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Project #	200615	Project Title:	Health & Human Services Building
Department:	Public Works--Buildings	Sponsor:	Health & Human Services
Phase:	Design	Manager:	Allison Bussler, Director
Budget Action:	C-Scope; C-Cash Flow Update	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY							
Year	2010	2011	2012	2013	2014	TBD	Total
Project Phase	Budget & Concept	Design Const.	Construct	Construct	Construct	Demolition	Project
Expenditure Budget	\$302,500	\$3,616,500	\$15,961,000	\$14,800,000	\$2,000,000	\$0	\$36,680,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$302,500	\$3,616,500	\$15,961,000	\$14,800,000	\$2,000,000	\$0	\$36,680,000
COST DOCUMENTATION				REVENUE			
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
EXPENDITURE BUDGET		\$36,680,000					REVENUE BUDGET
							\$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 and 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 are not in this project, but will be reintroduced as a separate capital project in the future. County staff continues to work with the City of Waukesha Landmarks Commission and the State Historical Society to ensure compliance with any required preservation standards. In the event that the front portion of the building was not deemed historical, the costs for eventual removal of the front portion of the building would be provided. The project will include the demolition of the existing maintenance building and construction of a new maintenance building on a site to be determined. Any project cost adjustments will be identified at the completion of the budget and concept study and design phase in 2011. Funding is proposed to be advanced to 2011 to cover the demolition of the existing maintenance building, new maintenance building construction and site utility work and to allow both buildings to be bid at the same time.

Location

The building will be located at the southeast corner of the grounds of the existing Health and Human Service Center Campus.

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. Additionally, 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. Cost update, accelerated, and scope change in 2010-2014 Plan.

Project #	200706	Project Title:	Juvenile Center Boilers & Controls
Department:	Public Works - Buildings	Sponsor:	Public Works
Phase:	Construction	Manager:	Allison Bussler, Director
Budget Action:	As Planned	Date:	August 27, 2010

CAPITAL BUDGET SUMMARY			
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
COST DOCUMENTATION		REVENUE	
Architect	\$20,000		
Construction	\$190,000		
Contingency	\$10,000		
Total Project Cost	\$220,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$220,000	REVENUE BUDGET	\$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 Courthouse 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. Approved as planned in the 2010-2014 Plan.

Project #	200708	Project Title:	Northview Upgrades
Department:	Public Works - Buildings	Sponsor:	Public Works
Phase:	Construction	Manager:	Allison Bussler, Director
Budget Action:	As Planned	Date:	August 27, 2010

CAPITAL BUDGET SUMMARY				
Year	2009	2010	2011	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$40,000	\$160,000	\$2,160,000	\$2,360,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$40,000	\$160,000	\$2,160,000	\$2,360,000
COST DOCUMENTATION			REVENUE	
Architect	\$200,000			
Construction	\$2,000,000			
Contingency	<u>\$160,000</u>			
Total Project Cost	\$2,360,000		Total Revenue	\$0
EXPENDITURE BUDGET	\$2,360,000		REVENUE BUDGET	\$0

Project Scope & Description

The existing Northview facility at 1400 Northview Road was constructed in 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 2014) 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, Day Report Center, 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 accommodate changes in the day reporting program and 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

Project #	200708	Project Title:	Northview Upgrades
Department:	Public Works - Buildings	Sponsor:	Public Works
Phase:	Construction	Manager:	Allison Bussler, Director
Budget Action:	As Planned	Date:	August 27, 2010

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.

Project #	200914	Project Title:	Courthouse Future Study
Department:	Public Works--Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, Director
Budget Action:	As Planned	Date:	August 27, 2010

CAPITAL BUDGET SUMMARY			
	2011		Total
Project Phase	Courthouse Study		Project
Expenditure Budget	\$250,000		\$250,000
Revenue Budget	\$0		\$0
Net County Cost	\$250,000		\$250,000
COST DOCUMENTATION		REVENUE	
Study	\$250,000		
Total Project Cost	\$250,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$250,000	REVENUE BUDGET	\$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 existing 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. Accelerated in 2010-2014 Plan.

Project #	201107	Project Title:	LEC Roofing Replacement
Department:	Public Works - Buildings	Sponsor:	Public Works
Phase:	1-Year Project	Manager:	Allison Bussler, Director
Budget Action:	New	Date:	August 27, 2010

CAPITAL BUDGET SUMMARY		
Year	2011	Total
Project Phase	Design & Construction	Project
Expenditure Budget	\$380,000	\$380,000
Revenue Budget	\$0	\$0
Net County Cost	\$380,000	\$380,000
COST DOCUMENTATION		REVENUE
Architect	\$26,000	
Construction	\$328,000	
Contingency	\$26,000	
Total Project Cost	\$380,000	Total Revenue \$0
EXPENDITURE BUDGET	\$380,000	REVENUE BUDGET \$0

Project Scope & Description

This project is to replace approximately 40,000 square feet of 60 mil EDPM (rubber) roofing on five different roof sections and associated flashings, copings and sealants on the Law Enforcement Center.

Location

515 W. Moreland Blvd. Waukesha WI 53188

Analysis of Need

The facility was constructed in 1993. Sixty mil EDPM (rubber) roofing has a life expectancy between 15 and 25 years. This is the original roof and is now 17 years old. The rubber has shrunk and is pulling away from the parapets and curbs. This area is also exposed to the sun and is cracking and a source of leaks. With the installation of a roof mounted solar hot water system scheduled for next summer, patching or roofing replacement in a few years will prove to be more costly.

Alternatives

Continue to patch when leaking.

Ongoing Operating Costs

N/A

Previous Action

None

Project #	201108	Project Title:	Highway Substations Roofing Upgrades
Department:	Public Works - Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, Director
Budget Action:	New	Date:	August 27, 2010

CAPITAL BUDGET SUMMARY			
Year	2011	2012	Total
Project Phase	Budget & Concept	Design & Construction	Project
Expenditure Budget	\$15,000	\$568,000	\$583,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$15,000	\$568,000	\$583,000
COST DOCUMENTATION		REVENUE	
Architect	\$57,000		
Construction	\$489,000		
Contingency	\$37,000		
Total Project Cost	\$583,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$583,000	REVENUE BUDGET	\$0

Project Scope & Description

Roofing repairs and replacement at Highway facilities at the substations. The work includes roofing materials and installation, base, pipe and curb flashing, parapet coping and gutters where necessary and minor repairs on other buildings.

Nashotah Substation – Replace a shingle roof on the sand shed and a membrane roof on the substation. *New Berlin Substation* – Replace a shingle roof on the salt dome and a membrane roof on the substation. *North Prairie Substation* – Replace a shingle roof on the salt dome and a membrane roof on the substation.

Location

Nashotah Substation – N46 W33480 CTH R Nashotah, WI 53058
 New Berlin Substation – 20300 W. Lawnsdale Road New Berlin, WI 53058
 North Prairie Substation – 126 Oakridge Drive North Prairie, WI 53153

Analysis of Need

All of these roofs are 20 or more years old and need to be replaced. Nashotah Substation – Substation constructed 1972, Sand Shed 1991. New Berlin Substation – Salt Dome 1987, Substation 1950. North Prairie Substation – Salt Dome 1988, Substation 1988.

Alternatives

Continue to patch roofs as leaks develop.

Ongoing Operating Costs

None

Previous Action

None

Project #	201109	Project Title:	Highway Substations HVAC Upgrades
Department:	Public Works Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, Director
Budget Action:	New	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY				
Year	2013	2014	2015	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$12,000	\$24,000	\$555,000	\$591,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$12,000	\$24,000	\$555,000	\$591,000
COST DOCUMENTATION			REVENUE	
Architect	\$36,000			
Construction	\$511,000			
Contingency	\$44,000			
Total Project Cost	\$591,000		Total Revenue	\$0
EXPENDITURE BUDGET	\$591,000		REVENUE BUDGET	\$0

Project Scope & Description

HVAC equipment controls and upgrades at the four Highway substations.

Location

Nashotah Substation – N46 W33480 CTH R Nashotah, WI 53058
 New Berlin Substation – 20300 W. Lawnsdale Road New Berlin, WI 53058
 North Prairie Substation – 126 Oakridge Drive North Prairie, WI 53153
 Sussex Substation – N51 W23093 Lisbon Road Sussex, WI 53098

Analysis of Need

The equipment targeted to be replaced in this project has been identified to have reached the end of its useful life. Mechanical HVAC equipment normally has a useful life of approximately 25 years depending upon the quality of the equipment and the frequency of maintenance. With proper maintenance the useful life of the equipment can be extended. The substations were constructed as follows: Nashotah 1972 38 years, New Berlin 1950 60 years, North Prairie 1988 22 years and Sussex 1965 45 years. The project proposes a concept and budget in 2013 to determine what equipment needs to be replaced and what equipment will be able to be re-used or reconditioned. This project will also allow the county to install high efficiency equipment to reduce annual utility costs.

Alternatives

Repair or replace equipment when it breaks down.

Ongoing Operating Costs

Energy consumption will be reduced with more efficient equipment.

