cooling plant equipment and controls is needed because of the age and potential failure of the equipment. In addition with the rising cost of energy it is also prudent to replace this older inefficient mechanical equipment and controls with new high efficiency equipment. Two 400 HP Cleaver Brooks boilers provide heat to the entire campus which is approximately 266,000 sq ft. One 175 Ton and one 300 Ton Carrier Hermetic Centrifugal Chillers provide cooling to approximately 204,000 sq ft of campus. Both chillers contain refrigerant R-11, which is considered unfriendly to the environment

**Alternatives**

Do not replace them. Operate until equipment breakdown and replace them under emergency conditions. This has a potential impact on the daily operation of the University.

**Ongoing Operating Costs**

New energy efficient equipment and controls will have an impact on the amount of energy used per square foot. The UW System pays for the on-going operating energy cost for the campus.

**Previous Action**

Feasibility Study report completed July 15, 2008. New in the 2009-2013 plan.

<b>Project #</b>	200914	<b>Project Title:</b>	Courthouse Future Study
<b>Department:</b>	Public Works--Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Formation	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action:</b>	C-Accelerate	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>			
		2011	Total
Project Phase	Courthouse Study		Project
Expenditure Budget		\$250,000	\$250,000
Revenue Budget		\$0	\$0
Net County Cost		\$250,000	\$250,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Study		\$250,000	
Total Project Cost		\$250,000	Total Revenue \$0
<b>EXPENDITURE BUDGET</b>		\$250,000	<b>REVENUE BUDGET</b> \$0

**Project Scope & Description**

The County is faced with two options to meet future needs –construction of either a new Courthouse Building or remodeling of the existing Courthouse. This Study funds a comprehensive analysis of these two alternatives and will result in developing programmatic, design and budgetary options as listed below:

**Part I**

**1. Construction of a new Courthouse**

- a. Site Analysis
- b. Space Programming/Allocation
- c. Schematic Design
- d. Budgetary Estimate

**Part II**

**1. Remodeling of the existing Courthouse**

- a. Space Analysis/Level of Finish
- b. Analysis of exiting Courthouse Systems –mechanical, electrical & plumbing
- c. Budgetary Estimate

**Part III**

**1. Temporary Relocation Costs to utilize the existing HHS Building or “off-site” location for Courts**

**Occupancy**

- a. Costs and space comparative analysis to relocate all Courthouse personnel into the existing HHS building during a remodeling period. (2 years)
- b. Costs to relocate all Courthouse personnel into an off-site location during a remodeling period (2 years)
- c. Costs to relocate partial Courthouse personnel to off-site location during a phased Courthouse remodeling period(2 years)
- d. Cost analysis for temporary leased space
- e. Cost analysis for temporary improvements to the existing HHS in order to house Courts
- f. Cost analysis for prisoner transport to the existing HHS building or to an “off-site” location during a Courthouse remodeling
- g. Parking space analysis of general public, Courts/HHS staff on the present HHS site.

**2. Miscellaneous Expenses applied to both projects**

- a. Furniture, phone, data & equipment.
- b. Moving expenses.
- c. Security Equipment.
- d. Permits, fees etc.

**Location**

Waukesha County Courthouse 515 W. Moreland Blvd. Waukesha

**Analysis of Need**

The existing Courthouse was constructed in 1959. The building remains structurally sound. Over the years, extensive remodeling has taken place to add additional courtrooms and reconfigure interior space. Public access to the building is now limited to the Main Entrance (Door #2) where security screening takes place. The original boiler and chiller have been replaced but most of the original mechanical infrastructure remains in place. Currently, all available courtrooms have a judge or commissioner assigned. There are no open or spare courtrooms for any added judicial offices. However, the State has not indicated that Waukesha County should plan on any new judges in the near future. Some courtrooms are considered inadequate since their space and/or security does not measure up to current courtroom design standards. The decision to renovate or build new will have far-reaching consequences. Decision makers need a comprehensive and straightforward presentation of the costs, benefits and return on investment of these two alternatives. The final decision must be based on strong analysis and be capable of spanning several County Board terms of office.

**Alternatives**

1. Build a new Courthouse.
2. Renovate the existing square footage of the Courthouse.

**Ongoing Operating Costs**

None anticipated from conducting this study.

**Previous Action**

New project in 2009-2013 plan.

<b>Project #</b>	200615	<b>Project Title:</b>	HHS Office Building
<b>Department:</b>	Public Works--Buildings	<b>Sponsor:</b>	Health & Human Services
<b>Phase:</b>	Budget and Concept	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action:</b>	\$ Update; Accelerate; Scope	<b>Date:</b>	August 28, 2009

CAPITAL BUDGET SUMMARY							
Year	2010	2011	2012	2013	2014	TBD	Total
Project Phase	Budget & Concept	Design	Construct	Construct	Construct	Demolition	Project
Expenditure Budget	\$250,000	\$1,669,000	\$13,961,000	\$18,800,000	\$2,000,000	\$0	\$36,680,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$250,000	\$1,669,000	\$13,961,000	\$18,800,000	\$2,000,000	\$0	\$36,680,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
Design		\$2,355,000					
Construction		\$28,210,000					
Contingency		\$1,195,000					
Misc/Permits/Fees		\$82,000					
Furniture Equipment		\$2,340,000					
Technology		\$2,498,000					
-							
Total Project Cost		\$36,680,000					\$0
<b>EXPENDITURE BUDGET</b>		\$36,680,000					<b>REVENUE BUDGET</b>
							\$0

### **Project Scope & Description**

The work involves the design and construction of a new building to house the Department of Health and Human Services, Veterans Services and the Aging and Disability Resource Center (ADRC). The new building would replace the present Health and Human Services Center and the Public Health Center. The building is estimated to replace 97,000 square feet of Health and Human Services space including Veteran's Services, 14,255 square feet of Public Health Center space and 5,000 square feet of ADRC space. In addition, the feasibility of relocating the 9,200 square feet of records storage from Northview to the new HHS building location is also under consideration and will be evaluated. A building program has been prepared by County staff. The identified space needs currently total approximately 139,000 square feet. The County expects to invest \$2.1 million in sustainable design features which will be determined during the budget & concept phase. The budget estimate also includes technology infrastructure such as voice/data systems. Since the County is also considering utilizing the vacant HHS Building as temporary relocation space for the Courts staff during the Courthouse project, the demolition/preservation costs have been removed from this project, but will be reintroduced as a separate capital project in the future.

### **Location**

Several sites are under consideration on the grounds of the existing Health and Human Services Center.

### **Analysis of Need**

The Health and Human Services Center was rehabbed in 1996 at a cost of \$1,275,000. That work was anticipated to extend the life of the building 10 – 15 years. That time horizon has been reached. The building, constructed in 1911, has served the county's needs for many years. However, it was never meant to be an office building. For example, twenty-three air-handling units serve the HHS building. Replacing these units and providing the necessary duct-work is estimated to cost several million dollars. But just replacing these units will do nothing to improve the energy efficiency and comfort levels in the building.

Similarly, the Public Health Center has undergone numerous renovations over its life. It was never designed for the use currently required of it. For example, the front door is in the back of the building. Lastly, the building has historically been an obstacle to the adjacent golf course.

Finally, it makes organizational sense to include the ADRC and Veterans Administration in the new HHS building, since both populations would be better served.

### **Alternatives**

- Build a smaller building to just replace the Health and Human Services building.
- Perform extensive remodeling and renovations to both buildings.
- Continue to operate all programs and services as their present location utilizing existing facilities.

### **Ongoing Operating Costs**

The project is expected to reduce energy costs given the opportunity to increase operational efficiency that state of the art equipment provides. Operating costs for other activities like housekeeping and maintenance will rise in direct proportion to the new versus existing square footages. Operating costs for the current building are \$1.1 million.

### **Previous Action**

Approved as new project in 2006-2010 Plan. Approved as planned in 2007-2011 Plan. Cost update in 2009-2013 Plan.

<b>Project #</b>	201001	<b>Project Title:</b>	DA Office Space Renovation
<b>Department:</b>	DPW - Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	One year project	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Budget Action</b>	New	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>			
<b>Year</b>	<b>2010</b>		<b>Total</b>
<b>Project Phase</b>	<b>Design &amp; Construction</b>		<b>Project</b>
Expenditure Budget	<b>\$580,000</b>		<b>\$580,000</b>
Revenue Budget	<b>\$0</b>		<b>\$0</b>
Net County Cost	<b>\$580,000</b>		<b>\$580,000</b>
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Architect	<b>\$20,000</b>		
Construction	<b>\$450,000</b>		
Modular Furniture	<b>\$80,000</b>		
Contingency	<b>\$30,000</b>		
Total Project Cost	<b>\$580,000</b>	Total Revenue	<b>\$0</b>
<b>EXPENDITURE BUDGET</b>	<b>\$580,000</b>	<b>REVENUE BUDGET</b>	<b>\$0</b>

**Project Scope & Description**

DA Office Renovation and upgrades including asbestos floor tile removal, carpet removal and replacement, HVAC Variable Air Volume (VAV) box and distribution system replacement, ceiling tile replacement, painting and the installation of energy efficient lighting. Workstation furniture will also be replaced.

**Location**

Waukesha County Courthouse 515 W. Moreland Blvd.

**Analysis of Need**

The Waukesha County DPW - Facility Management Division manages a condition analysis system to ensure the planned and orderly maintenance of its facilities. The District Attorneys offices have been on the schedule for paint and carpet replacement since 2005. Each year this work was deferred so it could be coordinated with the installation of new HVAC infrastructure in the Courthouse. Carpeting is well over 10 years old, the HVAC system is not capable of meeting distribution requirements and the old splined ceiling needs to be removed and replaced. The new HVAC design will meet the future distribution requirements of the existing space if HVAC upgrades are initiated in future projects. The 50-year-old lighting needs to be upgraded with new energy efficient lighting. There will be an opportunity to obtain some Focus On Energy Rebates on this project.

In 2009, the County Board adopted a capital plan that deferred capital improvements in infrastructure improvements other than those needed to support existing operations until a long-term plan for the future of the Courthouse was adopted. Current estimates of when these plans would be implemented are beyond 2015, therefore proposed renovations are projected to provide utility for 5 to 10 years.

**Alternatives**

Do nothing.

**Ongoing Operating Costs**

Some operating costs will be reduced due to energy efficient lighting.

**Previous Action**

New in 2010-2014 plan.

<b>Project #</b>	200918	<b>Project Title:</b>	Energy Efficiency and Conservation Block Grant Implementation
<b>Department:</b>	Parks and Land Use / Public Works	<b>Sponsor:</b>	Mark Keckeisen Duane Grimm
<b>Phase:</b>	Construction	<b>Manager:</b>	Dale Shaver, Parks and Land Use Director Allison Bussler, Interim Public Works Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2009	2010	2011	Total
Project Phase	In House Design	Construction	Construction	Project
Expenditure Budget	\$0	\$1,491,900	\$160,000	\$1,651,900
Revenue Budget	\$0	\$1,491,900	\$160,000	\$1,651,900
Net County Cost	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
Design	\$0	Energy Efficiency & Conservation Block Grant (EECBG)		\$1,651,900
Construction	\$1,651,900			
Contingency	\$0			
Total Project Cost	\$1,651,900	Total Revenue	\$1,651,900	
<b>EXPENDITURE BUDGET</b>	\$1,651,900	<b>REVENUE BUDGET</b>	\$1,651,900	

**Project Scope & Description**

The American Recovery and Reinvestment Act of 2009, Public Law 111-5, appropriates funding for the Department of Energy (DOE) to issue/award formula-based grants to states, U.S. territories, units of local government, and Indian tribes under the Energy Efficiency and Conservation Block Grant (EECBG) Program. Funding was provided to cities with populations of at least 35,000 or that are one of the top ten highest populated cities and counties with a population of over 200,000 or counties of any size population that are one of the ten highest-populated cities or counties of the State in which they are located.

The Departments of Parks and Land Use, Public Works and Administration cooperatively submitted a series of projects under the EECBG to assist in implementing the Waukesha County Sustainability Plan completed in March 2008 and consistent with the Waukesha County Sustainability Policy adopted through Resolution 163-R-006 by the County Board on December 16, 2008.

Projects under this capital project include replacing interior and exterior lighting fixtures at designated facilities; incorporating a geo-exchange heat pump system to offset conventional heating and air conditioning at the Retzer Nature Center and Planetarium; installation of a dehumidification system that utilizes "waste" heat from the chiller refrigeration system to dehumidify the Nagawaukee Ice Arena in lieu of a natural gas desiccant dehumidifier; upgrade/replace HVAC equipment and controls, and replacement of desiccant system, potential use of waste heat for interior heat or dehumidification at the Eble Ice Arena; replace County Highway's luminaries to LED's associated with signalized intersections; and installing spread spectrum radio technology to interconnect traffic signals to reduce vehicle delay, thereby reducing emissions and fuel use.

