

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, systems installations, and vehicle replacement.

Policy

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

This budget maintains the emphasis on planning and funding for infrastructure and capital improvements projects, as they are needed rather than reacting to unplanned situations. Most new projects are to be requested in the last year of the five-year plan, unless circumstances require a more immediate time frame. County Code Section 7-16 (c) requires design and implementation for larger projects to be, at a minimum, in separate calendar years. Justification of projects includes costs versus benefits, return on investment analysis, and project need. A long-range goal to managing overall debt service is to use annual cash balances from tax levy, fund balance, and ongoing revenues to fund capital projects at a minimum of 20% of net capital expenditures. This "down payment" reduces the need to borrow additional funds and manages debt service growth in relationship to the operating budget to accommodate the policy for debt service of less than 10% of operating budget.

In the 2022 adopted budget, the county started to borrow for major vehicle replacements, which meet the traditional capital project definition of exceeding \$100,000 in total replacement cost and having a useful life of seven years or more on average. The Capital Project Fund pays for the initial acquisition, with principal repaid in the Debt Service Fund with departmental contributions collected through the Vehicle Replacement Plan. These expenses and related borrowing are broken out in the table below.

In this section, under "Operating Impacts by Functional Area," there is a summary of operational impacts resulting from implementation of the capital improvement program. Also, in this section are individual capital project sheets, which detail operational impacts. Impacts associated with new facility operations are included in planning for future funding needs for county operations (see individual project pages), but are only included in operating department budgets in the year they will be incurred; however, the county's five-year operating budget projection considers these impacts in the appropriate years.

Financial Summary

	2024 Budget	2025 Budget	2026 Budget	Change from 2025
Expenditures	\$49,120,900	\$39,545,400	\$42,966,400	\$3,421,000
Revenues-Project Specific	\$2,084,300	\$5,330,400	\$7,726,600	\$2,396,200
Enterprise Fund Balance (a)	\$693,000	\$829,500	\$649,000	(\$180,500)
Internal Service Fund Balance	\$615,000	\$0	\$0	\$0
Restricted Special Rev Fund Bal (a)	\$398,500	\$197,700	\$878,000	\$680,300
Net Expenditures	\$45,330,100	\$33,187,800	\$33,712,800	\$525,000
Other Financing Sources:				
Investment Earnings	\$594,000	\$850,000	\$822,800	(\$27,200)
Debt Issue Proceeds	\$17,000,000	\$25,000,000	\$24,200,000	(\$800,000)
Cash Balances from				
Governmental Fund Balance (b)	\$4,730,138	\$5,432,077	\$7,007,105	\$1,575,028
Other Fund Balance	\$0	\$0	\$0	\$0
Revenues-General (c)	\$22,006,704	\$1,510,465	\$725,430	(\$785,035)
Tax Levy	\$999,258	\$395,258	\$957,465	\$562,207
Total Cash Balances	\$27,736,100	\$7,337,800	\$8,690,000	\$1,352,200
Est. Use of Cash Balances as % Of Net Expenditures	61%	22%	26%	
VEHICLE REPLACEMENT PLAN FUNDED THROUGH BORROWING				
Expenditures	\$3,800,000	\$4,200,000	\$3,000,000	(\$1,200,000)
Debt Issue Proceeds	\$3,800,000	\$4,200,000	\$3,000,000	(\$1,200,000)
TOTAL EXPENDITURES AND BORROWING (CAPITAL IMPROVEMENT PLAN + VEHICLE REPLACEMENT)				
Expenditures	\$52,920,900	\$43,745,400	\$45,966,400	\$2,221,000
Debt Issue Proceeds	\$20,800,000	\$29,200,000	\$27,200,000	(\$2,000,000)

- (a) 2026 budgeted use of enterprise fund balance includes \$643,000 from the Golf Course Fund for Golf Course Infrastructure Improvements (#202208) and \$6,000 from the Airport Fund for the Airport Maintenance and Snow Removal Building (#202534). Restricted special revenue fund balance is from the Parkland Management and Land Acquisition (Tarmann) Fund for Expo Building Maintenance, Security and Safety Improvements (#202612).
- (b) 2026 budgeted use of governmental fund balance of \$7,007,105 includes Reserved General Fund Balance of \$2,000,000 for Desk and Radio Console Replacement (#201614), General Fund balance of \$3,000,000 allocated to address temporarily higher downpayment requirements, and Capital Project Fund balance of \$2,007,105.
- (c) General revenues include \$720,430 of state personal property aid for the tax exemption of machinery, tools, and patterns not used for manufacturing.

	<u>2024 Budget</u>	<u>2025 Budget</u>	<u>2026 Budget</u>	<u>25-26 Budget Change</u>
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EXPENDITURES

Justice and Public Safety	\$35,780,000	\$21,394,000	\$25,524,000	\$4,130,000
Health and Human Services	\$305,000	\$445,000	\$0	(\$445,000)
Parks, Env, Edu & Land Use	\$2,995,200	\$2,011,300	\$6,241,400	\$4,230,100
Public Works	\$8,140,700	\$15,080,100	\$11,001,000	(\$4,079,100)
County Wide Technology Projects	\$1,900,000	\$615,000	\$0	(\$615,000)
Vehicle Replacement	\$3,800,000	\$4,200,000	\$3,000,000	(\$1,200,000)
Est. Financing Costs	\$0	\$0	\$200,000	\$200,000
Total Gross Capital Expenditures	\$52,920,900	\$43,745,400	\$45,966,400	\$2,221,000

REVENUES-Project Specific

Local Municipal Share - County Highway	\$0	\$450,000	\$0	(\$450,000)
Donations/Contributions/Reimbursements		\$495,000	\$500,760	\$5,760
County Highway Improvement Program (CHIP)	\$350,000	\$350,000	\$350,000	\$0
CHIP-Discretionary	\$260,000	\$260,000	\$260,000	\$0
Surface Transportation Program (STP) & Other Fed Hwy Funding	\$905,600	\$527,800	\$1,435,200	\$907,400
State Supplemental Local Road Improvement Program (LRIP)		\$3,100,000	\$1,900,000	(\$1,200,000)
Federal, State, & Municipal Funding for EP Projects	\$0	\$0	\$850,000	\$850,000
Federal, State, & Municipal Funding for PLU Projects	\$568,700	\$147,600	\$2,347,900	\$2,200,300
Community Development Block Grant Funding	\$0	\$0	\$82,740	\$82,740
Subtotal: Revenues-Project Specific	\$2,084,300	\$5,330,400	\$7,726,600	\$2,396,200