Previous Action

None

Project #	201113	Project Title:	Administration Center Roofing Upgrades
Department:	Public Works - Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, Director
Budget Action:	New	Date:	August 27, 2010

CAPITAL BUDGET SUMMARY			
Year	2014	2015	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$11,000	\$211,000	\$222,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$11,000	\$211,000	\$222,000
COST DOCUMENTATION		REVENUE	
Architect	\$11,000		
Construction	\$196,000		
Contingency	\$15,000		
Total Project Cost	\$222,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$222,000	REVENUE BUDGET	\$0

Project Scope & Description

This project is to replace 34,000 GSF of 60 mil EDPM (rubber) roofing on the Administration Center.

Location

Administration Center 515 W. Moreland Blvd. Waukesha, WI 53188

Analysis of Need

This replacement was originally scheduled for 2008. It was deferred a few years, patched in 2010 and now scheduled for replacement in 2015 when the roof will be 21 years old. EDPM roofs typically have a warranty for 15 years and the useful life expectancy is between 15 and 20 years. The Administration Center was constructed in 1994.

Alternatives

Patch roof when leaks develop.

Ongoing Operating Costs

None

Previous Action

In 2010 a patch was installed on the perimeter of the building to replace the area that has shrunk and deteriorated from exposure to the sun.

Project #	200808	Project Title:	Communications Center Expansion
Department:	Public Works Buildings	Sponsor:	Richard H. Tuma
Phase:	Formation	Manager:	Allison Bussler, Director
Budget Action:	C-Scope, C-\$ Update	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY				
Year	2014	2015	2016	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$20,000	\$1,090,000	\$1,000,000	\$2,110,000
Revenue Budget	\$0	\$0	\$400,000	\$400,000
Net County Cost	\$20,000	\$1,090,000	\$600,000	\$1,710,000
COST DOCUMENTATION			REVENUE	
Architect	\$110,000		Municipal Cost Share per ordinance	\$400,000
Construction	\$1,630,000			
Contingency	\$130,000			
Survey/Soil Test/Permits/Etc	\$25,000			
Furniture	\$215,000			
Total Project Cost	\$2,110,000		Total Revenue	\$400,000
EXPENDITURE BUDGET	\$2,110,000		REVENUE BUDGET	\$900,000

Project Scope & Description

Originally, this project was proposed in 2008 to add approximately 2,800 square feet to the Waukesha 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. Based on further research and actual experience with a large incident, the project will expand the EOC, add storage space, and add administrative space to free up existing space in the current facility to accommodate additional dispatch positions and have the needed space to better manage significant incidents.

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. The current dispatch floor has (14) 9-1-1 positions, (1) 9-1-1/supervisor position, and (2) supervisor workstations. While the facility is capable of handling increases in activity and a small number of new partners in the existing structure, at some point the facility will need to expand to accommodate substantial growth due to more agencies joining. Since 2004, one police department and two fire departments to the center, as well as adding emergency management and IT personnel have been added to this facility. Within the next couple of years, growth is estimated to include two to four police and fire departments, but the unknown factor is the size of those additional agencies at this point. In addition, the necessary space is needed in the EOC to handle county-wide incidents. The current square footage is insufficient.

Alternatives

In the years until the building is expanded the facility can re-configure the 9-1-1 positions in the center adding up to four additional positions, but room for support staff, storage, meeting rooms, etc are in short supply.

Ongoing Operating Costs

Additional space and equipment will require additional staff, but the major components of the building already exist. Besides additional personnel, small increases are expected for 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. Delayed 1 year in 2010-2013 Plan.

Project #	200902	Project Title:	UWW Boiler, Chiller and Controls Replacement
Department:	Public Works - Buildings	Sponsor:	Public Works
Phase:	Budget & Concept	Manager:	Allison Bussler, Director
Budget Action:	As Planned	Date:	August 27, 2010

CAPITAL BUDGET SUMMARY					
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
COST DOCUMENTATION			REVENUE		
Engineering	\$130,000				
Construction	\$2,740,000				
Contingency	\$220,000				
Total Project Cost	\$3,090,000		Total Revenue		\$0
EXPENDITURE BUDGET	\$3,090,000		REVENUE BUDGET		\$0

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. Cost update in 2010-2014 Plan.

Project #	200810	Project Title:	CTH CW, Ashippun River Bridge
Department:	Public Works - Highways	Road Name:	Mapleton Road
Phase:	Construction	Project Type:	Bridge
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 27, 2010		

CAPITAL BUDGET SUMMARY				
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
COST DOCUMENTATION			REVENUE	
Design	\$125,000		Federal Bridge Aid	\$533,600
Land Acquisition	\$75,000			
Construction	\$575,000			
Construction Management	\$69,000			
Contingency	\$23,000			
Total Project Cost	\$867,000		Total Revenue	\$533,600
EXPENDITURE BUDGET	\$333,400		REVENUE BUDGET	\$0

Project Scope & Description

This project includes the replacement of the existing steel girder bridge on CTH "CW" over the Ashippun River. The project includes reconstruction of approximately 1300 feet of approach roadway on new alignment to correct the substandard horizontal alignment. The roadway will remain a two-lane facility and will be constructed to current standards. At a minimum, right of way will be acquired to the ultimate width of 50 feet from the roadway centerline. The project will require 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. Approved with cost update in the 2010-2014 Plan.

Project #	200905	Project Title:	CTH F Rehabilitation (I-94 to STH 190)
Department:	Public Works - Highways	Road Name:	Redford Boulevard
Phase:	Formation	Project Type:	Rehabilitation
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 27, 2010		

CAPITAL BUDGET SUMMARY			
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
COST DOCUMENTATION		REVENUE	
Design	\$395,000	Surface Transportation Program - Milwaukee	\$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
EXPENDITURE BUDGET	\$1,250,000	REVENUE BUDGET	\$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. Approved with cost update in the 2010-2014 Plan.

Project #	201006	Project Title:	CTH NN, STH 83 to CTH ES
Department:	Public Works – Highways	Road Name:	CTH NN
Phase:	Formation	Project Type:	Rehabilitation
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY				
Year	2013	2014	2015	Total
Project Phase	Design	Land	Const.	Project
Expenditure Budget	\$288,000	\$818,000	\$580,000	\$1,106,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$288,000	\$818,000	\$580,000	\$1,106,000
COST DOCUMENTATION		REVENUE		
Design	\$288,000	Surface Transportation Program - Rural		\$2,320,000
Land Acquisition	\$818,000			
Construction	\$2,540,000			
Construction Management	\$255,000			
Contingency	\$105,000			
Total Project Cost	\$4,006,000	Total Revenue		\$2,320,000
EXPENDITURE BUDGET	\$1,686,000	REVENUE BUDGET		\$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

Approved As Planned in 2010-2014 plan.

Project #	201007	Project Title:	CTH O, CTH HH to Grange Avenue
Department:	Public Works- Highways	Road Name:	Moorland Road
Phase:	Formation	Project Type:	Priority Corridor
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY				
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
COST DOCUMENTATION		REVENUE		
Design	\$351,000	Surface Transportation	\$3,192,000	
Land Acquisition	\$65,000	Program - Milwaukee		
Construction	\$3,580,000			
Construction Management	\$260,000			
Contingency	\$149,000			
Total Project Cost	\$4,405,000	Total Revenue	\$3,192,000	
EXPENDITURE BUDGET	\$1,213,000	REVENUE BUDGET	\$0	

Project Scope & Description

This project will add the additional lanes to County O, 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 land 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 Avenue and Grange Avenue 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.

Project #	9707	Project Title:	CTH VV, Marcy - Bette Drive
Department:	Public Works- Highways	Road Name:	Silver Spring Dr
Phase:	Construction	Project Type:	Priority Corridor
Budget Action:	C-\$ Update	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY						
Year	2007	2008	2009	2010	2011	Total
Project Phase	Design	Land Acquis.	Land/Const.	No Funding	Construction	Project
Expenditure Budget	\$150,000	\$340,000	\$1,590,000	\$0	\$871,000	\$2,951,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$150,000	\$340,000	\$1,590,000	\$0	\$871,000	\$2,951,000
COST DOCUMENTATION			REVENUE			
Design (By DPW staff)	\$155,000					\$6,624,000
Land Acquisition	\$1,140,000					
Construction	\$7,200,000					
Construction Management	\$720,000					
Contingency	\$360,000					
Total Project Cost	\$9,575,000					\$6,624,000
EXPENDITURE BUDGET	\$2,951,000					REVENUE BUDGET \$6,624,000

Project Scope & Description

This project involves the reconstruction of 1.8 miles of CTH VV to a multi-lane section. The project will extend westerly 600 feet through Jackson Drive to provide a logical match to the existing roadway. A median will be used to provide for left turn movements and as a bio swale to reduce suspended solid runoff as part of the storm water management plan. The roadway alignment will stay at its present location. Land will be acquired to a distance of 65 feet from the roadway centerline; additional grading easements and vision corners may be required. Approximately \$6,624,000 in Federal Aid will be required.

