

# Capital Projects

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## CAPITAL PROJECTS

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### Mission

To provide comprehensive planning and analysis of the long-range capital needs of Waukesha County. This process contributes to the fiscal review and prioritization of such capital projects as facility development (new construction and improvements), infrastructure maintenance, technology, major equipment and systems installations.

### Policy

A capital project is defined as an active or proposed non-recurrent expenditure in one or more specified plan years of an amount usually in excess of \$100,000 for a permanent fixed asset (building, land, improvement, or equipment or technology installation) which has a useful life or extends the useful life of an existing fixed asset, usually in excess of seven years.

This budget maintains the emphasis on planning and funding for infrastructure and capital improvements projects, as they are needed rather than reacting to crisis situations. New projects should be requested in the last year of the five-year plan, unless circumstances require a more immediate time frame. County Code Section 7-16 (c) requires design and implementation for larger projects to be, at a minimum, in separate calendar years. This project methodology further identifies documentation and justification requirements to support the project from the first year included in the plan to project completion. Justification includes costs vs. benefits, return on investment analysis and project need.

A long range goal to managing overall debt service is to use annual cash balances from tax levy and governmental fund balance to fund capital projects at a minimum of 20 percent of net capital expenditures. This "down payment," reduces the need to borrow additional funds and manages debt service growth in relationship to the operating budget.

In this section, under "2015 Capital Projects and Operational Impact," is a summary of operational impacts resulting from implementation of the capital improvement program. Also, in this section are individual capital project sheets, which detail operational impacts. Impacts associated with new facility operations are included in planning for future funding needs for County operations (See individual project pages), but are only included in operating department budgets in the year they will be incurred.

### Financial Summary

	2013	2014	2015	Change from 2014	
	Budget	Budget	Budget	\$	%
Expenditures	\$27,870,000	\$27,992,700	\$17,926,400	(\$10,066,300)	-36.0%
Revenues-Project Specific	\$4,213,000	\$1,000,000	\$767,500	(\$232,500)	-23.3%
Enterprise Fund Balance (a)	\$1,071,000	\$7,121,500	\$745,000	(\$6,376,500)	-89.5%
Internal Service Fund Balance (b)	\$525,000	\$933,500	\$360,000	(\$573,500)	-61.4%
Restricted Special Rev Fund Bal (c)	<u>\$0</u>	<u>\$0</u>	<u>\$195,500</u>	<u>\$195,500</u>	N/A
Net Expenditures	\$22,061,000	\$18,937,700	\$15,858,400	(\$3,079,300)	-16.3%
Other Financing Sources:					
Investment Earnings	\$510,000	\$250,000	\$300,000	\$50,000	20.0%
Debt Issue Proceeds	<u>\$17,000,000</u>	<u>\$10,000,000</u>	<u>\$10,000,000</u>	<u>\$0</u>	0.0%
Cash Balances from					
Governmental Fund Balance (d)	\$2,000,500	\$6,087,700	\$3,008,400	(\$3,079,300)	-50.6%
Revenues-General	\$550,500	\$650,000	\$700,000	\$50,000	7.7%
<b>Tax Levy</b>	<b><u>\$2,000,000</u></b>	<b><u>\$1,950,000</u></b>	<b><u>\$1,850,000</u></b>	<b><u>(\$100,000)</u></b>	<b>-5.1%</b>
Total Cash Balances	\$4,551,000	\$8,687,700	\$5,558,400	(\$3,129,300)	-36.0%
Est. Use of Cash Balances					
as % Of Net Expenditures	21%	46%	35%		

- (a) 2015 budget use of enterprise fund balance of \$605,000 includes \$530,000 of Airport Fund Balance and \$75,000 of Golf Course Fund Balance.
- (b) 2015 budget use of internal service fund balance consists of \$360,000 of End User Technology Fund Balance.
- (c) 2015 budget use of restricted special revenue fund balance consists of \$195,500 of Land Information System Fund Balance.
- (d) 2015 budget use of governmental fund balance of \$3,008,400 includes Capital Projects Fund Balance of \$2,788,400 and \$220,000 of prior-year jail assessment fee revenues re-appropriated as General Fund Balance.

# Capital Projects

# 2015 Capital Projects

# Summary

	2013 Budget	2014 Budget (a)	2015 Budget	14-15 Budget Change
<b>EXPENDITURES</b>				
Justice and Public Safety	\$1,045,000	\$10,168,000	\$265,000	(\$9,903,000)
Health and Human Services	\$10,721,000	\$95,000	\$0	(\$95,000)
Parks, Env, Edu & Land Use (a)	\$3,996,000	\$6,875,200	\$1,589,900	(\$5,285,300)
Public Works (a)	\$11,018,000	\$8,201,000	\$14,596,500	\$6,395,500
County Wide Technology Projects	\$960,000	\$2,538,500	\$1,360,000	(\$1,178,500)
Est. Financing Costs	\$130,000	\$115,000	\$115,000	\$0
<b>Total Gross Capital Expenditures</b>	<b>\$27,870,000</b>	<b>\$27,992,700</b>	<b>\$17,926,400</b>	<b>(\$10,066,300)</b>

## REVENUES-Project Specific

Federal Transportation Alternatives Program (TAP) Grant	\$0	\$0	\$427,500	\$427,500
County Highway Improvement Program (CHIP)	\$0	\$330,000	\$330,000	\$0
Donation Revenue	\$0	\$0	\$10,000	\$10,000
CHIP-Discretionary	\$300,000	\$250,000	\$0	(\$250,000)
Federal Transportation Enhancement (TE) Grant	\$1,900,000	\$0	\$0	\$0
Sale of Excess Land	\$0	\$400,000	\$0	(\$400,000)
Highway Local Reimbursement	\$2,013,000	\$20,000	\$0	(\$20,000)
<b>Subtotal Revenues-Project Specific</b>	<b>\$4,213,000</b>	<b>\$1,000,000</b>	<b>\$767,500</b>	<b>(\$232,500)</b>

## REVENUES-General

State Shared Revenue/Utility Payment	\$200,500	\$50,000	\$100,000	\$50,000
State Computer Equipment Exemption	\$350,000	\$600,000	\$600,000	\$0
<b>Subtotal Revenues-General</b>	<b>\$550,500</b>	<b>\$650,000</b>	<b>\$700,000</b>	<b>\$50,000</b>

## FUND BALANCE APPROPRIATIONS:

Airport Fund	\$491,000	\$239,000	\$670,000	\$431,000
Radio Services Fund	\$387,500	\$1,212,500	\$0	(\$1,212,500)
Material Recycling Fund Balance	\$0	\$5,410,000	\$0	(\$5,410,000)
Golf Course Fund	\$50,000	\$160,000	\$75,000	(\$85,000)
Ice Arena Fund	\$142,500	\$100,000	\$0	(\$100,000)
<b>Subtotal: Enterprise Funds</b>	<b>\$1,071,000</b>	<b>\$7,121,500</b>	<b>\$745,000</b>	<b>(\$6,376,500)</b>
End User Technology Fund Balance	\$525,000	\$315,000	\$360,000	\$45,000
Telecommunications Fund Balance	\$0	\$375,500	\$0	(\$375,500)
Health Insurance Fund Balance	\$0	\$243,000	\$0	(\$243,000)
<b>Subtotal: Internal Service Funds</b>	<b>\$525,000</b>	<b>\$933,500</b>	<b>\$360,000</b>	<b>(\$573,500)</b>
Special Revenue Fund: Land Information System Fund Balance	\$0	\$0	\$195,500	\$195,500
CAFÉ Library Fund-Special Revenue	\$65,000	\$0	\$0	\$0
General Fund - ROD Doc. Fee Reserved	\$300,000	\$600,000	\$0	(\$600,000)
General Fund - Communication Center Assigned	\$0	\$900,000	\$0	(\$900,000)
General Fund - Digital Radio System Upgrade Assigned	\$0	\$3,119,000	\$0	(\$3,119,000)
General Fund - Assigned	\$1,240,500	\$1,063,200	\$220,000	(\$843,200)
Capital Project Funds Assigned	\$395,000	\$405,500	\$2,788,400	\$2,382,900
<b>Subtotal: Cash Balances from Governmental Fund Balance</b>	<b>\$2,000,500</b>	<b>\$6,087,700</b>	<b>\$3,008,400</b>	<b>(\$3,079,300)</b>
<b>Total Fund Balance Uses For Capital Projects</b>	<b>\$3,596,500</b>	<b>\$14,142,700</b>	<b>\$4,308,900</b>	<b>(\$9,833,800)</b>

Investment Earnings	\$510,000	\$250,000	\$300,000	\$50,000
Debt Proceeds	\$17,000,000	\$10,000,000	\$10,000,000	\$0

Tax Levy	\$2,000,000	\$1,950,000	\$1,850,000	(\$100,000)
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(a) Restated to reflect transition of Energy Efficiency Improvement Project (201208) from Public Works-Facilities to Parks, Land Use and Education in 2015.

Pg #	PROJECT TITLE	Project Number	2015 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
<b>PUBLIC WORKS - AIRPORT</b>						
464	AIRPORT FACILITY UPGRADES	201118	\$540,000	\$540,000	(a)	\$0
465	SOUTH AND WEST TERMINAL RAMP EXPANSION	201311	\$140,000	\$140,000	(b)	\$0
<b>PUBLIC WORKS - FLEET &amp; HIGHWAY OPS</b>						
466	REPLACE BRINE MAKER/CONSTR CANOPY ROOF	201401	\$10,500	\$0		\$10,500
<b>EMERGENCY PREPAREDNESS - BUILDINGS</b>						
467	COMMUNICATIONS CENTER EXPANSION	200808	\$45,000	\$0		\$45,000
<b>PUBLIC WORKS - BUILDINGS</b>						
468	ADMINISTRATION CENTER ROOFING UPGRADES	201113	\$211,000	\$0		\$211,000
469	HWY OPS-FLEET HVAC UPGRADES	201206	\$45,000	\$0		\$45,000
470	MHC CHILLER UPGRADES	201214	\$694,000	\$0		\$694,000
471	LAW ENFORCEMENT CTR MECHANICAL UPGRADES	201413	\$220,000	\$220,000	(c)	\$0
472	DEMOLISH FORMER H&HS BUILDING	201503	\$3,300,000	\$0	(d)	\$3,300,000
<b>UW - WAUKESHA</b>						
473	UWW BOILER, CHILLER & CONTROLS REPLACEMENT	200902	\$1,386,000	\$0		\$1,386,000
475	UWW ROOFING UPGRADES	201210	\$1,442,000	\$0		\$1,442,000
<b>PUBLIC WORKS - HIGHWAYS</b>						
476	CTH I, CTH ES TO CTH O REHAB	201005	\$353,000	\$0		\$353,000
477	CTH M, CTH YY TO EAST COUNTY LINE	201008	\$1,098,000	\$0		\$1,098,000
478	CTH D, CALHOUN -INTERSECTION (Memo)	200511	(\$200,000)	\$0	(e)	\$0
479	CHT P, BARK RIVER BRDG	200606	\$106,000	\$0		\$106,000
480	CTH CW, ASHIPUN RIVER BRIDGE	200810	\$407,600	\$0		\$407,600
481	CTH NN, STH 83 TO CTH ES	201006	\$818,000	\$0		\$818,000
482	CTH C, MILL STREET TO OAKWOOD ROAD	201116	\$103,000	\$0		\$103,000
483	CULVERT REPLACEMENT PROGRAM	9817	\$100,000	\$0		\$100,000
484	REPAVING PROGRAM 2013-2017	200911	\$3,000,000	\$330,000	(f)	\$2,670,000
485	SIGNAL/SAFETY IMPROVEMENTS	200427	\$842,400	\$0		\$842,400

(a) Airport Fund Balance of \$530,000 and donation revenue of \$10,000

(b) Airport Fund Balance

(c) General Fund Balance from prior year jail assessment fees

(d) Capital Project Fund Balance of \$2,798,400 is budgeted to partially cover this project (see footnote (l) on next page)

(e) Expenditure budget is reduced \$200,000 and re-appropriated as Capital Projects Fund Balance in 2015. Since budgeted expenditure authority for this project was approved in prior years, the reduction is displayed as a memo item and does not affect the bottom-line project totals in this summary.

(f) County Highway Improvement Program (CHIP)

Pg #	PROJECT TITLE	Project Number	2015 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
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**PARKS AND LAND USE**

487	ORTHOGRAPHY	201119	\$195,500	\$195,500	(g)	\$0
488	WAUKESHA-BROOKFIELD MULTI-USE TRAIL	201407	\$450,000	\$427,500	(h)	\$22,500
489	PARK BEACH AREA RENOVATIONS	201408	\$15,000	\$0		\$15,000
490	ENERGY EFFICIENCY IMPROVEMENTS	201208	\$75,000	\$75,000	(i)	\$0
491	CAMP POW WOW EXPANSION	201504	\$54,400	\$0		\$54,400
492	PAVEMENT MANAGEMENT PLAN 2013 - 2017	200824	\$800,000	\$0		\$800,000

**IT - COUNTY CLERK**

493	ELECTION SYSTEM UPGRADE	201310	\$1,000,000		(j)	\$1,000,000
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**TECHNOLOGY PROJECTS**

495	COUNTY-WIDE CASHIERING	200414			(k)	\$0
497	ENTERPRISE CONTENT MANAGEMENT	200910	\$150,000	\$150,000	(l)	\$0
499	WORKFORCE MANAGEMENT SYSTEM	200912	\$100,000	\$100,000	(l)	\$0
500	END USER REPORT DEVELOPMENT	201411	\$110,000	\$110,000	(l)	\$0

EST. FINANCING (Includes Arb Rebate/Discount)	999999	\$115,000	\$0	\$115,000
TOTAL EXPENDITURES/Fund Balance Applied/Net \$ Needed		\$17,926,400	\$2,288,000	\$15,638,400

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

STATE COMPUTER EQUIPMENT EXEMPTION	\$600,000	
STATE SHARED REVENUE/UTILITY PAYMENT	\$100,000	
CAPITAL PROJECT FUND BALANCE	\$2,788,400	(m)
DEBT ISSUE PROCEEDS	\$10,000,000	
INVESTMENT INCOME EARNED ON DEBT ISSUE	\$300,000	
TOTAL FROM OTHER FUNDING SOURCES	\$13,788,400	

TAX LEVY	\$1,850,000
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- (g) Land Information Systems Fund Balance
- (h) Federal Transportation Alternatives Program (TAP) Grant funding
- (i) Golf Courses Fund Balance
- (j) Of the upfront County funding toward this project, it is estimated that municipalities will repay the County in future years for a portion of their share, totaling approximately \$650,000.
- (k) Project includes a change in scope. No additional expenditure authority is requested in 2015.
- (l) End User Technology Fund Balance
- (m) Capital Project Fund Balance is budgeted to partially cover the cost of the project to Demolish the Former Health and Human Services Building (see footnote (d) on previous page).

**GENERAL SUMMARY**

The 2015 capital project expenditures decrease \$10,066,300 from the 2014 Adopted Budget to about \$17.9 million. Changes are identified by functional area below.

**Justice and Public Safety**

Projects in this functional area total \$265,000, which is a decrease of \$9.9 million from the prior year budget. The 2014 budget had included about \$9.6 million to complete an upgrade of the County's public safety radio technology from an analog to a digital signal and replace corresponding radio console equipment at the County's dispatch center, which is not repeated in the 2015 budget. The 2015 Budget includes funding for project concept to replace HVAC equipment at the Law Enforcement Center, estimated at \$220,000, and for the future expansion of the Waukesha County Communications Center (WCC), estimated at \$45,000. The WCC expansion will allow for additional municipal police and fire agencies to join County dispatch and provide the needed space for handling large-scale emergency events.

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

Projects in this functional area total \$1.6 million, a decrease of about \$5.3 million from the 2014 budget level. This includes \$800,000 for the Parks pavement management plan, \$450,000 for design work for a multi-use trail connecting Frame Park in the City of Waukesha to Mitchell Park in the City of Brookfield, \$195,500 for orthophotography to update digitized maps for Land Information (GIS) Systems, \$75,000 for energy-saving lighting upgrades at clubhouse facilities at Nagawaukee and Wanaki golf courses, and about \$70,000 for preliminary design work for park beach house improvements and the expansion of Camp Pow Wow at Menomonee Park.

**Public Works**

Project expenditures in the Public Works functional area total \$14.6 million, an increase of decrease of \$6.4 million from the 2014 Adopted Budget. Projects include buildings, highways and the airport as follows:

Buildings

Building infrastructure improvements total about \$3.8 million. Facility project improvements include about \$2.8 million at the UW-Waukesha campus, with \$1.4 for replacement of boilers and controls and \$1.4 million for roofing upgrades. HVAC upgrades at County facilities include \$694,000 to replace the chiller at the Mental Health Center and \$45,000 for project design to replace the HVAC system at the Highway Operations Building. The budget includes \$211,000 for roof replacement at the Administration Center. Project design for replacement of the brinemaker and construction of a canopy roof at the Highway Operations Building is budgeted at \$10,500.

The budget also includes \$3.3 million in 2015 to demolish the former Health and Human Services (H&HS) Building, which is now vacant after the new H&HS facility was opened in October 2013.

Highways

The 2015 capital budget for roadways continues priorities established in four categories and includes projects in all categories to provide a balanced plan. Projects and funding priorities are identified below.

Bridges/Culverts

The existing culvert replacement program continues with an appropriation of \$100,000. Bridge reconstruction projects include additional funding of \$407,600 for the County Trunk Highway (CTH) CW Ashippun River bridge and \$106,000 for the CTH P Bark River. Federal Bridge Aid and Highway Safety Improvement Program (HSIP) funding, which is managed by the State Department of Transportation and not included in the County Budget, total about \$1.5 million.