REVENUES-General

Existing State Shared Revenue/Utility Payment	\$200,000	\$200,000	\$0	(\$200,000)
Supplemental Shared Revenue	\$1,996,239	\$0	\$0	\$0
State Aid for Computer Equipment Property Tax Exemption	\$625,000	\$0	\$0	\$0
State Aid for Tax Exemption of Personal Property	\$695,465	\$695,465	\$725,430	\$29,965
American Rescue Plan Act	\$18,490,000	\$615,000	\$0	(\$615,000)
Subtotal: Revenues-General	\$22,006,704	\$1,510,465	\$725,430	(\$785,035)

FUND BALANCE APPROPRIATIONS:

Airport Fund Balance		\$418,500	\$6,000	(\$412,500)
Golf Course Fund Balance	\$693,000	\$411,000	\$643,000	\$232,000
End User Technology Fund Balance	\$615,000	\$0	\$0	\$0
Parkland Mgmt and Land Acquisition (Tarmann) Fund Balance.	\$398,500	\$197,700	\$878,000	\$680,300
Subtotal: Proprietary Fund Balance	\$1,706,500	\$1,027,200	\$1,527,000	\$499,800

General Fund Balance	\$4,085,000	\$1,500,000	\$5,000,000	\$3,500,000
Gen Fund - Assigned: Jail Assessment Revenue Reserves	\$400,000	\$304,000	\$0	(\$304,000)
Capital Project Funds Assigned	\$245,138	\$3,628,077	\$2,007,105	(\$1,620,972)
Subtotal: Cash Balances from Governmental Fund Balance	\$4,730,138	\$5,432,077	\$7,007,105	\$1,575,028
Total Fund Balance Uses For Capital Projects	\$6,436,638	\$6,459,277	\$8,534,105	\$2,074,828

Investment Earnings	\$594,000	\$850,000	\$822,800	(\$27,200)
Debt Proceeds - For Capital Improvement Plan	\$17,000,000	\$25,000,000	\$24,200,000	(\$800,000)
Debt Proceeds - For Vehicle Replacement Plan	\$3,800,000	\$4,200,000	\$3,000,000	(\$1,200,000)
Tax Levy	\$999,258	\$395,258	\$957,465	\$562,207

Pg #	PROJECT TITLE	Project Number	2026 Project Budget	Fund Balance & Revenue Applied	Net \$'s Needed After Revenues Applied
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PUBLIC WORKS - AIRPORT

486	AIRPORT MAINTENANCE & SNOW REMOVAL BUILDING	202534	\$6,000	\$6,000	(a)	\$0
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PUBLIC WORKS - BUILDINGS

487	COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE	201705	\$20,500,000			\$20,500,000
490	LAW ENFORCEMENT CTR WINDOW REPLACEMENT	202211	\$200,000			\$200,000
491	ADMIN BLDG STUDY & REMODEL	202532	\$150,000			\$150,000
493	COMMUNICATION CTR ROOF REPLACEMENT	202209	\$324,000			\$324,000
494	HIGHWAY/FLEET BLDG ROOF REPLACEMENT	202210	\$1,550,000			\$1,550,000

PUBLIC WORKS - HIGHWAYS

495	CTH O, CTH D TO STH 59 REHABILITATION	202013	\$250,000			\$250,000
496	CTH O, CTH HH TO GRANGE AVE	202102	\$1,844,000	\$1,315,200	(b)	\$528,800
498	CTH F - CTH K INTERSECTION	202304	\$100,000			\$100,000
499	CTH D - CTH E INTERSECTION	202407	\$20,000			\$20,000
500	CTH SS, MEADOWBROOK CREEK STRUCTURE	202001	\$174,000			\$174,000
501	CTH I, CALHOUN CREEK BRIDGE	202201	\$55,000			\$55,000
502	CTH I, MUKWONAGO RIVER BRIDGE	202203	\$55,000			\$55,000
503	CTH D - CTH X INTERSECTION	202509	\$31,000			\$31,000
504	CTH K - CTH JK TO BROOKFIELD RD	202514	\$850,000			\$850,000
506	CTH KE - CTH E INTERSECTION	202520	\$155,000			\$155,000
507	CTH YY - CTH V V TO WIS 175	202521	\$660,000			\$660,000
508	TRAFFIC SIGNAL EQUIPMENT REPLACEMENTS	202601	\$351,000	\$120,000	(c)	\$231,000
509	CTH NN - TRAFFIC SIGNALS, CTH EE & FAIRWINDS BLVD, MUKWONAGO HS	202605	\$250,000			\$250,000
510	CULVERT REPLACEMENT PROGRAM 2023-2027	201901	\$200,000			\$200,000
511	REPAVING PROGRAM 2023-2027	201906	\$4,300,000	\$2,510,000	(d)	\$1,790,000

- (a) Airport Fund balance of \$6,000.
- (b) Federal Surface Transport Program (STP) funding for utility relocation.
- (c) Federal Congestion Mitigation and Air Quality (CMAQ) funding.
- (d) Includes state Local Road Improvement Program- Supplemental (LRIP-S) funding of \$1,900,000, County Highway Improvement Program (CHIP) funding of \$350,000, and CHIP-Discretionary funding of \$260,000.