**Location**

<b>Project #</b>	200918	<b>Project Title:</b>	Energy Efficiency and Conservation Block Grant Implementation
<b>Department:</b>	Parks and Land Use / Public Works	<b>Sponsor:</b>	Mark Keckeisen Duane Grimm
<b>Phase:</b>	Construction	<b>Manager:</b>	Dale Shaver, Parks and Land Use Director Allison Bussler, Interim Public Works Director
<b>Date:</b>	August 28, 2009		

Administration Center; Courthouse; Highway Operations Center; Communications Center; Juvenile Center; Law Enforcement Center; Public Health Building; Retzer Nature Center; Eble and Nagawaukee Ice Arenas.

### **Analysis of Need**

With improvements in lighting and mechanical equipment technology and the increasing cost of energy and water, it is in Waukesha County's best interest to continually evaluate opportunities to conserve and reduce utility cost and water usage as well as implement those projects that have reasonable return on investment.

The projects submitted under the EECBG and therefore included in this capital project were chosen because of the short return on investment (6 years and under); use alternative energy systems (waste heat capture and geo-thermal); and demonstrate a broad implementation of the Waukesha County Sustainability Plan (traffic signal interconnection).

<b>Project</b>	<b>Design / Construction Year</b>	<b>Estimated Cost</b>	<b>Estimated ROI * Years</b>
Expo (interior / exterior) Lighting Upgrades	2009 / 2010	\$378,400	2-4 years
Government Center Exterior Lighting	2009 / 2010	\$326,500	2-4 years
Highway Operations and Communications Center Exterior Lighting	2009 / 2010	\$167,000	2-4 years
County Facilities Interior Lighting	2010 / 2010	\$200,000	2-4 years
Waste Heat Recovery Nagawaukee Ice Arena	2009 / 2010	\$260,000	6 years
HVAC Upgrade Eble Ice Arena	2010 / 2011	\$140,000	TBD
Retzer Renewable Energy (geo-thermal) Project	2009 / 2010	\$120,000	6 years
Street Lighting Luminaries Retrofit	2010 / 2011	\$20,000	2-4 years
Traffic Signal Interconnection	2010 / 2010	\$40,000	N/A

\*Based on manufacturer's anticipated return on investment, potential rebates and maintenance savings

### **Alternatives**

Do not accept the EECBG funding or take advantage of opportunities to reduce utility cost and water usage.

### **Ongoing Operating Costs**

Initiation of these projects should result in a reduction in energy consumption of 20% for interior lighting and up to 65% for exterior lighting, geothermal and waste heat collection. The Departments of Parks and Land Use and Public Works will reduce utilities budgets in 2011 based on actual utility rates and reduced consumption.

### **Previous Action**

New project.

<b>Project #</b>	200617	<b>Project Title:</b>	Radio Service Building Expansion/Renovation
<b>Department:</b>	Public Works--Buildings	<b>Sponsor:</b>	Dept of Emergency Preparedness
<b>Phase:</b>	Construction	<b>Manager:</b>	Richard H. Tuma, Dir.
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2008	2009	2010	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$10,000	\$40,000	\$934,000	\$984,000
Revenue Budget	<u>\$10,000</u>	<u>\$40,000</u>	<u>\$934,000</u>	<u>\$984,000</u>
Net County Cost	\$0	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>	
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	<u>\$2,000</u>			
Total Project Cost	\$984,000		Total Revenue	\$984,000
<b>EXPENDITURE BUDGET</b>	\$984,000		<b>REVENUE BUDGET</b>	\$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, uninterruptable power supply (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. Staff has been working with architect in developing the floor plan, electrical, and other needs. Change in scope and cost update in 2009-2013 plan.

<b>Project #</b>	200808	<b>Project Title:</b>	Communications Center Expansion
<b>Department:</b>	Facilities	<b>Sponsor:</b>	Richard H. Tuma
<b>Phase:</b>	Formation	<b>Manager:</b>	Richard H. Tuma, Dir.
<b>Budget Action:</b>	C-delay 1 yr	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2014	2015	2016	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$20,000	\$90,000	\$1,400,000	\$1,510,000
Revenue Budget	\$0	\$0	\$400,000	\$400,000
Net County Cost	\$20,000	\$90,000	\$1,000,000	\$1,110,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>	
Architect	\$110,000		Municipal Cost Share per ordinance	\$400,000
Construction	\$1,100,000			
Contingency	\$90,000			
Survey/Soil Test/Permits/Etc	\$25,000			
Furniture	\$185,000			
Total Project Cost	\$1,510,000		Total Revenue	\$400,000
<b>EXPENDITURE BUDGET</b>	\$1,510,000		<b>REVENUE BUDGET</b>	\$900,000

**Project Scope & Description**

This project will add approximately 2,800 square feet to the communications center (WCC) to accommodate additional Waukesha County police and fire agencies, and 1,280 square feet to the Emergency Operations Center (EOC) to better handle countywide emergencies. The current communications center has (14) 9-1-1 positions, (1) 9-1-1/supervisor position, and (2) supervisor workstations. Our goal will be to expand the building to handle growth and expansion for the next 10 years.

**Location**

Waukesha County Communications is located at 1621 Woodburn Rd, Waukesha, WI 53188.

**Analysis of Need**

The existing facility was completed in 2004 and started operations that same year. The facility was designed to handle all the agencies that committed originally and a small increase to the number of agencies for the future. In previous years of operations we have seen an increase of 15% in phone activity and a 3% increase in CAD events. While we are capable of handling increases in activity and a small number of new partners in the existing structure, at some point we may need to expand the building to accommodate substantial growth. Since 2004 we have added one police department and two fire departments to the center, as well as adding emergency management personnel to this facility. Within the next couple of years we are estimating our growth will include two to four police and fire departments, but the unknown factor is the size of those additional agencies at this point.

**Alternatives**

In the years until the building is expanded we can re-configure the 9-1-1 positions in the center adding up to four additional positions. Support, storage, meeting rooms, etc are in short supply. We need to manage growth so as to evaluate the cost/benefits of additional members.

**Ongoing Operating Costs**

Additional space and equipment will require additional staff, but the major components of the building already exist. Besides additional personnel we can expect small increases to maintenance and utilities costs for the additional space. Estimated amounts need to be determined closer to project construction design plans.

**Previous Action**

Approved as new project in 2008-2012 plan. Delayed 1 year in 2009-2013 plan.

<b>Project #</b>	HWY-200420	<b>Project Title:</b>	CTH SR, Fox River Bridge & Appr.
<b>Department:</b>	Public Works- Highways	<b>Road Name:</b>	Springdale Road
<b>Phase:</b>	Construction	<b>Project Type:</b>	Bridge
<b>Budget Action:</b>	\$ Update	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 24, 2009		

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2005	2006	2007	2008	2010	Total
Project Phase	Design	Right of Way	Construction	Construction	Construction	Project
Expenditure Budget	\$91,000	\$100,000	\$392,000	\$30,000	\$30,000	\$643,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$91,000	\$100,000	\$392,000	\$30,000	\$30,000	\$643,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design	\$178,000					
Land Acquisition	\$142,000					
Construction	\$1,403,000					
Construction Management	\$155,000					
Contingency	\$56,000					
Total Project Cost	\$1,934,000					
						Federal Bridge Aid \$1,291,000
<b>EXPENDITURE BUDGET</b>	\$643,000					<b>REVENUE BUDGET</b> \$0

**Project Scope & Description**

This project includes the replacement of structure P-67-732, CTH SR Bridge over the Fox River, and reconstruction of its roadway approaches. The roadway will remain a two-lane facility and will be constructed to current standards. Due to site hydraulic conditions, the proposed bridge is a 4-span land bridge/ stream crossing. The roadway elevation of the bridge will increase up to 5.5 feet, increasing project length to 1350 feet and increasing the bridge from a 2-span to a 4-span structure. The bridge will be constructed with shoulders to accommodate bicycles and pedestrians in accordance with the adopted Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010. A slab type structure will be constructed that can be widened if needed in the future. Right of way will be purchased to a width of 50 feet from the roadway centerline. The project will receive an estimated \$1,291,000 in Federal Bridge Aid.

**Location**

City of Brookfield, City of Pewaukee

**Analysis of Need**

The existing bridge is two-span deck-girder bridge constructed in 1962. The ends of the pre-cast double tee girders are deteriorating, exposing tensioning strands. The loss of section has caused two girders to settle over the pier. Emergency repairs were made to the bridge in 2002. The structure sufficiency number is 31.2, which indicates that a structure replacement is warranted according to WisDOT guidelines, which state that a bridge should be replaced when the sufficiency drops below 50. The jurisdiction of this bridge transferred from the City of Brookfield to Waukesha County in 2000. The Fox River runs parallel to CTH "SR" for approximately three hundred feet at the site.

**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 2004-2008 Plan. Approved with cost update in 2005-2009 and 2006-2010 Plans. Approved with scope change and cost update in the 2007-2011 Plan. Approved with cost update in the 2008-2012 Plan. Approved as planned in the 2009-2013 Plan.

<b>Project #</b>	HWY-200008	<b>Project Title:</b>	CTH E, Oconomowoc River Bridge & App
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	
<b>Phase:</b>	Construction	<b>Project Type:</b>	Bridge
<b>BudgetAction:</b>	C - \$ Update; Revenue	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

CAPITAL BUDGET SUMMARY							
Year	2000	2001	2004	2007	2008	2010	Total
Project Phase	Design	R/W&Const.	Construction	Construction	Const	Const	Project
Expenditure Budget	\$82,000	\$406,000	\$96,000	\$149,000	\$218,000	\$214,000	\$1,165,000
Revenue Budget	\$0	\$0	\$0	\$0	\$218,000	\$0	\$218,000
Net County Cost	\$82,000	\$406,000	\$96,000	\$149,000	\$0	\$214,000	\$947,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
Design		\$170,000	North Lake				\$218,000
Land Acquisition		\$21,000	Management District				
Construction		\$840,000	Portion of Design and Construction				
Construction Mgt		\$100,000					
Contingency		\$34,000					
Total Project Cost		\$1,165,000	Total Revenue				\$218,000
<b>EXPENDITURE BUDGET</b>		\$1,165,000	<b>REVENUE BUDGET</b>				\$218,000

### **Project Scope & Description**

The project objective is to eliminate a weight restricted bridge on CTH "E" in the Town of Merton. Various alternatives were considered, including: 1. replacing the bridges on new alignment, 2. replacing the bridges and dam spillway structures on existing alignment, 3. replacing a bridge and removal of the dam, and 4. rerouting CTH "E". The selected alternative is to construct a box culvert on existing roadway alignment and construct a new dam spillway. An existing raceway structure will be removed. Reconstructed portions of roadway will meet current standards for pavement and shoulder width. This project will require land acquisition. The North Lake Management District (NLMD) has agreed to accept dam spillway ownership, operating, and maintenance rights from the current private dam owner. NLMD will fund a portion of the spillway reconstruction costs and will reimburse Waukesha County for these costs following construction. A project agreement is in place with the NLMD to address items such as cost sharing, dam ownership, long term maintenance, etc. The agreement will require revision to reflect current costs and NLMD spending cap.

### **Location**

Town of Merton

### **Analysis of Need**

Two roadway structures at the site include a 15.4-foot span steel deck girder and an 8-foot span stone arch raceway. The CTH E roadway and structures combine to form a dam, retaining Monches Mill Pond. The dam, spillways, and structures are privately owned and maintained. Waukesha County inspects the structures. The deck girder is in poor condition and is posted with a 6-ton load limit. The spillway floor is undermined and a scour hole exists just downstream of the structure. Structure replacement is warranted.

### **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 2000-2004 Plan. Approved as planned in the 2001-2005 to 2003-2007 Plans. Approved with cost update in the 2004-2008 Plan. Approved as planned in the 2005-2009 and 2006-2010 Plans. Approved with cost update in the 2007-2011 Plan.

<b>Project #</b>	200011	<b>Project Title:</b>	CTH L, CTH Y to Moorland Road
<b>Department:</b>	Public Works- Highways	<b>Road Name:</b>	Janesville Road
<b>Phase:</b>	Design/Land Acquisition	<b>Project Type:</b>	Priority Corridor
<b>Budget Action:</b>	C-\$Update, Revenue	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

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	\$1,000,000	\$5,520,000	\$850,000	\$19,320,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$1,150,000	\$850,000	\$2,000,000
Net County Cost	\$1,000,000	\$3,500,000	\$3,850,000	\$3,600,000	\$1,000,000	\$4,370,000	\$0	\$17,320,000
<b>COST DOCUMENTATION</b>								
Design	\$1,000,000		STP - M (Phase 2 construction)					\$5,980,000
Land Acquisition	\$9,350,000		Estimated agreement with City of Muskego					\$2,000,000
Construction	\$13,550,000		for requested additional items to be determined					
Construction Mgmt.	\$900,000							
Contingency	\$500,000							
Total Project Cost	\$25,300,000		Total Revenue					\$7,980,000
<b>EXPENDITURE BUDGET</b>	\$19,320,000		<b>REVENUE BUDGET</b>					\$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 construction in two phases. Phase 1: Moorland to Lannon Drive and Phase 2: Lannon Drive to Racine Ave. Combinations of medians and two way left turn lanes will be used to provide for left turn movements. The roadway alignment will stay at its present general location. Land will be acquired to a width of 60 feet between Lannon Drive and Moorland road and 110 feet between Racine Avenue and Lannon Drive. This smaller width will provide significant savings in land purchase costs and will reduce the number of business and residential relocations from 22 to 16. Waukesha County will incorporate items such as side paths, landscaping, street lighting and other aesthetic improvements requested by Muskego through the Context Sensitive Solution process. The City of Muskego will reimburse the County for these additional expenses with a project agreement. A project agreement will be incorporated prior to construction. Federal Aid will be used for Phase 2 construction.