Signal & Safety Improvements

Project costs of \$842,400 are budgeted in 2015 to address intersection improvement including traffic signals and turn lanes at the top rated locations over the next three years (2015-17). Ratings are based on safety, traffic congestion and roadway safety audits to identify the use of lower cost remediation strategies. Current and future construction costs are expected to be mostly covered with federal HSIP funding totaling about \$3.6 million (not included in County budget). An existing project to improve the intersection at CTH D (Cleveland Avenue) and Calhoun road in the City of New Berlin, is being reduced in scope to bring the intersection widening project within budget with an adjusted budget. The existing budget (appropriated in prior-years) is decreased by \$200,000 for the lower cost estimate.

Repaving

A funding level of \$3.0 million is budgeted for annual County Trunk Highway (CTH) repaving program with a goal of covering approximately 20 miles of road. In addition, \$818,000 is budgeted to begin rehabilitating CTH NN, from State Highway 83 to CTH ES, in the Village of Mukwonago; \$353,000 for design to rehabilitate CTH I (Beloit Road), from CTH ES (National Avenue) to CTH O (Moreland Road), in the City of New Berlin; and \$103,000 for design work to rehabilitate CTH C (Genesee Street) from Mill Street to Oakwood Road in the City of Delafield.

#### Priority Corridors

The 2015 budget includes about \$1.1 million for project design work to widen 2.1 miles of CTH M (North Avenue), from CTH YY (Pilgrim Road) to the East County Line (124<sup>th</sup> Street), in the City of Brookfield and Village of Elm Grove. Construction is planned to begin in 2018. Total project costs are estimated at \$17 million. Federal aid is expected to cover \$10.3 million of project costs, and the City and Village will add an additional \$210,000 for local street amenities. The remaining \$6.5 million is County funded.

#### Airport

The 2015 budget includes funding for two Airport projects including \$540,000 to complete a project to upgrade the Terminal Building and Control Tower, and \$140,000 to complete a ramp expansion to accommodate the construction of additional corporate aircraft hangars

#### County Wide Technology Investments

County technology projects include \$1.0 million to complete a project to upgrade the County's election system through process improvements and automated system enhancements. Other technology projects include the last year of funding for multiple technology projects, including \$150,000 to implement an enterprise wide content management system; \$110,000 to transition the County to a new, more affordable data reporting system; and \$100,000 to implement a workforce management system. The existing project to implement a Countywide cashing system includes a change in scope to plan for a likely migration to a new existing cashing system after the current vendor signaled that their system will likely be de-supported in the next few years. Planning would be funded through existing appropriations and no additional funding is requested at this time.

#### **Project Revenue Funding**

Revenues and various Fund Balance appropriations for project funding decrease by about \$10.0 million to \$6.1 million for the 2015 Budget.

Project specific revenues decrease by \$232,500 to \$767,500, and include \$427,500 to cover 95% of the design costs associated with the development of the Waukesha-Brookfield Multi-Use Trail project. Funding sources include the Federal Transportation Alternatives Program (TAP) grant, State Department of Natural Resources Stewardship funding and the local share from the City of Brookfield. In addition, \$330,000 of federal County Highway Improvement Program (CHIP) funding is budgeted to partially cover County highway repaving costs. A corporate donation of \$10,000 is budgeted toward the project to upgrade the Airport Terminal Building and Control Tower.

Revenues also include State payments received for personal property tax exemption for technology equipment of \$600,000 and State shared revenue/utility payments allocated to Capital Projects budget estimated at \$100,000.

Use of Fund Balance in 2015 totals \$4,308,900, which is a decrease of \$9,833,800 (2014 Budget included significant one-time fund balance use for the Material Recycling Facility and Digital Radio System Upgrade projects). This include \$2,788,400 of **Capital Projects Fund Balance**, to partially cover the project to demolish the former Health and Human Services Building. Capital project Fund Balance in the 2015 budget is estimated to be available from favorable project balances lapsing at the completion or closure of multiple projects, including construction of the Health and Human Services Building by \$1,000,000; discontinuing the project to widen CTH O (Moorland Road), from CTH HH (College Avenue) to Grange Avenue, in the City of New Berlin by \$469,000; and improvements to the intersection at CTH D (Cleveland Avenue) and Calhoun Road in the City of New Berlin by \$200,000.

Other uses of various fund balances in the 2015 budget include \$670,000 of **Airport Fund Balance**; \$360,000 of **End User Technology Fund Balance**; \$220,000 of prior-year Jail Assessment Fee revenues (reserved **General Fund Balance**) for the project to upgrade HVAC equipment at the Law Enforcement Center; and \$195,500 in **Land Information System Fund Balance**.

Borrowed funds are budgeted at \$10 million, the same level as the 2014 budget. Investment income is budgeted at \$300,000, an increase of \$50,000 from the 2014 budget. Property tax levy funding at \$1,850,000 is a reduction of \$100,000 from the 2014 Adopted Budget. Tax levy and the use of governmental fund cash balance and other revenues maintains the County's "down payment" at 35% of net capital expenditures, well above the policy target of 20%.

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**OPERATING IMPACTS BY FUNCTIONAL AREA****Justice and Public Safety**

The future expansion of the Waukesha County Communications Center (WCC) will accommodate additional staffing and equipment needs as new municipal police and fire agencies join County dispatch. Future municipal members should experience net savings from the economies of the WCC. The project to upgrade mechanical HVAC equipment at the Law Enforcement Center is expected to help reduce energy consumption through newer, high-efficiency equipment with direct digital controls.

**Park, Environment, Education and Land Use**

The project to renovate the beach house at Minooka Park would include newer energy-efficient lighting, plumbing, HVAC and day lighting solutions. The renovation would also permit greater flexibility in future facility usage in the future, potentially turning the beach house into a year-round rentable pavilion if the County chooses to discontinue beach services at the Park due to low usage. Higher rental revenues and lower beach operational costs are estimated to result in a net \$32,000 in savings per year.

Wanaki Golf Course bridges are planned to be replaced over the next three years. The number of bridges will be reduced to avoid future maintenance costs. The project is also expected to improve river flow and reduce flooding which may help limit golf course closures and loss of revenue.

An energy conservation project to install energy efficiency lighting at the clubhouses and other facilities at Nagawaukee and Wanaki Golf Courses is estimated to reduce energy costs with a return on investment in two years.

**Public Works**

The project to replace the chiller at the Mental Health Center building is estimated to be approximately 10% to 20% more energy efficient, which would reduce utility costs an estimated \$2,000 to \$4,000 per year. The project to demolish the former Health and Human Services building would eliminate the need to budget approximately \$58,000 in facility expenses annually and reduce insurance costs approximately \$16,000 per year.

**Highways**

Annual operating costs for additional lane miles are estimated at \$6,860 per lane mile. Since 1998, the County has used a highway pavement management program to achieve an average Pavement Condition Index (PCI) rating of 70. Since 1998, the overall average PCI rating of all County Trunk highways has improved from 60.6 in 1998 to a 68 for 2013. The County follows Wisconsin Department of Transportation guidelines for bridge replacement. Structure rehabilitation is warranted when the sufficiency number drops below 80, and a structure replacement is warranted when the sufficiency number drops below 50. The Highway Engineering division continues to work to maintain an average sufficiency index rating of 80 or higher for all county bridges.

**Technology Projects**

The Capital plan continues a number of technology projects to improve and automate business processes as well as upgrade old systems. This includes a workforce management system upgrade (time and attendance tracking and scheduling) expected to help better manage and reduce overtime usage and spending, with a return on investment estimated within four years. An election system upgrade is expected to generate process improvements and automated system enhancements to maximize efficiencies and automate the vote collection, tallying and reporting processes. A project to transition the County to a new, more affordable data reporting system is estimated to have an immediate return on investment by forgoing estimated re-licensing (\$190,000) and annual maintenance fees (\$83,000) estimated with the current system in 2015. By contrast, the new system is expected to have ongoing annual maintenance cost of \$5,500. A project to implement an enterprise wide content management system is estimated to include additional annual software and hardware costs of about \$58,000 to be offset largely by intangible savings related to risk reduction (related to e-Discovery and open records requests) and staff time savings. The return on investment is currently estimated at approximately 4 years.

<b>Project #</b>	201118	<b>Project Title:</b>	Airport Facility Upgrades
<b>Department:</b>	Public Works-Airport	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Phase:</b>	Design		
<b>Budget Action:</b>	C – Revenue Update	<b>Date:</b>	August 27, 2014

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2013	2014	2015	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$11,000	\$59,000	\$540,000	\$610,000
Revenue Budget	\$0	\$0	\$10,000	\$10,000
Net County Cost	\$11,000	\$59,000	\$530,000	\$600,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>	
Architect	\$70,000		Airport Fund Balance	\$600,000
Construction	\$500,000		Donation Revenue	\$10,000
Contingency	\$40,000			
Total Project Cost	\$610,000		Total Revenue	\$610,000
<b>EXPENDITURE BUDGET</b>	\$610,000		<b>REVENUE BUDGET</b>	\$10,000

### **Project Scope & Description**

Replace the heating, ventilation, and air conditioning (HVAC) infrastructure, replace associated equipment, and increase functionality of the buildings.

### **Location**

Terminal and control tower buildings at the Waukesha County Airport.

### **Analysis of Need**

Waukesha County Airport's main terminal building serves as the aviation gateway to Waukesha County for pilots, passengers and the community. The terminal building was built in 1998 and requires a functional upgrade to better serve the increasing demands of our customers. The upgrades increase the functionality of the passenger waiting area by allowing business patrons and outside organizations to utilize the space for training, conferences and to conduct business meetings.

The Air Traffic Control Tower has been in service since 1997 and is due for repair and reconfiguration of the workspace to aid the functionality and use of the air traffic controller space. Both buildings have been measured and assessed for repairs and a five-year-building improvement plan was developed to calculate the cost of these repairs.

The HVAC equipment installed in this facility was scheduled to be replaced in the LAW study in 2010 and 2011. The equipment is still in operable condition and it is recommended that replacement be deferred until 2015. The HVAC unit located at the Control Tower had to be replaced in the summer of 2013 due to failure and there has been increased maintenance on the Terminal Building units indicating the end of their useful life.

Revenue includes estimated corporate donation towards new automated doors at the terminal entrances.

### **Alternatives**

Replace the HVAC equipment only and program interior upgrades/replacements in subsequent years in the building improvement plan as they fail.

Upgrade the building interiors only and replace mechanical equipment as it fails.

### **Ongoing Operating Costs**

Energy consumption will be reduced by replacing the older equipment with newer high efficiency equipment. The return on investment is minimal as an end of its useful life mechanical equipment replacement.

### **Previous Action**

Approved as new project in 2011-2015 Plan.  
 2012-2016, 2013-2017 capital plans: approved as planned.  
 2014-2018 capital plan: approved with cost update.

<b>Project #</b>	201311	<b>Project Title:</b>	South and West Terminal Ramp Expansion
<b>Department:</b>	DPW – Airport	<b>Sponsor:</b>	Kurt Stanich – Airport Manager
<b>Phase:</b>	Design	<b>Manager:</b>	Allison Bussler – Public Works Director
<b>Budget Action</b>	C – Scope, \$ - Update, Rev	<b>Date:</b>	August 28, 2014

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2013	2015	Total
Project Phase	<u>Design/Engineering/Construc</u>	<u>Construction</u>	Project
Expenditure Budget	\$560,000	\$140,000	\$700,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$560,000	\$140,000	\$700,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design/Engineering	\$30,000		
Construction*	\$670,000		
*Includes Contingency		Airport Fund Balance	\$700,000
Total Project Cost	\$700,000		
<b>EXPENDITURE BUDGET</b>	\$700,000	<b>REVENUE BUDGET</b>	\$0

### **Project Scope & Description**

This project was originally designed to expand the South and West Airport Terminal Ramps to accommodate requests by aeronautical service providers to construct corporate aircraft hangars, and included federal and state funding to lower the County's share of costs. However, federal and state funding was redirected to the runway reconstruction (Project 200704) necessitating a reduction in scope. The decision was made to reconstruct (rather than just rehabilitate) the runway in order to increase the useful life of the runway from 5 years to 25 years. Had the shorter-term solution to the runway project been chosen, state and federal funding would have been available for this ramp expansion project.

The new design includes 8,400 square yards of new pavement on the West Terminal Ramp. This project adds a taxi lane between the existing terminal ramp and the West Corporate Hangar area that will increase both aircraft and vehicle safety. Work also includes improvements to airport drainage, and airfield lighting and signage. All of these improvements have been identified in the Airport Master Plan and the Airport Layout Plan.

Before construction begins on the ramp expansion project, the County will require a signed agreement with Stein Aircraft Services, LLC (SAS), guaranteeing that SAS will construct a new hangar (see analysis of need below).

### **Location**

Waukesha County Airport Terminal Ramp

### **Analysis of Need**

The current extent of the terminal ramp was constructed with the Airport Terminal in 1997. It was designed to meet the projected demand for aeronautical service providers with the intent of expanding the ramp once demand for the available hangar lots was met. The current west terminal ramp can only accommodate one additional hangar building. Stein's Aircraft Services, LLC. (SAS), a corporate aircraft management, maintenance, charter, and flight school company, has submitted conceptual plans for a 33,900 square foot hangar to be located on West Ramp lot 2641 Aviation Drive. Their proposed building occupancy is August 2015. Atlantic Aviation, Inc, our Fixed Base Operator (FBO), has applied for West Ramp lot 2621 Aviation Drive. This proposed activity consumes all of the remaining lots on the west ramp.

### **Alternatives**

A smaller extension of the existing taxi lane to accommodate the new hangar development, which will not aid in increased safety or operational flow of aircraft and related airport support.

### **Ongoing Operating Costs**

Ongoing operating costs include an additional \$200 per year in pavement maintenance and marking costs and \$28,000 per year in depreciation expense based on a 25-year pavement life cycle. Snow removal costs for the leased ramp area is the responsibility of hangar owner. The additional taxiway pavement may increase the County's snow removal contract base cost an estimated \$2,000 to \$2,500. Additional land lease revenue is projected at \$50,000 from the related hangar development.

### **Previous Action**

Approved as amendment to County Capital Plan in 2013 (Enrolled Ordinance 167-83).

<b>Project #</b>	201401	<b>Project Title:</b>	Replace Brine Maker/Construct <u>Canopy</u> Roof
<b>Department:</b>	Public Works-Hwy Operations	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Formation	<b>Manager:</b>	Peter Chladil, Highway Operations Manager
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 26, 2014

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2015	2016	2017	Total
Project Phase	Budget & Concept Design	Construction	Construction	Project
Expenditure Budget	\$10,500	\$0	\$313,200	\$323,700
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$10,500	\$0	\$313,200	\$323,700
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
Design	\$10,500			
Equipment	\$190,000			
Construction	\$100,000			
Contingency	<u>\$23,200</u>			
Total Project Cost	\$323,700	Total Revenue		\$0
<b>EXPENDITURE BUDGET</b>	<b>\$323,700</b>	<b>REVENUE BUDGET</b>		<b>\$0</b>

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

Replace existing brinemaker originally purchased in 2007 by Wisconsin Department of Transportation (DOT). Purchase of replacement brinemaker and five (5) additional 6,000 gallon tanks for salt brine storage and liquid blending of de-icing chemicals. Construct canopy roof off back of Highway Operations to shelter truck wash, liquid loading area and additional storage tanks.

#### **Location**

Highway Operations, 1641 Woodburn Road, Waukesha, WI 53188. Two of the five additional 6,000 gallon tanks will be located at the New Berlin and Sussex substations.

#### **Analysis of Need/Return on Investment**

The useful life of this type of equipment has not been established. We estimate that the existing brinemaker could have a useful life of 10 years. The Highway Operations Division has 100% of its trucks applying pre-wet to its salt as it comes off the salt spinner. Additionally, we anti-ice prior to storms and sell approximately 150,000 gallons of salt brine to other municipalities within Waukesha County and to Jefferson County Highway Department.

It is essential that we continue to be able to produce salt brine as not using it as a pre-wet would increase our salt usage by at least 20%. County has used on average 16,532 tons of salt over the last 5 winter seasons. A 20% increase by not being able to pre-wet salt causing more bounce and scatter would add an additional 3,300 tons of salt use annually. At an average of \$56 a ton, this would amount to an additional \$184,880 cost on salt. Under this scenario, replacing the brinemaker would pay for itself in approximately 1.5 years.

The project includes the construction of a canopy roof to the Highway Operations building. The additional roofing is intended to provide cover from the elements while county staff refill trucks with salt brine during snow storms.

#### **Alternatives**

Replace equipment individually as it breaks down.

#### **Ongoing Operating Costs**

The current brinemaker continues to run with minimal costs to maintain at this point. We have spent approximately \$500-700 per year on parts and sensors. This will continue to increase as the brinemaker ages.