Pg #	PROJECT TITLE	Project Number	2026 Project Budget	Fund Balance & Revenue Applied	Net \$'s Needed After Revenues Applied
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PARKS AND LAND USE

512	FOX RIVER BEND WETLAND RESTORATION PROJECT	202408	\$10,000	\$10,000 (e)	\$0
513	PARK SYSTEM ROOF REPLACEMENTS	202524	\$205,000		\$205,000
514	RETZER NATURE CENTER COVERED SHELTER	202525	\$441,500	\$441,500 (f)	\$0
515	GOLF COURSE INFRASTRUCTURE PROJECT	202208	\$643,000	\$643,000 (g)	\$0
516	LAKE COUNTRY TRAIL CONNECTION TO JEFFERSON COUNTY	202312	\$1,761,900	\$1,737,900 (h)	\$24,000
517	EXPO FORUM BUILDING IMPROVEMENTS	202523	\$285,000		\$285,000
518	EXPO BUILDING MAINTENANCE, SECURITY AND SAFETY IMPROVEMENTS	202612	\$998,000	\$998,000 (i)	\$0
520	PAVEMENT MANAGEMENT PLAN 2023 - 2027	201908	\$1,897,000	\$622,000 (j)	\$1,275,000

EMERGENCY PREPAREDNESS

521	DESK AND RADIO CONSOLE REPLACEMENT	202614	\$3,000,000	\$850,000 (k)	\$2,150,000
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SHERIFF - IT

522	JAIL SECURITY AUDIO UPGRADE	202206	\$1,500,000		\$1,500,000
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VEHICLE REPLACEMENT

(l)	VEHICLE REPLACEMENT	N/A	\$3,000,000		\$3,000,000
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EST. FINANCING		\$200,000		\$200,000
TOTAL EXPENDITURES/Fund Balance & Revenues Applied/Net \$ Needed		\$45,966,400	\$9,253,600	\$36,712,800

ADDITIONAL REVENUES & FUND BALANCE-GENERALLY APPLIED

STATE PERSONAL PROPERTY AID FOR EXEMPT MACHINE, TOOLS, & PATTERNS (NON-MFG)	\$725,430
GENERAL FUND BALANCE (m)	\$3,000,000
RESERVED GENERAL FUND BALANCE (n)	\$2,000,000
CAPITAL PROJECT FUND BALANCE	\$2,007,105
DEBT ISSUE PROCEEDS - FOR CAPITAL IMPROVEMENT PLAN	\$24,200,000
DEBT ISSUE PROCEEDS - FOR VEHICLE REPLACEMENT	\$3,000,000
INVESTMENT INCOME EARNED ON DEBT ISSUE	\$822,800
TOTAL FROM OTHER FUNDING SOURCES	\$35,755,335

TAX LEVY		\$957,465
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- (e) Funding from the Southeast Wisconsin Fox River Commission Grant.
- (f) Funding from Friends of Retzer Nature Center (FORNC) donations of \$358,800 and Community Development Block Grant (CDBG) of \$82,700.
- (g) Golf Course Fund Balance of \$643,000.
- (h) Funding from Federal Congestion Mitigation and Air Quality (CMAQ), State of Wisconsin Stewardship Grant, City of Oconomowoc contribution, and Oconomowoc Rotary club donation.
- (i) Parkland Management and Land Acquisition (Tarmann) Fund Balance of \$878,000 and Donation Revenue of \$120,000 from Waukesha and Pewaukee Convention and Visitor's Bureau.
- (j) Funding from various state and federal funding sources.
- (k) Wisconsin Office of Emergency Communications Next-Gen 911 PSAP Grant funding.
- (l) Description of planned vehicle replacements can be found in the capital project highlights in the following pages and in the Public Works functional area for the Vehicle Replacement Fund.
- (m) General Fund balance of \$3,000,000 is allocated to address higher downpayment requirements, primarily due to the Courthouse Project Step 2 – Renovate 1959 Courthouse.
- (n) Reserved General Fund balance of \$2,000,000 that has been set aside by the Department of Emergency Preparedness for equipment replacement and capital needs and will be used for the Desk and Radio Console Replacement project (#202614).

GENERAL SUMMARY

Capital project expenditures in 2026 increase about \$2.2 million from the 2025 Adopted Budget to \$46.0 million. Changes are identified by functional areas below.

Justice and Public Safety

Projects in this functional area total \$25.5 million, which is an increase of \$4.1 million from the prior-year budget. The 2026 budget includes funding of \$20.5 million for the final year of funding for the second phase of a two-phase project to modernize and expand the courthouse. The first phase was completed in 2021. Phase two entails the renovation of the existing courthouse building to include installation of new state of the art mechanical, electrical, fire protection, window systems, and new wall, floor, and ceiling finishes in all renovated areas. The budget also includes \$3.0 million for Emergency Preparedness desk and radio console replacement, which will prevent the consoles from becoming unserviceable as the current version will be unsupported after 2026. The budget also includes \$324,000 for the construction phase to replace the Communication Center roof, as well as \$1.5 million to complete the Jail Audio Security Upgrade project.

Parks, Environment, Education and Land Use

Projects in this functional area total about \$6.2 million, an increase of \$4.2 million from the 2025 budget. The five-year Pavement Management Plan is budgeted at \$1.9 million in 2026. The Lake Country Trail Connection to Jefferson County will be constructed in 2026 and is budgeted at \$1.8 million. The budget includes \$643,000 to continue golf course improvements at the Naga-Waukee War Memorial and Moor Downs golf courses. The improvements will include irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path maintenance, a new clubhouse and irrigation well, clubhouse roof replacement, pedestrian bridge upgrades, clubhouse restroom renovations, and patio pavement maintenance. Similarly, infrastructure improvements of \$1.3 million are budgeted between two separate projects at the Expo Center. The first will complete necessary repairs, including HVAC and roof, and is budgeted at \$285,000. The second project will improve security and technology at the Expo Building and is budgeted at \$998,000.

The 2025 budget also includes \$10,000 for the final phase for the Fox Bend Wetland Restoration project, which will restore approximately 20 acres of this undeveloped county park in the Village of Vernon to its natural condition, resulting in higher quality wetlands, better flood plain storage, and increased beneficial native wildlife and vegetation at the site through control of invasive vegetation and new plantings. The Park System Roof Replacement project is budgeted at \$205,000 for several roof replacements in 2026. The Retzer Nature Center Covered Shelter is budgeted at \$441,500 in 2026 for the construction phase, primarily funded through donation revenues.

Public Works

Project expenditures in the public works functional area total \$11.0 million, a decrease of about \$4.1 million from the 2025 budget. County dollars leverage an additional \$3.1 million of state/federal funds for highway projects that are budgeted by the Wisconsin Department of Transportation and not accounted for in the county's capital budget. Projects include the airport, buildings, and highways as follows:

Buildings/Land Improvements

The major focus for building improvements in the five-year capital plan is the second phase of a two-phase project to upgrade and modernize the county courthouse (discussed previously under the Justice and Public Safety functional area). Outside of facility projects budgeted in other functional areas, there is \$1.5 million to begin replacing the Highway Operations/Central Fleet building roof and \$150,000 for the Administration Center Study project.