### **Location**

City of Muskego

### **Analysis of Need**

The Waukesha County Department of Public Works has identified CTH L or Janesville Road as a priority need for widening to four lanes. 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, 2009-2013 Plans.  
 Approved with cost update in 2004-2008, 2005-2009, 2007-2011 Plans.  
 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.  
 Approved as planned in the 2008-2012 and 2009-2013 Plans.

<b>Project #</b>	200810	<b>Project Title:</b>	CTH CW, Ashippun River Bridge
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	Mapleton Road
<b>Phase:</b>	Right of Way	<b>Project Type:</b>	Bridge
<b>Budget Action:</b>	C- \$ Update	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 24, 2009		

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2009	2010	2011	Total
Project Phase	Design	Right of Way	Construction	Project
Expenditure Budget	\$125,000	\$75,000	\$133,400	\$333,400
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$125,000	\$75,000	\$133,400	\$333,400
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>	
Design	\$125,000		Federal Bridge Aid	\$533,600
Land Acquisition	\$75,000			
Construction	\$575,000			
Construction Management	\$69,000			
Contingency	<u>\$23,000</u>			
Total Project Cost	\$867,000		Total Revenue	\$533,600
<b>EXPENDITURE BUDGET</b>	\$333,400		<b>REVENUE BUDGET</b>	\$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 (P-67-0046) 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 40.7, 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. Approved as planned in 2009 – 2013 Plan.

<b>Project #</b>	200905	<b>Project Title:</b>	CTH F Rehabilitation (I-94 to STH 190)
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	Redford Boulevard
<b>Phase:</b>	Formation	<b>Project Type:</b>	Rehabilitation
<b>Budget Action:</b>	C-\$ Update	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2012	2013	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$395,000	\$855,000	\$1,250,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$395,000	\$855,000	\$1,250,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design	\$395,000	STP - M	\$3,418,000
Land Acquisition	\$0		
Construction	\$3,715,000		
Construction Management	\$409,000		
Contingency	\$149,000		
Total Project Cost	\$4,668,000	Total Revenue	\$3,418,000
<b>EXPENDITURE BUDGET</b>	\$1,250,000	<b>REVENUE BUDGET</b>	\$0

#### **Project Scope & Description**

CTH F (Redford Blvd) is a six-lane urban roadway north to Duplainville Road, and a 4-lane rural roadway to STH 190 (Capitol Drive). The roadway transferred from state to county jurisdiction in 2004. This project includes the rehabilitation of CTH F (Redford Blvd) from 0.25 miles south of the I-94 ramps north to the STH 190 ramps, and consists of several pavement segments. The majority of this roadway is a 9-inch concrete pavement constructed in 1988. The rehabilitation of this segment is expected to include concrete repairs, dowel bar retrofit and diamond grinding. In the vicinity of I-94, the existing pavement is an older 9-inch concrete pavement constructed in about 1977. This older pavement will be rubbelized or replaced in-kind. The northbound lanes of CTH F north of Duplainville Road is an asphalt pavement constructed in the late 1960's. Various asphalt pavement rehabilitation strategies will be considered. With the project, turn lane improvements will be made at the DuPlainville Road, CTH M, and Ridgeview Pkwy intersections. Traffic signal improvements will be made at the DuPlainville Road and Ridgeview Road intersections. The need for turn lane improvements and addition of traffic signals will be investigated at the Westwood Dr intersection. The traffic signal system will be interconnected to optimize traffic flow. The need for land acquisition is not anticipated on this project. No significant bridge work is planned with this project. We will discuss WisDOT participation to address the pavement within the I-94 right of way. Federal Aid will be used on this project.

#### **Location**

City of Pewaukee

#### **Analysis of Need**

The majority of the pavement is in fair condition (PCI 59-62), but rides poorly due to joint faulting. The older concrete pavement constructed in about 1977 is in poor condition (PCI 35) and is past the point of repair. The asphalt pavement was constructed in the late 1960's, rehabbed in 1988, and is now in poor condition (PCI 53). The project limits include two state owned bridges and four county owned bridges (county bridge sufficiency from 99.0 to 100.0). 2006 traffic volumes on CTH F were 28,500 ADT south of I-94 and 36,500 ADT south of STH 190.

#### **Alternatives**

1. Do nothing. This alternative does not address the identified deficiencies.
2. Pavement rehabilitation. This is the preferred alternative.
3. Reconstruct the existing roadway to current WisDOT standards. The majority of the pavement does not warrant reconstruction, and this alternative would not be cost effective.

#### **Ongoing Operating Costs**

Operating costs will not change as a result of this project.

#### **Previous Action**

Approved as a new project in the 2009-2013 Plan.

<b>Project #</b>	HWY 200511	<b>Project Title:</b>	CTH D, Calhoun Rd – Intersection
<b>Department:</b>	Public Works- Highway	<b>Road Name:</b>	Cleveland Avenue
<b>Phase:</b>	Design/Land Acquisition	<b>Project Type:</b>	Intersection
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 24, 2009		

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2010	2011	Total
Project Phase	Design/Land	Land/Const.	Project
Expenditure Budget	\$100,000	\$900,000	\$1,000,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$100,000	\$900,000	\$1,000,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design	\$80,000	STP - M	\$0
Land Acquisition	\$20,000		
Construction	\$820,000		
Construction Management	\$50,000		
Contingency	\$30,000		
Total Project Cost	\$1,000,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	<b>\$1,000,000</b>	<b>REVENUE BUDGET</b>	

#### **Project Scope & Description**

This project provides funding to widen and improve the intersection of CTH D (Cleveland Avenue) and Calhoun Road in New Berlin. The work will involve rebuilding and widening the intersection to two thru traffic lanes and a left turn lane on all four approaches to the intersection. The work would be done to match the planned widening of Calhoun Road by the City of New Berlin and the future widening of CTH D by the county.

#### **Location**

City of New Berlin, Intersection at Calhoun Road and Cleveland Avenue

#### **Analysis of Need:**

This intersection controls traffic on two heavily used roadways, Calhoun Road and Cleveland Avenue. The City of New Berlin plans to widen Calhoun Road to four travel lanes. The County plans to widen Cleveland Avenue in the future. This project will improve travel thru the intersection and be compatible with both City and County road widening plans.

#### **Alternatives**

1. Do nothing. This alternative does not address the identified deficiencies.

#### **Ongoing Operating Costs**

Ongoing costs are expected to remain the same.

#### **Previous Action**

Approved as a new project in the 2005-2009 Capital Plan.

Approved as planned in 2006-2010 plan.

Approved with cost update in 2007-2011 plan.

Delayed in 2008 – 2012 Plan.

Change in scope and cost update in 2009-2013 plan.

<b>Project #</b>	200608	<b>Project Title:</b>	CTH VV, CTH Y – Marcy Road
<b>Department:</b>	Public Works- Highways	<b>Road Name:</b>	Silver Spring Dr
<b>Phase:</b>	Design/Land Acquisition	<b>Project Type:</b>	Priority Corridor
<b>Budget Action:</b>	C - \$ Update; Delay	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2010	2011	2012	2013	2014	Total
Project Phase	Design/Land	Land	Land	Const		Project
Expenditure Budget	\$250,000	\$600,000	\$1,200,000	\$1,902,000	\$0	\$3,952,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$250,000	\$600,000	\$1,200,000	\$1,902,000	\$0	\$3,952,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design	\$250,000					
Land Acquisition	\$1,800,000					
Construction	\$8,493,000					
Construction Management	\$680,000					
Contingency	\$339,000					
Total Project Cost	\$11,562,000					
				STP - M		\$7,610,000
				Total Revenue		\$7,610,000
<b>EXPENDITURE BUDGET*</b>	\$3,952,000			<b>REVENUE BUDGET</b>		\$0
*Linked to Project 9707 for an additional \$8.4 million.						

### **Project Scope & Description**

This project is phase 2 for CTH VV widening and continues the reconstruction westerly from Marcy Road to west of the Fox River Bridge from Phase 1 (Capital Project 9707). The project involves the reconstruction of 1.5 miles of CTH VV to a multi-lane section and the reconstruction of the two Fox river bridge crossings. 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. As many as four residential relocations are anticipated. Most of the ultimate right of way was purchased under a previous project. Federal Aid will be used on this project.

### **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 shown as a 4-lane roadway in the SEWRPC Jurisdictional Highway Plan for the year 2035 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 \$36,750 per annum after construction (2012-2013) for the additional lane miles.

### **Previous Action**

Separated from project 9707 in 2006-2010 Plan (9707 and 200608).  
 Approved with cost update in the 2007-2011 Plan.  
 Approved as planned in the 2008-2012 Plan.  
 Approved with additional revenue in the 2009-2013 Plan.



<b>Project #</b>	HWY-200907	<b>Project Title:</b>	CTH K Rehabilitation (132 <sup>nd</sup> to 124 <sup>th</sup> St.)
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	Hampton Avenue
<b>Phase:</b>	Design	<b>Project Type:</b>	Rehabilitation
<b>Budget Action:</b>	C-\$ Update Stimulus \$	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2010		Total
Project Phase	Reimburse		Project
Expenditure Budget		\$0	\$0
Revenue Budget		\$0	\$0
Net County Cost		\$0	\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design	\$70,000		
Land Acquisition	\$0	ARRA - Stimulus funds	\$1,087,000
Construction	\$870,000	Village of Butler- unbudgeted	\$23,000
State Oversight, Engineering and contingency	\$217,000	Public Works Operating Budget	\$47,000
Total Project Cost	\$1,157,000	Total Revenue	\$1,157,000
<b>EXPENDITURE BUDGET</b>	\$0	<b>REVENUE BUDGET</b>	

### **Project Scope & Description**

This project includes the rehabilitation of CTH K (Hampton Avenue) from 132<sup>nd</sup> Street to 124<sup>th</sup> Street in the Village of Butler, a length of 0.54 miles. This roadway is a portland cement concrete pavement constructed in 1975. The roadway is an urban section with raised grass median and two travel lanes and a parking lane in each direction. The roadway was originally CTH KK and transferred to village jurisdiction with the construction in 1975. The roadway jurisdiction transferred back to Waukesha County in 2004. The selected rehabilitation strategy is dowel bar retrofit, followed by concrete milling and surfacing with asphaltic concrete pavement. With the project, an aging traffic signal installation at the CTH K and 127<sup>th</sup> Street intersection will be upgraded. No land acquisition is needed for this project. The project will be designed by the Village of Butler to county standards. The project has been selected to receive funds from the American Recovery and Re-investment Act (ARRA) and therefore the construction will be fully funded by Federal ARRA funds. The Village will pay all design costs, estimated at \$70,000 and Waukesha County will later reimburse the village 2/3 the cost of design. A funding agreement will be revised.

### **Location**

Village of Butler

### **Analysis of Need**

The concrete pavement is in poor condition (PCI 32 to 37), and rides poorly due to joint faulting. 2008 traffic volumes on CTH K just west of 127<sup>th</sup> Street were 11,000 ADT.

### **Alternatives**

1. Do nothing. This alternative does not address the identified deficiencies.
2. Pavement rehabilitation. This is the preferred alternative.
3. Reconstruct the roadway to current WisDOT standards. The majority of the pavement does not warrant reconstruction, and this alternative would not be cost effective.

### **Ongoing Operating Costs**

Operating costs will not change as a result of this project.

### **Previous Action**

This was a new project in the 2009-2013 Plan.

<b>Project #</b>	HWY-200917	<b>Project Title:</b>	Waukesha West Bypass
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	MeadowBrook Rd/Merrill Hills Rd
<b>Phase:</b>	Design	<b>Project Type:</b>	Jurisdictional Plan Implementation
<b>Budget Action:</b>	As planned/Approved by ord	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2009	2010	2011 *	2012 *	Total
Project Phase	Design	Design	ROW	Construction	Project
Expenditure Budget	\$250,000	\$1,750,000	\$3,000,000	\$720,000	\$5,720,000
Revenue Budget	\$250,000	\$0	\$2,400,000	\$0	\$2,650,000
Net County Cost	\$0	\$1,750,000	\$600,000	\$720,000	\$3,070,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Design	\$2,000,000		STP-M (not budgeted)		\$2,880,000
Land Acquisition	\$3,000,000		STP-M (Right-of-Way Acq.)		\$2,400,000
Construction	\$3,214,000		Capital project fund balance		\$250,000
Construction Management	\$257,000				
Contingency	\$129,000				
Total Project Cost	\$8,600,000		Total Revenue		\$5,530,000
<b>EXPENDITURE BUDGET</b>	\$5,720,000		<b>REVENUE BUDGET</b>		\$2,650,000

\* Funding will only be spent if project proceeds per the Memorandum of Understanding.