#### **Previous Action**

Approved as a new project in 2014-2018 Capital Plan

<b>Project #</b>	200808	<b>Project Title:</b>	Communications Center Expansion
<b>Department:</b>	Public Works -Buildings	<b>Sponsor:</b>	Gary Bell
<b>Phase:</b>	Design	<b>Manager:</b>	Allison Bussler
<b>Budget Action:</b>	C – Scope, \$ - Update	<b>Date:</b>	August 27, 2014

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2015	2016	2017	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$45,000	\$203,000	\$2,943,000	\$3,191,000
Revenue Budget	\$0	\$0	\$708,400	\$708,400
Net County Cost	\$45,000	\$203,000	\$2,234,600	\$2,482,600
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
Architect	\$248,000	Municipal Cost Share per ordinance*		\$350,000
Construction	\$2,476,000	New Berlin Joining fee for		\$358,400
Contingency	\$198,000	infrastructure received in 2012		
Survey/Soil Test/Permits/Etc	\$28,000	and reserved in General Fund Balance		
Furniture	\$241,000	Total Revenue		\$708,400
Total Project Cost	\$3,191,000			
<b>EXPENDITURE BUDGET</b>	\$3,191,000	<b>REVENUE BUDGET</b>		\$708,400
		*Future new large member that requires expansion		

### **Project Scope & Description**

This project was proposed in 2008 and will incorporate space for the Waukesha Communications Center (WCC) to accommodate additional dispatch agencies and space for the Emergency Operations Center (EOC) to better handle countywide emergencies. This project adds approximately 1,200 square feet to the original proposal for an approximate total of 5,300 square feet to the WCC. Based on further research, the hiring of a new Director, EOC training exercises, and actual experience with a large incident, the project will expand the EOC to include the additional 1,200 square feet. The project will also include storage and 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 Center, 1621 Woodburn Road, 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 in the future. The current dispatch floor has workstations for fourteen 9-1-1 positions, one 9-1-1 supervisor position and two 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, three police departments and three fire departments have been added to the WCC, as well as additional emergency management and Information Technology Division personnel. The most recent addition was in 2012 with New Berlin Police and Fire becoming part of the WCC. Within the next couple of years, growth is estimated to include additional police and fire departments, but the size of these agencies is unknown at this point. In addition, space is needed in the EOC to handle countywide incidents. The current square footage is insufficient for substantial growth due to new agencies.

### **Alternatives**

- Until the building is expanded, the dispatch floor can be re-configured to add up to four 9-1-1/dispatch positions and convert the two supervisor's workstations to 9-1-1/dispatch workstations, but room for support staff, storage, meeting rooms, etc. is in short supply.
- Only allow one partner/agency and deny all other agency requests.
- Create new formula to better account for all cost of new agencies that join the dispatch center.

### **Ongoing Operating Costs**

The major components of the building already exist. Additional space and equipment will require additional staff and increases in personnel, maintenance and utilities costs. Estimated costs will be determined as the project construction design plan is completed.

### **Previous Action**

- 2008-2012 capital plan: approved as new.
- 2009-2013, 2010-2014, 2011-2015; 2013-2017 capital plans: delayed one year.
- 2012-2016 capital plan: cash update.
- 2014-2018 capital plan: approved as planned.

<b>Project #</b>	201113	<b>Project Title:</b>	Administration Center Roofing Upgrades
<b>Department:</b>	Public Works-Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Construciton	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 16, 2014

<b>CAPITAL BUDGET SUMMARY</b>			
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
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Architect	\$11,000		
Construction	\$196,000		
Contingency	\$15,000		
Total Project Cost	\$222,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$222,000	<b>REVENUE BUDGET</b>	\$0

### **Project Scope & Description**

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

### **Location**

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

### **Analysis of Need**

This replacement was originally scheduled for 2008 but patching done in 2010 to the perimeter of the building, deferred replacement until 2015 when the roof will be 21-years-old. EDPM roofs are typically under warranty for 15 years and have a useful life expectancy between 15 and 20 years. The patched roofing has shrunk and deteriorated due to sun exposure. The Administration Center was constructed in 1994.

### **Alternatives**

Patch the roof when leaks develop.

### **Ongoing Operating Costs**

Operating costs will be reduced for labor and materials associated with repairing leaks and associated damages.

### **Previous Action**

- 2011-2015 capital plan: approved as a new project.
- 2012-2016, 2013-2017, 2014-2018 capital plans: approved as planned.

<b>Project #</b>	201206	<b>Project Title:</b>	HWY Ops-Fleet HVAC Upgrades
<b>Department:</b>	Public Works-Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Design	<b>Manager:</b>	Allison Bussler Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 26, 2014

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2015	2017	Total
Project Phase	Budget & Concept Design	Construction	Project
Expenditure Budget	\$45,000	\$718,000	\$763,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$45,000	\$718,000	\$763,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design	\$45,000		
Construction	\$663,000		
Contingency	\$55,000		
Total Project Cost	\$763,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$763,000	<b>REVENUE BUDGET</b>	\$0

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

This project will upgrade the HVAC infrastructure including pumps, motors, air handling units and heaters at the Highway Operations and Fleet Facilities.

#### **Location**

Highway Operations and Fleet Facilities, 1641 Woodburn Road, Waukesha, WI 53188

#### **Analysis of Need**

The Highway Operations Center was constructed in 1997 and the Fleet Garage was constructed in 1998. The LAW study is a planning document to help the county plan for equipment replacement at the end of a piece of equipment's useful life, but before it fails. The study identified approximately 63 individual pieces of HVAC-related equipment that should be upgraded or replaced at these facilities.

#### **Alternatives**

Replace equipment individually as it breaks down.

#### **Ongoing Operating Costs**

Energy consumption will be reduced by replacing older equipment with newer high efficiency equipment. Estimated energy consumption reductions to be determined as part of the budget and concept design in 2015.

#### **Previous Action**

2012-2016 capital plan: approved as new project.

2013-2017, 2014-2018 capital plan: approved as planned.

<b>Project #</b>	201214	<b>Project Title:</b>	MHC Chiller Upgrades
<b>Department:</b>	Public Works-Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Design	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Budget Action:</b>	C - \$ Update	<b>Date:</b>	August 27, 2014

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2013	2015	Total
Project Phase	Budget & Concept, Design	Construction	Project
Expenditure Budget	\$48,000	\$694,000	\$742,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$48,000	\$694,000	\$742,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Architect	\$48,000	Energy rebates will be identified prior to construction year.	
Construction	\$642,000		
Contingency	<u>\$52,000</u>		
Total Project Cost	\$742,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$742,000	<b>REVENUE BUDGET</b>	\$0

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

This project is for the replacement of the chiller and controls at the Mental Health Center (MHC). This project would include variable frequency drives (VFD) for energy efficiency that should qualify for Focus on Energy rebates.

#### **Location**

Mental Health Center, 1501 Airport Road, Waukesha, WI 53188

#### **Analysis of Need**

Normal life expectancy for mechanical equipment is approximately 25 years. The chiller unit at the MHC has experienced equipment problems needing repairs to coils, compressors and pumps in the last few years. The chillers and related equipment are outdated, use significantly more energy than new high efficiency models and have reached the end of their useful life. As a 24/7 healthcare facility, it is imperative that the County provide a properly conditioned environment for Mental Health patients and Health and Human Services staff. The facility was constructed in 1994, and the new chiller and related equipment will be operating 24/7 for the next 22 years to the end of its useful life. Construction costs updated based on budget and concept developed in 2013.

#### **Alternatives**

Delay the project and replace equipment only when it can no longer be repaired, breaks down frequently, and/or operation interruptions cannot continue to be tolerated. To replace the equipment when it breaks will result in excessive costs for temporary air conditioning, equipment acquisition, and significant operation interruptions. The replacement chiller and related equipment has a 90-day lead time for manufacturing and delivery. A planned, end of useful life, chiller replacement will allow for minimal operations interruptions and equipment down time.

#### **Ongoing Operating Costs**

The updated equipment is estimated to be 10% to 20% more efficient, per manufacturer specifications, than existing equipment and provide more reliable service to the Mental Health Center. The MHC uses 996,000 kWh of energy use per year based on a three year average. If 20% of the electrical load was attributed to the chiller operation, between 20,000 and 40,000 kWh could be saved per year equaling \$2,000 to \$4,000 in utility costs. The return on investment is minimal as an end of its useful life mechanical equipment replacement.

#### **Previous Action**

2012-2016 capital plan: approved as a new project.  
2013-2017 capital plan: approved as planned.  
2014-2018 capital plan: approved as planned.

<b>Project #</b>	201413	<b>Project Title:</b>	LEC Mechanical Upgrades
<b>Department:</b>	Public Works-Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Formation	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Budget Action:</b>	C – Scope, \$ - Update, Accelerate, Rev Update	<b>Date:</b>	August 16, 2014

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2015	2016	Total
Project Phase	Budget & Concept, Design	Construction	Project
Expenditure Budget	\$220,000	\$2,376,000	\$2,596,000
Revenue Budget	<u>\$220,000</u>	<u>\$0</u>	<u>\$220,000</u>
Net County Cost	\$0	\$2,376,000	\$2,376,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Architect	\$220,000	Energy rebates will be identified prior to construction year.	
Construction	\$2,200,000	Jail Assessment Fund Balance	\$220,000
Contingency	<u>\$176,000</u>	Total Revenue	\$220,000
Total Project Cost	\$2,596,000	<b>REVENUE BUDGET</b>	\$220,000
<b>EXPENDITURE BUDGET</b>	\$2,596,000		

### **Project Scope & Description**

This project will upgrade the HVAC infrastructure including chillers, air handling units, variable air volume (VAV) boxes, controls, pumps, and motors at the Law Enforcement Center (LEC).

### **Location**

Law Enforcement Center, 515 West Moreland Blvd., Waukesha, WI 53188

### **Analysis of Need**

The Law Enforcement Center was constructed in 1993 and houses administrative staff and jail cells. The LAW study is a planning document to help the county plan for equipment replacement at the end of a piece of equipment's estimated useful life, but before it fails. Mechanical HVAC equipment normally has a useful life of approximately 25 years depending on the quality of the equipment and the frequency of maintenance. With proper maintenance the useful life of the equipment can be extended. At the time of replacement the HVAC mechanical equipment will be 23 years old. Being a 24/7 operation, the chiller units, VAV boxes, and associated equipment at the LEC have a reduced life expectancy and experienced significant problems needing repairs in the last few years. The chillers and related equipment are outdated, use significantly more energy than new high efficiency models and have reached the end of their useful life. As a 24/7 Law Enforcement and Corrections facility, it is imperative that the County provide a properly conditioned environment for Law Enforcement and Corrections staff and inmates.

The project is updated to include VAV boxes and associated controls due to equipment failure. Also these VAV boxes are no longer manufactured nor supported, so simply replacing them requires an expensive kit to continue with the temporary VAV technology.

### **Alternatives**

Delay the project and replace equipment only when it can no longer be repaired, breaks down frequently and/or operation interruptions cannot continue to be tolerated. To replace the equipment when it breaks will result in excessive costs for temporary air conditioning, equipment acquisition, and significant operation interruptions. The replacement chiller and related equipment has a 90 day lead time for manufacturing and delivery. A planned, end of useful life, chiller and related equipment replacement will allow for minimal operations interruptions and equipment down time.

### **Ongoing Operating Costs**

Energy consumption will be reduced by replacing the older equipment with newer high efficiency equipment and direct digital controls. Energy consumption reductions will be determined as part of the budget and concept design in 2015.

### **Previous Action**

2014-2018 capital plan: approved as new project

<b>Project #</b>	201503	<b>Project Title:</b>	Demolish Former Health & Human Services Building
<b>Department:</b>	Public Works—Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	One-Year Project	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Budget Action:</b>	New	<b>Date:</b>	August 27, 2014

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2015	2015	Total
Project Phase	Design	Removal/Demolition	Project
Expenditure Budget	\$50,000	\$3,250,000	\$3,300,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$50,000	\$3,250,000	\$3,300,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design*	\$50,000	Most of project will be funded with appropriated Capital Project Fund Balance.	
Removal/Demolition	\$3,050,000		
Contingency	<u>\$200,000</u>		
Total Project Cost	\$3,300,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$3,300,000	<b>REVENUE BUDGET</b>	\$0

\*Includes demolition consultant.

### **Project Scope & Description**

As set forth in County Board Resolution 168-R-007, this proposal advances the demolition of the former Waukesha County Health and Human Services Building. The project includes the stabilization of site conditions and the construction of new parking spaces (TBD). The site restoration will include a commemorative marker.

On January 28, 2014, the Waukesha County Board approved Resolution 168-R-007 to sell and relocate or tear down the former Waukesha County Health and Human Services Building. Waukesha County has not received any proposals meeting the intent of Resolution 168-R-007.

**Location:** The former HHS building is located at 500 Riverview Drive, Waukesha, WI 53186.

### **Analysis of Need**

The main building is over 100 years old (opened in 1910). As a result of a 1995 facilities improvement study of the Health and Human Services Building, the Waukesha County Board in 1995 approved expending nearly \$1.3 million for building maintenance to extend the service life of the building 10-15 years. The facility analysis showed that it would not have been prudent use of tax dollars to make a greater investment in the building to extend the service life. The decision by the Waukesha County Board to extend the service life of the building 10-15 years started the planning process for a replacement Health and Human Services Building.

In 2010, the Waukesha County Board approved a capital project to construct a new Health and Human Services Building on the Moor Downs property to replace the former building. The new Health and Human Services Building was opened in 2013.

In 2013, Waukesha County evaluated use of the former Health and Human Services Building as temporary space for Courts operations during a future Courthouse remodeling project. The analysis showed that the former Health and Human Services Building would not have been suitable for this temporary use.

### **Alternatives**

- Retain the building and continue to incur repair, maintenance, and liability costs.
- Implement County Board Resolution 168-R-007 to sell and relocate or tear down the former Waukesha County Health and Human Services Building. There were no proposals received for the sale and relocation that met the intent of the resolution, leaving building demolition as the recommended alternative.

### **Ongoing Operating Costs**

Operating costs to continue to repair and maintain the former HHS building are expected to be \$58,000/yr. Insurance costs will continue to be incurred at \$16,000/yr. Vandalism and other liability will continue to be a concern in a vacant building.

### **Previous Action**

County Board adopted Resolution 168-R-007 which authorized the Department of Public Works to proceed with the sale and relocation or tear down of the former HHS building.

<b>Project #</b>	200902	<b>Project Title:</b>	UWW Boiler, Chiller and Controls Replacement
<b>Department:</b>	Public Works-Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Construction	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 16, 2014

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2011	2013	2014	2015	Total
Project Phase	Budget & Design & Const. Concept	Design & Const. Chillers	Design & Const. Chillers	Design & Const. Boilers	Project
Expenditure Budget	\$20,000	\$947,000	\$1,007,000	\$1,386,000	\$3,360,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$20,000	\$947,000	\$1,007,000	\$1,386,000	\$3,360,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
	Chiller & Grant Work	Boiler & Controls	UW-Waukesha has qualified for funding from the State based on the investment grade audit and energy report identifying a return on investment up to 16 years. The State will be funding up to \$2 million through the Department of Facilities Development (DFD) Energy Efficiency Program. With the adoption of this Capital Project the County will be committing \$1,750,000 towards the \$3.75 million partnership with UW.		
Current Project scope	\$1,750,000	\$1,472,000			
Additional Project scope* (Air handling units, electrical motors, Plumbing, Bldg Envelope	\$1,943,000	\$0			
Contingency	\$77,000	\$118,000			
Total Project Cost	\$3,770,000	\$1,590,000			
* funded with state grant			Total Revenue		\$2,000,000
<b>EXPENDITURE BUDGET</b>	\$3,360,000		<b>REVENUE BUDGET</b>		\$0

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

This project replaces aging boilers, chillers, controls and related equipment at the University of Wisconsin-Waukesha (UWW). 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, a primary and secondary, and two cooling towers for cooling. Chilled water is distributed to most cooling loads on campus.

A feasibility study was completed to determine the best solution for 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 replacing and upgrading HVAC system controls.

Funding was granted to UWW to have an Investment Grade Audit and Energy Assessment Report completed by Honeywell ESG, to qualify for State funding through an Energy Efficiency Bond for State Facilities. The County participated in the RFP process to select Honeywell ESG to perform the audit and report. The State has gone through the competitive process allowing the County to utilize Honeywell as the construction manager to deliver project design, specifications, and construction management. The State program is based on a 16 year Return on Investment (ROI) for building system efficiencies, electrical, mechanical replacements and energy improvements. The State has funded similar projects at other two-year campuses. The audit and report qualified the primary chiller, VFD motors, and HVAC controls identified in the County's feasibility study. These items will be funded by the County, up to \$1,750,000, as indicated in the current project scope. The County's project fund will be handled by the State and distributed to Honeywell as the construction management firm for the project. The following table identifies the current project scope items:

- Campus Wide - Energy Management and DDC - Enhanced scope for HVAC system controls
- Campus Wide - Valve, Pipe, and Accessory Fittings, Insulation - for boiler and chiller lines
- Field House - Variable Speed Drives/Ventilation Control (VFD)
- Field House - Replace Chiller - Identical Capacity
- South View Theater - Energy Management DDC - Dual Duct Air Handling Unit (AHU) Variable Air Volume (VAV) Boxes
- Admin/Commons/Westview - Energy Management DDC - Danfoss Upgrade
- Admin/Commons/Westview - Variable Speed Drives/Ventilation Control (VFD)

<b>Project #</b>	200902	<b>Project Title:</b>	UWW Boiler, Chiller and Controls Replacement
<b>Department:</b>	Public Works-Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Construction	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 16, 2014

The total scope of work in the Investment Grade Audit and Energy Assessment Report address additional items identified in the County's feasibility study. The additional scope items, such as the two AHU units installed in 1965, are projected to be replaced by the County in the next 10 years. The completed State audit and report qualified these items as part of the State program for replacement. These items will be paid through State funds, up to \$2,000,000, resulting in County savings on a future capital expenditure. The following bullet points illustrates the additional project scope items as part of the State program:

- Campus Wide - Electrical Motor Efficiency Improvements
- Campus Wide - Plumbing Improvements
- Campus Wide - Building Envelope/Air Leakage
- Campus Wide - PC - Power Management
- Campus Wide - Lighting Retrofit Interior
- Campus Wide - Lighting Retrofit Exterior
- Admin/Commons/Westview - Replace AHU-B1 & AHU-B2
- Fieldhouse – 1 Cooling Tower

The secondary chiller did not qualify for replacement as it did not meet the State's 16 year ROI in the Investment Grade Audit and Energy Assessment Report. The secondary chiller operates as a back-up to the primary chiller and runs 5% to 10% during peak summer demand. The boilers, heating controls, and related equipment addressed in the County's feasibility study and project scope will be constructed one year in advance due to the County's ability to capture the State funds in 2013 for the chillers and controls.