Location

Village of Menomonee Falls

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

Included in 1993-1997 Plan and deleted in 1994-1998 Plan. Approved as a new project in 1997-2001 Capital Plan. Approved as planned in 1998-2002 to 2000-2004 Plans. Approved with cost update, and delayed in 2001-2005 and 2002-2006 Plans. Approved as planned in 2003-2007, 2004-2008 Plans. Approved with scope and cost update in 2005-2009, 2007-2011 plans. Approved with cost and revenue update 2006 - 2010 plan. Approved with cost update in the 2007-2011 plan. Approved as planned in the 2008-2012 Plan.

Project #	200606	Project Title:	CTH P, Bark River Bridge
Department:	Public Works - Highways	Road Name:	Sawyer Road
Phase:	Construction	Project Type:	Bridge
Budget Action:	C-\$ Update	Manager:	Allison Bussler, Director
Date:	August 27, 2010		

CAPITAL BUDGET SUMMARY					
Year	2007	2008	2009	2011	Total
Project Phase	Design	Right of Way	Construction	Construction	Project
Expenditure Budget	\$124,000	\$110,000	\$96,400	\$137,600	\$468,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$124,000	\$110,000	\$96,400	\$137,600	\$468,000
COST DOCUMENTATION			REVENUE		
Design	\$124,000		Federal Bridge Aid		\$475,000
Land Acquisition	\$110,000				
Construction	\$616,000				
Construction Management	\$68,000				
Contingency	\$25,000				
Total Project Cost	\$943,000		Total Revenue		\$475,000
EXPENDITURE BUDGET	\$468,000		REVENUE BUDGET		\$0

Project Scope & Description

This project includes the replacement of the existing box culvert with a new culvert and reconstruct the immediate roadway approaches on existing alignment. Replacement of an integral dam spillway is anticipated with this project. The roadway will remain a two-lane facility and will be constructed to current standards. At a minimum, right of way will be acquired to the ultimate width of 40 feet from the roadway centerline. Additional right of way width may be necessary to construct this project. The dam spillway is not maintained by Waukesha County. It is anticipated that Summit will assume ownership of the spillway. Waukesha County and Town of Summit are working toward a project agreement. Per FHWA rules the spillway construction is ineligible for Federal Bridge funds therefore Waukesha County will fund 100% of the spillway portion of the project. The project will receive an estimated \$475,000 in Federal Bridge Aid on the bridge portion of the project.

Location

Town of Summit

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs Initial maintenance costs will be reduced.

Previous Action Approved as a new project in the 2006-2010 Plan. Approved with cost update in the 2007-2011, 2008 - 2012 Plans. Approved as planned in the 2009-2013 and 2010-2014 Plans.

Project #	200917	Project Title:	Waukesha West Bypass
Department:	Public Works - Highways	Road Name:	Meadowbrook Rd/Merrill Hills Road
Phase:	Right of Way	Project Type:	Jurisdictional Plan Implementation
Budget Action:	C-Cash Flow Update	Manager:	Allison Bussler, Director
Date:	August 27, 2010		

CAPITAL BUDGET SUMMARY					
Year	2009	2010	2011 *	2012 *	Total
Project Phase	Design	Design	Right of Way	Construction	Project
Expenditure Budget	\$250,000	\$1,750,000	\$2,000,000	\$1,720,000	\$5,720,000
Revenue Budget	\$250,000	\$0	\$1,400,000	\$1,000,000	\$2,650,000
Net County Cost	\$0	\$1,750,000	\$600,000	\$720,000	\$3,070,000
COST DOCUMENTATION			REVENUE		
Design	\$2,000,000		Surface Transportation Program - Milwaukee (not budgeted)		\$2,880,000
Land Acquisition	\$3,000,000		Surface Transportation Program - Milwaukee (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
EXPENDITURE BUDGET	\$5,720,000		REVENUE BUDGET		\$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 of Public Works 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.

Project #	200917	Project Title:	Waukesha West Bypass
Department:	Public Works - Highways	Road Name:	MeadowBrook Rd/Merrill Hills Road
Phase:	Right of Way	Project Type:	Jurisdictional Plan Implementation
Budget Action:	C-Cash Flow Update	Manager:	Allison Bussler, Director
Date:	August 27, 2010		

Location

City and Town of Waukesha

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.

Project #	200011	Project Title:	CTH L, CTH Y to Moorland Road
Department:	Public Works- Highways	Road Name:	Janesville Road
Phase:	Land Acquisition	Project Type:	Priority Corridor
Budget Action:	C-\$Update; C-Cash Flow Update	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY								
Year	2007	2008	2009	2010	2011	2012	2013	Total
Project Phase	Design	Land	Land	Land	Land Acq.	Const	Const	Project
Expenditure Budget	\$1,000,000	\$3,500,000	\$3,850,000	\$600,000	\$900,000	\$7,520,000	\$850,000	\$18,220,000
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	\$600,000	\$900,000	\$6,370,000	\$0	\$16,220,000
COST DOCUMENTATION								
Design	\$1,000,000	Surface Transportation Program - Milwaukee (Phase 2 construction)						\$5,980,000
Land Acquisition	\$8,250,000	Estimated agreement with City of Muskego for requested additional items to be determined						\$2,000,000
Construction	\$13,550,000							
Construction Mgmt.	\$900,000							
Contingency	\$500,000							
Total Project Cost	\$24,200,000	Total Revenue						\$7,980,000
EXPENDITURE BUDGET	\$18,220,000	REVENUE BUDGET						\$2,000,000

Project Scope & Description

This project involves the reconstruction of 2.5 miles of CTH L (Janesville Road) from Moorland Road to CTH Y (Racine Ave) from a two-lane to a four-lane roadway. The project will be designed as one project with construction in two phases. Phase 1: Moorland Road 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. Approximately \$5,980,000 in Federal Aid will be required for Phase 2 construction. Updated costs reflect the reduction of land acquisition funds requested.

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, 2010 - 2014 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.
 Approved with cost and revenue updates in 2010-2014 Plans.

Project #	200511	Project Title:	CTH D, Calhoun Rd – Intersection
Department:	Public Works- Highway	Road Name:	Cleveland Avenue
Phase:	Land Acquisition/Constr.	Project Type:	Intersection
Budget Action:	C - \$ Update	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY			
Year	2010	2011	Total
Project Phase	Design/Land	Land Acq/Constr.	Project
Expenditure Budget	\$100,000	\$1,100,000	\$1,200,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$100,000	\$1,100,000	\$1,200,000
COST DOCUMENTATION		REVENUE	
Design	\$125,000	Surface Transportation Program - Milwaukee	\$0
Land Acquisition	\$40,000		
Construction	\$900,000		
Construction Management	\$90,000		
Contingency	\$45,000		
Total Project Cost	\$1,200,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$1,200,000	REVENUE BUDGET	

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 provide for current and future traffic volumes. A conventional intersection consisting of two thru traffic lanes and a left turn lane on all four approaches and a roundabout will be considered as alternate designs for 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. Cost update reflects the actual design costs, and anticipated right-of-way and construction costs.

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, 2010 – 2014 Plans.

Approved with cost update in 2007-2011 plan.

Delayed in 2008 – 2012 Plan.

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

Project #	201004	Project Title:	CTH ES, Fox River Bridge
Department:	Public Works - Highways	Road Name:	National Avenue
Phase:	Formation	Project Type:	Bridge
Budget Action:	C-\$ Update	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY			
Year	2012	2013	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$150,000	\$176,000	\$326,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$150,000	\$176,000	\$326,000
COST DOCUMENTATION		REVENUE	
Design	\$150,000	Federal Bridge Aid	\$702,000
Land Acquisition	\$0		
Construction	\$763,000		
Construction Management	\$84,000		
Contingency	<u>\$31,000</u>		
Total Project Cost	\$1,028,000	Total Revenue	\$702,000
EXPENDITURE BUDGET	\$326,000	REVENUE BUDGET	\$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 now 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, this addition has added to the original project estimate. 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 in 2010-2014 Plan.

Project #	201008	Project Title:	CTH M, CTH YY to East County Line
Department:	Public Works- Highways	Road Name:	North Avenue
Phase:	Formation	Project Type:	Priority Corridor
Budget Action:	C - \$ Update	Manager:	Allison Bussler, Director
Date:	August 27, 2010		

CAPITAL BUDGET SUMMARY					
Year	2014	2015	2016	2017	Total
Project Phase	Design	Land	Land/Const	Const	Project
Expenditure Budget	\$868,000	\$2,400,000	\$400,000	\$2,561,000	\$6,229,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$868,000	\$2,400,000	\$400,000	\$2,561,000	\$6,229,000
COST DOCUMENTATION			REVENUE		
Design	\$868,000			STP - M (Anticipated Share)	\$10,244,000
Land Acquisition	\$2,800,000				
Construction	\$11,400,000				
Construction Management	\$949,000				
Contingency	\$456,000				
Total Project Cost	\$16,473,000			Total Revenue	\$10,244,000
EXPENDITURE BUDGET	\$6,229,000			REVENUE BUDGET	\$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 (124th 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 approved in 2101 -2014 Capital plan.