### Project Scope & Description

Waukesha County has signed a Memorandum of Understanding (MOU) with The Wisconsin Department of Transportation and The City of Waukesha for completion of the West Waukesha Bypass, which clearly defines each party's responsibility for the completion of the Corridor. The MOU further states that upon completion of the preliminary design, the parties may review the cost estimates and may opt out of the project should the construction costs exceed \$43,100,000.

Under the terms of the MOU, Waukesha County is responsible for the completion of the preliminary design for the entire corridor. This project will complete the preliminary design for the West Waukesha Bypass from STH 59 to I-94. The roadway will be designed as a 4 lane facility. The project deliverables will include an Environmental Impact Statement, a Design Report (including cost estimates) and the right of way plat for the project.

If the estimated costs are acceptable to the Parties the MOU states that: The City of Waukesha will construct the portion north of Northview Road. The Wisconsin Department of Transportation will construct the Bypass between STH 59 and USH 18 and contribute toward the cost of real estate. Waukesha County will be responsible for real estate acquisition south of Northview Road up to the cost of \$3 million and the construction of the new roadway between USH 18 and Northview Road. The Department will only seek additional funding for real estate acquisition and construction when the parties have reviewed the cost estimates and agree to move onto Real Estate acquisition, final design and construction.

As the Bypass will become a State Trunk Highway, jurisdictional transfers will be required. USH 18 between CTH TT and STH 59/164 will be transferred to the City of Waukesha. STH 74 between STH 190 in Pewaukee and Menomonee Avenue in Lannon will be transferred to Waukesha County. CTH TT, Sunset to Northview and the new highway goes to the State jurisdiction.

### Location

City and Town of Waukesha

<b>Project #</b>	HWY-200917	<b>Project Title:</b>	Waukesha West Bypass
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	MeadowBrook Rd/Merril Hills Rd
<b>Phase:</b>	Design	<b>Project Type:</b>	Jurisdictional Plan Implementation
<b>Budget Action:</b>	As planned/Approved by ord	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

**Analysis of Need**

The St. Paul Avenue-Sunset Drive-Merrill Hills Road corridor is a 2 lane roadway that has been acting as a de facto West Waukesha Bypass since the portion of CTH TT between USH 18 and Northview Road was opened in 1997. New development has occurred adjacent to CTH TT as well as the areas west and south of the corridor, such that traffic volumes along CTH TT north of USH 18 are now over 16,000 vehicles per day and are approximately 12,000 vehicles per day south of USH 18 and along Sunset. Traffic volumes along St. Paul are over 20,000 vehicles per day. Typically, roadways are widened to 4 lanes once traffic volumes reach 13,000 vehicles per day. From 2006 through 2008 there have been 145 crashes along the bypass route between Northview and STH 59 resulting in 56 injuries. Additionally Merrill Hills Road has substandard vertical and horizontal alignment, shoulder widths are narrow and most intersections lack bypass lanes. Although development has slowed along the corridor, growth in the area continues but at a slower pace. This continued growth and the projected use of the road for I-94 traffic relief for those going south, will add further pressure to the existing under capacity and substandard route and if the roadway is not improved will cause an increase in the rate of accidents and congestion.

**Alternatives**

1. Do Nothing. This alternate will not address the current and long term needs for the corridor.
2. Rehabilitate CTH TT. This alternate may address some of the geometric needs of the roadway, but does not meet the long term capacity requirements of the corridor.

**Ongoing Operating Costs**

Waukesha County will lose 3.4 miles of two lane highway but gain 4.9 miles of two lane roadway and 3.6 miles of four lane road, a net gain of 17.4 lane miles. The total annual operating cost increase of \$134,000 is offset with anticipated additional State revenue of \$98,000 for an estimated net operating increase of \$36,000.

**Previous Action**

Project 200009, Widen CTH TT between USH 18 and Northview has been approved in previous budgets but was removed in the 2009 Capital Plan, pending negotiations with the State of Wisconsin and the City of Waukesha. This project for the construction of (\$4.5 million over 5 years) of the entire West bypass includes project 200009, but has had no previous Board action. Approved as new project by 2009 ordinance in conjunction with approval of memorandum of understanding.

<b>Project #</b>	201004	<b>Project Title:</b>	CTH ES, Fox River Bridge
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	National Avenue
<b>Phase:</b>	Formation	<b>Project Type:</b>	Bridge
<b>Budget Action:</b>	New	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2012	2013	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$120,000	\$176,000	\$296,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$120,000	\$176,000	\$296,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design	\$120,000	Federal Bridge Aid	\$702,000
Land Acquisition	\$0		
Construction	\$763,000		
Construction Management	\$84,000		
Contingency	\$31,000		
Total Project Cost	\$998,000	Total Revenue	\$702,000
<b>EXPENDITURE BUDGET</b>	\$296,000	<b>REVENUE BUDGET</b>	\$0

### **Project Scope & Description**

This project is a rehabilitation of the CTH ES bridge over the Fox River. The project is expected to include substructure widening and concrete deck replacement. A bridge rehabilitation report will be required to verify the cost effectiveness of the proposed rehabilitation strategy. The roadway will remain two lanes over the bridge but the substandard shoulder width will be improved to current standards. The project scope includes a two-way bicycle trail carried across the bridge on the north side to address the Waukesha County Parks and Land Use Dept 2035 Bicycle Plan, which shows a trail along the river in the vicinity of the bridge. Right of way acquisition is not anticipated. Waukesha County will apply for an estimated \$702,000 in Federal Bridge Aid.

### **Location**

Village of Mukwonago/ Town of Mukwonago

### **Analysis of Need**

The existing bridge (B-67-147) is a two-span pre-stressed concrete girder structure that was constructed in 1971. A concrete overlay was placed on the deck in 1995. The abutments and girders are in generally good condition. The underside of the deck is deteriorating and spalling along both edges. The roadway over the structure is narrow with minimal shoulders, causing this bridge to be classified as "functionally obsolete". The structure sufficiency number is 65.0, which indicates that a structure rehabilitation is warranted according to WDOT guidelines and makes the bridge eligible for federal bridge aid (rehabilitation) with a sufficiency below 80.

### **Alternatives**

1. Do nothing. This alternative does not address the identified deficiencies.
2. Rehabilitate the existing bridge to address structural and geometric deficiencies.
2. Reconstruct the existing bridge, though not eligible for federal bridge aid.

### **Ongoing Operating Costs**

Initial maintenance costs will be reduced.

### **Previous Action**

New project.

<b>Project #</b>	201006	<b>Project Title:</b>	CTH NN, STH 83 to CTH ES
<b>Department:</b>	Public Works – Highways	<b>Road Name:</b>	CTH NN
<b>Phase:</b>	Formation	<b>Project Type:</b>	Rehabilitation
<b>Budget Action:</b>	New	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2013	2014	2015	2016	2017	Total
Project Phase	Design	Land	Const.			Project
Expenditure Budget	\$288,000	\$818,000	\$580,000	\$0	\$0	\$1,686,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$288,000	\$818,000	\$580,000	\$0	\$0	\$1,686,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design	\$288,000					\$2,320,000
Land Acquisition	\$818,000					
Construction	\$2,540,000					
Construction Management	\$255,000					
Contingency	\$105,000					
Total Project Cost	\$4,006,000					\$2,320,000
<b>EXPENDITURE BUDGET</b>	\$1,686,000					<b>REVENUE BUDGET</b> \$0

**Project Scope & Description**

Rehabilitate 1.1 miles of CTH “NN” to meet current design standards. Study providing a center left turn lane to replace the bypass lanes. Bring vertical geometry up to standard where warranted, improve side ditch and cross culvert drainage, rehabilitate the pavement and provide adequate shoulders. The project will make use of \$2,320,000 of STP-Rural funds. A project agreement with the Wisconsin Department of Transportation will be needed for this project to proceed.

**Location**

Village of Mukwonago

**Analysis of Need**

This portion of CTH NN through Mukwonago carries 10,700 vehicles per day and is an arterial highway that links STH 83 to CTH ES and Holtz Drive and so acts as a STH 83 bypass around the east side of Mukwonago. There are two schools, which together with a number of business, subdivision and condominium driveways have left CTH NN with an odd mix of bypass lanes and turn lanes. The pavement is in poor condition with a pavement condition index of 32, also roadway ditches are poor to non existent and shoulders are below standard.

**Alternatives**

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

**Ongoing Operating Costs**

Operating costs may decrease in the early years following reconstruction.

**Previous Action**

New project.

<b>Project #</b>	HWY-201007	<b>Project Title:</b>	CTH O, CTH HH to Grange Avenue
<b>Department:</b>	Public Works- Highways	<b>Road Name:</b>	Moorland Road
<b>Phase:</b>	Formation	<b>Project Type:</b>	Priority Corridor
<b>Budget Action:</b>	New	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2013	2014	2015	Total
Project Phase	Design	Design/Land	Const.	Project
Expenditure Budget	\$351,000	\$65,000	\$797,000	\$1,213,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$351,000	\$65,000	\$797,000	\$1,213,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
Design	\$351,000	STP - M		\$3,192,000
Land Acquisition	\$65,000			
Construction	\$3,580,000			
Construction Management	\$260,000			
Contingency	\$149,000			
Total Project Cost	\$4,405,000	Total Revenue		\$3,192,000
<b>EXPENDITURE BUDGET</b>	\$1,213,000	<b>REVENUE BUDGET</b>		\$0

### **Project Scope & Description**

This project will add the additional lanes between CTH HH (College Avenue) to Grange Avenue (0.238 miles) to create the planned 4 lane roadway. The road will have a median to provide for separation of opposing movements. The roadway will stay on its current alignment. The roadway will be situated within the existing 130-foot wide corridor and although most of the right-of-way has been previously acquired, some additional fee acquisition and grading easements may be needed. Federal STP-M allotments will be used to help fund the project construction cost.

### **Location**

New Berlin

### **Analysis of Need**

When CTH O was constructed between Janesville Road and Grange Avenue in 1997, it was designed so that the 2 lane roadway that was built would become the north bound lanes of a future 4 lane roadway. At that time the SEWRPC jurisdictional plan called for CTH O to be a 2 lane highway. Since then traffic has increased significantly along the route and the latest SEWRPC jurisdictional plan calls for CTH O to be a 4 lane highway. In 2009 the City of Muskego as part of a TIF created the planned 4 lane roadway between Janesville Road and College Ave by building the new south bound lanes. The portion of CTH O between College and Grange remains a 2 lane roadway although traffic volumes recorded in 2007 along this portion of CTH O are approximately 16,500 vehicles per day and adjacent land owners have indicated that when economic conditions are right there will be additional development along the project route.

### **Alternatives**

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

### **Ongoing Operating Costs**

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

### **Previous Action**

New project in 2010-2014 Plan.

<b>Project #</b>	201008	<b>Project Title:</b>	CTH M, CTH YY to East County Line
<b>Department:</b>	Public Works- Highways	<b>Road Name:</b>	North Avenue
<b>Phase:</b>	Formation	<b>Project Type:</b>	Priority Corridor
<b>Budget Action:</b>	New	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009, 10:00 AM		

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2014	2015	2016	2017	Total
Project Phase	Design	Land	Land/Const	Const	Project
Expenditure Budget	\$1,085,000	\$1,015,000	\$1,015,000	\$3,208,000	\$6,323,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$1,085,000	\$1,015,000	\$1,015,000	\$3,208,000	\$6,323,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Design	\$1,085,000		STP - M		\$12,805,000
Land Acquisition	\$2,030,000				
Construction	\$14,238,000				
Construction Management	\$1,185,000				
Contingency	\$590,000				
Total Project Cost	\$19,128,000		Total Revenue		\$12,805,000
<b>EXPENDITURE BUDGET</b>	\$6,323,000		<b>REVENUE BUDGET</b>		\$0

#### **Project Scope & Description**

This project involves the reconstruction and widening of 2 miles of CTH M (North Avenue) from CTH YY (Pilgrim Road) to the East County Line (124<sup>th</sup> Street) to four lanes. 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. Federal Aid will be used on this project.

#### **Location**

City of Brookfield, Village of Elm Grove

#### **Analysis of Need**

CTH M or North Avenue has been identified as a priority corridor for widening to 4 lanes by the Waukesha County Department of Public Works. This portion of CTH M is also shown as a 4-lane roadway in the 2010 and 2035 SEWRPC Jurisdictional Highway Plan for Waukesha County. Traffic volumes recorded in 2006 along this portion of CTH M are approximately 16,800 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 M as described above.