#### **Location**

UW Waukesha, 1500 N. University Drive, 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 and much of the existing equipment is approximately 48-years-old. 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. 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 to the rising cost of energy, it is prudent to replace older inefficient mechanical equipment and controls with new high efficiency equipment. Two 400 horse power Cleaver Brooks boilers provide heat to the entire campus which is approximately 266,000 square feet. One 175 ton and 300 ton Carrier Hermetic Centrifugal Chiller provide cooling to approximately 204,000 square feet of campus. Both chillers contain refrigerant R-11, which is considered unfriendly to the environment.

#### **Alternatives**

Do not replace the equipment and operate it until it breaks down with plans to replace it under emergency conditions, which will have potential impact on the daily operation of the university.

#### **Ongoing Operating Costs**

If the project proceeds with the State program, Waukesha County will benefit from the additional scope items in the State program. The County will also see a reduction in annual expenses for maintenance repair parts, materials, and labor. In addition the interior and exterior lighting upgrades and PC power management efficiencies funded through the State will aid in reduction of energy consumption at the UWW Campus.

If the project scope proceeds without the State program, the UWW campus will still benefit from the impact on the amount of energy used per square foot with the new energy efficient equipment and controls and see a cost reduction on maintenance repair parts, materials, and labor.

#### **Previous Action**

- Feasibility study completed July 15, 2008.
- 2009-2013 capital plan: new.
- 2010-2014 capital plan: cost update.
- 2011-2015 capital plan: approved as planned.
- 2012-2016 capital plan: delayed.
- 2013-2017 capital plan: updated scope and revenue.
- 2014-2018 capital plan: approved as planned.

<b>Project #</b>	201210	<b>Project Title:</b>	UWW Roofing Upgrades
<b>Department:</b>	Public Works-Buildings	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Construction	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Budget Action:</b>	C – Delay, \$ - Update	<b>Date:</b>	August 17, 2014

CAPITAL BUDGET SUMMARY						
Year	2012	2015	2016	2017	2018	Total
Project Phase	Design	Design & Construction	Design & Construction		Design & Construction	Project
Expenditure Budget	\$67,000	\$1,442,000	\$700,000	\$0	\$2,000,000	\$4,209,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$67,000	\$1,442,000	\$700,000	\$0	\$2,000,000	\$4,209,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Architect	\$67,000					
Construction	\$3,852,000					
Contingency	<u>\$290,000</u>					
Total Project Cost	\$4,209,000					\$0
<b>EXPENDITURE BUDGET</b>	\$4,209,000					<b>REVENUE BUDGET</b> \$0

### **Project Scope & Description**

This project will repair and replace building envelope components on facilities at the University of Wisconsin–Waukesha (UWW) campus. The four main UWW campus facilities Northview/Library, Southview/Fine Arts, Commons/Administration/Westview and Fieldhouse are 48-years-old and constructed in 1966. The useful life of a roof ranges from 15 to 40 years depending on roof type. A 60 mil EDPM roof usually lasts between 15 and 20 years. An asphalt ballasted roof has a useful life of 25 to 40 years. Extensive roof patching was undertaken in 2009 and tuckpointing completed in 2009 and 2010.

A portion of project funding originally planned for 2016 is being delayed until 2018 (and adjusted for inflation) to accommodate other priorities in the five-year capital plan. Funding remaining for 2015 and 2016 is budgeted to help ensure the roofs requiring more immediate attention are addressed in a timely manner. The roofs will continue to be monitored - and patched and repaired on an as needed basis.

### **Location**

UWW Campus, 1500 N. University Avenue, Waukesha, WI 53188

### **Analysis of Need**

A February 2009 roofing survey was completed on UWW facilities indicated that significant roofing upgrades are required to maintain the integrity of the roofs.

### **Alternatives**

Continue to patch the roof as leaks occur.

### **Ongoing Operating Costs**

Operating costs will be reduced for labor and materials associated with repairing leaks and associated damages.

### **Previous Action**

- 2012-2016 capital plan: approved as a new project.
- 2013-2017 capital plan: delay.
- 2014-2018 capital plan: approved as planned

<b>Project #</b>	201005	<b>Project Title:</b>	CTH I, CTH ES-CTH O Rehab
<b>Department:</b>	Public Works-Highways	<b>Road Name:</b>	Beloit Road
<b>Phase:</b>	Preliminary Design	<b>Project Type:</b>	Rehabilitation
<b>Budget Action</b>	As Planned	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	August 26, 2014		

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2015	2016	2017	2018	Total
Project Phase	Design	Land	Construction	Construction	Project
Expenditure Budget	\$353,000	\$1,164,000	\$681,000	\$0	\$2,198,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$353,000	\$1,164,000	\$681,000	\$0	\$2,198,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Design	\$293,000			Surface Transportation Program -	\$2,726,000
WisDOT Plan Review	\$60,000				
Land Acquisition	\$1,164,000				
Construction	\$2,989,000				
Construction Management	\$299,000				
Contingency	\$119,000				
Total Project Cost	\$4,924,000			Total Revenue	\$2,726,000
<b>EXPENDITURE BUDGET</b>	\$2,198,000			<b>REVENUE BUDGET</b>	\$0

### **Project Scope & Description**

This 1.8 mile long project involves the two-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 eastern portion is quickly becoming developed and traffic on CTH I is increasing due to a new Children's Hospital facility and 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. The 2012 traffic volume is 4,950 vehicles per day.

### **Alternatives**

- Re-pave CTH I. While addressing the pavement condition, this alternate will not address shoulder, drainage, and alignment issues that exist along CTH I
- Reconstruct/rehabilitate CTH I as described above.

### **Ongoing Operating Costs**

Operating costs are not expected to change.

### **Previous Action**

- 2011-2015 capital plan: approved as a new project.
- 2012-2016 capital plan: project approved as planned.
- 2013-2017, 2014-2018 Capital Plans: project approved as planned

<b>Project #</b>	201008	<b>Project Title:</b>	CTH M, CTH YY to East County Line
<b>Department:</b>	Public Works- Highways	<b>Road Name:</b>	North Avenue
<b>Phase:</b>	Preliminary Design	<b>Project Type:</b>	Priority Corridor
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	August 26, 2014		

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2014	2015	2016	2017	2018	Total
Project Phase	Design	Design	Land	Land	Const	Project
Expenditure Budget	\$0	\$1,098,000	\$1,000,000	\$1,800,000	\$2,792,000	\$6,690,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$210,000</u>	<u>\$210,000</u>
Net County Cost	\$0	\$1,098,000	\$1,000,000	\$1,800,000	\$2,582,000	\$6,480,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design		\$890,000	STP - M (Anticipated)			\$10,326,000
WisDOT Design Review		\$208,000				
Land Acquisition		\$2,800,000	Local Municipality			\$210,000
Construction		\$11,712,000				
Construction Management		\$820,000				
Contingency		\$586,000				
Total Project Cost		\$17,016,000	Total Revenue			\$10,536,000
<b>EXPENDITURE BUDGET</b>		\$6,690,000	<b>REVENUE BUDGET</b>			\$210,000

### **Project Scope & Description**

This project involves the reconstruction and widening of 2.1 miles of CTH M (North Avenue) from CTH YY (Pilgrim Road) to 124<sup>th</sup> Street to four lanes and the replacement of a bridge over Underwood Creek. 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 and additional grading easements and vision corners may be required. Federal aid is anticipated to be used on this project and at 80% is estimated at \$10,326,000. Additional revenue of \$210,000 from the City of Brookfield and Village of Elm Grove is anticipated as the local share for sidewalk and other requested amenities.

### **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 four lanes by the Department of Public Works. This portion of CTH M is shown as a four-lane roadway in the 2035 SEWRPC Jurisdictional Highway Plans for Waukesha County. Traffic volumes recorded in 2011 along this portion of CTH M range from approximately 14,100 vehicles per day (VPD) at Pilgrim Road to 20,400 vpd at 124<sup>th</sup> Street. These volumes indicate that the existing two-lane roadway is beyond its operating capacity, and is in need of widening.

### **Alternatives**

- Rehabilitate CTH M: This alternate will address pavement issues but will not provide the capacity warranted by traffic volumes, or improve ingress to the highway.
- Reconstruct CTH M to provide necessary additional capacity.

### **Ongoing Operating Costs**

Operating costs are expected to increase by approximately \$28,800 per annum for the additional lane miles after the 2018 construction phase is completed.

### **Previous Action**

- 2010 -2014 capital plan: approved as a new project.
- 2011-2015, 2012-2016, 2013-2017 capital plans: approved with a cost update.
- 2014-2018 As Planned



<b>Project #</b>	200606	<b>Project Title:</b>	CTH P, Bark River Bridge
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	Sawyer Road
<b>Phase:</b>	Construction	<b>Project Type:</b>	Bridge
<b>Budget Action:</b>	C - \$ Update	<b>Manager:</b>	Allison Bussler, Director
<b>Date:</b>	August 26, 2014		

CAPITAL BUDGET SUMMARY						
Year	2007	2008	2009	2011	2015	Total
Project Phase	Design	Right of Way	Construction	Construction	Construction	
Expenditure Budget	\$124,000	\$110,000	\$96,400	\$137,600	\$106,000	\$574,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$124,000	\$110,000	\$96,400	\$137,600	\$106,000	\$574,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
DOT Design Review	\$30,000					
Design	\$144,000					
Land Acquisition	\$110,000					
Construction	\$991,000					
Construction Management	\$99,000					
Contingency	\$50,000					
Total Project Cost	\$1,424,000					
						Federal Bridge Aid
						\$850,000
						Total Revenue
						\$850,000
<b>EXPENDITURE BUDGET</b>	\$574,000					<b>REVENUE BUDGET</b>
						\$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. In accordance with the County's bicycle plan, the project will include the construction of a bike path along the west side of the road. At a minimum, right of way will be acquired to the ultimate width of 40 feet from the roadway centerline although additional right of way width may be necessary to construct this project. The dam spillway is not maintained by Waukesha County. The Village of Summit has assumed ownership of the spillway. Waukesha County and Village of Summit are working toward a project agreement. Per Federal Highway Administration (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 \$850,000 in Federal Bridge Aid on the bridge portion of the project.

Increased funds for this project are needed due to some additional length of roadway that is needed to safety match existing CTH P, retaining walls that are required to limit fills into the Bark River floodplain and some additional length of structure required to provide a bike path on the west side of the structure and a future sidewalk on the other.

### **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. Reconsider in a future capital plan.
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. Approved with cost update in the 2011-15 Plan.

<b>Project #</b>	200810	<b>Project Title:</b>	CTH CW, Ashippun River Bridge
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	Mapleton Road
<b>Phase:</b>	Construction	<b>Project Type:</b>	Bridge
<b>Budget Action:</b>	C - Scope, \$ - Update, Revenue	<b>Manager:</b>	Allison Bussler, Director
<b>Date:</b>	August 26, 2014		

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2009	2010	2011	2015	Total
Project Phase	Design	Right of Way	Construction	Construction	Project
Expenditure Budget	\$125,000	\$75,000	\$133,400	\$407,600	\$741,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$125,000	\$75,000	\$133,400	\$407,600	\$741,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
WisDOT Design Fee					
Design	\$136,000			Federal Bridge Aid	\$326,000
Land Acquisition	\$75,000			HSIP	\$324,000
Construction	\$1,025,000				
Construction Management	\$103,000				
Contingency	\$52,000				
Total Project Cost	\$1,391,000			Total Revenue	\$650,000
<b>EXPENDITURE BUDGET</b>	\$741,000			<b>REVENUE BUDGET</b>	\$0

**Project Scope & Description**

This project includes the replacement of the existing steel girder bridge on CTH "CW" over the Ashippun River. Additionally, approximately 2,100 feet of approach roadway will be reconstructed on new alignment to correct the substandard horizontal curvature and improve safety. 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 \$326,000 in Federal Bridge Aid and \$324,000 in Federal Highway Safety Improvement Program (HSIP) Funds.

Increased funds are needed for this project due to the additional 800 ft of roadway needed to safely match into existing CTH CW and for over excavation and fills needed due to poor soils from the relocated roadway.

**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 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. The roadway over the structure is narrow with minimal shoulders. The horizontal curvature of the roadway is substandard just east of the bridge and has been the location of numerous single vehicle run off the road crashes.

**Alternatives**

1. Reconsider in a future capital plan.
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. Approved as planned in 2011-2015 Plan.

<b>Project #</b>	201006	<b>Project Title:</b>	CTH NN, STH 83 to CTH ES
<b>Department:</b>	Public Works–Highways	<b>Road Name:</b>	CTH NN
<b>Phase:</b>	Design	<b>Project Type:</b>	Rehabilitation
<b>Budget Action:</b>	C – Scope, \$ Update, Revenue	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	August 27, 2014		

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2013	2014	2015	2016	Total
Project Phase	Design	Design	Land/const	Const.	Project
Expenditure Budget	\$288,000	\$0	\$818,000	\$580,000	\$1,686,000
Revenue Budget	\$0	\$0	\$0	\$544,000	\$544,000
Net County Cost	\$288,000	\$0	\$818,000	\$36,000	\$1,142,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Design	\$50,000		CHIP - D		\$544,000
Land Acquisition	\$50,000				
Construction	\$1,379,000				
Construction Management	\$138,000				
Contingency	\$69,000				
Total Project Cost	\$1,686,000		Total Revenue		\$544,000
<b>EXPENDITURE BUDGET</b>	\$1,142,000		<b>REVENUE BUDGET</b>		\$540,000

### **Project Scope & Description**

Rehabilitate 1.1 miles of CTH “NN” to meet current design standards. The pavement, shoulders and ditches will be improved as will intersections to improve side road safety. If requested by the Village of Mukwonago sidewalks will be added to the project. Limited real estate acquisition is anticipated although, some fee, easement and access rights will need to be purchased. The project did not receive federal funding, however the Department has been allocated \$544,000 in State - County Highway Improvement – Discretionary funds for the project.

The Village of Mukwonago and The Wisconsin Department of Transportation are in discussions regarding the possibility of rerouting STH 83 to CTH NN. County staff is participating in those discussions and has communicated to the parties the County’s intent to improve CTH NN while staying within the County’s expenditure budget.

The project as originally scoped would have performed a more long-lasting crush and relay treatment to the pavement, provided curb and gutter and storm sewers, and turn lanes throughout the project, and purchased real estate to 50 feet from the centerline of the roadway. The re-scoped project will consist of a reclamation and overlay process on the pavement, and only provide curb and gutter, turn lanes, and real estate acquisition where needed.

**Location:** Village of Mukwonago

### **Analysis of Need**

This portion of CTH NN through Mukwonago carries 9,500 vehicles per day and is an arterial highway linking STH 83 to CTH ES and Holtz Drive. CTH NN and Holtz Drive act as a STH 83 bypass around the east side of Mukwonago. With two schools, a number of businesses and subdivision and condominium driveways, CTH NN has an odd mix of bypass and turn lanes. The pavement in this area is in poor condition with a pavement condition index of 32, roadway ditches are poor to non-existent and shoulders are below standard.

### **Alternatives**

- Repave CTH NN. While addressing pavement condition, this alternate does not address access, drainage or shoulder issues along CTH NN.
- Rehabilitate/reconstruction of the existing roadway.

### **Ongoing Operating Costs**

Operating costs may decrease in the early years following reconstruction.

### **Previous Action**

- 2010-2014, 2013-2017 capital plan: approved as planned.
- 2012-2016 capital plan: revenue source modified.
- 2014-2018 Capital Plan: Delayed.

<b>Project #</b>	201116	<b>Project Title:</b>	CTH C, Mill Street to Oakwood Road
<b>Department:</b>	Public Works- Highways	<b>Road Name:</b>	Genesee Street
<b>Phase:</b>	Design	<b>Project Type:</b>	Rehabilitation/Jurisdictional Transfer
<b>Budget Action:</b>	C - \$ Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	August 26, 2014		

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2014	2015	2016	Total
Project Phase	Design	Design/Land	Land/Const	Project
Expenditure Budget	\$130,000	\$103,000	\$1,850,000	\$2,083,000
Revenue Budget	\$0	\$0	\$463,000	\$463,000
Net County Cost	\$130,000	\$103,000	\$1,387,000	\$1,620,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>	
Design	\$150,000		City of Delafield	\$463,000
Land Acquisition	\$83,000			
Construction	\$1,610,000			
Construction Management	\$160,000			
Contingency	\$80,000			
Total Project Cost	\$2,083,000		Total Revenue	\$463,000
<b>EXPENDITURE BUDGET</b>	\$2,083,000		<b>REVENUE BUDGET</b>	\$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 Mill Street and Church Street, the project includes the reconstruction of the existing two-lane roadway to an urban section with bypass lanes as needed. The existing culvert structures may be replaced to improve the hydraulic capacity. Storm sewer, sidewalks and curb and gutter will be added. From Church Street to Oakwood Road, 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 22% of the total project cost and covers the design and construction of City-requested amenities, such as sidewalks, storm sewers, bypass lanes, streetscaping and landscaping, street lights, decorative railings, etc. Additional funds are being requested because the costs for design are more than originally budgeted.

### **Location**

City of Delafield

### **Analysis of Need**

This roadway was last resurfaced in 1996 and the latest Pavement Condition Index (PCI) for this segment is 50. Major rehabilitation is recommended when PCI ratings drops below 40. Additionally, the twin galvanized steel culverts over the Bark River were placed in 1950 and show signs of deterioration. Traffic volumes within this segment have steadily increased to 10,036 vehicles per day (2013).

### **Alternatives**

- Reconsider in a future capital plan.
- Reconstruct CTH C as outlined above.

### **Ongoing Operating Costs**

Initial and future costs will be reduced as a result of the jurisdictional transfer.

### **Previous Action**

- 2011-2015 capital plan: approved as a new project.
- 2012-2016, 2013-2017, and 2014-2018 capital plan: approved as planned.