Project #	201005	Project Title:	CTH I, CTH ES – CTH O Rehab
Department:	Public Works- Highway	Road Name:	Beloit Road
Phase:	Formation	Project Type:	Rehabilitation
Budget Action	New	Manager:	Allison Bussler, Director
Date:	August 27, 2010		

CAPITAL BUDGET SUMMARY					
Year	2015	2016	2017	2018	Total
Project Phase	Design	Land	Construction	Construction	Project
Expenditure Budget	\$293,000	\$1,164,000	\$681,000	\$0	\$2,138,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$293,000	\$1,164,000	\$681,000	\$0	\$2,138,000
COST DOCUMENTATION			REVENUE		
Design	\$293,000			Surface Transportation Program	\$2,726,000
Land Acquisition	\$1,164,000			- Milwaukee	
Construction	\$2,989,000				
Construction Management	\$299,000				
Contingency	\$119,000				
Total Project Cost	\$4,864,000			Total Revenue	\$2,726,000
EXPENDITURE BUDGET	\$2,138,000			REVENUE BUDGET	\$0

Project Scope & Description

This 1.8 mile long project involves the 2 lane rehabilitation/reconstruction of CTH I to bring it up to current standards. Improvements may include: widening the roadway, shoulders and clear zone areas, regrading the ditches and drainage areas, and improving the side road intersections. Improve the horizontal and vertical alignment east of Calhoun Road. The road base and surface will be crushed and re-laid with a new surface on the top.

Location

City of New Berlin

Analysis of Need

The roadway vertical and horizontal alignments are substandard. Additionally, many of the side ditches, shoulders, and clear zones are below current standards. This segment of highway also has a high accident rate. The 2007 traffic volume is 4950 vehicles per day. The eastern portion of this segment is quickly becoming developed. Traffic along CTH I is increasing due to a new Children’s Hospital facility and additional retail development which is being constructed at the corner of Moorland Road and CTH I. Other development is planned between Calhoun Road and Moorland Road.

Alternatives

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

Ongoing Operating Costs

Operating costs are not expected to change.

Previous Action

Added to 2010 -2014 capital plan in 2009.

Project #	201116	Project Title:	CTH C, Mill Street to Oakwood Road
Department:	Public Works- Highways	Road Name:	Genesee Street
Phase:	Formation	Project Type:	Rehabilitation/Jurisdictional Transfer
Budget Action:	New	Manager:	Allison Bussler, Director
Date:	August 27, 2010		

CAPITAL BUDGET SUMMARY				
Year	2014	2015	2016	Total
Project Phase	Design	Land	Land/Const	Project
Expenditure Budget	\$130,000	\$83,000	\$1,850,000	\$2,063,000
Revenue Budget	\$0	\$0	\$463,000	\$463,000
Net County Cost	\$130,000	\$83,000	\$1,387,000	\$1,600,000
COST DOCUMENTATION			REVENUE	
Design	\$130,000		City of Delafield	\$463,000
Land Acquisition	\$83,000			
Construction	\$1,600,000			
Construction Management	\$185,000			
Contingency	\$65,000			
Total Project Cost	\$2,063,000		Total Revenue	\$463,000
EXPENDITURE BUDGET	\$2,063,000		REVENUE BUDGET	\$463,000

Project Scope & Description

The City of Delafield passed a resolution dated July 28, 2008 requesting a jurisdictional transfer of this segment of roadway. The jurisdictional agreement will need to be finalized and approved by both parties. As part of this agreement, Waukesha County would enter into an agreement for cost sharing of the reconstruction. Between the Mill street and the Delafield post office the project includes the reconstruction of the existing lane roadway to an urban section with bypass lanes as needed, the existing culvert structure will be replaced to improve the hydraulic capacity. Storm sewer, sidewalks and curb and gutter will be added. From the Post office to Oakwood the pavement will be resurfaced and the road will remain a two lane rural roadway. The City of Delafield's share of the project is approximately 27% of the total project cost and covers the design and construction of City requested amenities such as sidewalks, storm sewers, bypass lanes, street scaping and landscaping, street lights, decorative railings etc.

Location

City of Delafield

Analysis of Need

This roadway was last resurfaced in 1996 and the latest Pavement Condition Index (PCI) for this segment was 50, when the PCI rating drops below 40, major rehabilitation is recommended. Additionally, the structure over the Bark River (twin galvanized steel culverts) were placed in 1950 and are showing signs of deterioration. Traffic volumes within this segment have steadily increased to 11600 vehicles per day (2008).

Alternatives

1. Do nothing. This alternate does not address the identified deficiencies.
3. Reconstruct CTH C as outlined above.

Ongoing Operating Costs

Initial and future costs will be reduced.

Previous Action

None.

Project #	9131	Project Title:	Bridge Aid Program
Department:	Public Works - Highways	Road Name:	
Phase:	Program Project	Project Type:	Bridge
Budget Action:	As Planned-Suspended	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY							
Year	Previous	2011	2012	2013	2014	2015	Total
Project Phase							Project
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
COST DOCUMENTATION				REVENUE			
Previous	\$1,155,000						
2011 Appropriation	\$0						
2012 Appropriation	\$0						
2013 Appropriation	\$0						
2014 Appropriation	\$0						
2015 Appropriation	\$0						
Total Project Cost	\$1,155,000						\$0
EXPENDITURE BUDGET	\$1,155,000						REVENUE BUDGET
							\$0

Project Scope & Description

The program provides assistance to municipalities for the replacement of large drainage structures. The project normally provides 50% of the funding for engineering, design, and construction of town-, village-, or city-initiated projects that do not receive federal or state aid. 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. Suspend in 2011-2015 Plan.

Project #	9817	Project Title:	Culvert Replacement Program
Department:	Public Works - Highways	Road Name:	Various
Phase:	Program Project	Project Type:	Bridge
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 25, 2010		

CAPITAL BUDGET SUMMARY							
Year	Previous	2011	2012	2013	2014	2015	Total Project
Project Phase							
Expenditure Budget	\$1,400,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,900,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$1,400,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,900,000
COST DOCUMENTATION							REVENUE
Previous	\$1,400,000						
2011 Appropriation	\$100,000						
2012 Appropriation	\$100,000						
2013 Appropriation	\$100,000						
2014 Appropriation	\$100,000						
2015 Appropriation	\$100,000						
Total Project Cost	\$1,900,000						
						Total Revenue	\$0
EXPENDITURE BUDGET	\$1,900,000					REVENUE BUDGET	\$0

Project Scope & Description

Provide annual funding for a countywide culvert replacement program.

Location

Various

Analysis of Need

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

Alternatives

Schedule individual projects as the needs arise.

Ongoing Operating Costs

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

Previous Action

Project Approved as new program in 1998-2002 Capital Plan.

Approved as planned in the 2001-2005 Plan.

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

Project #	200509	Project Title:	Repaving 2008-2012
Department:	Public Works	Road Name:	
Phase:	Program Project	Project Type:	Repaving
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY						
Year	2008	2009	2010	2011	2012	2013
Project Phase						
Expenditure Budget	\$2,800,000	\$2,850,000	\$2,850,000	\$1,900,000	\$1,900,000	NEW
Revenue Budget	\$0	\$0	\$600,000	\$0	\$0	PROJECT
Net County Cost	\$2,800,000	\$2,850,000	\$2,250,000	\$1,900,000	\$1,900,000	CREATED
COST DOCUMENTATION			REVENUE			
	Paver Study	UWW Pav.	Hwy Paving & shouldering	2010 ARRA-Stimulus funds (not budgeted)		\$2,120,000
2008	\$20,000	\$50,000	\$2,730,000			
2009	\$20,000	\$50,000	\$2,780,000			
2010	\$20,000	\$50,000	\$4,900,000	2010 CHIP Revenue		\$600,000
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
EXPENDITURE BUDGET			\$14,420,000	REVENUE BUDGET		\$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 \$7,000 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.

Project #	200911	Project Title:	Repaving Program 2013–2017
Department:	Public Works	Road Name:	
Phase:	Program Project	Project Type:	Repaving
Budget Action:	C-\$ Update	Manager:	Allison Bussler, Director
Date:	August 30, 2010		

CAPITAL BUDGET SUMMARY						
Year	Previous	2013	2014	2015	2016	2017
Project Phase						
Expenditure Budget	\$0	\$1,000,000	\$2,950,000	\$5,000,000	\$1,000,000	\$3,000,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$0	\$1,000,000	\$2,950,000	\$5,000,000	\$1,000,000	\$3,000,000
COST DOCUMENTATION				REVENUE		
	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	\$4,930,000	2015	\$0	\$0
2016	\$20,000	\$50,000	\$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
EXPENDITURE BUDGET			\$12,950,000	REVENUE BUDGET		\$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. Approved As Planned in 2010-2014 Plan.

Project #	200804	Project Title:	Master Plan Update
Department:	Public Works - Airport	Manager:	Keith Markano
Phase:	As Planned		
Budget Action:	As Planned	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY		
Year	2012	Total
Project Phase	Design	Project
Expenditure Budget	\$65,000	\$65,000
Revenue Budget	<u>\$65,000</u>	<u>\$65,000</u>
Net County Cost	\$0	\$0
COST DOCUMENTATION		REVENUE
Construction	\$0	WI Bureau of Aeronautics 50%
Design	\$130,000	Federal Aviation Administration
		(Project dependent on available Federal and/or State Funding)
Total Project Cost	<u>\$130,000</u>	Total Revenue
		\$65,000
EXPENDITURE BUDGET	\$65,000	REVENUE BUDGET
		(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.