Airport

The 2025 capital budget includes \$6,000 for design of the Airport Maintenance and Snow Removal Building (with \$86,000 planned for construction in 2027). For this project, the 2026 county contribution leverages federal funds of \$114,000 from the Bipartisan Infrastructure Law that are not accounted for in the county's capital budget.

Highways

The 2026 capital budget for roadways continues priorities established in three categories to provide a balanced plan. Projects and funding priorities are identified below.

Repaving/Priority Corridors

A funding level of \$4.3 million is budgeted for the annual County Trunk Highway (CTH) Repaving Program. In addition, the budget includes \$1.8 million for the second year of utility relocation work on for CTH O, CTH HH (College Avenue) to Grange Avenue, in the City of New Berlin (construction planned for 2029). The design phase for multiple projects are budgeted for in 2026, including \$850,000 for CTH K (Lisbon Road), from CTH JK to Brookfield Road in the villages of Lisbon, Sussex, and Menomonee Falls and the City of Brookfield. \$660,000 is budgeted for design work on CTH YY (Pilgrim Road), CTH VV to WIS 175, in the City of Brookfield. Additionally, the plan includes \$250,000 of additional design work for CTH O (Moorland Road), CTH D to STH 59, in the City of New Berlin for additional design and railroad coordination work.

Bridges/Culverts

The Culvert Replacement Program continues with an annual budget of \$200,000. The budget includes \$174,000 for land acquisition for CTH SS (Prospect Avenue) Meadowbrook Creek Structure in the Village of Pewaukee. \$55,000 is budgeted for both CTH I (Beloit Road), Mukwonago Creek Structure in the Town of Mukwonago and CTH I (Beloit Road), Calhoun Creek Bridge in the City of New Berlin. Both projects are being worked on simultaneously and are in the design and land acquisition stage in 2026.

Signal & Safety Improvements

Decisions to initiate signal and safety spot improvements are based on safety, traffic congestion, and roadway safety audits to identify the use of lower-cost remediation strategies. The budget includes \$250,000 for the design phase for the CTH NN (W. Veterans Way) at CTH EE (School Road) and at Fairwinds Boulevard intersections in the Village of Mukwonago. Also included is \$155,000 for the finalization of design and land acquisition phases for the CTH KE (North Shore Drive)/CTH E (Maple Ave) intersection in Village of Hartland and Town of Delafield. \$100,000 is included for land acquisition for the CTH F (Redford Boulevard)/CTH K (Lisbon Road) intersection in the town of Lisbon and village of Sussex. Other budgeted projects in the design phase include \$31,000 for CTH D (Sunset Drive)/CTH X (Genesee Road) intersection in the City of Waukesha and \$20,000 for CTH D (Wern Way)/CTH E (Tomlin Road) intersection in the Town of Genesee.

The budget also includes \$351,000 for the new Traffic Signal Equipment Replacement program, which will continue annually to improve intersection signals and safety throughout the county.

Countywide – General Administration and Technology

The 2026 capital budget includes \$200,000 for estimated financing costs associated with the annual debt issuance.

Vehicle Replacement

The county borrows for some major vehicle replacements, which meet the traditional capital project definition of exceeding \$100,000 in total replacement costs and having a useful life of seven years or more on average. The Capital Project Fund will pay for the initial acquisition, with principal repaid in the Debt Service Fund with contributions collected through the Vehicle Replacement Plan. Borrowing for vehicles is budgeted at \$3.0 million, a decrease of \$1.2 million from 2025.

Project Revenue Funding

Revenues and various fund balance appropriations for project funding increase by about \$4.2 million to \$18.5 million for the 2026 Budget. This is primarily due to increased project specific revenues and additional fund balance budgeted.

Project specific revenues increase by \$2,396,200 to \$7,726,600. For highway projects, this budget includes state revenue of \$1,315,200 to cover a portion of the utility relocation costs for the CTH O (Moorland Road), CTH HH (College Avenue) to Grange Avenue. Another \$120,000 of federal revenue is budgeted to offset most of the design costs for the Traffic Signal Equipment Replacement project. The budget also includes state Local Road Improvement Plan – Supplemental (LRIP-S) of \$1,900,000, County Highway Improvement Program (CHIP) funding of \$350,000, and CHIP-Discretionary funding of \$260,000 to help fund the County Highway Repaving Program.

For Parks and Land Use projects, the budget includes \$1.8 million of various state and outside funding sources for the Lake Country Trail Connection to Jefferson County project, \$622,000 in various state and federal funding for the Pavement Management Program, \$441,500 of donation and Community Development Block Grant revenue for the Retzer Nature Center Covered Shelter project, \$120,000 in donations for the Expo Center Building Maintenance, Security and Safety Improvement project, and \$10,000 of state grants for the Fox Bend Wetland Restoration project.

The Emergency Preparedness Desk and Radio Console Upgrade project includes \$850,000 of grant revenue from the state Office of Emergency Communication.

Current Funding Sources

The budget includes state personal property aid for the tax exemption of machinery, tools, and patterns (not used in manufacturing) is budgeted at \$695,465.

Use of fund balances in 2026 totals about \$8.5 million, which is an increase of \$2.1 million from the 2025 budget. **Airport Fund balance** is budgeted at \$6,000 for the Airport Maintenance and Snow Removal Building. **Golf Course Fund balance** is budgeted at \$643,000 to fund the golf course improvements at Naga-Waukee War Memorial and Moor Downs golf courses. **Parkland Management and Land Acquisition (Tarmann) Fund balance** of \$878,000 is budgeted for the Expo Building Maintenance, Security and Safety Improvements project. **General Fund balance** of \$3,000,000 is budgeted which is used as a portion of the debt issuance downpayment. **Reserved General Fund balance** of \$2,000,000 is budgeted for the Emergency Preparedness Desk and Console Replacement project. **Capital Project Fund balance** of about \$2,007,100 is budgeted in 2026.