#### **Ongoing Operating Costs**

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

#### **Previous Action**

New project.

<b>Project #</b>	HWY-9131	<b>Project Title:</b>	Bridge Aid Program
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	
<b>Phase:</b>	Program Project	<b>Project Type:</b>	Bridge
<b>Budget Action:</b>	Suspend	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>							
Year	Previous	2010	2011	2012	2013	2014	Total Project
Project Phase							
Expenditure Budget	\$1,155,000	\$0	\$0	\$0	\$0	\$0	\$1,155,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$1,155,000	\$0	\$0	\$0	\$0	\$0	\$1,155,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
Previous	\$1,155,000						
2010 Appropriation		\$0					
2011 Appropriation		\$0					
2012 Appropriation		\$0					
2013 Appropriation		\$0					
2014 Appropriation		\$0					
Total Project Cost	\$1,155,000						\$0
<b>EXPENDITURE BUDGET</b>	\$1,155,000						<b>REVENUE BUDGET</b>
							\$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.

The current project balance of \$450,000 is expected to be sufficient for anticipated requests.

### **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 2009-2013 Plans. Suspend in 2010-2014 Plan.

<b>Project #</b>	9817	<b>Project Title:</b>	Culvert Replacement Program
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	Various
<b>Phase:</b>	Program Project	<b>Project Type:</b>	Bridge
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 24, 2009		

<b>CAPITAL BUDGET SUMMARY</b>							
Year	Previous	2010	2011	2012	2013	2014	Total Project
Project Phase							
Expenditure Budget	\$1,300,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,800,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$1,300,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,800,000
<b>COST DOCUMENTATION</b>						<b>REVENUE</b>	
Previous	\$1,300,000						
2010 Appropriation	\$100,000						
2011 Appropriation	\$100,000						
2012 Appropriation	\$100,000						
2013 Appropriation	\$100,000						
2014 Appropriation	<u>\$100,000</u>						
Total Project Cost	\$1,800,000					Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$1,800,000					<b>REVENUE BUDGET</b>	\$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 as planned in the 2001-2005 Plan.

Approved with additional years in the 2002-2006 to 2010-2014 Plans.

<b>Project #</b>	200427	<b>Project Title:</b>	Signals & Safety Improvements
<b>Department:</b>	Public Works-Highway	<b>Road Name:</b>	
<b>Phase:</b>	Program Project	<b>Project Type:</b>	Spot Improvement
<b>Budget Action:</b>	C – Use Stimulus \$	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2010	2011	2012	2013	2014	Total Project
Project Phase						
Expenditure Budget	\$1,100,000	\$500,000	\$1,100,000	\$0	\$1,200,000	\$3,900,000
Revenue Budget	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Net County Cost	\$1,100,000	\$0	\$1,100,000	\$0	\$1,200,000	\$3,400,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
2010 Appropriation	\$2,350,000		2010 ARRA Stimulus not budgeted			\$1,250,000
2011 Appropriation	\$500,000		2011 CHIP -D Revenue			\$500,000
2012 Appropriation	\$1,100,000					
2013 Appropriation	\$0					
2014 Appropriation	\$1,200,000					
Total Project Cost	\$5,150,000		Total Revenue			\$1,750,000
<b>EXPENDITURE BUDGET</b>	\$3,900,000		<b>REVENUE BUDGET</b>			\$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 where signal warrants are met 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 (2010/2011) utilizing 2009 appropriation project balances.

CTH Y (Racine Avenue) & Woods Road (signal upgrades and roadway improvements)	\$600,000
CTH V (Town line Road) & Goodhope Road – high crash rate due to poor vertical geometry	\$1,302,000
Countywide bypass lanes and right-of-way acquisition (locations to be determined)	\$200,000
CTY Y (Barker Rd) & CTH M (North)	\$1,250,000

**Location**

Projects will be placed in the budget year. 2010/2011 projects are located in the Village of Lannon and The City of Muskego. The safety 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 do not meet traffic signal warrants and need to be addressed with other techniques such as 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, 2008 – 2012 Plan.  
 Cost update in 2009-2013 Plan.

<b>Project #</b>	200509	<b>Project Title:</b>	Repaving 2007-2012
<b>Department:</b>	Public Works	<b>Road Name:</b>	
<b>Phase:</b>	Program Project	<b>Project Type:</b>	Repaving
<b>Budget Action:</b>	C- \$ Update Stimulus	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2008	2009	2010	2011	2012	2013
<b>Project Phase</b>						
Expenditure Budget	\$2,800,000	\$2,850,000	\$2,850,000	\$1,900,000	\$1,900,000	<b>NEW</b>
Revenue Budget	\$0	\$0	\$600,000	\$0	\$0	<b>PROJECT</b>
Net County Cost	\$2,800,000	\$2,850,000	\$2,250,000	\$1,900,000	\$1,900,000	<b>CREATED</b>
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>		
	Paver Study	UWW Pav.	Hwy Paving & shouldering	2010 ARRA - Stimulus funds		\$2,120,000
2008	\$20,000	\$50,000	\$2,730,000	Not budgeted		
2009	\$20,000	\$50,000	\$2,780,000	2010 CHIP Revenue		\$600,000
2010	\$20,000	\$50,000	\$4,900,000			
2011	\$20,000	\$50,000	\$1,830,000			
2012	\$20,000	\$50,000	\$1,830,000			
Total Project Cost	\$100,000	\$250,000	\$14,070,000	Tot. Revenue		\$600,000
<b>EXPENDITURE BUDGET</b>			\$14,420,000	<b>REVENUE BUDGET</b>		\$600,000

#### **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. The Department has reconstructed existing 2-lane roadways to 4-lane facilities and these 4-lane facilities are now coming to the end of their 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 to rate pavement condition and to manage pavement projects. 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 Plans.

Cost update in 2009-2013 Plan.

Approved for use of stimulus money in 2010-2014 Plan.

<b>Project #</b>	200911	<b>Project Title:</b>	Repaving 2013–2017
<b>Department:</b>	Public Works	<b>Road Name:</b>	
<b>Phase:</b>	Program Project	<b>Project Type:</b>	Repaving
<b>Budget Action:</b>	Delay	<b>Manager:</b>	Allison Bussler, Interim Director
<b>Date:</b>	August 28, 2009		

<b>CAPITAL BUDGET SUMMARY</b>						
Year	Previous	2013	2014	2015	2016	2017
<b>Project Phase</b>						
Expenditure Budget	\$0	\$1,000,000	\$2,950,000	\$3,000,000	\$3,000,000	\$3,000,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$0	\$1,000,000	\$2,950,000	\$3,000,000	\$3,000,000	\$3,000,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>		
	Paver Study	UWW Pav.	Hwy Paving & shouldering		CHIP Rev	Transp Aids
2013	\$20,000	\$50,000	\$930,000	2013	\$0	\$0
2014	\$20,000	\$50,000	\$2,880,000	2014	\$0	\$0
2015	\$20,000	\$50,000	\$2,930,000	2015	\$0	\$0
2016	\$20,000	\$50,000	\$2,930,000	2016	\$0	\$0
2017	\$20,000	\$50,000	\$2,930,000	2017	\$0	\$0
Total Project Cost	\$100,000	\$250,000	\$12,600,000	Tot. Revenue		\$0
<b>EXPENDITURE BUDGET</b>			\$12,950,000	<b>REVENUE BUDGET</b>		\$0

### **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. The Department has reconstructed existing 2-lane roadways to 4-lane facilities, these 4-lane facilities are now coming to the end of their design life and need repaving. As asphalt pavements age the surface tends to rut and crack due to vehicle loads and weathering of the asphalt. The Department has initiated a pavement management program, which uses the PAVER software system to rate pavement condition and to manage pavement projects. 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 projected to be approximately \$7,000 per mile annually (2013).

### **Previous Action**

Approved as new project in 2009-2013 Plan.

<b>Project #</b>	200703	<b>Project Title:</b>	Airport Maintenance and Snow Removal Equipment Building
<b>Department:</b>	Airport	<b>Manager:</b>	Keith Markano
<b>Phase:</b>	Construction		
<b>Budget Action:</b>	C-Funding Change	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>			
<b>Year</b>	<b>2009</b>	<b>2010</b>	<b>Total</b>
<b>Project Phase</b>	<b>Design</b>	<b>Construction</b>	<b>Project</b>
Expenditure Budget	\$40,000	\$250,000	\$290,000
Revenue Budget	\$40,000	\$250,000	\$290,000
Net County Cost	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Construction	\$1,160,000	Construction Shares WI BOA 80%	\$1,160,000
Design/Admin & Engineering	\$290,000	Project dependent on avail. State Funds	
<b>Total Project Cost</b>	<b>\$1,450,000</b>	<b>Total Revenue</b>	<b>\$1,160,000</b>
<b>EXPENDITURE BUDGET</b>	<b>\$290,000</b>	<b>REVENUE BUDGET</b> (Airport Fund Balance)	<b>\$290,000</b>

**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, where hangar 511 now stands.

**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 would 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. Cost update in 2009-2013 Plan.

<b>Project #</b>	200804	<b>Project Title:</b>	Master Plan Update
<b>Department:</b>	Airport	<b>Manager:</b>	Keith Markano
<b>Phase:</b>	As Planned		
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>		
<b>Year</b>	2012	Total
<b>Project Phase</b>	Design	Project
Expenditure Budget	\$65,000	\$65,000
Revenue Budget	\$65,000	\$65,000
Net County Cost	\$0	\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>
Construction	\$0	WI BOA 50%
Design	\$130,000	FAA
		Project dependent on available Federal and/or State Funding
Total Project Cost	\$130,000	Total Revenue
		\$65,000
<b>EXPENDITURE BUDGET</b>	\$65,000	<b>REVENUE BUDGET</b>
		(Airport Fund Balance)
		\$65,000

**Project Scope & Description**

Update the 2001 Master Plan to comply with the federal recommendations for updating the Airport Master Plan every 10 years.

**Location**

Waukesha County Airport.

**Analysis of Need**

FAA Advisory Circular 150/5070-6A strongly recommends that general aviation airports, such as the size and traffic operations at Waukesha County Airport, create an Airport Master Plan that will “provide guidelines for future airport development which will satisfy aviation demand in a financially feasible manner, while at the same time resolving the aviation, environmental, and socioeconomic issues existing in the community.” The Master Plan should be updated every 10 years to keep airport development issues current and relevant to what is projected for the long term future of the airport. The last Master Plan update for Waukesha County Airport was completed in 2001.

**Alternatives**

Do nothing – This can lead to the 2001 Master Plan becoming an outdated document with the continual changes that occur at the airport.

**Ongoing Operating Costs**

None.

**Previous Action**

Approved as new project in 2008. Approved as planned in 2009-2013 and 2010-2014 Plans.

<b>Project #</b>	200909	<b>Project Title:</b>	Pavement Rehabilitation South T-Hangars and North Ramp
<b>Department:</b>	Airport	<b>Manager:</b>	Keith Markano
<b>Phase:</b>	Formation		
<b>Budget Action:</b>	Delete	<b>Date:</b>	August 28, 2009

**DELETE**

<b>CAPITAL BUDGET SUMMARY</b>			
<b>Year</b>	<b>2012</b>	<b>2013</b>	<b>Total</b>
<b>Project Phase</b>	<b>Design</b>	<b>Construction</b>	<b>Project</b>
Expenditure Budget	\$45,000	\$0	\$45,000
Net County Cost	\$45,000	\$0	\$45,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Construction	\$702,000	Construction Shares	
Design/Admin & Engineering	\$176,000	WI BOA 5%	\$45,000
		FAA 90%	\$632,000
		Project dependent on avail.	
		Federal and/or State Funds	
Total Project Cost	\$878,000	Total Revenue	\$677,000
<b>EXPENDITURE BUDGET</b>	\$100,000	<b>REVENUE BUDGET</b>	\$0
		(Airport Fund Balance)	

**Project Scope & Description**

Remove existing, failing pavement surrounding hangar doors and replace with new pavement including properly footed hangar door guides.

**Location**

County owned hangars in the South East Hangar area.

**Analysis of Need**

In 1998, the pavement surrounding the hangars owned by Waukesha County in the South East hangar area was replaced. This repaving project only included the pavement between the hangars and excluded any pavement inside the hangar and pavement within three (3) feet of the existing hangars. Subsequently, the poor soil conditions underneath the door guide footings were left unresolved. The seasonal expansion and contraction of the ground under the old pavement areas has damaged the usability and functionality of the South East hangars. Extreme weather conditions during the previous two winters have exacerbated the already poor condition of the pavement. Frost heaving has broken many of the door guide footings and rendered several of the hangars unusable resulting in a 22% vacancy rate in 2008.

**Alternatives**

Do nothing: Continue to attempt spot fixes and temporary solutions to patch the underlying problems. Inaction will lead to further lost revenue for the airport and increased repair costs.