Project #	201118	Project Title:	Airport Facility Upgrades
Department:	Public Works - Airport	Sponsor:	
Phase:	Formation	Manager:	Keith Markano
Budget Action:	New	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY				
Year	2013	2014	2015	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$11,000	\$31,000	\$539,000	\$581,000
Revenue Budget	\$11,000	\$31,000	\$539,000	\$581,000
Net County Cost	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE	
Architect	\$39,000		Airport Fund Balance	\$581,000
Construction	\$502,000			
Contingency	\$40,000			
Total Project Cost	\$581,000		Total Revenue	\$581,000
EXPENDITURE BUDGET	\$581,000		REVENUE BUDGET	\$581,000

Project Scope & Description

Upgrade the HVAC infrastructure and replace worn items as identified by the five year building improvement plan.

Location

Terminal and Control Tower buildings.

Analysis of Need

Waukesha County Airport's Main Terminal Building and Control Tower are two of the nicest aviation facilities in Wisconsin and serve as the aviation gateway to Waukesha County for pilots, passengers, and the community. The control tower and terminal building were built in 1997 and 1998 and are in need of interior paint, wall paper, carpet, and ceramic tile within the next five years. Both buildings have been measured and assessed for repairs and a five year building improvement plan has been developed to calculate the cost of these repairs.

The heating, ventilating and air conditioning equipment installed in this facility was scheduled to be replaced in the LAW study in 2010 & 2011. The equipment is still in operable condition and it is recommended that replacement be deferred until 2015. New equipment will provide the county an opportunity to utilize more energy efficient equipment and reduce energy consumption.

Alternatives

Do nothing: The condition of the buildings is good now but will continually fade as the years progress making the interiors less attractive.

Ongoing Operating Costs

Previous Action

This is a new project.

Project #	201119	Project Title:	2015 Orthophotography
Department:	Parks and Land Use	Sponsor:	
Phase:	5 years – Program Project	Manager:	Don Dittmar
Budget Action:	New	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY			
Year	2015		Total
Project Phase	Project Work		Project
Expenditure Budget	\$400,000		\$400,000
Revenue Budget	\$0		\$0
Net County Cost	\$400,000		\$400,000
COST DOCUMENTATION		REVENUE	
Contract Costs	\$400,000	Fund Balance will be appropriated to the extent it is available prior to when the project is budgeted.	
Contingency	\$0		
Total Project Cost	\$400,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$400,000	REVENUE BUDGET	\$0

Project Scope & Description

Aerial images were acquired for Waukesha County in 1963, 1970, 1975, 1980, 1985, and 1990 under programs administered by the Southeastern Wisconsin Region Planning Commission (SEWRPC). Higher precision Orthophotography (images that have been “ortho-rectified” to correct for distortion caused by changes in terrain) were acquired in 1995, 2000, and 2005. Capital project 200614 created new Orthophotography for the County in 2010.

Orthophotography requires that a Digital Terrain Model (DTM) be created to allow the ortho-rectification process to be completed. The DTM contains data that allows a computer to generate a model of the land surface of the County. The DTM required for the creation of Orthophotography is not as precise as the model that is required to generate the 2-foot contour topographic base maps usually required for regulation and analysis. Waukesha County Capital projects ROD9900 and 200508 each contributed funds to create the higher precision DTM that was used to generate a countywide 2-foot contour topographic base map in 2005. This DTM was later used by FEMA to refine floodplain boundaries in Waukesha County under a Federal matching project that credited the County with \$600,000 in local match due to the existence of the DTM.

This project will fund the acquisition of new Orthophotography in 2015 to continue the series and provide high quality imagery to support regulatory and planning activities in the County. In addition, new Light Detection and Ranging (LiDAR) technology will be used to create a new high precision DTM and a new 2-foot topographic base file to capture changes in the terrain of the County that have occurred since 2005. It is anticipated that the LiDAR based DTM and contour files will provide more precise data and allow for less costly updating in the future. It is also anticipated that 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 Orthophotography images, topographic maps and underlying DTM are used by the Planning, Parks, Land Conservation, and Transportation Departments 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. Capital Plan 200614 in 2006.

Project #	200802	Project Title:	Exposition Center Arena Roof
Department:	Parks and Land Use	Sponsor:	
Phase:	Design	Manager:	Dale Shaver, Dir.
Budget Action:	As Planned	Date:	August 25, 2010

CAPITAL BUDGET SUMMARY			
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
COST DOCUMENTATION		REVENUE	
Design	\$25,000		
Construction	\$405,000		
Contingency	<u>\$30,000</u>		
Total Project Cost	\$460,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$460,000	REVENUE BUDGET	\$0

Project Scope & Description

This project involves the assessment, design and repair/renovation of the existing domed and low-sloped roof areas of the Waukesha County Exposition Center Arena. 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 project cost is based on limited roof decking replacement as determined during roof structure analysis in 2009. If the condition of the decking is determined to be worse during actual construction, additional costs may be incurred.

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. Change in scope in 2010-2014 Plan.

Project #	200505	Project Title:	Park Restrooms Renovation
Department:	Parks & Land Use	Manager:	Dale Shaver, Parks & Land Use Director
Phase:	Construction		
Budget Action:	As Planned	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY							
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
COST DOCUMENTATION	# Restrooms	Cost	Item	Per Unit	#		
2009 Planning & Design Building		\$15,000	Soils Testing *	\$955	15		\$14,325
2010 Muskego Park	3	\$480,000	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
EXPENDITURE BUDGET		\$3,075,000	* Not all sites require.				

Project Scope and Description

The plan identifies Capital Projects over 5 years (2010-2014) to be accomplished in order to bring the parks up to sanitary expectations of the park user. The project would build new restrooms in the reserved picnic areas of Muskego, Nashotah, Menomonee, Minooka, Naga-Waukeee, and Mukwonago parks. These parks combined need 18 new restrooms to replace 22 existing open concrete vault toilets. This project will include green initiatives such as dual flush toilets, low-flow fixtures, solar tube skylighting, and energy conserving motion detector/photocell switches for lighting and ventilation fans. 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 site work, 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 annually. The parks currently spend \$13,250 for septic services annually.

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. Approved as planned in 2010-2014 Plan.

Project #	200918	Project Title:	Energy Efficiency and Conservation Federal ARRA
Department	Parks and Land Use / Public Works	Sponsor:	Mark Keckeisen, Duane Grimm
Phase:	Construction	Manager:	Dale Shaver, Parks and Land Use Director Allison Bussler, Public Works Director
Budget Action	As Planned	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY				
Year	2009	2010	2011	Total
Project Phase	In House Design	Construction	Construction	Project
Expenditure Budget	\$0	\$1,931,900	\$160,000	\$2,091,900
Revenue Budget	<u>\$0</u>	<u>\$1,931,900</u>	<u>\$160,000</u>	<u>\$2,091,900</u>
Net County Cost	\$0	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE		
Design	\$0	Energy Efficiency & Conservation		
Construction	\$2,091,900	Block Grant (EECBG)		\$2,091,900
Contingency	<u>\$0</u>			
Total Project Cost	\$2,091,900	Total Revenue		\$2,091,900
EXPENDITURE BUDGET	\$2,091,900	REVENUE BUDGET		\$2,091,900

Project Scope & Description

The American Recovery and Reinvestment Act of 2009 (ARRA), 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; Installation of a Solar Thermal System for hot water supply for the Waukesha County Jail and Law Enforcement Center and installing spread spectrum radio technology to interconnect traffic signals to reduce vehicle delay, thereby reducing emissions and fuel use.

Project #	200918	Project Title:	Energy Efficiency and Conservation Federal ARRA
Department	Parks and Land Use / Public Works	Sponsor:	Mark Keckeisen, Duane Grimm
Phase:	Construction	Manager:	Dale Shaver, Parks and Land Use Director Allison Bussler, Public Works Director
Budget Action	As Planned	Date:	August 30, 2010

Location

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 (8-9 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).

Project	Design / Construction Year	Estimated Cost	Estimated ROI * Years
Ice Arena Heat Recovery and HVAC	2010	\$ 763,610	8-10 years
Law Center Solar Thermal system	2010/ 2011	\$ 440,000	8 years
Exterior Lighting and Parking lots	2010/ 2011	\$ 526,590	2-4 years
County Facilities Interior Lighting	2010 / 2011	\$ 100,000	2-4 years
Retzer Renewable Energy (geo-thermal) Project	2009 / 2010	\$ 201,700	8-10 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 and incremental cost of replacing some equipment

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 from current energy consumption usage, 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 in future budgets based on actual utility rates and reduced consumption.