Borrowed funds are budgeted at \$27.2 million, which is \$2.0 million lower than in 2025. This includes \$24.2 million budgeted for capital projects, a decrease of \$800,000 from 2025, and \$3.0 million budgeted for vehicle replacements, a decrease of

\$1.2 million from 2025. Investment income is budgeted at \$822,800, which is \$27,200 lower than in 2025. Property tax levy funding increases by \$562,207 to \$957,465. This is due to increased state funding, which allows the shifting of resources into the capital plan for future allocation when operational needs arise. Tax levy, the use of governmental fund balance, and other revenues generates the county's "down payment" at 26% of net capital expenditures, above the policy target of 20%.

OPERATING IMPACTS BY FUNCTIONAL AREA

Justice and Public Safety/Public Works

Regarding the Courthouse Project: Based on information gathered through the design review process, there will be operating impacts related to staffing and facility maintenance. Consolidating office space and moving operations within departments closer together is expected to result in greater operational efficiencies for most affected departments.

Step 1 of this project was completed in 2021. Step 2 of this project will renovate the existing courthouse building to enhance security at the courthouse; upgrade the fire protection system; install staff and public announcement systems to provide notifications during emergencies; and redesign the security entrance to improve the flow of courthouse visitors. The renovation will also include the installation of state-of-the-art mechanical, electrical, plumbing, and window systems; and new wall, floor, and ceiling finishes in all renovated areas. This new project is expected to reduce energy consumption through the installation of energy efficient equipment, systems, and windows. Consolidating office space and moving department operations closer together are expected to improve operational efficiency.

The various Emergency Preparedness projects operating costs are still being determined. The anticipated impact of the three projects is a near-term reduction in maintenance costs, especially as phones, radios, and consoles remain under warranty in the near term. As these products begin to age they will likely see similar ongoing costs as the current equipment, pending any unknown changes in the upgrades.

Public Works - Facilities

Annual operating costs for roof patching and repair are anticipated to decrease due to the six roof replacement projects included in the capital plan. This will not only reduce ongoing maintenance costs for roofs, but will likely allow facilities maintenance staff to refocus their efforts on other priorities they may have otherwise have had to neglect due to roofing work.

Public Works - Highways

Annual operating costs for additional lane miles are estimated at approximately \$8,700 per lane mile. The county's goal is to maintain or improve the current overall pavement condition index (1-100 scale) for county highways, which is estimated at 69 in 2024. Regarding bridges, the county follows Wisconsin Department of Transportation guidelines for bridge replacement. Structure rehabilitation is warranted when the sufficiency number drops below 80, and a structure replacement is warranted when the sufficiency number drops below 50. The Highway Engineering Division continues to work to maintain an average sufficiency index rating of 80 or higher for all county bridges. The overall bridge sufficiency index for 2024 was 86.3.

Project Title:	Airport Maintenance & Snow Removal Equip Bldg	Project #:	202534
Department:	Public Works - Airport	Project Type:	Airport
Phase:	Formation	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	June 11, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase		Design	Construction			Project
Expenditure Budget	\$0	\$6,000	\$86,000	\$0	\$0	\$92,000
Revenue Budget	<u>\$0</u>	<u>\$6,000</u>	<u>\$86,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$92,000</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE				
Design/Admin & Engineering	\$120,000	Construction Shares				
Construction	\$1,651,200	Bipartisan Infrastructure Law (BIL) 95%				
Contingency	\$68,800	Project Dependent upon available state funds				
Total Project Cost	\$1,840,000	Total Revenue				
EXPENDITURE BUDGET	\$92,000	REVENUE BUDGET (Airport Fund Balance)				

Project Scope & Description

Relocate and build a new 8,100 square foot Airport Maintenance and Snow Removal Equipment Building to create more space for maintenance vehicles and equipment for snow removal on the airfield.

Location: North side of the airport.

Analysis of Need

The current 2,700 square foot maintenance building located in the north hangar area is not large enough to house all of the snow removal equipment. The current equipment shed was constructed in 1967 prior to both the physical and operational growth at the airport. Additionally, the Airport does not have any space for the storage of their own materials and equipment which includes 2 blowers and 8 plow units. This is minimally sufficient for clearing the airfield within 2 hours, per FAA Advisory Circulars 150/5200-30A, Airport Winter Safety and Operations, and 150/5220-20, Airport Snow and Ice Control Equipment, which recommends a minimum of 6,100 square feet of storage area. Additionally, the airport needs two storage bays for materials and associated equipment storage at a minimum of 500 square feet, and an equipment wash bay, which requires 1,500 sqft, equaling a total minimum of 8,100 square feet required for the storage building. FAA Advisory Circular 150/5200-30A also recommends that snow and ice control equipment be housed in heated garages during the winter to prolong the useful life of the equipment and to enable rapid response to operational needs. A larger maintenance and snow removal equipment building is needed to sufficiently house the equipment and materials necessary to keep the airport safe and operational during periods of inclement weather. The current building lacks floor drains which creates a safety hazard when snow is melting off the machines during and after snow removal operations.

Additionally, when the original building was constructed snow removal and grass cutting was completed by the fixed base operator (FBO). The building was constructed exclusively for storage since the FBO had adequate office space and phone lines in the old terminal building for issuing the required notices to airmen (NOTAM's) and other administrative functions. Also, rest room facilities were located in the terminal and the FBO had after-hours access.

Alternatives

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

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

Ongoing Operating Costs

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

Previous Action:

Originally approved as capital project #200703. Proposed to be reintroduced given updated needs for the maintenance and snow removal equipment building and the change in funding to Bipartisan Infrastructure Law funding. Approved as a new project in the 2025-2029 capital plan.