<b>Project #</b>	200911	<b>Project Title:</b>	Repaving Program 2013–2017
<b>Department:</b>	Public Works-Highways	<b>Road Name:</b>	
<b>Phase:</b>	Program Project	<b>Project Type:</b>	Repaving
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	August 26, 2014		

<b>CAPITAL BUDGET SUMMARY</b>						
Year	Previous	2013	2014	2015	2016	2017
Project Phase						
Expenditure Budget	\$0	\$1,200,000	\$2,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$330,000</u>	<u>\$330,000</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$0	\$1,200,000	\$1,670,000	\$2,670,000	\$3,000,000	\$3,000,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>		
			Hwy Paving & shouldering	County Highway Improvement Program (CHIP)		
	Paver Study	UWW Pav.				
2013	\$20,000	\$50,000	\$1,130,000			
2014	\$70,000	\$50,000	\$1,880,000	2014		\$330,000
2015	\$50,000	\$50,000	\$2,900,000	2015		\$330,000
2016	\$50,000	\$50,000	\$2,900,000			
2017	\$50,000	\$50,000	\$2,900,000			
Total Project Cost	\$240,000	\$250,000	\$11,710,000	Total Revenue		\$660,000
<b>EXPENDITURE BUDGET</b>			\$12,200,000	<b>REVENUE BUDGET</b>		\$660,000

**Project Scope & Description**

The project involves resurfacing or rehabilitation of county trunk highways to remove distressed areas and provide improved riding surfaces. It is the Department of Public Works' goal to pave approximately 20 miles of roadway on an annual basis. Crush, relay and surface or other alternative methods will be used as necessary in lieu of a simple patch and overlay. The project includes the cost of the ongoing Pavement Inspection Program, which determines the sections of highways to be repaved, along with the cost of shouldering, the paving program at UW-Waukesha and parking lots at the Department's substation facilities.

**Location**

Various locations throughout the county.

**Analysis of Need**

The Department of Public Works presently maintains about 396 centerline miles of asphalt-surfaced roadways on the county trunk system and the parking lots at UW Waukesha. The Department reconstructed existing two-lane roadways to four-lane facilities. These four-lane facilities are now coming to the end of their design life and need repaving. As asphalt pavements age, the surface tends to rut and crack due to vehicle loads and weathering of the asphalt. The Department has initiated a pavement management program, using Cartegraph's Pavementview software to rate pavement conditions and manage pavement projects. The average Overall Condition Index (OCI) of asphaltic pavements in 2013 was 68. It is the county's goal to maintain an average OCI rating of 70 with less than 10% of roadways under a PCI of 40. Resurfacing projects take into consideration the OCI of existing pavements and classification of the road. The OCI ratings are updated on a rolling three-year schedule.

**Alternatives**

- Spot repairs and patching. The result will be a slight delay in the deterioration of the system.
- Resurface roadways based on pavement conditions determined by the PAVER pavement management system and Department review.

**Ongoing Operating Costs**

The cost of maintaining a two-lane roadway in good condition is projected to cost approximately \$7,000 per mile annually (2013).

**Previous Action**

- 2009-2013 capital plan: approved as a new project.
- 2010-2014 and 2011-2015 capital plans: approved as planned.
- 2014-2018 capital plan: approved with revenue update.



<b>Project #</b>	200427	<b>Project Title:</b>	Signals & Safety Improvements
<b>Department:</b>	Public Works-Highways	<b>Road Name:</b>	
<b>Phase:</b>	Program Project	<b>Project Type:</b>	Spot Improvement
<b>Budget Action:</b>	C - \$ Update, Revenue	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	September 10, 2014		

### **Analysis of Need**

As the County's population continues to grow, roadway vehicular traffic volumes and crashes increase, resulting in the need to install new traffic signals or roundabouts, or make geometric changes to reduce crash rates, delays and congestion. Some existing signals are more than 20-years-old and are in need of new features such as turn arrows and pedestrian phases. Some high crash site locations do not meet traffic signal warrants and need to be addressed with other lower cost improvements.

### **Alternatives**

- Use signing and marking to address crash issues. This alternate can reduce the number of crashes and should be used when appropriate, but it does not always bring crashes down to acceptable levels
- Implement improvements as described.

### **Ongoing Operating Costs**

Increased costs of approximately \$9,600 annually per new signal installation and additional lane miles.

### **Previous Action**

- 2004-2008 capital plan: approved as a combined program.
- 2005-2009, 2006-2010, 2007-2011, 2008-2012 and 2011-2015 capital plans: approved as planned.
- 2009-2013 capital plan: cost update.
- 2010-2014 capital plan: approved use of stimulus funds.
- 2013-2017 capital plan: Cost update. Addition of HSIP funded project.
- 2014-2018 Capital plan: new projects, revenue update.

<b>Project #</b>	201119	<b>Project Title:</b>	2015 Orthophotography
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	5 years–Program Project	<b>Manager:</b>	Dale Shaver, P&LU Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 26, 2014

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2011	2015	Total
Project Phase	Project Work	Project Work	Project
Expenditure Budget	\$204,520	\$195,500	\$400,020
Revenue Budget	<u>\$204,520</u>	<u>\$195,500</u>	<u>\$400,020</u>
Net County Cost	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Contract Costs	\$400,020	CDBG-EAP	\$204,520
Contingency	<u>\$0</u>	Land Information System	
Total Project Cost	\$400,020	Fund Balance	\$195,500
<b>EXPENDITURE BUDGET</b>	\$400,020	<b>REVENUE BUDGET</b>	\$400,020

### **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. The DTM required for the creation of orthophotography is not as precise as the model that is required to generate the 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 two foot contour topographic base map in 2005 and to ortho-rectify the 2005 and 2010 orthophotography products. 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, a new one-foot topographic base file to capture changes in the terrain of the county that have occurred since 2011, and monitor changes in floodplain elevations. A grant was received through the Community Development Block Grant (CDBG)–Emergency Assistance Program for the collection of LIDAR data. In order to take advantage of this grant, the expenditure for the LIDAR portion of this project was advanced to 2011. The LIDAR data collected at this time will still provide precise base data for the anticipated orthophotography of this project in 2015.

**Location** Parks and Land Use Department, 515 W. Moreland Boulevard, Waukesha, WI 53188

### **Analysis of Need**

The orthophotography images, topographic maps and underlying DTM are used by the planning, parks, land conservation and transportation departments for planning and development. Without current consistent information, inaccurate assumptions could be made resulting in costly changes in planned activities.

### **Alternatives**

Do not create data.

### **Ongoing Operating Costs**

None

### **Previous Action**

- 2000 capital project ROD 9900.
- 2005 capital project 200508.
- 2006 capital project 200614.
- Modified by Enrolled Ordinance 166-5 in 2011 which moved \$204,520 of expenditure authority to 2011.
- 2012-2016, 2013-2017 capital plans: project approved as planned.
- 2014-2018 capital plan, approved with revenue update.

<b>Project #</b>	201407	<b>Project Title:</b>	Waukesha-Brookfield Multi-Use Trail Project
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	Formation	<b>Manager:</b>	Dale Shaver-Parks & Land Use Director
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 23, 2014

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2014	2015	2016	2017	Total
Project Phase	<u>Prelim. Design</u>	<u>Design/Eng.</u>	<u>Construction</u>	<u>Construction</u>	Project
Expenditure Budget	\$50,000	\$450,000	\$1,240,200	\$1,240,200	\$2,980,400
Revenue Budget	\$0	<u>\$427,500</u>	<u>\$1,178,200</u>	<u>\$1,178,200</u>	<u>\$2,783,900</u>
Net County Cost	\$50,000	\$22,500	\$62,000	\$62,000	\$196,500
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Design	\$500,000		80% Fed/State WisDOT		\$2,344,340
Construction	\$2,380,400		10% State WDNR		\$293,040
Contingency	<u>\$100,000</u>		5% City of Brookfield		\$146,520
Total Project Cost	\$2,980,400		Total Revenue		\$2,783,900
<b>EXPENDITURE BUDGET</b>	\$2,980,400		<b>REVENUE BUDGET</b>		\$2,783,900

### **Project Scope & Description**

In 2009, the Waukesha County Board adopted the updated Comprehensive Development Plan for Waukesha County. Through a collaborative effort between the Department of Parks and Land Use, the Department of Public Works, all municipalities within the County, the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources and the Southeast Wisconsin Regional Planning Commission (SEWRPC) an updated Bicycle Plan was developed and adopted by the Waukesha County Board as part of the Comprehensive Development Plan in 2012.

A component of the Bicycle Plan includes an approximately 4 mile bike-pedestrian trail from the City of Waukesha at Frame Park, to the City of Brookfield at Mitchell Park, and the Brookfield redevelopment district along the old Chicago-Pacific Railroad. The project will be coordinated with the State of Wisconsin Department of Transportation, Department of Natural Resources, Army Corps of Engineers, Chicago-Pacific Railroad Company, State of Wisconsin Railroad Commission, City of Brookfield and City of Waukesha. The trail will offer two trail heads, and crosses three roadways, underpasses Bluemound Road and Interstate 94, crosses the Fox River three times, crosses the Pewaukee River once.

The Department of Parks and Land Use will secure funding from multiple sources. The Trail project anticipates receiving \$2,334,340 (80:20 cost share reimbursable program) from the Wisconsin Department of Transportation through the Federal Transportation Alternatives Program (TAP) Grant; \$293,040 from the Wisconsin DNR Stewardship (50:50) – Recreational Trails program and the City of Brookfield and Waukesha County splitting the remaining costs, less the \$50,000 that Waukesha County will spend in preliminary design. The County does not anticipate plowing the trail in the winter. Depending on future use and demand, this trail may be maintained cooperatively with the City for year round use.

### **Location**

The project is located on the abandoned railroad corridor, and is located on the southern terminus at Moreland Boulevard in the City of Waukesha, and on the northern terminus at River Road/Brookfield Road in the City of Brookfield. Features or destinations along the trail include the GE Medical Training Center located on Watertown Plank Road.

### **Analysis of Need**

The project is identified as a north-south connector trail in the Waukesha County Bike/Pedestrian Plan. This project will serve an estimated 120,000 in the Waukesha-Brookfield area. This project connects public parks and green space, and is a re-use of an abandoned railroad corridor. The project will offer economic benefits by connecting business and employment centers in the communities.

### **Alternatives**

The project alternatives are to not build a connector trail in this part of the county, or build a connector bicycle lane or paved shoulder facility as part of the CTH F overlay project. This county road is a simple overlay project, and not a reconstruction project, and also has limited available right-of-way for separated trail purposes.

### **Ongoing Operating Costs**

This project will generate an additional 4 lineal miles of trail to maintain. This facility will be maintained by the current parks staffing level located at Fox Brook Park.

### **Previous Action**

No previous action has been taken, other than to acquire the required land area.

<b>Project #</b>	201408	<b>Project Title:</b>	Park Beach Area Renovations
<b>Department:</b>	Parks & Land Use	<b>Manager:</b>	Dale Shaver, Parks & Land Use Director
<b>Phase:</b>	Preliminary Design		
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 17, 2014

<b>CAPITAL BUDGET SUMMARY</b>						
Year	2014	2015	2016	2017	2018	Total
		Analysis		Design	Construction	Project
Expenditure Budget	\$0	\$15,000	\$0	\$88,000	\$901,000	\$1,004,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$0	\$15,000	\$0	\$88,000	\$901,000	\$1,004,000
<b>COST DOCUMENTATION</b>			Cost	<b>REVENUE</b>		
Feasibility/Site Analysis			\$15,000			
Architecture/Engineering/Surveying			\$88,000			
Construction			\$834,000			
Contingency			\$67,000			
Total Project Cost			\$1,004,000			
<b>EXPENDITURE BUDGET</b>			\$1,004,000	<b>REVENUE BUDGET</b>		\$0

### **Project Scope and Description**

This project would implement a component of proposed changes identified during the Minooka and Mukwonago Park Master Planning process. The overall goal for parkland management is to increase revenue potential while reducing operational costs through maintenance efficiencies and sustainability initiatives, while preserving/managing in a natural landscape 70% of the park area, and designing and improving 30% of the park area for use areas. At Minooka Park, the project is for the renovation of the beach house to include the code improvements and expansion to a picnic pavilion and update the pond area including a walking path, fishing pier and dog swim area. The expanded building includes provision for a beach guardroom, that could be converted to additional storage should the County decide in the future that the beach function in this park is discontinued. The project would include asbestos and lead paint abatement as necessary, Americans with Disabilities Act (ADA) code compliance, and plumbing and electrical updates.

At Mukwonago Park, in 2015, the Department will conduct a feasibility/site analysis of the existing 1940's era beach house to relocate and/or renovate as a beach house, rental pavilion or a combination of both. Design and construction work planned for 2017 and 2018 pertains to Minooka Park.

### **Location**

Minooka Park: 1927 E Sunset Dr, Waukesha, WI 53186

Mukwonago Park: W325 S9945 Beulah Road, Mukwonago, WI 53149

### **Analysis of Need**

Minooka Park's original building was constructed as a beach house in the 1960's. The structure is in need of updating to meet use and ADA standards in addition to modernizing plumbing and electrical fixtures. As part of the master planning process for Minooka Park, staff analyzed beach water quality trends, use levels and the availability of newer aquatic facilities in the City of Waukesha. The Department of Parks and Land Use is proposing the renovation of the beach house to provide use flexibility to meet beach use needs, which could include reduction in beach use or closure and provide for rentable year-round pavilion space to accommodate larger groups.

### **Alternatives**

Minooka Park:

1. Maintain the beach operation without change. A major remodel would be necessary to bring the building up to current ADA and use standards.
2. Raze the existing building and do not construct a new shelter.
3. Raze the existing structure and construct a new Pavilion. New construction versus remodeling the existing structure is estimated to increase the budget by approximately \$435,000.

### **Ongoing Operating Costs**

Regarding Minooka Park, operation of the existing building would decrease due to new energy efficient lighting, plumbing, HVAC, and day lighting solutions. If beach operations are discontinued, operation costs are anticipated to decrease by \$20,000. Revenue based on rental reservation and park entrance fees is conservatively projected to increase by \$12,000. This would result in a net gain of \$32,000 per year. Estimated ongoing operating costs for Mukwonago Park will be addressed during the feasibility/site analysis phase.

### **Previous Action**

Approved as a new project in 2014-2018 capital plan.

<b>Project #</b>	201208	<b>Project Title:</b>	Energy Efficiency Improvements
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	Public Works
<b>Phase:</b>	Program Project	<b>Manager:</b>	Dale Shaver, PLU Director
<b>Budget Action:</b>	C – Scope, \$ Update	<b>Date:</b>	August 26, 2014

CAPITAL BUDGET SUMMARY								
Year	Previous	2014	2015	2016	2017	2018	2019	Total
Program Project	Design & Construction	Design & Construction	Project					
Expenditure Budget	\$705,000	\$215,200	\$75,000	\$110,000	\$110,000	\$110,000	\$110,000	\$1,435,200
Revenue Budget	\$0	\$100,000	\$75,000	\$0	\$0	\$0	\$0	\$175,000
Net County Cost	\$705,000	\$115,200	\$0	\$110,000	\$110,000	\$110,000	\$110,000	\$1,260,200
<b>COST DOCUMENTATION</b>						<b>REVENUE</b>		
Architect/Consultant					\$50,000	*To fund non-enterprise, General Fund improvements		\$448,200
Construction					\$425,000			
Contingency					\$40,000			
Previous: 2012 through 2014					\$920,200	Ice Arenas Fund Balance		\$100,000
Total Project Cost					\$1,435,200	Golf Course Fund Balance		\$75,000
<b>EXPENDITURE BUDGET</b>						<b>REVENUE BUDGET</b>		
					\$1,435,200			\$175,000

**Project Scope & Description**

This project will continue the implementation of Energy Efficiency Improvements at Waukesha County facilities. Focus on sound return on investments will continue to demonstrate a sound business approach to energy saving and will provide the strong reduction of utility expenditures in the operating budget.

Energy efficiency improvements for Years 2012 and 2013 consisted primarily of government center campus building lighting upgrades at the Courthouse and Mental Health Center.

Year 2014 projects includes:

Installation of digital controls on all HVAC equipment at the high energy use County facilities such as Retzer Nature Center, Eble and NagaWaukee Ice Arenas and Expo Arena to enable monitoring, troubleshooting and adjustment of the equipment through a central computer system. This enterprise energy management system maximizes the efficiencies of the HVAC system and saves significant staff cost in trouble shooting issues at remote locations. Currently the Department of Public Works – Facility Management Division has the Government Campus buildings on the system. Adding the additional buildings would save additional staff time and further leverage the existing technology.

The remaining lighting projects designed by Leedy and Petzold Associates that were not able to be funded under the former Energy Efficiency and Conservation Block Grant (EECBG) grant are now included in this capital project. The final lighting projects will focus on buildings, parking lot lighting and interior lighting at park facilities.

Project Examples and projected ROI

2014	Eble Ice Arena	Facility HVAC Automation	2.6 years ROI
2014	Nagawaukee Ice Arena	Facility HVAC Automation	3.0 years ROI
2014	Retzer Nature Center	Facility HVAC Automation	6.0 years ROI
2014	Expo Arena	Facility HVAC Automation	4.5 years ROI
2015	Nagawaukee and Wanaki	Lighting upgrade	2.0 years ROI
2016	Parks Buildings/Parking Lots	Lighting LED	5.5 years ROI
2017	Eble Park Drive	Lighting LED	5.5 years ROI
2018	Retzer Nature Center	Lighting LED	5.5 years ROI
2019	Parks Buildings/Parking Lots	Lighting LED	5.5 years ROI

**Location**

Various Waukesha County owned facilities.

**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 energy and reduce utility costs. The individual projects submitted were chosen because of the returns on investment as well contributing to successful implementation of the Waukesha County Sustainability Plan.

**Alternatives**

Do not take advantage of opportunities to reduce utility consumption and related expenditures.