Previous Action

New project in 2010-2014 Plan

Project #	200014	Project Title:	Bikeway Pavement Improvements
Department:	Parks and Land Use	Sponsor:	
Phase:	Construction	Manager:	Dale Shaver, Parks and Land Use Director
Budget Action:	C- Delay; C-\$ Update	Date:	August 30, 2010

Year	2002-2005	2010	2011	2012	Total
Project Phase	New Berlin	Const.	Const.	Const.	Project
Expenditure Budget	\$675,000	\$0	\$80,000	\$704,000	\$1,459,000
Revenue Budget	<u>\$500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$500,000
Net County Cost	\$175,000	\$0	\$80,000	\$704,000	\$959,000
COST DOCUMENTATION		REVENUE			
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				
2011 Engineering	\$80,000				
2012 Bugline	\$704,000	In 2011, State Stewardship Grant up to 50% (\$704,000) is expected to provide funding for Bugline Trail Improvements or ARRA funding :			\$704,000
		2009 Awarded Phase 1(\$250,000) 2010 Application made for Phase 2 (\$247,031) 2011 Proposed application for Phase 3(\$206,969)			
Total Project Cost	\$1,459,000	Total Revenue Expected			\$2,657,396
EXPENDITURE BUDGET	\$1,459,000	REVENUE BUDGET			
		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 engineering expenses for planning and design in 2011 to contract out for engineering services as opposed to in house. The State of Wisconsin DNR requires the County to continue to accommodate snowmobile use on the Bugline Trail.

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. In 2009, the County was awarded a state stewardship grant for phase 1 (\$250,000), applied for phase 2 in 2010 (\$247,031) and intends to apply for phase 3 in 2011 (\$206,968). The County is applying for the maximum stewardship grant annually over a three-year period, and will install the project at one time. 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. Approved for use of stimulus funding in 2010-2014 Plan. Delayed and cost update in the 2011-2015 Capital Plan.

Project #	200824	Project Title:	Pavement Management Plan
Department:	Parks & Land Use	Manager:	Dale Shaver, Parks & Land Use Director
Phase:	Program Project		
Budget Action:	C-\$ Update	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY							
Year	2010	2011	2012	2013	2014	2015	Total
Program Project							Project
Expenditure Budget	\$460,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,960,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$460,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,960,000
COST DOCUMENTATION				REVENUE			
2010	\$460,000						
2011	\$500,000						
2012	\$500,000						
2013	\$500,000						
2014	\$500,000						
2015	\$500,000						
Total Project Cost	\$2,960,000						Total Revenue \$0
EXPENDITURE BUDGET '10	\$460,000						REVENUE BUDGET \$0

Project Scope & Description

In cooperation with the Public Works Department, retain consultant services to update the Pavement Management Plan for county parks, highways and roads and to address the condition and maintenance schedule of parking lots, curb and gutter, and sidewalks at county facilities. The projects consist of soil borings, pavement pulverization, stabilization fabric, culverts, stone base and asphalt pavement construction and concrete paving. \$440,000 of the budget is for asphalt repair, \$50,000 for concrete repair and \$10,000 for consulting services. Starting in 2011 the plan includes a 10% increase in the asphalt repair budget to ensure we maintain an average PCI of 71. The 10% increase includes funds to cover additional site analysis, including soil borings and surveys, to ensure higher quality construction and lower maintenance costs.

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 3 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.

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 worst-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. The major projects for 2011 are Minooka Park, Naga-Waukee Golf Course, and the Administration Center concrete. Major projects for 2012 include Muskego Beach House, Nag-Waukee campground road, and Juvenile Center and Jail parking lots. The major project for 2013 & 2014 is the Expo parking lots.

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. Cost update in 2010-2014 plan.

Project #	201106	Project Title:	Menomonee Maintenance Building Demolition
Department:	Parks & Land Use	Manager:	Dale Shaver, Parks & Land Use Director
Phase:	Construction		
Budget Action:	New	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY						
Year	2011	2012	2013	2014	2015	Total
Program Project					Demolition	Project
Expenditure Budget	\$0	\$0	\$0	\$0	\$325,000	\$325,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$0	\$0	\$0	\$0	\$325,000	\$325,000
COST DOCUMENTATION			Cost			
Asbestos and Lead Paint Removal			\$135,000			
Building Demolition						
maintenance building			\$90,000			
recreation building			15,000			
Utility removal			\$65,000			
Site Restoration - grading/seeding			\$20,000			
Total Project Cost			\$325,000			
EXPENDITURE BUDGET			\$325,000	Total		\$0

Project Scope and Description

This project will include the demolition of the old maintenance building and recreation building at Menomonee Park. Prior to demolition, the asbestos and lead paint will be removed from the maintenance building and the adjacent storage building. The separate storage building will not be demolished because it will remain used for storage of equipment for the park and Camp Pow Wow. Utilities to the old maintenances buildings will be removed. Site restorations will include grading and seeding.

The buildings described were used as a military installation as a Nike Site #M-86 and in 1963, the 6.67-acre site was transferred to Waukesha County. At the time of the transfer, Waukesha County was required to pay 50% of the value in return for using the property for recreational purposes for 20 years. 20 years expired in 1983 and from that time the County is free to utilize the property as they wish. (Per e-mail from Elyse LaForest, Program Manager of the Federal Lands to Parks Program, NPS)

Location

Menomonee Park former office location.

Analysis of Need

Due to the poor condition of the old maintenance building, a new maintenance building was built in 2009. The old maintenance building is no longer in use and continues to deteriorate; therefore, demolition will eliminate further upkeep and maintenance expenses. The fertilizer storage building will continue to be used for storage, but still requires the removal of asbestos.

Alternatives

Take no action and keep the existing buildings for storage, and continue to maintain and repair.
Keep buildings and remodel for alternative use.

Ongoing Operating Costs

Maintenance costs will be eliminated with the demolition of these deteriorating buildings.

Previous Action

None.

Project #	200915	Project Title:	Update and Integrate Courtroom Technology
Department:	Circuit Court Services	Sponsor:	Circuit Court Services
Phase:	Implementation	Manager:	Clerk of Circuit Court – Kathy Madden
Budget Action:	As Planned	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY					
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
COST DOCUMENTATION			REVENUE		
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
EXPENDITURE BUDGET	\$991,000		REVENUE BUDGET		\$0

Project Scope & Description

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

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

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 3rd or 4th 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.

Project #	200915	Project Title:	Update and Integrate Courtroom Technology
Department:	Circuit Court Services	Sponsor:	Circuit Court Services
Phase:	Implementation	Manager:	Clerk of Circuit Court – Kathy Madden
Budget Action:	As Planned	Date:	August 30, 2010

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. Approved as planned in the 2010-2014 Plan.

Project #	200815	Project Title:	Digital Radio System Upgrade
Department:	Emergency Preparedness	Sponsor:	Radio Services
Phase:	Budget & Concept	Manager:	Richard H. Tuma
Budget Action:	As Planned	Date:	August 30, 2010

Year	2011	2012	2013	2014	Total
	Budget & Concept	Design & Engineering	Implement	Implement	Project
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
COST DOCUMENTATION		REVENUE			
Design	\$130,000	Radio Services Fund Balance			\$77,000
Construction	\$8,941,000	Municipal Sinking fund			\$1,600,000
Contingency	<u>\$444,000</u>	<u>County Loans to Municipal partners</u>			\$3,119,000
		<u>General Fund Balance of \$625,000 set aside per year beginning in 2010</u>			
		County Share (Not included in total revenue)			\$4,719,000
Total Project Cost	\$9,515,000				
EXPENDITURE BUDGET	\$9,515,000	REVENUE BUDGET			\$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 in 2008. An Amendment to the original Intergovernmental Agreement has been signed to all 37 communities. Approved as planned in the 2010-2014 Plan.

Project #	201101	Project Title:	9-1-1 Phone System
Department:	Emergency Preparedness	Sponsor:	Waukesha County Communications
Phase:	Design/Bidding	Manager:	Richard H. Tuma
Budget Action:	New	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY					
Year	2010	2011	2012	2013	Total
Project Phase	<u>Design/Bidding</u>		<u>Implementation</u>		Project
Expenditure Budget	\$0	\$25,000	\$1,075,000	\$0	\$1,100,000
Revenue Budget	<u>\$0</u>	<u>\$25,000</u>	<u>\$1,075,000</u>	<u>\$0</u>	<u>\$1,100,000</u>
Net County Cost	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE		
Design/Bidding	\$25,000			General Fund Balance (reserved)	\$1,100,000
Implementation	\$1,025,000				
Contingency	<u>\$50,000</u>				
Total Project Cost	\$1,100,000			Total Revenue	\$1,100,000
EXPENDITURE BUDGET	\$1,100,000			REVENUE BUDGET	\$1,100,000

Project Scope & Description

Replace current 9-1-1 phone system with newer technology capable of meeting the requirements of Next Generation 9-1-1 technology such as an IP based phone network, texting and video inputs.

Location

Equipment will be installed and used at WCC, 1621 Woodburn Road.

Analysis of Need

Current 9-1-1 phone system was installed and operational in 2004. Newer technology requirements and end of life issues require we replace the current system with one capable of handling the Next Generation of 9-1-1 technology including digital phones, text messages, video, and the IP based infrastructure the phone network is migrating to. Support of existing equipment will become more difficult shortly as the availability of spare parts becomes limited.

Alternatives

Since the only alternative would be to continue to use current system but because it is out of production and spare parts are becoming more difficult to obtain, this is not a viable solution.

Ongoing Operating Costs

Just like the current phone system, we would pay for maintenance on critical components and time and materials for less critical items. Current maintenance runs about \$35,000 for the maintenance contract and Time & Materials. We expect the new system to cost a little more in the area of \$40,000 annually.