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 3, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY							
Year	2021	2022	2023	2024	2025	2026	Total Project
Project Phase	Budget & Concept Design	Design & Construction	Construction	Construction	Construction	Construction	
Expenditure Budget	\$1,200,000	\$16,000,000	\$20,400,000	\$35,350,000	\$20,350,000	\$20,500,000	\$113,800,000
Revenue Budget	\$0	\$6,000,000	\$14,000,000	\$20,000,000	\$0	\$0	\$40,000,000
Net Cost After Revenues Applied	\$1,200,000	\$10,000,000	\$6,400,000	\$15,350,000	\$20,350,000	\$20,500,000	\$73,800,000

COST DOCUMENTATION		REVENUE
Architect	\$4,634,000	American Rescue Plan Act (ARPA)
Construction Management	\$4,634,000	Coronavirus State and Local Fiscal Recovery Funds
Construction	\$96,790,000	General Fund Balance
Contingency	<u>\$7,742,000</u>	
Total Project Cost	\$113,800,000	Total Revenue
EXPENDITURE BUDGET	\$113,800,000	REVENUE BUDGET
		\$40,000,000

Project Scope & Description

The existing courthouse, located at 515 W. Moreland Blvd., was constructed in 1959 and remains structurally sound. The courthouse currently houses the Judiciary, Clerk of Courts, Family Court Counseling, District Attorney's Offices (including Victim/Witness), the County Board Room, Information Technology, and other miscellaneous functions. Throughout the life of the courthouse, extensive remodeling has taken place to add additional courtrooms and reconfigure interior space to meet the expanding needs of the services located in the courthouse. Operational and business inefficiencies, particularly for the courts systems, have been created due to both space and building limitations. In addition, existing courtrooms do not meet current design standards. The courthouse building infrastructure is approaching the end of its useful life.

This project will enhance security at the courthouse by improving video surveillance; upgrading fire protection; installing staff and public announcement systems to provide notifications during emergencies; and redesigning the security entrance to improve the flow of courthouse visitors.

The County retained Zimmerman Architectural Studios to develop a "Courthouse Study," (capital project #200914), to provide a comprehensive analysis of courthouse space requirements and design needs. This study was completed in 2013, and Zimmerman recommended a two-step design approach (below). This project is intended to address step 2 (renovation of the existing courthouse facility as outlined in the aforementioned study).

Step 1: This step was completed in 2021 and included the construction of a new four-story, eight-courtroom facility and relocation of eight existing courtrooms to the new facility. This work also included the demolition of the existing 1959 jail (capital project #201418 Secure Courtroom Construction).

Step 2: This capital project would renovate the existing courthouse building in a multi-phase vertical segment approach to provide newly renovated facilities for all divisions, except the secure courtrooms addressed in step 1. Courthouse renovation will also include the installation of new state of the art mechanical, electrical, fire protection, window systems and new wall, floor, and ceiling finishes in all renovated areas. This approach will not require temporary offsite relocation of courthouse personnel.

As part of the 2021 Design and Budget Concept phase, the county retained Kueny and Wold Architects as design consultants to provide an updated analysis of space requirements, design needs, and conceptual budget of step 2 from the 2013 study. There are a number of factors that may impact the design and the construction costs of this project, including, but not limited to, incorporating additional operations to the courthouse space, future economic conditions, and the maturing of the design process for the remaining phases of work that are part of step 2.

The step 2 project scope will continue with the renovation of the existing building and include an additional 27,000 square foot build out (for a new total of 191,000 square feet), inclusion of juvenile court services, and achieve three-way separation in all court rooms. The build out will allow the continuation of courtroom layout and three-way separation from step 1 into step 2. This step eliminates the existing prisoner transport tunnel and creates new prisoner transport and holding areas to better achieve courtroom and overall building security. In addition, this step will expand the entrance to improve security,

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 3, 2025	Map / Image:	Click Here

traffic flow patterns, and wayfinding. This step will include new state of the art mechanical, electrical, fire protection, window and roof systems and new wall, floor, and ceiling finishes as previously planned.

During the 2022-2026 Capital Plan review process, county staff indicated that there were still decisions to be made about the location of the future County Board room and office space. This project scope was updated in the 2023-2027 Capital Plan to relocate the County Board room to the Administration Center near the current County Board office space to provide appropriate space for Judicial/Courts, Sheriff, and District Attorney staffing.

Based on initial 2023 construction bid results, the project costs were increased \$15,000,000. Project costs are higher due to the complexity and multi-year phasing of construction, rising costs of materials, consumer demand and limitation of supply, inflation, overseas conflicts, and shipping delays. This increase is covered through three funding sources: \$6,000,000 in additional funds from the American Rescue Plan Act (ARPA) – Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) program, \$5,000,000 from additional planned debt issuance (accounted for in the capital budget summary table on the first page within the “net costs after revenues applied”), and \$4,000,000 from General Fund balance use.

This project includes federal American Rescue Plan Act (ARPA) funding to partially offset the costs of this core infrastructure project that is expected to serve public safety and other governmental operations for at least the next 50 years. Targeting ARPA funds for this project offsets borrowing needs, saving the county taxpayers. Project expenses are eligible through ARPA’s Coronavirus State and Local Fiscal Recovery Funds program, which provides funding to local governments to compensate them for revenue loss due to the COVID-19 pandemic, according to a formula developed by the U.S. Treasury.

Locations

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

Analysis of Need

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

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

Alternatives

1. The currently-approved project scope.
2. The project was bid with alternates to reduce scope/cost by deferring third floor completion to a future capital project and eliminating the southern vertical prisoner transport corridor (discussed in more detail below). These alternatives were included because of the possibility that total project costs could exceed budget. Bid alternatives did not produce significant cost reductions, in part due to the economic conditions and the complexity of the project/specifications. Rebidding the project, with clarified alternatives may have resulted in more defined alternative cost reductions. These alternatives include:
 - a. Deferring most or all of the third-floor build out. This would mean that the third floor would be shelled unfinished space, which would be part of a later capital project. This modification would be accommodated by maintaining current Juvenile Court operations at the Juvenile Center. In addition, the construction of a large-capacity courtroom and conference room would be deferred until the future capital project. If the bid had been re-issued, the cost savings were estimated at \$3 million to \$5 million. However, delaying this phase of the project would likely have increased the total project costs due to inflation and remobilization of construction efforts
 - b. Removing the southern vertical prison transport corridor. The functionality of the courtrooms that would be affected by this corridor do not currently require prisoner transport (e.g., Civil and Family). This corridor had been built into the existing project to provide maximum flexibility for the judicial process, which may be needed in the future. If the bid had been re-issued, the cost savings were estimated at less than \$1 million.

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 3, 2025	Map / Image:	Click Here

Additionally, the County can choose to do nothing and continue to operate all County functions and services at their present location utilizing existing facilities, risking HVAC failure, and without gaining future HVAC, utility, and staffing efficiencies.