**Ongoing Operating Costs**

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

**Previous Action**

Approved as new project in 2009-2013 Plan.

<b>Project #</b>	200614	<b>Project Title:</b>	2010 Orthophotography
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	Implementation	<b>Manager:</b>	Don Dittmar
<b>Budget Action:</b>	C- \$ Update,Revenue	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2010		Total
Project Phase	<u>Implementation</u>	-	Project
Expenditure Budget	\$650,000		\$650,000
Revenue Budget	<u>\$650,000</u>		<u>\$650,000</u>
Net County Cost	\$0		\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design	\$650,000	Retained Land Information Fees	\$400,000
Construction	\$0	Capital Project Fund Balance	\$250,000
Contingency	<u>\$0</u>		
Total Project Cost	\$650,000	Total Revenue	\$650,000
<b>EXPENDITURE BUDGET</b>	\$650,000	<b>REVENUE BUDGET</b>	\$650,000

### **Project Scope & Description**

Since 1987, Waukesha County has been creating digital topographic maps which display 2 foot interval elevation contours, planimetric features including street and waterway centerlines, and an underlying Digital Terrain Model (DTM) which can be used to provide a 3-D computer image of the County's surface. Prior to 1987, these topographic maps were collected in an analog (paper) format and no DTM was created. Capital project ROD 9900 created digital topographic maps and a DTM for all areas of the County that were available in the analog format. Capital project 2005-08 updated the County's DTM and topographic map set to reflect changes to the surface through 2005. This project will update the DTM to reflect changes to the surface, which occur between 2005 and 2010 and also collect new Orthophotography images of the entire County. It is anticipated this project would be done in conjunction with the Southeastern Wisconsin Regional Planning Commission's planned collection of new Orthophotography for their Region, which includes Waukesha County.

### **Location**

Parks and Land Use Division

### **Analysis of Need**

The Planning, Parks, Land Conservation, and Transportation Departments use the Orthophotography images, topographic maps and underlying DTM in their planning and development activities. Without current, consistent information, inaccurate assumptions could be made resulting in costly changes in planned activities.

### **Alternatives**

Not create this information

### **Ongoing Operating Costs**

None

### **Previous Action**

Capital Plan ROD 9900 in 2000. Capital Plan 200508 in 2005. Approved as new project in 2006-2010 plan. Approved with updated revenue in 2009-2013 Plan.

<b>Project #</b>	200824	<b>Project Title:</b>	Pavement Management Plan
<b>Department:</b>	Parks & Land Use	<b>Manager:</b>	Dale Shaver, Parks & Land Use Director
<b>Phase:</b>	Program Project		
<b>Budget Action:</b>	As planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2009	2010	2011	2012	2013	Total Project
Program Project						
Expenditure Budget	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$2,300,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$2,300,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
2009	\$460,000					
2010	\$460,000					
2011	\$460,000					
2012	\$460,000					
2013	\$460,000					
Total Project Cost	\$2,300,000					\$0
<b>EXPENDITURE BUDGET '10</b>	\$460,000					<b>REVENUE BUDGET</b>
						\$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 2010 are Minooka Park, Muskego Beach House, Expo and Radio Services. 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, 2006-2010 plan, 2007-2011 plan, and the 2008-2012 plan. Cost update in 2009-2013 Plan.

<b>Project #</b>	200014	<b>Project Title:</b>	Bikeway Pavement Improvements
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	Construction	<b>Manager:</b>	Dale Shaver, Parks and Land Use Director
<b>Budget Action:</b>	C- Use Stimulus \$	<b>Date:</b>	August 28, 2009

Year	2002-2005	2010	2011	Total
Project Phase	New Berlin	Const.	Const.	Project
Expenditure Budget	\$675,000	\$0	\$704,000	\$1,379,000
Revenue Budget	<u>\$500,000</u>	<u>\$0</u>	<u>\$0</u>	\$500,000
Net County Cost	\$175,000	\$0	\$704,000	\$879,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
2002-2005 New Berlin	\$675,000	Federal Stage 2 (American Reinvestment and Recovery Act) - Transportation Enhancement Funding 100% of \$1,453,396 will fund the Lake Country Trail Improvements in 2010. Not budgeted		\$1,453,396
2010 Lake Country	\$0	In 2011, State Stewardship Grant up to 50% (\$704,000) is expected to provide funding for Bugline Trail Improvements --2009 May application		\$704,000
2011 Bugline	\$704,000	Total Revenue Expected		\$2,657,396
Total Project Cost	\$1,379,000			
<b>EXPENDITURE BUDGET</b>	\$1,379,000	<b>REVENUE BUDGET</b>		
		2005 Grant for New Berlin		\$500,000

**Project Scope & Description**

This project will widen existing trails to better accommodate multiple uses, provide asphalt pavement and other trail improvements for the Bugline and Lake Country Bikeway/Pedestrian Trails. This will provide an improved surface for trail users and will allow increased accessibility for wheelchair users, stroller uses, in-line skaters, as well as year-round availability. The County Bikeway/Pedestrian Trails will better comply with American Association of State Highway and Transportation Officials (AASHTO) standards for bicycle and pedestrian facilities and offer greater multi-use opportunities.

Project scope under this current capital budget request was expanded to include the reconstruction of bridge abutments at an old cattle underpass on the Lake Country Trail. The cattle underpass is no longer necessary and the condition is deteriorating. This project will remove deteriorating portions of the cattle underpass, reconstruct the bridge support structure, and install longer approach railings for the safety of trail users.

The Department will seek funding from multiple funding sources for various trail segments. The Lake Country Trail is approved for 100% funding through an Economic Recovery – Transportation Enhancements grant administered by the Wisconsin D.O.T. The Bugline Trail, originally budgeted as 80:20 cost share (WisDOT:County) will most likely be funded through a 50:50 cost share with the Wisconsin DNR Stewardship – Recreational Trails funding. The County will continue to pursue more favorable funding sources for the Bugline Trail if possible.

**Location**

Lake Country Trail in Waukesha, Pewaukee, Delafield and Summit  
Bugline Trail in Menomonee Falls, Lannon, Sussex, Lisbon and Merton

**Analysis of Need**

Customer requests for improved trail surface and accessibility. Improved surface material and expanded width will reduce user conflicts and enhance the experience for customers. Improved surfacing will also allow all-season, year-round use. Surface will be compatible with existing and proposed trail connections with local municipalities. Recent phases of the Lake Country Trail, developed by Waukesha County Parks, have been installed as ten foot wide, asphalt-surfaced trails; while the original segments were eight-feet in width and surfaced largely in crushed stone. Upgrading the original trail segments will provide a uniform user experience for the entire trail length. These projects are consistent with the Regional Bike/Pedestrian Plan.

**Alternatives**

Maintain as crushed gravel stone surface trails. Possibly widen eight foot wide crushed stone trail segments to ten foot widths.

**Ongoing Operating Costs**

The project will reduce the annual maintenance costs of patching and grooming crushed stone surfaces. Pavement management of asphalt surface in future will include crackfilling, striping, patching, and eventual overlay of pavement in the future. Annual maintenance costs per mile are estimated at \$5,125, of which \$1,000 is for asphalt maintenance.

**Previous Action**

Approved as a new project in the 2001-2005 Capital Plan. Delayed in the 2004-2008 Capital Plan. Cost update in 2005-2009 plan. Delayed in 2006-2010 plan. As planned in the 2007- 2011 plan. Cost and scope updates in 2009-2013 Plan.

<b>Project #</b>	200802	<b>Project Title:</b>	Exposition Center Arena Roof
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	Design	<b>Manager:</b>	Dale Shaver, Dir.
<b>Budget Action:</b>	C-Scope	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2009	2011	Total
Project Phase	<u>Design</u>	<u>Construction</u>	Project
Expenditure Budget	\$25,000	\$435,000	\$460,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$25,000	\$435,000	\$460,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design	\$25,000		
Construction	\$405,000		
Contingency	<u>\$30,000</u>		
Total Project Cost	\$460,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$460,000	<b>REVENUE BUDGET</b>	\$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. This project may also include repainting the exterior of the Arena to complement the new roof color. New roof color will meet high-reflectivity standards for sustainable building design.

**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 roof valley and deteriorated roof patches. A 2009 Roof Investigation, by a different consultant, confirmed previous findings and recommended a "roof recover" project within two years to gain more service from the roof membrane. Projected costs from the 2007 study were also confirmed in the 2009 investigation.

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. An updated Arena Roof Investigation was completed in April, 2009. Approved as planned in 2009-2013 Plan.

<b>Project #</b>	200609	<b>Project Title:</b>	Retzer Nature Center Maintenance Building
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	Construction	<b>Manager:</b>	Dale Shaver, Parks and Land Use Director
<b>Budget Action:</b>	C-Scope, Revenue	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2007	2008	2010	Total
Project Phase	Planning	Design	Construction	Project
Expenditure Budget	\$5,000	\$30,000	\$809,000	\$844,000
Revenue Budget	\$0		\$85,000	\$85,000
Net County Cost	\$5,000	\$30,000	\$724,000	\$759,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>	
2007 Planning	\$5,000		2008 Design Incentive	
2008 Design	\$30,000		2010 Renewable Energy	\$85,000
2010 Renewable Energy	\$85,000		Incentives & Grants:	
2010 Construction	\$724,000		Solar PV, Solar Thermal,	
			Geothermal, Lighting	
Total Project Cost	\$844,000		Total Revenue	\$85,000
<b>EXPENDITURE BUDGET</b>	\$844,000		<b>REVENUE BUDGET</b>	\$85,000

### **Project Scope & Description**

This project combines the maintenance functions and native plant handling facilities for the Retzer Nature Center, and provides public restrooms for use outside of the Nature Center's operational hours. Currently the maintenance and seed handling functions are spread out in various buildings and structures throughout the Retzer Nature Center property. This new facility would be approximately 4,400 sq. ft. in size. The maintenance building would consist of restrooms, seed sorting and cleaning area, heated shop and storage, cold storage, and service yard with bulk storage. The maintenance bays are sized to the same dimension as the buildings designed for Menomonee Park and Muskego Park – this is an increase in the original building size (3,300 sq. ft.), which was based on the smaller Fox Brook Maintenance Building. This building will include sustainable enhancements in design and construction which make sense for the function of the building. Heating and cooling of conditioned space will be provided by a Geothermal system, shared with the existing Retzer Nature Center and Planetarium building (The shared geothermal system is included in a separate 2009 Energy Efficiency and Conservation Block Grant capital project). The proposed building site was the subject of Focus on Energy Site Assessments for Solar and Wind Turbine in January, 2008. The site was deemed to have “an excellent solar window”, and the building could include Solar Photovoltaic for electric power generation and a Solar Thermal system to meet hot water needs. Energy efficiency features and renewable energy systems are eligible for various Focus on Energy and WE Energies grants and incentives. The net costs of these systems assume receipt of available incentives and grants for non-profit and governmental entities. Site costs are updated to include permeable pavement in lieu of asphalt and non-pervious concrete walks to reduce stormwater runoff and help mitigate on-going drainage problems at the Retzer Nature Center. County construction costs for 2010 were updated to account for cost of renewable energy systems and sustainable stormwater management including pervious concrete pavement.

### **Location**

Retzer Nature Center, S14 W28167 Madison St., Waukesha, WI 53188. The maintenance facility would be located near the nature center building.

### **Analysis of Need**

The old Sigurdson barn presently holds the majority of maintenance equipment for Retzer Nature Center. The storage space is inadequate requiring other equipment to be stored in an old shed near the barn. Some equipment is stored outdoors. An outside storage trailer is presently leased and located near the main building and is used for additional equipment storage. This trailer is unsightly and just off the parking lot. The barn becomes very damp and water seepage is a problem in spring and heavy rains. The barn

<b>Project #</b>	200609	<b>Project Title:</b>	Retzer Nature Center Maintenance Building
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	Construction	<b>Manager:</b>	Dale Shaver, Parks and Land Use Director
<b>Budget Action:</b>	C-Scope, Revenue	<b>Date:</b>	August 28, 2009

lacks ventilation, heat, and lighting. There is no running water and therefore no way to wash equipment. The barn is located a considerable distance from the main building requiring employees to operate maintenance equipment on CTH "DT". This is dangerous to staff and motorists. Greater efficiency of operations will also be achieved by locating the new Maintenance Building adjacent to the Retzer Nature Center. The proposed Maintenance Building will also support Retzer program activities and events and provide access to public restrooms when the Nature Center building is closed. The incorporation of renewable energy systems will expand the educational opportunities on sustainable buildings.

The Department received funding through the U.S. Dept. of Energy 'Energy Efficiency and Conservation Block Grant' program to expand the proposed geothermal system to provide heating and cooling for the existing Retzer Nature Center and Planetarium building.

### **Alternatives**

**No Action:** Do not construct a new facility and remodel the existing facility to function better for the intended use. An addition would be required to enlarge the office and support areas. The buildings are much too old to consider this alternative.