Previous Action

New project.

Project #	201102	Project Title:	WCC Console Radio Equipment
Department:	Emergency Preparedness	Sponsor:	Waukesha County Communications
Phase:	Planning	Manager:	Richard H. Tuma
Budget Action:	New	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY				
Year	2012	2013	2014	Total
Project Phase	<u>Design & Engineering</u>	<u>Bidding</u>	<u>Implementation</u>	Project
Expenditure Budget	\$100,000	\$0	\$900,000	\$1,000,000
Revenue Budget	<u>\$100,000</u>	<u>\$0</u>	<u>\$900,000</u>	<u>\$1,000,000</u>
Net County Cost	\$0	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE		
Bidding & Engineering	\$100,000	General Fund Balance		\$1,000,000
Implementation	\$850,000	(reserved)		
Contingency	<u>\$50,000</u>			
Total Project Cost	\$1,000,000	Total Revenue		\$1,000,000
EXPENDITURE BUDGET	\$1,000,000	REVENUE BUDGET		\$1,000,000

Project Scope & Description

In 2013, the current analog 800 trunked radio system is scheduled to be replaced with a digital 800 trunked radio system. In conjunction with that project, the radio console equipment at WCC will need to be replaced/upgraded with equipment that can operate with that new technology. This implementation of console equipment must be done in conjunction with the replacement and implementation of the infrastructure for the digital trunked radio equipment.

Location

Equipment will be installed at WCC on the dispatch floor and in the radio equipment room. Fifteen positions will be upgraded.

Analysis of Need

While some components of the current system may be used with the newer digital technology, both systems will need to be in operation at the same time in order to test one while the other stays in operation. This project must be done in conjunction with the Trunked Radio Digital Replacement project in order to maintain radio communications with field units.

Alternatives

There are no alternatives. The current analog trunked system is out of production and spare parts are becoming more difficult to obtain. Staying with the current system would result in our not being able to maintain the radio system to our standards.

Ongoing Operating Costs

Annual trunked radio maintenance is \$6,631.00. We estimate maintenance costs would be similar to the current maintenance costs we have now.

Previous Action

New project.

Project #	IS-200619	Project Title:	Financial Operations & Management Systems
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Implementation	Manager:	Mike Biagioli
Budget Action:	As Planned	Date:	8/30/2010

CAPITAL BUDGET SUMMARY					
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
COST DOCUMENTATION			REVENUE		\$0
Software	\$550,000				
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
EXPENDITURE BUDGET	\$2,040,000			Revenue Budget	\$880,000

Project Scope & Description

This project included a 2009 consultant review of the County's current financial system (Oracle Government Financials – OGF) and possible alternatives, and recommended replacing it with a so-called "Tier II" solution for a return on investment in 9 years. The current OGF system will be 15 years in use when replaced. This solution would provide all the capabilities required for County operations without exposure to the financial risk inherent in Oracle's considerable pricing power. Funding is included in 2011 and 2012 to select, acquire and implement a suitable replacement for Oracle Government Financials.

Location

All County departments would be affected.

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.
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 County must be prepared with analysis to move to a more competitive system before this occurs again. Also, Oracle Systems has announced they will no longer support OGF after November, 2013.
3. Potential changes in the County's technology environment, including the introduction of extensible markup language and the growing use of web-based services could simplify the County's interoperability situation if properly planned for. The possibility for sharing applications and/or data with other municipalities may prove feasible.
4. The continuation of supporting the Oracle database environment itself must be evaluated. Continuing in the direction of MS SQL Server for new applications could yield savings in both systems and staffing.

Alternatives

Alternatives to this project include:

1. Remain with the Oracle Government Financials application suite and our current collection of various interfaces. Build the potentially high cost of maintenance support into the operating budget after de-support by Oracle.
2. Remain with the Oracle Government Financials application suite and upgrade to Oracle's Fusion project prior to de-support at a higher cost than the recommended Tier II solution.

Fiscal Impacts

Based on estimates developed by the County's consultant, net annual savings of approximately \$140,000-150,000 can be expected after implementation of the new system, largely due to lower maintenance and support costs.

Previous Action

Approved as a new project in the 2006 – 2010 Plan. Change in scope and cost update in 2010-2014 Plan.

Project #	200624	Project Title:	Re-engineering I.T. Infrastructure
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Completion	Manager:	Mike Biagioli
Budget Action:	C-Scope	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY				
Year	2006	2007 - 2009	2011	Project Total
Project Phase	Analysis	Implementation	Completion	
Expenditure Budget	\$150,000	\$280,000	\$0	\$430,000
Revenue Budget	\$150,000	\$280,000	\$0	\$430,000
Net County Cost	\$0	\$0	\$0	\$0
Cost Documentation		Revenue		
Contract Services	\$205,000	End User Technology		\$430,000
Software & Hardware	\$225,000	Fund Balance		
Total Project Cost	\$430,000	Revenue Budget		\$430,000

Project Scope & Description

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

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

- 1) Develop a baseline assessment report that will document, define and serve as an inventory of the current enterprise architecture including current functions and processes, automation, information and data requirements, and application systems needed to support end users needs,
- 2) Define/document the County's Information Technology guiding principles and hardware/software standards,
- 3) Develop/recommend an enterprise approach for technology that enables the identification of duplicative resources/investments and opportunities for internal and external collaboration that will result in operational improvements and cost-effective solutions to business requirements,
- 4) Establish a Countywide roadmap/blueprint and IT master planning tool that will maximize data integration opportunities and provide a sound foundation to support the capital planning and technology investment management process,
- 5) Compare planned and future projects to the existing infrastructure and user needs/requirements to identify gaps, develop a migration strategy and a plan for realignment, if necessary ,
- 6) Incorporate a process for ongoing and regular updating of the plan and a continuous process improvement methodology.

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

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

Project #	200624	Project Title:	Re-engineering I.T. Infrastructure
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Implementation	Manager:	Mike Biagioli
Budget Action:	C-Scope	Date:	August 30, 2010

Additionally, several vendors have modified their pricing strategies to address the introduction of multi-core processors. This will require a re-licensing process, which will increase the cost of these packages, but the functionality of these packages has proven to be significant and changing to a different software package would result, ultimately, in higher costs to the county. Absorbing the one-time cost of the re-licensing, through End-User fund balance, will continue to make these tools available to the county users and prepare the county for future expanded use of these tools.

Location

All internal and external users of County technologies.

Analysis of Need

1. Currently, Technology Requests are submitted through the County Executive's office, with the first match to County strategy held by the County Executive. Once the County Executive has made a determination as to whether a request fits in the overall strategy, a work group then determines the estimated Return on Investment for the request. The Technology Steering Committee then determines which technical initiatives are the highest priority for the County. Measuring each request against the overall business strategy for the County does not actually happen. It is a simple ranking process that might push highly strategic initiatives to the back of the pack, rather than highlighting the true impact on the business strategy for the County.
2. The establishment of a true Technology Strategic Plan for Waukesha County will allow Information Technology and end users to clearly make strategic decisions for the County, based on pre-established strategies and yet allow for variations dictated by evolving technologies. The ongoing, availability and use of a Strategic Information Technology Plan will allow for emerging technologies to be incorporated into the overall strategy for the County, while allowing current efforts to be controlled under established standards.
3. Clearly matching the technology requirements for Waukesha County to the overall Strategic Plan for the County will insure that the dollars spent on technology are focused on the areas where the most strategic value will be returned.
4. Establishing a short (9-12 months) and long term (up to 4 years) window for technology strategy will keep the focus on the long term goals of technology for the County, while allowing the evolution of technology to be reflected and incorporated in the overall plans for the County on a measured and planned approach.

Alternatives

Alternatives to this project include:

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

Ongoing Operating Costs

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

Previous Action

Approved as planned in the 2007-2011 plan.

Project #	200910	Project Title:	Enterprise Content Management
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Implementation	Manager:	Mike Biagioli
Budget Action:	C-Scope	Date:	8/30/2010

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

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.
- For 2012, Waukesha County has been informed, by Oracle, that our Stellent product will have reached its "end of life" and that all customers will have to transition from Stellent to the Oracle Imaging solution. This will entail a new contract and support agreement. This project will evaluate the fiscal impact this transition will have on the County, determine the correct course of action the County should follow (including the issuance of an RFP to replace our current Stellent system with a more fiscally reasonable alternative than that presented by Oracle). Additionally, the County must determine the best technical architecture for making this information available to the public, through web-based applications.
- 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 timeframes 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.
- An overall Enterprise Content Management environment will be developed and implemented that will allow for policy-driven user-controlled management of electronic records and documents. This environment will automate the retention and disposition of electronic records, utilizing the Records Retention Schedule; provide for automated record destruction based on scheduled retention, suspend destruction for "Legal Holds"; and provide end-user tools that will simplify the retention and retrieval process. It will also 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.

Project #	200910	Project Title:	Enterprise Content Management
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Implementation	Manager:	Mike Biagioli
Budget Action:	C-Scope	Date:	8/30/2010

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.
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 Stellent 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 Fund will incur additional maintenance cost associated with the software and hardware estimated at \$58,000 per year beginning in budget year 2012.