Ongoing Operating Costs

The new project is expected to reduce energy consumption through installation of energy efficient equipment and windows. Consolidation of office space and moving departmental operations closer together are expected to improve operational efficiency.

Previous Action

The Courthouse Study was completed in August, 2013. Step 1 (Project 201418): Approved as a new capital project in the 2014-2018 capital plan. Approved as planned in the 2015-2019, 2016-2020, 2017-2021 capital plans. Approved with a cost and revenue update in the 2018-2022 capital plan. Approved as planned in the 2019-2023 and 2020-2024 capital plans. Approved with a cost update in the 2021-2025 capital plan. Step 2 (Project 201705): Approved as a new project in the 2017-2021 capital plan. Approved as planned in the 2018-2022 and 2019-2023 capital plans. Approved with a schedule update in the 2020-2024 capital plan. Approved as planned in the 2021-2025 capital plan. Approved with a cost, revenue, and scope update in the 2022-2026 capital plan. Approved with a scope update in the 2023-2027 capital plan. Approved with a cost and revenue update through enrolled ordinance 178-8 in April 2023. Approved as planned in the 2024-2028 and the 2025-2029 capital plans.

Project Title:	Law Enforcement Center Window Replacement	Project #:	202211
Department:	Public Works - Buildings	Project Type:	Mechanicals/Bldg Systems
Phase:	Preliminary Design	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2025 Design	2026 Construction	2027 Construction	2028	2029	Total Project
Expenditure Budget	\$20,000	\$200,000	\$875,000	\$0	\$0	\$1,095,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$20,000	\$200,000	\$875,000	\$0	\$0	\$1,095,000
COST DOCUMENTATION				REVENUE		
Architect (Budget Concept & Design)		\$20,000				
Construction		\$1,000,000				
Contingency		\$75,000				
Total Project Cost		\$1,095,000	Total Revenue			\$0
EXPENDITURE BUDGET	\$1,095,000		REVENUE BUDGET			\$0

Project Scope & Description

This project will repair and replace the existing exterior windows in the jail pods. The law enforcement center was constructed in 1993 and windows are original. The windows are about 32 years old and will be about 33 years old at time of replacement.

Location

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

Analysis of Need

The existing exterior windows in the Law Enforcement Center jail pods are about 32 years old and will be about 33 years old at time of replacement. The window glazing and vacuum insulation seals have failed over time. The average life expectancy of a commercial grade aluminum window is 20 years. The window system aids in heating and cooling, sound control, and protection from the elements.

Alternatives

Patch around the windows as repairs are needed.

Ongoing Operating Costs

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

Previous Action

Approved as a new project in the 2022-2026 capital plan. Approved as planned in the 2023-2027, 2024-2028, and the 2025-2029 capital plans.

Project Title:	Administration Building Study	Project #:	202532
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Formation	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2025	2026 Study	2027	2028	2029	Total Project
Expenditure Budget	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$0	\$150,000	\$0	\$0	\$0	\$150,000
COST DOCUMENTATION			REVENUE			
Study (Budget & Concept)		\$150,000				
Design (Budget & Concept)		TBD				
Construction		TBD				
Contingency		TBD				
Total Project Cost		\$150,000	Total Revenue			\$0
EXPENDITURE BUDGET		\$150,000	REVENUE BUDGET			\$0

Project Scope & Description

The Administration Center building was constructed in 1993 and remains structurally sound. The Administration Center is 4 floors. The third floor houses the County Executive, Department of Administration, Corporation Council, Child Support, and Collections. The second floor houses the Department of Public Works (DPW) and the Department of Parks and Land Use (PLU). The First Floor houses the County Clerk, County Treasurer, Register of Deeds, County Board, Department of Administration (DOA)-Human Resources, and Parks and Land Use (PLU)-Land Information Systems (LIS). The Ground Floor houses the DPW-Facilities Management Division, University of Wisconsin Extension, DOA-Records Division, and County Cafeteria. The lower-level houses DOA- Information Technology and Records Division and the County Wellness Room. The initial project scope will include a study, which will be used to guide future design and construction to reconfigure and/or relocate departments to better meet the needs of the public, improve wayfinding, and create staffing efficiencies.

Location

515 West Moreland Blvd., Waukesha, Wisconsin 53188

Analysis of Need

The Administration Center building is over 25 years old. The building was designed to allow the public to enter on the east side, ground floor of the building (the current employee entrance) and allow easy access to the center of the first floor by taking either the elevators or the stairs.

After the terrorist attacks in September of 2001, the county decided to secure the Courthouse and Administration Center buildings by placing security personnel at one central entrance through which all members of the public must enter, which is located at the front of the courthouse. The entrance modifications were made in 2007. This decision essentially shifted the public's initial orientation with the first floor and its offices. Instead of the public stepping off the elevators in the center of the first floor, with easy access to all offices, county residents now access the floor from the northwest corner of the building. For the past 12 years, this change has resulted in confusion for the public wishing to access county services and has led to a poor customer service experience.

Waukesha County has been engaged in a process to improve customer service across all departments. Many employees have undergone customer service training; the county has implemented a customer service survey to measure the level of service it is providing; and awareness of the importance of excellent internal and external customer service is on the rise. A major area yet to be addressed by the county is the public's face-to-face customer service experience while visiting the Administration Center building.

The construction of the Courthouse step 2 project includes a new, expansive lobby with new wayfinding and signage throughout the courts building and administration center. The administration center will get a new department numbering system that will merge the three buildings (Admin Center, Courthouse, and Courts Tower) into one building improving wayfinding for the public. The courthouse project will be completed in 2027.

Project Title:	Administration Building Study	Project #:	202532
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Formation	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

The study will help identify which departments interact with the public; determine where they should be located in the building for a more efficient way for staff to interact with the public; determine which departments interact with each other; and whether their space should be reconfigured or relocated for staffing efficiencies.

Alternatives

Continue to operate functions and services at their present configuration.

Ongoing Operating Costs

The study of the space will result in recommendations for an improved customer experience as well as a more efficient way for staff to interface with the customer, departments, and space within each department. Estimated costs for staffing efficiencies will be determined as the project study is completed.

Previous Action

Approved as a new project in the 2025-2029 capital plan.