**Ongoing Operating Costs**

Utility costs will continue to increase based on rate increases and consumption. The County can take steps to manage and reduce consumption. Energy consumption will be reduced by an overall estimated average of 18% based on the consultants design by replacing the existing lighting fixtures with the new higher efficiency lighting fixtures and with the addition of Building Automation Systems for high energy buildings.

**Previous Action**

Capital Project 200805 Energy Conservation completed in 2008 and 2009. Capital Project 200918 Energy Efficiency and Conservation Block Grant completed in 2010 and 2011. 2012-2016 capital plan: approved as a new project. 2013-2017 capital plan: approved as planned. 2014-2018 capital plan: approved with scope and cost updates.

<b>Project #</b>	201504	<b>Project Title:</b>	Camp Pow Wow Expansion
<b>Department:</b>	Parks and Land Use	<b>Manager:</b>	Dale Shaver Parks and Land Use Director
<b>Phase:</b>	Design	<b>Date:</b>	August 17, 2014
<b>Budget Action:</b>	New		

<b>CAPITAL BUDGET SUMMARY</b>							
Year	2015	2016	2017	2018	2019	Total	
Project Phase	<u>Design/Engineering</u>		<u>Construction</u>			Project	
Expenditure Budget	\$54,400	\$0	\$695,600	\$0	\$0	\$750,000	
Revenue Budget	\$0	\$0	\$375,000	\$0	\$0	\$375,000	
Net County Cost	\$54,400	\$0	\$320,600	\$0	\$0	\$375,000	
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
Design/Engineering	\$54,400						
Construction	\$644,000						
Contingency	\$51,600						
Total Project Cost	\$750,000						
					Partnership with ARCh		
					Total Revenue	\$375,000	
<b>EXPENDITURE BUDGET</b>	\$750,000				<b>REVENUE BUDGET</b>	\$375,000	

### **Project Scope & Description**

Since 1959, the Association for the Rights of Citizens with handicaps (ARCh) through Camp Pow Wow has been providing outdoor recreational opportunities for adults and children with disabilities. In 1998, in partnership with Waukesha County, a lodge was built in Menomonee Park as the camp's home base. Amenities include: a full-service kitchen, restrooms with showers, nurse's office, covered patio, indoor and outdoor fireplace, heat and air conditioning.

Camp Pow Wow Lodge is reserved exclusively for ARCh annually from May through September. September through May the building is reservable to the public.

Expansion of the current facility will improve functional issues for the camp program and campers' personal health needs including separation of private nurse room, Americans with Disabilities Act (ADA) code updates, restroom expansion and improved energy efficiency. Site improvements will include accessible path connections and educational signage will increase usability and access of the site for camp programs.

### **Analysis of Need**

Due to the success of Camp Pow Wow's programming, ARCh has expressed the need for expansion for several years. These improvements will allow ARCh to meet its program needs, comply with ADA codes and continue to retain and attract users of this unique program. Representatives of ARCh have offered to fundraise and partner with Waukesha County to assist with the expansion project. The ARCh organization is celebrating its 55<sup>th</sup> Anniversary in 2014 therefore believes this is an opportune time to launch a fundraising campaign for expansion. The original construction was made possible through a 50/50 cost share agreement between the County. This expansion project is again proposed with a 50/50 cost share agreement between the County and ARCh.

### **Location**

Menomonee Park is located in the northeastern section of Waukesha County in the Villages of Lannon and Menomonee Falls.

### **Alternatives**

1. Allow camp to function within current space and functionality provided.
2. Don't remodel, but build a new, larger facility in a different area of the park, and rent the current building to the public year round.
3. Partner with ARCh to update and expand the current facility to accommodate additional program participants and functionality desired.

### **Ongoing Operating Costs**

Expected minimal increase in operating cost due to additional square footage and restroom plumbing fixtures. Some utility savings due to upgrading HVAC and Lighting to more efficient equipment and fixtures.

### **Previous Action**

None.

<b>Project #</b>	200824	<b>Project Title:</b>	Pavement Management Plan 2013 - 2017
<b>Department:</b>	Parks & Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	Program Project	<b>Manager:</b>	Dale Shaver, Parks & Land Use Director
<b>Budget Action:</b>	C - \$ Update	<b>Date:</b>	August 26, 2014

CAPITAL BUDGET SUMMARY						
Year	2013	2014	2015	2016	2017	Total
Program Project						Project
Expenditure Budget	\$0	\$500,000	\$800,000	\$600,000	\$600,000	\$2,500,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$0	\$500,000	\$800,000	\$600,000	\$600,000	\$2,500,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
2013	\$0					
2014	\$500,000					
2015	\$800,000					
2016	\$600,000					
2017	\$600,000					
Total Project Cost	\$2,500,000		Total Revenue			\$0
<b>EXPENDITURE BUDGET '15</b>	\$800,000		<b>REVENUE BUDGET</b>			\$0

### **Project Scope & Description**

In cooperation with the Public Works Department, retained consultant services to update the Pavement Management Plan, originally done for the Parks System in 1995. The Plan establishes a uniform procedure for pavement maintenance by establishing a Pavement Condition Index (PCI). The PCI is a rated scale of 1-100 based on the state of the asphalt. Pavement repairs are scheduled based on rating. A PCI rating of 86-100 is good and 71-85 satisfactory; pavements with these ratings need routine maintenance or repairs. A rating of 56-70 is fair and 41-55 poor, needing routine maintenance, repairs, major repairs or overall reconstruction. A rating of 26-40 is very poor needing major repairs or overall reconstruction. A rating of 11-25 is serious and 0-10 failed, needing overall reconstruction. The goal is to maintain an average pavement PCI rating of 70 ("satisfactory").

In 2015 the pavement management plan increases from \$500,000 to a budget of \$800,000. The larger increase in 2015 is to address accelerated deterioration as a result of winter conditions in 2013-14. Many of the pavement segments of the government center are of a similar age where more significant repair or reconstruction, including drainage and stormwater management is required. The increase for 2016-2017 is needed to ensure an average PCI of 70 is maintained.

### **Location**

Various locations as determined by pavement conditions.

### **Analysis of Need**

In 1995 the Waukesha County Department of Parks and Land Use retained consulting services to provide a Pavement Management Plan to assist in cost-effectively managing the pavement assets for the 6 largest parks. At that time there were 6 park facilities with 243,000 square yard of paved surface. Currently we are maintaining 876,498 square yards of paved surface around the Government Center, remote County facilities and the major parks. This represents approximately 3.6 times more pavement. In 2007 the Department changed from the PASER rating, to the PAVER system in an effort to coordinate pavement condition analysis and project bidding with the Department of Public Works to save program cost. The PAVER rating process included field surveys of pavement conditions, development of deterioration models, and preparation of a multi-year pavement management plan.

Approximately 80% of the budget will be used for major rehabilitation on sections selected with a PCI below 40. The remaining budget allocation is first utilized for preventative maintenance on sections with a PCI between 67 and 75, selected on best-first basis. The goal of these practices is to maintain an average PCI of 70. Year 2015 proposed projects include: Juvenile Center and South Sheriff lot, Nagawaukee Campground Road, Minooka for picnic area 5 and Eble Park central lot. Anticipated projects may be adjusted due to project coordination efficiencies or accelerated deterioration.

### **Alternatives**

Spot repair with asphalt base patching or sealing road surface has been performed to maintain some function of the roadway or parking area. This could be continued on an annual basis, but will not achieve the desired surface performance or overall PCI rating goal. Reconstruction will be required sooner and risk issues would be more likely to occur.

### **Ongoing Operating Costs**

Maintenance of the existing road conditions requires frequent patching and chip and seal applications in order to provide usable conditions. Operating costs within the next five 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 the 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 the 2009-2013 plan. Cost update in the 2010-2014 and 2012-2016 plan. Approved as planned in the 2013-2017 and 2014-2018 plans.

<b>Project #</b>	201310	<b>Project Title:</b>	Election System Upgrade
<b>Department:</b>	DOA-Information Technologies	<b>Sponsor:</b>	Kathy Novack, County Clerk
<b>Phase:</b>	Analysis/Implementation	<b>Manager:</b>	Mike Biagioli, Information Technology Mgr
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 27, 2014

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2013	2014	2015	Total Project
Project Phase	Initial Analysis	Implementation	Implementation*	
Expenditure Budget	\$70,000	\$1,248,000	\$1,000,000	\$2,318,000
Revenue Budget	<u>\$70,000</u>	<u>\$248,000</u>	<u>\$0</u>	<u>\$318,000</u>
Net County Cost	\$0	\$1,000,000	\$1,000,000	\$2,000,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
Hardware/Software - County Clerk Office/Munis		\$2,000,000	General Fund Balance*	\$318,000
Training		\$8,000		
Contract Services		\$70,000		
Contingency		<u>\$240,000</u>		
Total Project Cost		\$2,318,000		
<b>EXPENDITURE BUDGET</b>		<b>\$2,318,000</b>	<b>REVENUE BUDGET</b>	<b>\$318,000</b>

\*Of the upfront County funding toward this project in 2015, it is estimated that municipalities will repay the County in future years for a portion of their share, totalling approximately \$650,000.

## I. EXISTING SYSTEM BACKGROUND

The Waukesha County Clerk's Office (WCCO) is bound by the rules of the Federal and State election mandates. The Wisconsin Government Accountability Board (GAB) is charged with oversight of Wisconsin's elections. The WCCO oversees the election procedures in the thirty-seven (37) municipalities of Waukesha County. Each municipality determines its own reporting units in accordance with state legislative district lines. There are 179 reporting units and 87 polling places. Currently, there are four (4) municipalities that process absentee ballots on a municipal level at the Municipal Clerk's office (Central Count) in lieu of the polling places. The WCCO works in partnership with all County municipalities in conducting elections. The WCCO is accountable to the Voters of Waukesha County to ensure the integrity of the County's election process. Among its many duties, it produces ballots, collects votes, and reports results. County election software and hardware vendors must be certified and approved at the federal and state level in order to be utilized.

Changes and gaps in election hardware, software technology and varying procedures across municipalities increase the difficulty. Ensuring that the municipalities and the County are equipped with standard equipment and processes that will minimize variances and increase successful running of elections.

Voting machines have changed over time, mandated by federal law (and certification), as well as State law (and certification) and County laws and ordinances. Municipalities are responsible for their own election hardware equipment purchases, including support and maintenance. The municipalities have the authority to purchase any certified election hardware they deem appropriate, whether or not it integrates with the County system.

## II. PROJECT GOALS

- A. Review the County Clerk's Office business processes for election administration.
- B. Conduct an analysis of the election equipment industry.
- C. Evaluate election equipment systems that are certified or pending certification with Federal and Government Accountability Board (GAB) standards.
- D. Provide a gap analysis between the current state of election equipment utilized by all reporting units and the desired state.
- E. Identify solutions for both election processes and equipment.
- F. Recommend election equipment systems to make the election process more effective and efficient for both the County and the municipalities, and
- G. Implement a new election system.

## III. SCOPE OF SERVICES

The County wishes to study the current election process, and if recommended and adopted, budget and plan for a single election system to be used by all municipalities throughout the County.

### PROJECT PHASE 1: Budget and Concept Development / Preliminary System Design

Prepare a Budget and Concept Study inclusive of both hardware and software for an election system. Services shall include, but not limited to the following:

- A. Evaluate the needs assessment of both the County and each individual municipality on the performance of an election from start to finish.

<b>Project #</b>	201310	<b>Project Title:</b>	Election System Upgrade
<b>Department:</b>	DOA-Information Technologies	<b>Sponsor:</b>	Kathy Novack, County Clerk
<b>Phase:</b>	Analysis/Implementation	<b>Manager:</b>	Mike Biagioli, Information Technology Mgr
<b>Budget Action:</b>	As Planned	<b>Date:</b>	August 27, 2014

- B. Prepare an itemized estimated cost comparison of hardware and software, along with any other peripherals required for each municipality and their remote polling places. Include a 5-year schedule of annual operational costs (maintenance/support) or fees associated with the operation of the system.
- C. Provide recommendations of the various systems that are available.
- D. Include recommendations for efficiencies to be incorporated into the process.
- E. Participate in submitting and receiving any and all preliminary approvals from all governmental jurisdictions.
- F. Prepare an estimated timetable for the bidding and implementation of a system.

**PROJECT PHASE 2: Detailed System Design and System RFP Development Phase**

Prepare detailed system design and RFP documents based on the decision of the County to proceed.

- A. Prepare the RFP. Sections of the RFP to be included but not limited to the following:
  - General system requirements
  - Sites and site location
  - Operational requirements
  - Hardware and equipment requirements
  - Software requirements
  - Acceptance Test Plan
  - System warranties
  - Support and maintenance annual agreements
  - Training
  - System documentation
- B. All aspects of the proposed system shall meet Wisconsin’s GAB requirements.

**PROJECT PHASE 3: Election System Implementation (County Clerk Office/Municipalities)**

The purpose of Project Phase 3 is to implement the new election system.

**IV. PROJECT SCHEDULE**

- Project Phase 1 (Budget & Concept/Preliminary Design) DRAFT shall be submitted for review and approval no later than November 1, 2013.
- Project Phase 1 (Budget & Concept/Preliminary Design) FINAL VERSION no later than November 30, 2013.
- Project Phase 2 (Detailed system design and system RFP) DRAFT shall be submitted no later than January 10, 2014.
- Project Phase 2 (Detailed system design and system RFP) FINAL VERSION shall be submitted no later than January 17, 2014.
- Project Phase 3 (Election System Implementation – County Clerk Office and Municipalities). The selection of a new election system will occur in 2014, with hardware delivery, equipment testing, and system training (hardware and software) expected to begin after the November 4, 2014 General Election. Additional training (for municipal clerks and poll workers), business process reviews, and further testing will begin early in 2015, with a goal of using the new system in the February 2016 Spring Primary.

**Location**

The County Clerk and Waukesha County municipalities will be affected by this project.

**Analysis of Need**

1. The SysLogic analysis document has highlighted the shortcomings of the current election system and the business practices associated with the overall election process. Key to this was the fact that the size and complexity of the County’s population and reporting units have increased the need for automated processes for efficiency, accuracy and timeliness of vote reporting. The current election process has been defined as overly complex. This project will address both the process improvements as well as the automated system enhancements required to take the election system to a well-founded, logical and effective integrated system and process.
2. Manual transmission of election results is prone to human error, requiring significant review before publication of unofficial results.
3. Validating and publishing of elections results, although better, is still labor-intensive. This process needs to be automated and streamlined.

**Alternatives**

Continue to use the current election system, waiting for the certification of the automated transmission of ballot results. During that wait time the count will be required to rely on manual entry of call-in sheets generated by the Government Accountability Board system. This will require the continued programming of the backup system database for each of the ballot configurations required for the current election.

**Ongoing Operating Costs**

To be determined during negotiations with selected vendor. Operating costs will likely consist of licensing, maintenance and support fees, offset by reduced costs from the system being replaced.

**Previous Action**

Approved as a new project in the 2013-2017 plan.  
 Approved with scope and cost update in the 2014-2018 plan.

<b>Project #</b>	200414	<b>Project Title:</b>	Countywide Cashiering
<b>Department:</b>	DOA	<b>Sponsor:</b>	Information Systems
<b>Phase:</b>	Implementation	<b>Manager:</b>	Andrew Thelke, Collections and Business Services Manager
<b>Budget Action:</b>	C - Scope	<b>Date:</b>	August 27, 2014

<b>CAPITAL BUDGET SUMMARY</b>					
Year	2004	2005	2006	2008	Total
	Analysis	Implementation	Implementation	Implementation	Project
Project Phase	Design				
Expenditure Budget	\$300,000	\$245,000	\$225,000	\$200,000	\$970,000
Revenue Budget	\$0	\$0	\$125,000	\$200,000	\$325,000
Net County Cost	\$300,000	\$245,000	\$100,000	\$0	\$645,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>		
Software	\$425,000		Records Management		
Hardware	\$100,000		Fund Balance Transfer		\$125,000
Interfaces	\$25,000				
Training	\$10,000		Collections		
Licenses	\$10,000		Fund Balance Transfer		\$200,000
Consulting/Implementation	\$350,000				
Contingency	\$50,000				
Total Project Cost	\$970,000		Total Revenue		\$325,000
<b>EXPENDITURE BUDGET</b>	<b>\$970,000</b>		<b>REVENUE BUDGET</b>		<b>\$325,000</b>

**Note: This project form has been comprehensively re-written for updated scope.**

### **Project Scope & Description**

The Countywide Cashiering project resulted in the implementation of Active Payment Manager as the cashiering solution in use for the majority of County departments. Original project scope defined a system that provided "back office" functionality, which would automatically update diverse "stand alone" accounts receivable systems and interface with the County's central financial application. Active Payment Manager integrates the majority of County departments' receipting process to the financial system. In addition, Active Payment Manager has receivables integrations to the following line of business applications:

- o Register of Deeds
- o Treasurer – Tax Collection
- o Parks and Land Use – Programs and Reservations
- o Department of Administration – Collections

In calendar year 2014, work continues on audit reporting, system documentation and implementation/analysis of future line of business application integrations. However, this continued work to implement and refine is amended to include a review of user departments' business processes and project objectives in preparation of the likely discontinuation of Active's Payment Manager within four years.

### **Location**

Most departments within the County will be impacted by this Capital project.

### **Analysis of Need**

Active, the County's current cashiering vendor has indicated that it will de-support the CLASS parks registration/reservation modules that are part of the Active Payment Manager suite of cashiering products. Although a formal de-support notification has not been received, Active indicates that the most recent 2013 release of the software will be its last major release and that additional functionality will not be added to the product. In order to adequately plan for the likely migration to new cashiering product(s), a business process review of the current cashiering environment will be conducted in 2015.