### **Ongoing Operating Costs**

Expected utility costs could be entirely offset by incorporating renewable energy systems with a new energy efficient building. Annual utility costs for existing park maintenance buildings range between \$2000 and \$5000 a year, split equally between electricity and gas. Geothermal heating and solar thermal water heating can eliminate the need for gas at the Maintenance Building, reducing energy needs to electricity only. The 14kW solar photovoltaic array proposed in the previous capital budget report will be re-evaluated based on incentives available in 2010. The \$0.225/kWh WE Energies buyback rate was recently discontinued, extending the length of time for simple payback well beyond the 13 years originally estimated. Simple system payback for geothermal could be achieved within 5-10 years, depending on usage and escalation of gas prices. Utility costs for heating and cooling would be minimal – just the electricity needed to power the heat pumps. Maintenance costs would be minimal – changing out air filters and checking blowers. System life of the ground source heat pumps is 25-35 years, while the ground loop system is rated for a minimum of 50 years.

**Previous Action** Approved as new project in 2006 – 2010 capital plan. Approved with a location change and a cost update in the 2007-2011 plan. Cost and scope update in 2009-2013 Plan.

<b>Project #</b>	200505	<b>Project Title:</b>	Park Restrooms Renovation
<b>Department:</b>	Parks & Land Use	<b>Manager:</b>	Dale Shaver, Parks & Land Use Director
<b>Phase:</b>	Construction		
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>							
Year	2009	2010	2011	2012	2013	2014	Total
Program Project	Plan/Design	Construction	Construction	Construction	Construction	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
<b>COST DOCUMENTATION</b>	<b># Restrooms</b>	<b>Cost</b>	<b>Item</b>	<b>Per Unit</b>	<b>#</b>		
2009 Planning & Design Building		\$15,000	Soils Testing *	\$955	15	\$14,325	
2010 Muskego Park	3	\$480,000	On-Site Sys *	\$15,165	15	\$227,475	
2011 Nashotah & Men. 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-Waukeee 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	
<b>EXPENDITURE BUDGET</b>		\$3,075,000	* Not all sites require.				

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-Waukeee, and Mukwonago parks. These parks combined need 18 new restrooms to replace 22 existing open concrete vault toilets. This project will explore for each park more sustainable technologies such as dual flush toilets, low-flow fixtures, waterless urinals, solar thermal water and space 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. Geothermal was mentioned in previous scoping, but is cost prohibitive for structures of this size. 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. Change to scope in 2009-2013 Plan.

<b>Project #</b>	200915	<b>Project Title:</b>	Update and Integrate Courtroom Technology
<b>Department:</b>	Circuit Court Services	<b>Sponsor:</b>	Circuit Court Services
<b>Phase:</b>	Implementation	<b>Manager:</b>	Clerk of Circuit Court – Kathy Madden
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2009	2010	2011	2012	Total
Project Phase	Design	Plan / Implement	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
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Technology and System Design	\$55,000				
Equipment Purchase and Install	\$850,000				
Space Configuration	\$50,000				
Contingency	<u>\$36,000</u>				
Total Project Cost	\$991,000		Total Revenue		\$0
<b>EXPENDITURE BUDGET</b>	\$991,000		<b>REVENUE BUDGET</b>		\$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.

This Project will also address power requirements for technology upgrades in the courts.

#### **Project Status – Update Courtroom Technology – June 2009:**

This is the largest component of the capital project and is proceeding as planned. An RFP for professional audio and video consulting services, with specific experience in court facilities will be coordinated in the 3<sup>rd</sup> or 4<sup>th</sup> quarter of 2009 to create a technology roadmap and component list to achieve the elements identified above.

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.

#### **Project Status – In-Custody Video Appearance – June 2009:**

At this time the consensus of Courts and Sheriff/Jail staff is that there are impediments to effectively implementing some manner of an in-custody video calendar due to the proximity of the jail to the Intake Court, and the legal requirement that a defendant may request to have their attorney present with them for a court proceeding can't be accommodated at this time in the Jail facility. While there is video capability in the jail there is not the ability to bring an attorney into the secure areas of the jail. For 2010, the Courts and the Sheriff's Office have submitted a joint Building Improvement request to discuss space utilization possibilities with the assistance of Public Works architectural staff to see if the old main jail facility could be re-programmed to accommodate both attorneys and defendants and create a secure video facility.

<b>Project #</b>	200915	<b>Project Title:</b>	Update and Integrate Courtroom Technology
<b>Department:</b>	Circuit Court Services	<b>Sponsor:</b>	Circuit Court Services
<b>Phase:</b>	Implementation	<b>Manager:</b>	Clerk of Circuit Court – Kathy Madden
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

**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 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 we will move 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. There is also a benefit derived from a reduction in trouble-shooting and problem resolution efforts currently encountered with older equipment.

**Previous Action**

Approved as new project in the 2009-2013 capital plan.

<b>Project #</b>	200815	<b>Project Title:</b>	<u>Digital Radio System Upgrade</u>
<b>Department:</b>	Emergency Preparedness	<b>Sponsor:</b>	Radio Services
<b>Phase:</b>	Formation	<b>Manager:</b>	Richard H. Tuma
<b>Budget Action:</b>	<u>As Planned</u>	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2011	2012	2013	2014	Total
Project Phase	<u>Budget &amp; Concept</u>	<u>Design &amp; Engineering</u>	<u>Implementation</u>	<u>Implementation</u>	<u>Project</u>
Expenditure Budget	\$7,000	\$70,000	\$775,000	\$8,663,000	\$9,515,000
Revenue Budget	<u>\$7,000</u>	<u>\$70,000</u>	<u>\$387,500</u>	<u>\$4,331,500</u>	<u>\$4,796,000</u>
Net County Cost	\$0	\$0	\$387,500	\$4,331,500	\$4,719,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>			
Design	\$130,000	Radio Services Fund Balance			\$77,000
Construction	\$8,941,000	Municipal Sinking fund			\$1,600,000
Contingency	<u>\$444,000</u>	County Loans to Municipal partners - Gen Fund			\$3,119,000
		County Share			\$4,719,000
Total Project Cost	\$9,515,000				
<b>EXPENDITURE BUDGET</b>	\$9,515,000	<b>REVENUE BUDGET</b>			\$4,796,000

**Project Scope & Description**

The migration from Analog to Digital technology is required because the vendor will no longer support Analog systems, and the current Analog system will have reached the end of its normal life cycle. All new trunked radio systems will be required to meet the new FCC standards or upgrade their current radios to the new platform. This project does not include costs of radios.

**Location**

Equipment is located throughout the county, but the “intelligence” of the system is located at 2120 Davidson Rd. We expect to add two additional transmit sites based on the FCC regulations and requirement for better than 95% coverage.

**Analysis of Need**

When the current system was purchased and installed in 2000 Digital systems were relatively new and it was determined that the Digital technology was not stable enough for the County’s application. The replacement of the current 800 MHz trunked radio system to the new technology fits within the original planned time frame for the useful life estimate and system financing. In addition, Digital technology offers new features, tracking of radios, better interoperability with neighbors, and meeting a national standard. Digital offers better reception in the fringe areas compared to Analog thereby increasing coverage.

**Alternatives**

There is no alternative to replacing the system if we want to continue to use this as a public safety system. As these types of systems age their reliability can be negatively affected. Also, in the near future the vendor will no longer support this system, which means parts will be more difficult to obtain. It would be inappropriate to rely on a public safety system that is in danger of failures and rely on one hampered by an inability to repair the system effectively.

**Ongoing Operating Costs**

We expect more equipment and maintenance costs to increase but these will be covered as part of the annual operating costs that the users of the system will be required to reimburse the County Radio Services Operations.

**Previous Action**

New project. An Amendment to the original Intergovernmental Agreement has been sent to all 37 communities.

<b>Project #</b>	200820	<b>Project Title:</b>	IT Infrastructure Upgrade to Wiring Closets
<b>Department:</b>	DOA-Information Technology	<b>Sponsor:</b>	DOA
<b>Phase:</b>	Construction	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>				
<b>Year</b>	2008	2009	2010	<b>Project Total</b>
<b>Project Phase</b>	Engineering	Implementation	Implementation	
Expenditure Budget	\$50,000	\$650,000	\$100,000	\$800,000
Revenue Budget	\$50,000	\$650,000	\$100,000	\$800,000
Net County Cost	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Cost Documentation</b>		<b>Revenue</b>		
Contract Services	\$200,000	End User Technology		\$400,000
Network Equipment	\$100,000	Fund Balance		
UPC and Closet Ventilation	\$150,000	Telecommunications		
Cabling	\$300,000	Fund Balance		\$400,000
Contingency	\$50,000			
<b>Total Project Cost</b>	<b>\$800,000</b>	<b>Revenue Budget</b>		<b>\$800,000</b>

### **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**

Approved as Planned in 2009-2013. New project in 2008-2012 plan.

<b>Project #</b>	200910	<b>Project Title:</b>	Electronic Document Management and Archival
<b>Department:</b>	DOA-Information Technology	<b>Sponsor:</b>	DOA
<b>Phase:</b>	Implementation	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	As Planned	<b>Date:</b>	8/28/2009

<b>CAPITAL BUDGET SUMMARY</b>			
<b>Year</b>	<b>2010</b>	<b>2011</b>	<b>Project Total</b>
<b>Project Phase</b>	Implementation	Implementation	
Expenditure Budget	\$700,000	\$290,000	\$990,000
Revenue Budget	\$700,000	\$290,000	\$990,000
Net County Cost	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Cost Documentation</b>		<b>Revenue</b>	
Contract Services	\$91,700	End User Technology	\$990,000
Training	\$8,300	Fund Balance	
Hardware	\$549,000		
Software	\$254,000		
Project Contingency	\$87,000		
<b>Total Project Cost</b>	<b>\$990,000</b>	<b>Revenue Budget</b>	<b>\$990,000</b>

### **Project Scope & Description**

The purpose of this project is to fund multiple aspects of the County's Electronic Document Management Environment and to implement an automated process for storage and archival for those electronic records. This is to include:

- The replacement of our current Optical Scanning storage repository that uses Optical Laser Disk storage with a technology environment that allows for the same Write-Once Read-Many requirement, but also allows for deletion of these records when they have reached their file retention end-of-life date. This will also require the replacement or significant upgrade of our scanning software (currently Stellent) to allow for end-of-life management.
- The implementation of a software/hardware environment that will allow for the management of our email archival and retrieval function. Currently, the County does not force the deletion of any received or sent email. This has put a major strain on the storage requirements for saving all these emails. It also creates a long and expensive process if any of these emails have to be restored. Information requests, related to emails, require extensive technical and manual efforts to find and produce the requested emails. The implementation of the email archival solution would allow each user to retain emails outside the email system, following the County's records retention policy, set up automated destruction time frames that are matched to the County's retention policy, and allow the system to manage that process for them. This would allow the County to automatically delete all emails (received and sent) on a set schedule and control the size of storage required for email while allowing easy retrieval of records when required.
- Provide data masking / data privacy for sensitive information that is not for public viewing. This could take the forms of simple data transformation, to allow for data elements to retain their defined characteristics, while still protecting the identity of the individual, all the way to automated redacting of information that is not to be made available to the general public.
- The above tasks will require upgrades to our current storage environment, so that it will be able to accommodate the physical requirements to implement these solutions.

### **Location**

All departments within the County.

### **Analysis of Need**

1. The growing concern around the cost associated with e-Discovery, as well as the potential financial exposure for the County if a discovery request is mishandled, makes this project a high priority effort. Records management responsibilities, as it relates to the protection and non-disclosure of health and other protected information, makes an automated records management environment the most cost efficient and effective method for satisfying this requirement. This project will also greatly reduce the countless hours of staff time required to review electronic records to satisfy open records requests, by providing the ability to search electronic documents by selected key words or streams of characters and returning only those electronic documents that match that criteria.

<b>Project #</b>	200910	<b>Project Title:</b>	Electronic Document Management and Archival
<b>Department:</b>	DOA-Information Technology	<b>Sponsor:</b>	DOA
<b>Phase:</b>	Implementation	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	As Planned	<b>Date:</b>	8/28/2009

2. The costs associated with system recovery and the rebuilding of the email environment need to be reduced. This is one major way to accomplish that goal.
3. Our current "Juke Box" Optical Laser Disk infrastructure is coming to the end of its useful life and needs to be replaced with a more current environment. Using our Current environment does not allow for the deletion of scanned records and our current software system does not track deletion dates. Therefore our Optical Laser Disk storage requirements only grow. This also requires that we either replace our Stellant Imaging software or purchase the additional modules that will allow that environment to appropriately manage our Electronic Document Management function.

### **Alternatives**

The alternative to this project would be to continue with our current technology environment, absorbing the costs, as they arise for Open Records requests, system rebuilds and e-Discovery requirements.

### **Ongoing Operating Costs**

End User Technology will incur additional maintenance cost associated with the software and hardware estimated at \$58,000 per year beginning in budget year 2011.