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

Project approved as a part of the 2009-2013 Plan. Approved as planned in 2010-2014 Plan.

Project #	200912	Project Title:	Workforce Management System
Department:	Administration	Sponsor:	DOA – Accounting/HR
Phase:	Design/Implement	Manager:	L. Dahl
Budget Action:	C-Scope; C-\$ Update	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY				
Year	2010	2011	2012	Total
Project Phase	Design/Implement	New Module*	New Module*	Project
Expenditure Budget	\$268,000	\$150,000	\$200,000	\$618,000
Revenue Budget	\$0	\$150,000	\$200,000	\$350,000
Net County Cost	\$268,000	\$0	\$0	\$268,000
* Will be implemented if positive ROI				
COST DOCUMENTATION			REVENUE	
Software	\$421,000		General Fund Balance	\$350,000
Hardware	\$115,000		Fund balance will be used, as the purchases will only be made if a clear ROI implementation plan is in place.	
Consultant Services	\$52,000		Total Revenue	\$350,000
Training	\$30,000			
Total Project Cost	\$618,000			
EXPENDITURE BUDGET	\$618,000		REVENUE BUDGET	\$350,000

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 the vendor has announced plans to discontinue it, having shifted development resources to a new product. The resources budgeted in this project include a process review, and acquisition of a Workforce Management System with improved capabilities for data collection, data transfer between related systems, scheduling, benefit accrual and leave management and biometric time terminals in certain locations. These additional capabilities (modules) will only be purchased if implementation plans show clear return on investments as shown in the consultant study.

Alternatives

An alternative would be 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. This was rejected in the analysis since there are many competing vendors that provide these services. Continue scheduling systems currently in use by the various departments.

Ongoing Operating Costs

Annual application software maintenance costs will vary by the vendor chosen and modules selected, but are estimated at about \$35,000-\$45,000/year. The comparable cost for the current system is about \$40,000/year. Hardware support for biometric time terminals are estimated at about \$10,000-\$11,000/year. Server and other infrastructure support costs will vary by the vendor chosen.

Previous Action

Originally included in 2009-2013 Plan.

Project #	200109	Project Title:	Implement HHS Automated System
Department:	DOA-Information Technology	Sponsor:	HHS-Don Maurer
Phase:	Implementation	Manager:	Mike Biagioli
Budget Action:	C-\$ Update	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY							
Year	2001	2004	2006	2008	2009	2011	Total
Project Phase	Analysis		Devlpmnt	Devlpmnt	Implmnt	Implmnt	Project
Expenditure Budget	\$560,000	\$725,000	\$110,000	\$580,000	\$830,000	\$500,000	\$3,305,000
Revenue Budget	<u>\$560,000</u>	<u>\$725,000</u>	<u>\$110,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$500,000</u>	<u>\$1,895,000</u>
Net County Cost	\$0	\$0	\$0	\$580,000	\$830,000	\$0	\$1,410,000
COST DOCUMENTATION				REVENUE			
	Phase I	Phase II	Total				
Software	\$725,000	\$350,000	\$1,075,000	State Funding (SACWIS)			\$180,000
Vendor Customization	\$0	\$105,000	\$105,000				
Hardware	\$0	\$85,000	\$85,000				
Contract/Consulting Services	\$560,000	\$1,230,000	\$1,790,000	Capital Project Fund Balance			\$60,000
Contingency	<u>\$110,000</u>	<u>\$140,000</u>	<u>\$250,000</u>	Human Services Fund Balance			<u>\$1,655,000</u>
Total Project Cost	\$1,395,000	\$1,910,000	\$3,305,000	Total Revenue			\$1,895,000
EXPENDITURE BUDGET	\$3,305,000			REVENUE BUDGET			\$1,895,000

Phase I

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

Phase II

This Capital Project's scope was changed to reflect a new objective for 2008 through 2011. Information Technology, working with Human Services to develop a Request for Proposal to select a vendor-supported application suite that will replace the in-house developed PeopleLink system and the Avatar PM module (currently provided and supported by NetSmart) and select a Case Management system.

There are anticipated customizations to the software, required by Waukesha County, as well as the conversion of all databases and associated applications will add \$610,000 to the cost of the software. \$500,000 has been added to this Capital Plan for 2011, to account for additional contract services funds required to convert current systems and applications to interface with the newly selected application suite.

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

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

Location

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

Analysis of Need

1. The required modifications to PeopleLink, to properly interface with eWiSACWIS, HRIS, and the Avatar PM module and the Clinician Workstation System, would extend this project well into 2013. Replacing PeopleLink will eliminate an in-house application that has consumed staff resources far beyond the original expectations.
2. The business case for implementing a Case Management/Electronic Health Record (EHR) system for Health and Human Services has been made and is supported by solid Return on Investment as well as solid business justification.
3. Installing vendor support modules instead of in-house developed applications moves the majority of burden of maintenance of the core application (system) onto the vendor. This reduces the dependency on a single person in Information Technology. These include: Electronic Medication Administration, ePrescribing, and Order Entry.
4. The PeopleLink module is in need of a significant upgrade. Replacing it with a vendor package will defer the funds required for this upgrade.
5. Although a temporary solution for the Special Living Fund issue has been implemented a long-term solution still needs to be analyzed and implemented.

Project #	200109	Project Title:	Implement HHS Automated System
Department:	DOA-Information Technology	Sponsor:	HHS-Don Maurer
Phase:	Implementation	Manager:	Mike Biagioli
Budget Action:	C-\$ Update	Date:	August 30, 2010

Alternatives

Alternatives to this project include:

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

Ongoing Operating Costs

An estimate of on-going operational costs for the maintenance component for the Avatar PM module will be \$38,250. The maintenance costs associated with the new application suite is estimated at between 15% and 20% of the cost of the software (approximately \$150,000). These costs will be reflected in the Health and Human Services operating budget starting in 2012.

Return on Investment

Return on Investment: 37.50%

Return on Investment Break-even Period (Years): 4.10, based upon the project completion date

Five-Year Forecast:

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

To be measured in 2014 with follow up in 2016.

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

Previous Action

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

Project #	201117	Project Title:	ROD Electronic record redaction
Department:	Register of Deeds	Sponsor:	
Phase:	Implementation	Manager:	Jim Behrend, Register of Deeds
Budget Action:	New	Date:	August 30, 2010

CAPITAL BUDGET SUMMARY			
Year	2011	2012	Total
Project Phase	Implementation	Implementation	Project
Expenditure Budget	\$350,000	\$200,000	\$550,000
Revenue Budget	<u>\$350,000</u>	<u>\$200,000</u>	<u>\$550,000</u>
Net County Cost	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE	
Software	\$350,000	Statutory Redaction Fee-	\$550,000
Hardware	\$0	General Fund Reserved	
Contracted Services	<u>\$200,000</u>		
Total Project Cost	\$550,000	Total Revenue	\$550,000
EXPENDITURE BUDGET	\$550,000	REVENUE BUDGET	\$550,000

Project Scope & Description

The projects goal is to remove social security numbers from real estate records that are viewable in electronic format via the internet. All real estate records recorded between 1935 and March 31, 2006 may contain social security numbers. Currently Waukesha County allows electronic access to over 1,900,000 records on the Internet. In addition, approximately 1,700,000 paper records may contain social security numbers. This project will make use of new revenue dedicated to the project's purpose by WI Act 314. Act 314 states that the ROD may continue to collect this additional fee until sufficient funds have been collected to cover the costs associated with this project and other costs associated with redaction of social security numbers. The County Board has authorized the collection of this additional fee, starting June 25, 2010, thereby committing the County to engage in the activities enumerated under this capital project. As of this writing, all counties in Wisconsin are collecting the fee and engaging in efforts to redact social security numbers from the public real estate records.

Location

The project will take place in the ROD office.

Analysis of Need

Recent public interest in maintaining the integrity of social security numbers has resulted in legislation affecting the duties of the Office of Register of Deeds. Since April 1, 2006, State Statutes make it illegal to record documents with social security numbers. In addition, the ROD staff may cross out social security numbers on recorded documents recorded after March 31, 2006, if they come across social security numbers in the course of their recording activities. Outside of this recent timeframe, social security numbers exist in ROD records dating back to 1935.

Alternatives

Waukesha County could decide to not collect the \$5 per document fee and not engage in the project. Such a decision would leave Waukesha County as the only County in Wisconsin that continues to make individual social security numbers available on documents showing on the Internet. Waukesha County could also comply with the law by removing Internet access to all real estate records. This would result in reduced present and future revenues received from the public for search and copy fees. Limiting access to real estate records on the Internet would also increase foot traffic in the ROD office, as the public comes in the purchase copies of real estate records.

Ongoing Operating Costs

This project is self-funded by a fee of \$5 per document recorded, starting June 26, 2010. This fee, created by WI Act 314(SB 507), is specifically designated by the statute to be used only for making available a redacted electronic version of ROD documents that may contain social security numbers. Once the digitization and redaction is complete, the fee will be discontinued and the ROD office will revert to its prior practice of rejecting or redacting new documents that contain social security numbers.

Previous Action

County board approval of Redaction fee