The business process review will document efficiencies established as part the original countywide cashiering initiative and conduct a gap analysis of cashiering objectives. Additionally, system integrations will be examined for replication and replacement in alternative system(s). These integrations include: Property Tax, Collections, Register of Deed Land Records, Parks Registration/Reservation and General Ledger, as well as potential integrations with Health and Human Services and the Sheriff Department. The business process review will be used to document and establish the business requirements for a potential cashiering system replacement and for a Request for Proposal to replace the system.

<b>Project #</b>	200414	<b>Project Title:</b>	Countywide Cashiering
<b>Department:</b>	DOA	<b>Sponsor:</b>	Information Systems
<b>Phase:</b>	Implementation	<b>Manager:</b>	Andrew Thelke, Collections and Business Services Manager
<b>Budget Action:</b>	C - Scope	<b>Date:</b>	August 27, 2014

**Alternatives**

Defer planning for replacement.

**Ongoing Operating Costs**

The current annual maintenance contract for Active Payment Manager is \$31,875. A future solution would likely have similar annual maintenance expenses. To the extent a future cashiering solution(s) could leverage existing line of business applications, reduce redundancy, reduce independent interfaces and improve operating efficiency annual licensing and personnel costs may be avoided.

**Previous Action**

Proposed as new project in 2004-2008 plan. Approved with cost update in the 2006-2010 plan. Approved with cost update in 2008-2012

Project #	200910	Project Title:	Enterprise Content Management
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Implementation	Manager:	Mike Biagioli, Information Technology Mgr.
Budget Action:	C – Revenue Update	Date:	August 22, 2014

CAPITAL BUDGET SUMMARY					
Year	2010	2011	2013	2015	Project Total
Project Phase	Implementation	Implementation	Implementation	Implementation	
Expenditure Budget	\$700,000	\$290,000	\$250,000	\$150,000	\$1,390,000
Revenue Budget	<u>\$700,000</u>	<u>\$290,000</u>	<u>\$250,000</u>	<u>\$150,000</u>	<u>\$1,390,000</u>
Net County Cost	\$0	\$0	\$0	\$0	\$0
<b>Cost Documentation</b>			<b>Revenue</b>		
Contract Services	\$341,700				
Training	\$8,300		End User Technology		\$1,390,000
Hardware	\$649,000		Fund Balance		
Software	\$304,000				
Project Contingency	\$87,000				
Total Project Cost	\$1,390,000		Total Revenue		\$1,390,000
<b>Total Project Cost</b>	<b>\$1,390,000</b>		<b>Revenue Budget</b>		<b>\$1,390,000</b>

### Project Scope & Description

The purpose of this project is to fund multiple aspects of the County's electronic document management environment and to implement an automated process for storage and archival for electronic records. This is to include:

- The replacement of the County's 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 as the file retention "end of life" date is reached.
- To replace our Stellent Image storage environment, the County has transitioned to the Microsoft SharePoint environment, utilizing the KnowledgeLake software package as the front end to facilitate ease of use for image storage, retrieval and applied records retention discipline to this environment.
- Email archival and retention has transitioned to a dual Microsoft native Email Archiving environment coupled with Microsoft's ability to retain emails and content directly into SharePoint. This allows for email deletion that is policy and date driven as well as totally within the control of the end user.
- An overall enterprise content management environment has been implemented that allows for policy-driven, user-controlled management of all electronic records and documents. This environment automates the retention and disposition of electronic records, utilizing the County's records retention schedule; provides for automated record destruction based on scheduled retention, suspends destruction for "legal holds"; and provides end-user tools that simplify the retention and retrieval process.
- A 2013 budget adjustment of \$250,000 was made to allow for departments to contract for assistance in file conversion if needed to assist moving current documents to the new environment or develop departmental workflows.
- A 2015 budget adjustment of \$150,000 has been made to accommodate hardware/storage requirements and to address licensing required to make the SharePoint environment available to our citizens and customers.

### Location

All County departments.

Project #	200910	Project Title:	Enterprise Content Management
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Implementation	Manager:	Mike Biagioli, Information Technology Mgr.
Budget Action:	C – Revenue Update	Date:	August 22, 2014

### **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. Reducing our “foot print” for paper records retention will maximize space utilization for paper records retention, reduce the cost of retrieval for these documents, while allowing for greater availability, by the public, to documents retained by the county.

### **Alternatives**

The alternative to this project would be to continue using the current technology environment, absorbing costs for open records requests, system rebuilds and e-Discovery requirements.

### **Ongoing Operating Costs**

The End User Technology Fund will incur additional maintenance costs 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: 3.75 years, based on the project completion date.

### **Five-Year Forecast**

Tangible Savings	\$24,500
Risk Reduction	\$970,000
Process Improvement	\$27,500
IT Savings	\$151,000
Personnel Time Savings	<u>\$398,000</u>
Total Non-Budgetary / Intangible Savings	\$1,546,500

*\*To be measured in 2015 with follow up in 2016.*

### **Previous Action**

- 2009-2013 capital plan: approved as a new project.
- 2010-2014 capital plan: approved as planned.
- 2011-2015 capital plan: Approved with a change in scope.
- 2012-2016 capital plan: approved as planned.
- 2013-2017, 2014-2018 capital plans: approved with change in scope and budget.

<b>Project #</b>	200912	<b>Project Title:</b>	Workforce Management System
<b>Department:</b>	Administration	<b>Sponsor:</b>	DOA–Accounting/HR
<b>Phase:</b>	Implement	<b>Manager:</b>	Larry Dahl
<b>Budget Action:</b>	C – Revenue Update	<b>Date:</b>	August 17, 2014

CAPITAL BUDGET SUMMARY							
Year	2010	2011	2012	2013	2014	2015	Total
Project Phase	Design/Implement	Implementation	Implementation	Implementation	Implementation	Implementation	Project
Expenditure Budget	\$268,000	\$150,000	\$200,000	\$275,000	\$300,000	\$100,000	\$1,293,000
Revenue Budget	\$0	\$150,000	\$200,000	\$275,000	\$300,000	\$100,000	\$1,025,000
Net County Cost	\$268,000	\$0	\$0	\$0	\$0	\$0	\$268,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
Software	\$762,000						\$350,000
Hardware	\$140,000						\$675,000
Consultant Services	\$341,000						
Training	\$50,000						
Total Project Cost	\$1,293,000						\$1,025,000
<b>EXPENDITURE BUDGET</b>	\$1,293,000						<b>REVENUE BUDGET</b>
							\$1,025,000

### **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 County 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 manage the accrual of time-driven benefits such as vacation, sick leave and compensatory time. In addition to nearing the end of its life cycle, the product vendor announced plans to discontinue it, having shifted development resources to a new product. The resources budgeted for this project include a process review and acquisition of a workforce management system with improved capabilities for data collection, 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's study. The 2014-15 update to this budget includes funding for an extended schedule and consultant assistance to minimize the impact of implementation work on regular staff duties and other project schedules. The revised project anticipates a return on investment of approximately 27% with a discounted pay back period of 4 years. This compares to the previous return on investment estimate of 34% and payback period of 4 years.

### **Alternatives**

An alternative would be to develop an in-house application for collecting data which would be difficult due to the wide variety of business rules that would need to be accommodated. This alternative 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 are estimated at about \$45,000 per year. The comparable cost for the current system is about \$40,000 per year. Hardware support is estimated at approximately \$10,000/year.

### **Previous Action**

- 2009-2013 capital plan: approved as a new project.
- 2010-2014 capital plan: approved as planned.
- 2011-2015 capital plan: approved with changes in scope and cost updates.
- 2013-2017 capital plan: approved with changes in scope and cost updates.
- 2014-2018 capital plan: approved with cost update.

<b>Project #</b>	201411	<b>Project Title:</b>	End User Report Development
<b>Department:</b>	DOA-Information Technology	<b>Sponsor:</b>	DOA
<b>Phase:</b>	Implementation	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	C – Revenue Update	<b>Date:</b>	August 27, 2014

<b>CAPITAL BUDGET SUMMARY</b>			
<b>Year</b>	<b>2014</b>	<b>2015</b>	<b>Project Total</b>
<b>Project Phase</b>	<b>Design</b>	<b>Implementation</b>	
Expenditure Budget	\$15,000	\$110,000	\$125,000
Revenue Budget	<u>\$15,000</u>	<u>\$110,000</u>	<u>\$125,000</u>
Net County Cost	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Cost Documentation</b>		<b>Revenue</b>	
Hardware	\$10,000		
Software Licenses	\$5,000	End User Technology	\$125,000
Consulting / Conversion Services	\$75,000	Fund Balance	
Training	\$20,000		
Contingency	\$15,000		
<b>Total Project Cost</b>	<b>\$125,000</b>	<b>Revenue Budget</b>	<b>\$125,000</b>

### Project Scope & Description

Waukesha County started a relationship with Crystal Reports and its Crystal Reports Enterprise reporting environment in the early 2000's. Around 2006-2007, this product was purchased by Business Objects and was rebranded as the Business Objects Enterprise (BOE) reporting environment. Around 2009, Business Objects was purchased by SAP. SAP is Tier 1 Software provider much like Oracle and IBM. At that time, all of our licensing was grandfathered and the impact to us has been minimal. Currently, we are using version 3 of BOE which costs us approx. \$50,000 per year. There are approximately 100 users of this environment (25 power users) affecting almost 20 different departments as well as some municipal agencies.

SAP has made a significant change to their licensing which involves changing from CPU to Core licenses and the explicitness of licensing physical vs. virtual environments. This affects us significantly if we want to upgrade to version 4.

The purpose of this project is to move away from the prohibitively expensive SAP and towards the Microsoft SQL Server Reporting Services (SSRS) environment. This new environment came into the county via the New World Financial Package that was implemented in 2013. Since the licensing for SSRS is bundled with SQL and we already own a sufficient number of SQL licenses, there would be no impact on Microsoft licenses. As an additional benefit, this product is fully compatible with the SharePoint implementation currently underway via the ECM capital project (200910).

### Actions

1. Set up the hardware environment for SSRS
2. Training
3. Conversion of existing reports using consulting expertise
4. Implement the new reporting methodology by application or department need
5. Decommission the BOE environment and cancel the license

### Location

All County departments would be affected.

<b>Project #</b>	201411	<b>Project Title:</b>	End User Report Development
<b>Department:</b>	DOA-Information Technology	<b>Sponsor:</b>	DOA
<b>Phase:</b>	Implementation	<b>Manager:</b>	Mike Biagioli
<b>Budget Action:</b>	C – Revenue Update	<b>Date:</b>	August 27, 2014

### **Analysis of Need**

The County has made a significant investment in the environment and the support tools for End User Report generation and development. Through the selection process Business Objects was selected and staff fully-trained in the use of the tools. Allowing for end user report generation, without the need for development staff from Information Technology, still remains a high priority. Providing this function at the most effective and efficient price needs to be a priority. Avoiding the dictated price increase, associated with SAP's Business Objects Enterprise, is a sound business strategy, especially, given the proven capabilities of the Microsoft alternative.

### **Alternatives**

Alternatives to this project include:

1. Remain with the Business Objects Enterprise solution until we are notified that Version 3 is to be de-supported and determine a strategy at that time.
2. Remain with the Business Objects Enterprise solution until we are impacted by the de-support action. At that time determine a strategy to address the County reporting needs.

### **Fiscal Impacts**

When the conversion is completed and the License for Business Objects Enterprise decommissioned, the current Annual Maintenance cost of \$50,500 will stop and an estimated Annual Maintenance charge of \$5,500 for the incremental Microsoft licenses and associated infrastructure will start. Therefore it is anticipated that there will be a reduction in EUTF costs (associated with end user reporting) to be approximately \$45,000.

### **Return on investment**

Remaining with Business Object Enterprise will require that the County re-license with SAP in 2015 for an anticipated amount of \$190,000 one-time cost and an increase in annual maintenance from \$53,000 to \$83,000. This would result in year-one increase of approximately \$220,000 from our current cost. The total cost of conversion to Microsoft SSRS will be approximately \$125,000. This yields a Return on Investment timeframe of less than one year after the work has been completed.

### **Previous Action**

Approved as a new project in 2014-2018 capital plan.

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# Capital Projects Plan

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

Public Works–Highway projects are about 42% of the plan at \$39.4 million. In addition, Federal funds of \$24.1 million are planned to be used for a number of highway projects. The federal funding is not included in the County Budget since it is managed and accounted for by the State Department of Transportation.

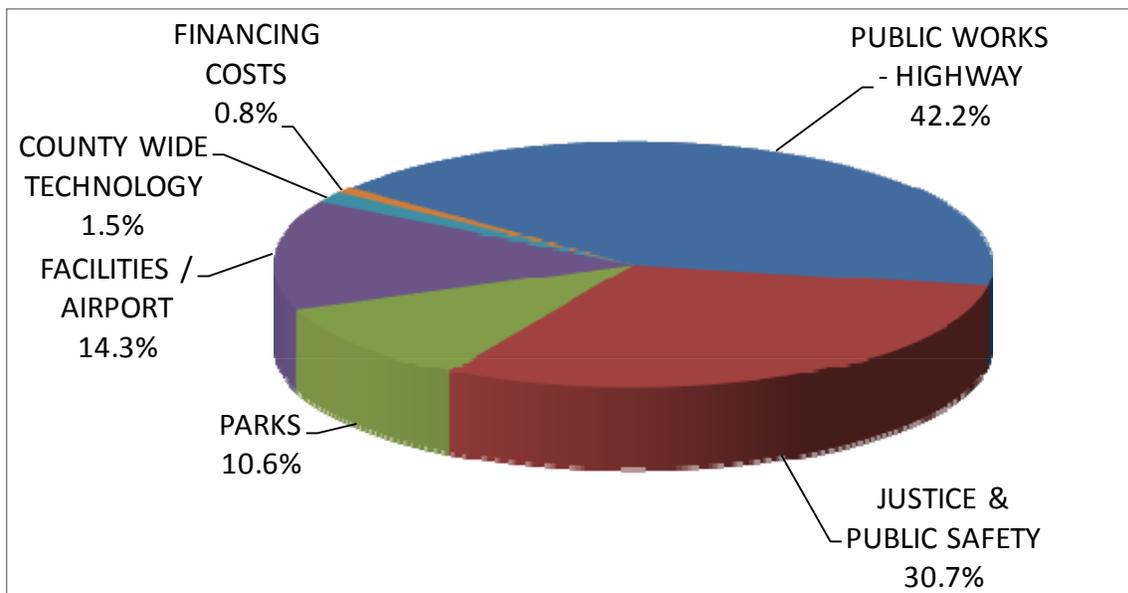
Justice and Public Safety projects total \$28.7 million or 31% of the plan. This includes \$22.7 million of a \$36.4 million project (remainder planned for 2020) for the first phase of a multi-phase project to upgrade the courthouse to meet the County’s future needs. In addition, \$3.2 million is planned for an expansion of the Waukesha County Communication Center (WCC) to accommodate additional, anticipated dispatch agencies. The expansion will also allow for additional space for the County’s Emergency Operations Center, needed to handle large-scale emergency events.

The Parks and Land Use functional area includes about \$9.8 million or about 11% of the plan, of which \$2.9 million is for park building projects and about \$6.7 million is for trails and parks pavement improvements. Trail project costs are partially funded with Federal, State and local dollars of about \$2.8 million. The County’s GIS digital topographic maps are identified for orthophotography updating at a costs of \$195,000 in 2015.

Public Works-Facilities/Airport projects total about \$13.3 million or 14% of the plan. This includes \$6.7 million for County Buildings, \$5.9 million for University of Wisconsin-Waukesha campus buildings, and \$680,000 for of County Airport facilities/pavement, which are planned to be funded with Airport fund balance.

County-wide technology projects total about \$1.4 million or about 1.5% of the plan, of which \$1.0 million is to complete a project to update the County’s election system. Other technology projects include to implement \$150,000 enterprise wide content management; \$110,000 to transition the County to a new, more affordable data reporting system; and \$100,000 to implement a workforce management system.

General Administration totals \$745,000 for financing costs over the five years.