### **Return on Investment**

Return on Investment: 67.50%

Return on Investment Break-even Period (Years): 2.25, based upon the project completion date

Five-Year Forecast:

Tangible Savings	\$74,500
Risk Reduction:	\$970,000
Process Improvement:	\$7,500
IT Savings:	\$201,000
Personnel Time Savings:	<u>\$348,000</u>
Total Non-Budgetary / Intangible Savings:	\$1,526,500

To be measured in 2013 with follow up in 2014.

### **Previous Action**

New project in 2009-2013 Plan.

<b>Project #</b>	200912	<b>Project Title:</b>	Time and Attendance System
<b>Department:</b>	Administration	<b>Sponsor:</b>	DOA – Accounting/HR
<b>Phase:</b>	Design/Implement	<b>Manager:</b>	L. Dahl
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>			
Year		2010	Total
Project Phase		<u>Design/Implement</u>	Project
Expenditure Budget		\$268,000	\$268,000
Revenue Budget		\$0	\$0
Net County Cost		\$268,000	\$268,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Software	\$125,000		
Consultant Services	\$133,000		
Training	<u>\$10,000</u>		
Total Project Cost	\$268,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$268,000	<b>REVENUE BUDGET</b>	\$0

**Project Scope & Description**

Review alternatives and select and acquire a system for collecting payroll time and attendance data.

**Location**

This application is used by all departments.

**Analysis of Need**

The County currently uses the Ceridian Time and Attendance Professional (TimePro) system to collect time and attendance data for the biweekly payroll, and to manage the accrual of time-driven benefits such as vacation, sick leave and compensatory time. This product is coming toward the end of its life cycle, and while the vendor has not yet announced plans to discontinue it, they have shifted development resources to a new product. The resources budgeted in this project would be used to evaluate whether the County should continue with an upgraded version of the existing application, change to a different application from the same vendor, or acquire a product from a third party.

**Alternatives**

One alternative to this project would be to continue with the current version of this product until it is de-supported by the vendor, in which case the County would need to pursue a course of action similar to this project further in the future. The other would be to attempt to develop an in-house application for collecting the needed data. This would be difficult, due to the wide variety of business rules that would need to be accommodated.

**Ongoing Operating Costs**

The primary operating cost going forward would be the application's annual maintenance fees and the cost, if any of maintaining a dedicated server. Currently, the TimePro system license runs about \$38,000 annually, and is run along with the payroll/human resources software on four dedicated servers. To the extent a new application had differing license fees and infrastructure requirements, there would be an impact to operating costs.

**Previous Action**

New project in 2009-2013 Plan.

<b>Project #</b>	200619I	<b>Project Title:</b>	Financial Operations and Mgmt. System
<b>Department:</b>	DOA-Information Technology	<b>Sponsor:</b>	DOA
<b>Phase:</b>	Requirements and Selection	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	C-Scope; C-\$ Update	<b>Date:</b>	8/28/2009

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2007	2010	2011	2012	Total
Project Phase	Analysis	Requirements & Selection	Implementation	Implementation	Project
Expenditure Budget	\$200,000	\$0	\$1,260,000	\$580,000	\$2,040,000
Revenue Budget	\$0	\$0	\$300,000	\$580,000	\$880,000
Net County Cost	\$200,000	\$0	\$960,000	\$0	\$1,160,000
<b>COST DOCUMENTATION</b>					<b>REVENUE</b>
Software	\$550,000				\$0
System Selection Services	\$45,000				
Hardware	\$90,000				
Consulting Services	\$875,000			2011	\$300,000
Training	\$260,000			2012	\$580,000
Contingency	\$220,000				
Total Project Cost	\$2,040,000			Total	\$880,000
<b>EXPENDITURE BUDGET</b>	<b>\$2,040,000</b>				
			Revenue Budget		\$880,000

**Project Scope & Description**

County financial transactions are currently processed using the Oracle Government Financials (OGF), a "Tier I" application running on an Oracle database. Many transactions originate in a variety of other specialized applications that either update OGF through direct interfaces or provide the information needed to create manual journal entry updates. Since its introduction as the County's primary financial application in 1998, Oracle has increased its market share considerably through growth and the acquisition of competitors to the point where it can exercise considerable pricing power. The number of applications generating financial data has also increased over the years. Also since the last major systems change, the technology for moving data between applications (i.e. Extensible Markup Language – XML) and for delivering applications themselves (i.e. web-based services) has been rapidly evolving. Related financial technologies such as electronic payment systems and customer relationship management may also provide opportunities that did not exist in the last decade.

In the first phase of this project, the consulting firm of Plante Moran was contracted to conduct a detailed financial system review of the County's overall financial systems environment, and provide a strategy for improving our financial management processes and exploiting available technologies. The outcome of that review was a recommendation that the County migrate from the "Tier 1" Oracle Government Financials to a more cost efficient "Tier 2" financial application suite.

The focus of this project now shifts from the analysis phase to the evaluation, selection and implementation of a replacement financial application suite to replace the County's Oracle Government Financials environment. Also to be considered will be tier 2 offerings of the financial application suite as Software as a Service (SaaS). This alternative would allow the County to purchase only the user licenses required, while the vendor would host the application, keep the application current, administer the associated databases, and manage the server systems at their site, rather than requiring County system support for the software and hardware for the application suite.

This project will fund the selection process, acquisition of the selected application suite and all related software/hardware. It will also fund the conversion of the required financial data from the current Oracle Government Financials databases and training costs associated with bringing our current Business Application System users current with the new application functions. Additionally, funding will be provided for the consulting services required to assist in the migration effort, and any temporary technology required to support both the current and future systems, while the migration is in progress.

The project would also include the implementation of appropriate recommendations on process improvement modifications that were identified in the analysis.

**Location**

All County departments would be affected.

<b>Project #</b>	IS-200619	<b>Project Title:</b>	Financial Operations and Mgmt. System
<b>Department:</b>	DOA-Information Technology	<b>Sponsor:</b>	DOA
<b>Phase:</b>	Requirements and Selection	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	C-Scope; C-\$ Update	<b>Date:</b>	8/28/2009

### **Analysis of Need**

1. Since the last comprehensive review of County business processes in 1996, a number of new applications directly or indirectly affecting financial operations have been introduced. By 2013, the Oracle Government Financials system will be 15 years in operation.
2. Consolidation within the software industry has left the provider of the County's primary financial management system and large database environment in a dominant position, causing concern over its considerable pricing power. Oracle systems forced the County to upgrade and purchase new licenses for \$750,000 only three years after the initial license was purchased. The consultant has indicated that Oracle may terminate their support of our version of Oracle Government Financials by 2013, once again requiring the County to re-license our Oracle Financials application suite at dramatically increased license and maintenance costs. The County must be prepared to move to a more competitive system before this occurs.
3. The analysis, presented by Plante Moran, indicates that based on their assessment of county needs, several of the available "Tier 2" financial application suites can meet all the requirements of the County, a better price performance than the cost of remaining with Oracle Government Financials.
4. The shift to an alternative financial application suite, that does not require the oracle Database environment will allow the County to continue to shift from the more costly Oracle database to less expensive alternatives.

### **Alternatives**

Alternatives to this project include:

1. Remain with the Oracle Government Financials application suite and our current collection of various interfaces. Oracle has already begun marketing their "Fusion" version of the Financial Suite, and the study submitted by the consultant indicates a much higher cost to continue with Oracle Government Financials than their recommended solution. To remain with the oracle product would require a significant increase in licensing and maintenance costs.
2. Remain with the Oracle Government Financials application suite and our current collection of interfaces. Hire highly skilled Oracle applications technical experts as County employees, to insure that contract consultants will not be required with each major upgrade announced by Oracle.

### **Fiscal Impacts and Return on Investment**

Using the projected costs for replacing the financial application suite with a "tier 2" product, Waukesha County would have an initial cost of \$1,912,000 with our annual maintenance agreement initiating in 2013 for \$212,000, with 5% increase in costs to be added each year for the life of the software for Waukesha County. Using Net Present Value analysis, the tier 2 product would begin a return on investment in the 9<sup>th</sup> year versus the Oracle option which would not reach breakeven for the life of the software.

### **Previous Action**

Approved as a new project in the 2006 – 2010 Plan.

<b>Project #</b>	200622	<b>Project Title:</b>	ROD Tract Index Replacement
<b>Department:</b>	Register of Deeds/I.T.	<b>Sponsor:</b>	Register of Deeds
<b>Phase:</b>	Implementation	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	C-Scope/\$ Update	<b>Date:</b>	August 28, 2009

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2007	2008	2010	Total
Project Phase	<u>Design/Specifications</u>	<u>Implementation</u>	<u>Implementation</u>	Project
Expenditure Budget	\$50,000	\$225,000	\$56,500	\$331,500
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$50,000	\$225,000	\$56,500	\$331,500
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
Design	\$50,000			
Contract Services/Equipment	\$281,500			
Contingency	<u>\$0</u>			
Total Project Cost	\$331,500	Total Revenue		\$0
<b>EXPENDITURE BUDGET</b>	\$331,500	<b>REVENUE BUDGET</b>		\$0

### **Project Scope & Description**

This project is being initiated in conjunction with the Department of Administration and the County Cashiering capital project. Because documents are received and assigned document numbers in the Cashiering application, it is crucial that the Cashiering application (being pursued separately in the Countywide Cashiering capital project) and the Tract Index application are able to share this data.

The intent of this project is to replace the in-house Oracle based Tract Index with a single-source application from an outside vendor that will incorporate these functions.

The Tract Index is a database that indexes all records associated with real estate that are submitted to the Register of Deeds. Once a record is received by the R.O.D., it is given a document number by our cashiering system then imaged by Records Management. The Tract Index allows users to find individual documents by a variety of parameters.

This project will need to be coordinated with cashiering solution for the department, as these two systems are interdependent.

Funds are set aside in this project to study the current process interactions between Cashiering, imaging, and tract index applications.

The vendor that was awarded the Tract Index contract has an optional Public Access Software Module that will be evaluated and considered for possible replacement of the existing on-line system currently used by the County. This analysis will follow the implementation of the base/core Tract Index system.

### **Location**

Register of Deeds, any department or citizen/organization accessing land-based records, Information Systems.

### **Analysis of Need**

Tract Index: I.T. has requested we replace our current tract index system with a complete package provided by an outside vendor. The current index is an Oracle application which was developed in-house: Because it is unique and only a handful of remaining I.T. staff are familiar with it, it is very expensive, time consuming and labor-intensive to support. The index links to images which are viewed with a third party application (Optika/Acorde). As a result, any upgrade, version changes, etc to Optika/Acorde may cause problems with the index application.

<b>Project #</b>	200622	<b>Project Title:</b>	ROD Tract Index Replacement
<b>Department:</b>	Register of Deeds/I.T.	<b>Sponsor:</b>	Register of Deeds
<b>Phase:</b>	Implementation	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	C-Scope/\$ Update	<b>Date:</b>	August 28, 2009

Additionally, dependence on I.T. as our sole support for our tract index generally means one individual IT staff person is solely responsible for support of our system . If this staff member is out of the office when we have a problem, or retires shortly before a major Oracle upgrade (as happened in 2004), we are left without support until a new person can be trained in this application. A recent upgrade to Oracle Forms 9i was conducted jointly with I.T. and an outside consultant. The outside consultant is not readily available to us for problem solving.

### **Alternatives**

1) Maintaining current process: The Tract Index would continue to be a burden to I.T. in terms of support. Also, if the one I.T. employee who knows our system well is out of the office when we have a problem, Real Estate production could be shut down until he/she is available to fix the problem. This could idle up to 10 R.O.D. employees.

When our current cashiering system goes down, we must revert to manual recording of documents, which requires all documents to pass through one individual in order to maintain document number continuity. In this situation, we would also be making hand-written receipts and keeping calculator tapes to track the day's transaction.

Prior to implementation of the current tract and cashiering system, the Waukesha County R.O.D. office received approximately 55,000 documents per year and was working on a 5 month document turn around. Today, with the same number of staff, we are able to process over 123,000 documents (2004 total) and remain within a 30 day turnaround benchmark. Failure of one or both parts of the current system could seriously erode production levels.

2) Combined system: Use a single software vendor to provide integrated cashiering, indexing, and perhaps imaging. This may alleviate several issues caused by having multiple vendors for separate software packages. Breakdown in the connectivity between applications caused by upgrades in any of the individual systems could also be eliminated. Troubleshooting a single application or a set of integrated modules from one vendor could be simpler and less expensive than maintaining multiple systems from a variety of vendors.

A combined system is not currently being pursued. A separate Capital Project is currently in place to replace all cashiering systems in the county. A combined system will be considered if it is determined a standard cashiering solution will not meet the cashiering requirements of the Register of Deeds office.

### **Ongoing Operating Costs**

Annual maintenance cost is estimated at \$25,000-\$45,000, based on estimates from vendors and a 15% of initial cost rule-of-thumb estimate.

### **Previous Action**

Approved as planned in the 2007-2011 plan.