**FUNCTIONAL AREA FOR TOTAL PLAN 2015-2019**

FUNCTIONAL AREA	TOTAL	% OF TOTAL
PUBLIC WORKS - HIGHWAY	\$39,366,000	42.2%
JUSTICE & PUBLIC SAFETY	\$28,663,000	30.7%
PARKS	\$9,849,900	10.6%
FACILITIES / AIRPORT	\$13,297,700	14.3%
COUNTY WIDE TECHNOLOGY	\$1,360,000	1.5%
FINANCING COSTS	\$745,000	0.8%
<b>TOTAL PLAN EXPENDITURES</b>	<b>\$93,281,600</b>	<b>100%</b>

**WAUKESHA COUNTY 2015-2019 CAPITAL PROJECT PLAN SUMMARY**

FUNCTIONAL AREA:	2015 BUDGET	2016 PLAN	2017 PLAN	2018 PLAN	2019 PLAN	TOTAL FIVE- YEAR PLAN
<b>JUSTICE &amp; PUBLIC SAFETY</b>						
Facility Projects	\$265,000	\$2,579,000	\$3,643,000	\$8,000,000	\$14,000,000	\$28,487,000
System Projects	<u>\$0</u>	<u>\$0</u>	<u>\$25,000</u>	<u>\$151,000</u>	<u>\$0</u>	<u>\$176,000</u>
Subtotal	\$265,000	\$2,579,000	\$3,668,000	\$8,151,000	\$14,000,000	\$28,663,000
<b>HEALTH AND HUMAN SERVICES</b>						
SYSTEMS DEVELOPMENT						
Subtotal						\$0
<b>PARKS, ENVIRONMENT, EDUCATION &amp; LAND USE</b>						
Parks, Facilities, Pavement, System Projects	\$1,589,900	\$2,780,200	\$2,958,800	\$1,711,000	\$810,000	\$9,849,900
<b>PUBLIC WORKS</b>						
Highways	\$2,885,600	\$6,020,000	\$4,616,000	\$3,256,000	\$3,346,000	\$20,123,600
Highways/Major Maintenance	<u>\$3,942,400</u>	<u>\$4,450,000</u>	<u>\$4,450,000</u>	<u>\$3,200,000</u>	<u>\$3,200,000</u>	<u>\$19,242,400</u>
Subtotal Highways	\$6,828,000	\$10,470,000	\$9,066,000	\$6,456,000	\$6,546,000	\$39,366,000
Facilities	\$4,260,500	\$575,000	\$1,046,200	\$638,000	\$200,000	\$6,719,700
UW-Waukesha	\$2,828,000	\$700,000	\$46,000	\$2,324,000	\$0	\$5,898,000
Airport	<u>\$680,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$680,000</u>
Subtotal Public Works	\$14,596,500	\$11,745,000	\$10,158,200	\$9,418,000	\$6,746,000	\$52,663,700
<b>GENERAL ADMINISTRATION COUNTY WIDE</b>						
TECHNOLOGY PROJECTS						
	\$1,360,000	\$0	\$0	\$0	\$0	\$1,360,000
FINANCING						
	<u>\$115,000</u>	<u>\$130,000</u>	<u>\$150,000</u>	<u>\$175,000</u>	<u>\$175,000</u>	<u>\$745,000</u>
Subtotal	\$1,475,000	\$130,000	\$150,000	\$175,000	\$175,000	\$2,105,000
<b>TOTAL GROSS EXPENDITURES</b>	\$17,926,400	\$17,234,200	\$16,935,000	\$19,455,000	\$21,731,000	\$93,281,600
<b>LESS PROJECT SPECIFIC REVENUES</b>	<u>(\$2,068,000)</u>	<u>(\$2,385,200)</u>	<u>(\$2,486,600)</u>	<u>(\$210,000)</u>	<u>(\$90,000)</u>	<u>(\$7,239,800)</u>
<b>NET EXPENDITURES</b>	\$15,858,400	\$14,849,000	\$14,448,400	\$19,245,000	\$21,641,000	\$86,041,800
<b>Cash Balances Excluding Property Tax Levy</b>	<u>\$3,708,400</u>	<u>\$1,250,000</u>	<u>\$275,000</u>	<u>\$151,000</u>	<u>\$0</u>	<u>\$5,384,400</u>
<b>NET EXPENDITURES BEFORE TAXES, DEBT BORROWING AND INTEREST APPLIED</b>	\$12,150,000	\$13,599,000	\$14,173,400	\$19,094,000	\$21,641,000	\$80,657,400

The 2015-2019 Capital Plan identifies 50 projects at an estimated total cost of \$93.3 million over the five-year period. Projects in the first year of the plan represent the 2015 Budget. Major projects for future years are briefly explained in the following narrative. A project listing all projects in the Plan is shown on the following pages.

**JUSTICE AND PUBLIC SAFETY**

Justice and Public Safety projects total \$28.7 million. This includes \$22.7 million of a \$36.4 million project (remainder planned for 2020) to construct eight new courtrooms, which is the first phase of a multi-phase project to upgrade and improve the County Courthouse facility. The courthouse facility was originally built in 1959, and is approaching the end of its useful life. Design is planned for 2017, with construction beginning in 2018. Beginning with project concept in 2015, and construction planned for 2017, the Plan includes \$3.2 million to expand the existing Waukesha county Communications Center (WCC) to allow for additional municipal police and fire agencies to join the WCC. The expansion will also allow for additional space for the County's Emergency Operations Center needed to handle large-scale emergency events. Jail-related projects include \$2.6 million in the first two years of the plan to replace HVAC infrastructure in the Law Enforcement Center, which houses administrative staff and jail cells. In addition, \$176,000 is planned for 2017 and 2018 to replace the security video monitoring system at the jail.

**PARKS AND LAND USE**

Projects in this functional area total \$9.8 million, and includes \$3.4 million for park roadway maintenance improvements. The plan also includes a project to build a multi-use trail between Frame Park in the City of Waukesha to Mitchell Park in the City of Brookfield, estimated to cost \$3.0, with federal, state and municipal revenues covering about \$2.8 million. In addition, the plan includes \$750,000 the expansion of the Camp Pow Wow lodge at Menomonee Park, which is used through a partnership with the Association for the Rights of Citizens with Handicaps (ARCh) to provide recreational activities for adults and children with disabilities. The project will meet current and future needs with a private nurse room, ADA code updates and restroom expansions, and will be half-funded through ARCh donations. Other Parks and Land Use projects in the Plan include, \$1.0 million to renovate beach houses at County parks, \$630,000 to complete parks restroom upgrades, \$515,000 for energy-saving investments at County park facilities (i.e., lighting upgrades), \$425,000 for bridge replacement at Wanaki Golf Course, and \$195,500 for orthophotography to update digitized maps for Land Information (GIS) Systems.

**PUBLIC WORKS**

Public works projects for highways and facilities combined are estimated at \$52.7 million and represent 56% of the total plan. This includes road projects totaling \$39.4 million. New and expanded road capacity construction is identified in priority corridors and is estimated to cost nearly \$11 million, including about \$10.3 million for about three miles of CTH M (North Avenue). Road projects include \$21.3 million for major maintenance and roadway rehab; \$3.8 million for bridge improvements; and several spot safety improvements at an estimated cost of \$3.3 million, primarily for intersection and signal work. The plan deletes a project to add lanes to CTH O (Moorland Road), between CTH HH (College Avenue) and Grange Avenue in the City of New Berlin, due to expected plans for development and creation of a Tax Increment District on adjacent land undetermined at this time. This project may be reintroduced in the future when project funding is more certain. Existing appropriations for this project will lapse to Capital Project Fund balance and be used to fund project priorities in the plan.

Facility projects totaling \$12.6 million include roof and HVAC improvements totaling \$5.9 million at the UW-Waukesha Campus (in addition to about \$2 million already appropriated in previous budgets); \$2.0 million for HVAC upgrades at various county facilities; \$464,000 for roofing upgrades the Administration Center and Mental Health Center; and about \$324,000 for replacement of a brinemaker and construction of a canopy roof at the Highway Operations Building. The plan includes \$3.3 million in 2015 to demolish the former Health and Human Services (H&HS) Building, which is now vacant after the new H&HS facility was opened in October 2013. The last two years of the Plan include \$600,000 for fuel tank replacement, and another \$900,000 planned for out-years, for a total project cost estimated at \$1.5 million.

The plan continues an Airport projects to upgrade the Terminal Building and Control Tower with \$540,000 in 2015. In addition, the plan includes an additional \$140,000 in 2015 to complete a ramp expansion project to accommodate the construction of additional corporate aircraft hangars. Both projects are funded with Airport Fund Balance.

**GENERAL ADMINISTRATION – COUNTYWIDE TECHNOLOGY PROJECTS**

Countywide technology projects total about \$1.4 million, including \$1.0 million to complete a project to update the County's election system with process improvements and automated system enhancements. Other technology projects include \$150,000 to implement an enterprise wide content management; \$110,000 to transition the County to a new, more affordable data reporting system; and \$100,000 to implement a workforce management system. The existing project to implement a Countywide cashiering system includes a change in scope to plan for a likely migration to a new cashiering product(s) after the current vendor signaled that their system will likely be de-supported in the next few years. Planning would be funded through existing appropriations and no additional funding is requested at this time.

**DEBT FINANCING COSTS**

Debt financing related costs on borrowing, which is planned at \$62.9 million over the five year plan, include promissory note discounts and arbitrage rebate expenditures and is currently estimated at \$745,000 over the five year plan period.

COUNTY EXECUTIVE PROPOSED 2015-2019 CAPITAL PROJECTS PLAN

PROJECT TITLE	NO.	CURRENT APPROP.	2015 BUDGET	2016 PLAN	2017 PLAN	2018 PLAN	2019 PLAN	TOTAL FIVE-YEAR PLAN
<b>PUBLIC WORKS AIRPORT</b>								
AIRPORT FACILITY UPGRADES	201118	\$70,000	\$540,000					\$540,000
SOUTH AND WEST TERMINAL RAMP EXPANSION	201311	\$560,000	\$140,000					\$140,000
<b>PUBLIC WORKS - FLEET &amp; HIGHWAY OPS</b>								
REPLACE BRINE MAKER/CONSTR CANOPY ROOF	201401	\$0	\$10,500	\$0	\$313,200			\$323,700
FUEL TANK REPLACEMENT AND INFRASTRUCTURE	201415	\$0				\$400,000	\$200,000	\$600,000
<b>EMERGENCY PREPAREDNESS - BUILDINGS</b>								
COMMUNICATIONS CENTER EXPANSION	200808	\$0	\$45,000	\$203,000	\$2,943,000			\$3,191,000
<b>PUBLIC WORKS - FACILITIES</b>								
HIGHWAY SUBSTATION HVAC UPGRADES	201109	\$36,000		\$575,000				\$575,000
ADMINISTRATION CENTER ROOFING UPGRADES	201113	\$11,000	\$211,000					\$211,000
HWY OPS-FLEET HVAC UPGRADES	201206	\$0	\$45,000		\$718,000			\$763,000
MHC ROOF REPLACEMENT	201412	\$0			\$15,000	\$238,000		\$253,000
COURTHOUSE PROJECT - STEP 1	201418	\$0			\$700,000	\$8,000,000	\$14,000,000	\$22,700,000
MHC CHILLER UPGRADES	201214	\$48,000	\$694,000					\$694,000
LAW ENFORCEMENT CTR MECHANICAL UPGRADES	201413	\$0	\$220,000	\$2,376,000				\$2,596,000
DEMOLISH FORMER H&S BUILDING	201503		\$3,300,000					\$3,300,000
<b>UW - WAUKESHA</b>								
UWW BOILER,CHILLER & CONTROLS REPLACEMENT	200902	\$1,974,000	\$1,386,000					\$1,386,000
UWW ROOFING UPGRADES	201210	\$67,000	\$1,442,000	\$700,000		\$2,000,000		\$4,142,000
UWW ROOFTOP UNIT REPLACEMENTS	201414	\$0	\$0	\$0	\$46,000	\$324,000		\$370,000
<b>PUBLIC WORKS - HIGHWAYS</b>								
CTH I, CTH ES TO CTH O REHAB	201005	\$0	\$353,000	\$1,164,000	\$681,000			\$2,198,000
CTH M, CTH YY TO EAST COUNTY LINE	201008	\$0	\$1,098,000	\$1,000,000	\$1,800,000	\$2,792,000		\$6,690,000
CTH Q OCON RIVER BRIDGE	201201	\$0		\$119,000	\$22,000	\$112,000		\$253,000
CTH YY, UNDERWOOD CREEK STRUCTURE	201302	\$0			\$170,000	\$179,000	\$1,017,000	\$1,366,000
CTH D, DEER CREEK BRIDGE	201303	\$5,000			\$110,000	\$116,000		\$226,000
CTH Y, PILAK CREEK TRIBUTARY BRIDGE REPLCMNT	201304	\$0			\$90,000	\$24,000	\$520,000	\$634,000
CTH XX, PEBBLE BROOK CREEK BRIDGE	201402	\$5,000		\$48,000	\$11,000	\$33,000		\$92,000
CTH D, CALHOUN -INTERSECTION (MEM0)	200511		(\$200,000)					(\$200,000)
CHT P, BARK RIVER BRIDGE	200606	\$468,000	\$106,000					\$106,000
CTH CW, ASHIPUN RIVER BRIDGE	200810	\$333,400	\$407,600					\$407,600
WEST WAUKESHA BYPASS	200917	\$8,820,000		\$735,000				\$735,000
CTH NN, STH 83 TO CTH ES	201006	\$288,000	\$818,000	\$580,000				\$1,398,000
CTH O, CTH HH TO GRANGE AVE.	201007	\$491,000	\$0					\$0
CTH C, MILL STREET TO OAKWOOD ROAD	201116	\$130,000	\$103,000	\$1,850,000				\$1,953,000
CTH M, CALHOUN RD-CTH YY,	201202	\$0		\$524,000	\$1,732,000	\$0	\$1,309,000	\$3,565,000
CTH O, I-94 to USH 18	201502						\$500,000	\$500,000
BRIDGE AID PROGRAM	9131	\$180,000		\$100,000	\$100,000			\$200,000
CULVERT REPLACEMENT PROGRAM	9817	\$520,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
REPAVING PROGRAM 2013-2017	200911	\$3,200,000	\$3,000,000	\$3,000,000	\$3,000,000			\$9,000,000
REPAVING PROGRAM 2018-2022	201416	\$0				\$3,100,000	\$3,100,000	\$6,200,000
SIGNAL/SAFETY IMPROVEMENTS	200427	\$5,250,000	\$842,400	\$1,250,000	\$1,250,000	\$0	\$0	\$3,342,400

PARKS AND LAND USE	NO.	CURRENT APPROP.	2015 BUDGET	2016 PLAN	2017 PLAN	2018 PLAN	2019 PLAN	TOTAL FIVE-YEAR PLAN
ORTHOGRAPHY	201119	\$204,520	\$195,500					\$195,500
WAUKESHA-BROOKFIELD MULTI-USE TRAIL	201407	\$50,000	\$450,000	\$1,240,200	\$1,240,200			\$2,930,400
PARK BEACH AREA RENOVATIONS	201408	\$0	\$15,000		\$88,000	\$901,000		\$1,004,000
PARKS RESTROOM RENOVATION	200505	\$3,075,000		\$630,000				\$630,000
ENERGY EFFICIENCY IMPROVEMENTS	201208	\$920,200	\$75,000	\$110,000	\$110,000	\$110,000	\$110,000	\$515,000
WANAKI GC BRIDGE REPLACEMENT	201309	\$210,000		\$200,000	\$225,000			\$425,000
CAMP POW WOW EXPANSION	201504	\$0	\$54,400		\$695,600			\$750,000
PAVEMENT MANAGEMENT PLAN 2013 - 2017	200824	\$1,960,000	\$800,000	\$600,000	\$600,000			\$2,000,000
PAVEMENT MANAGEMENT PLAN 2018 - 2022	201406	\$0				\$700,000	\$700,000	\$1,400,000
<b>IT - COUNTY CLERK</b>								
ELECTION SYSTEM UPGRADE	201310	\$1,318,000	\$1,000,000					\$1,000,000
<b>IT - SHERIFF</b>								
SECURITY ELECTRONICS REPLACEMENTS - JAIL	201410	\$0			\$25,000	\$151,000		\$176,000
<b>IT - COUNTYWIDE</b>								
COUNTY-WIDE CASHIERING	200414	\$970,000						\$0
ENTERPRISE CONTENT MANAGEMENT	200910	\$1,240,000	\$150,000					\$150,000
WORKFORCE MANAGEMENT SYSTEM	200912	\$1,193,000	\$100,000					\$100,000
END USER REPORT DEVELOPMENT	201411	\$15,000	\$110,000					\$110,000
EST. FINANCING (Includes Arb Rebate/Discount)	999999		\$115,000	\$130,000	\$150,000	\$175,000	\$175,000	\$745,000
<b>GROSS EXPENDITURES</b>			<b>\$17,926,400</b>	<b>\$17,234,200</b>	<b>\$16,935,000</b>	<b>\$19,455,000</b>	<b>\$21,731,000</b>	<b>\$93,281,600</b>
<b>REVENUES:</b>								
AIRPORT FUND BALANCE - #201118 Facility Upgrades , #201311 Ramp Expansion			\$670,000					\$670,000
GOLF COURSE FUND BAL - #201309 Wanaki Bridge Rplmnt, #201208 Energy Effic.			\$75,000	\$200,000	\$225,000			\$500,000
End User Tech Fund Bal #200910 Enterprise Content Management			\$150,000					\$150,000
End User Tech Fund Bal # 200912 Workforce Management System			\$100,000					\$100,000
End User Tech Fund Bal # 201411 End User Report Development			\$110,000					\$110,000
LIS Fund Balance #201119 Orthophotography			\$195,500					\$195,500
Donation Revenue for #201118 Airport Facility Upgrades			\$10,000					\$10,000
Municipal Cost Share for Comm Center #200808 Comm Center Expansion					\$708,400			\$708,400
Local Reimbursement Project 201116 CTH C Mill St to Oakwood Rd				\$463,000				\$463,000
CHIP D Revenue - #201006 CTH NN, STH 83 to CTH ES				\$544,000				\$544,000
CHIP REVENUE - #200911 Repaving Program 2013-2017			\$330,000					\$330,000
Local Revenue - #201008 CTH M, CTH YY to East County Line						\$210,000		\$210,000
Local Revenue - #201202 CTH, Calhoun Rd - CTH YY						\$0	\$90,000	\$90,000
Revenue - #201407 Waukesha-Brookfield Multi-Use Trail			\$427,500	\$1,178,200	\$1,178,200	\$0	\$0	\$2,783,900
Partner (ARCh) share for #201504 Camp Pow Wow Expansion					\$375,000			\$375,000
Subtotal Revenue, Proprietary and Restricted Special Revenue Fund Balance			\$2,068,000	\$2,385,200	\$2,486,600	\$210,000	\$90,000	\$7,239,800
Net Expenditures			\$15,858,400	\$14,849,000	\$14,448,400	\$19,245,000	\$21,641,000	\$86,041,800
State Shared Revenue/Utility Payment			\$100,000					\$100,000
Personal Property Replacement - State Aid			\$600,000					\$600,000
General Fund and Capital Project Fund Balance			\$3,008,400	\$1,250,000	\$275,000	\$151,000	\$0	\$4,684,400
Subtotal			\$3,708,400	\$1,250,000	\$275,000	\$151,000	\$0	\$5,384,400
EXPENDITURES BEFORE TAXES, DEBT BORROWING AND INTEREST			\$12,150,000	\$13,599,000	\$14,173,400	\$19,094,000	\$21,641,000	\$80,657,400