Project Title:	Communications Center Roof Replacement	Project #:	202209
Department:	Public Works - Buildings	Project Type:	Roof Replacement
Phase:	Preliminary Design	Sponsor:	Public Works
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2023	2024 Design	2025 Construction	2026 Construction	2027	Total Project
Expenditure Budget	\$0	\$10,000	\$270,000	\$324,000	\$0	\$604,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net Costs After Revenues Applied	\$0	\$10,000	\$270,000	\$324,000	\$0	\$604,000
COST DOCUMENTATION				REVENUE		
Architect (Budget & Concept Design)		\$10,000				
Construction		\$550,000				
Contingency		\$44,000				
Total Project Cost		\$604,000	Total Revenue			\$0
EXPENDITURE BUDGET		\$604,000	REVENUE BUDGET			\$0

Project Scope & Description

This project is to replace 11,800 GSF (gross square feet) of 60 mil EPDM (rubber) roofing on the Communications Center building.

Location

1621 Woodburn Road, Waukesha, WI 53188

Analysis of Need

The Communications Center was constructed in 2003 and has the original roofing system. EPDM roofs are typically under warranty for 15 years and have a useful life expectancy between 15 and 20 years. The roof is currently about 22 years old and has been patched and deteriorated due to sun exposure.

The project cost has increased \$324,000 based on construction bids received in October 2024.

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

Approved as a new project in the 2022-2026 capital plan. Approved with a cost update in the 2023-2027 capital plan. Approved as planned in the 2024-2028 capital plan. Approved with a cost update in the 2025-2029 capital plan.

Project Title:	Highway/Fleet Roof Replacement	Project #:	202210
Department:	Public Works - Buildings	Project Type:	Roof Replacement
Phase:	Formation	Sponsor:	Public Works
Budget Action:	C - \$ Update	Manager:	Allison Bussler
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	Total		
Project Phase	Design	Construction	Construction	Project		
Expenditure Budget	\$100,000	\$1,550,000	\$1,466,000	\$0	\$0	\$3,116,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$100,000	\$1,550,000	\$1,466,000	\$0	\$0	\$3,116,000
COST DOCUMENTATION				REVENUE		
Design (Budget & Concept)		\$100,000				
Construction		\$2,800,000				
Contingency		\$216,000				
Total Project Cost		\$3,116,000	Total Revenue			\$0
EXPENDITURE BUDGET		\$3,116,000	REVENUE BUDGET			\$0

Project Scope & Description

This project will replace 102,980 GSF (gross square feet) of 60 mil EPDM (rubber) roofing on the highway and fleet operations building.

Location

Highway/Fleet Building, 1641 Woodburn Road, Waukesha, WI 53188

Analysis of Need

The main highway building was constructed in 1997, and the fleet building was constructed in 1998. They both have their original roofs. EPDM roofs are typically under warranty for 15 years and have a useful life expectancy between 15 and 20 years. As of 2023, the highway roof is about 27 years old, and the fleet roof is about 26 years old. The roofs will be about 30 and 29 years old, respectively, at the time of replacement. Extensive patching has occurred over the years which has aided in extending the life of the roof. A March 2020 roof survey was completed on the highway/fleet facility that indicated that significant roofing upgrades are required to maintain the integrity of the roofs. The roof will continue to be monitored and patched and repaired on an as needed basis.

The project cost has increased \$1,177,000 based on the design consultants updated 2025 cost estimate.

Alternatives

Patch roof as leaks develop.

Ongoing Operating Costs

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

Previous Action

Approved as a new project in the 2022-2026 capital plan. Approved with a cost update in the 2023-2027 capital plan. Approved as planned in the 2024-2028 capital plan. Approved with a cost update in the 2025-2029 capital plan.

Project Title:	CTH O, CTH D to STH 59 Rehabilitation	Project #:	202013
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Moorland Road
Budget Action:	Delay C - Scope C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2022 Design	2024 Des/Land	2025 Design	2026 Design	2027 Construction	Total Project
Expenditure Budget	\$206,000	\$988,000	\$90,000	\$250,000	\$5,693,500	\$7,227,500
Revenue Budget	\$0	\$802,400	\$0	\$0	\$1,768,600	\$2,571,000
Net Cost After Revenues Applied	\$206,000	\$185,600	\$90,000	\$250,000	\$3,924,900	\$4,656,500
COST DOCUMENTATION					REVENUE	
Design	\$1,280,000				Federal Surface Transportation	
WisDOT Design Review	\$15,000				Program (STP) - Design	\$727,000
Land Acquisition	\$1,003,000				STP Funding - Land	\$802,400
Construction	\$20,322,500				STP Funding - Construction & Railroad	\$11,782,400
Construction Management	\$2,032,300				New Berlin Local Scope (Reimb.)	\$1,208,600
Contingency	\$1,016,100				Development Agreement (Reimb.)	\$560,000
State Oversight	\$68,000				Congressional Direct Spending	\$6,000,000
Total Project Cost	\$25,736,900				Total Revenue	\$21,080,400
EXPENDITURE BUDGET	\$7,227,500				REVENUE BUDGET	\$2,571,000

Project Scope & Description

This 1.5-mile long project involves the pavement replacement of CTH O to bring it up to current standards. Improvements will include replacing the existing concrete pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, and storm water improvements. Access to businesses and residences adjacent to Moorland Road will need to be maintained during construction. This project will use federal funds to partially offset the cost of design and construction. The county has applied for \$6,000,000 in congressionally directed spending to bring the total project county cost share closer to the standard 20%. The congressionally directed spending request is for federal fiscal year 2026 and the county anticipates a successful grant approval based on support from Rep. Fitzgerald. The county is coordinating Traffic Impact Analysis (TIA) improvements that will be constructed with the project as part of a mixed-use development between Greenfield Avenue and the Union Pacific Railroad. A project agreement is being drafted that will summarize added development construction costs with an equal and offsetting developer cost share, currently estimated to be \$560,000. Development cost is now included in the project construction cost and offset with developer agreement revenue.

Construction is being delayed for one year due to railroad coordination schedule issues. The total project construction cost is being increased by \$2,570,900 for inflation, development funded improvements and costs associated with a new railroad signal. Design costs are increasing \$250,000 to account for additional design and railroad coordination due to delayed construction and increased utility coordination and field inspection. Revenues increase by \$1,560,000 due to the increase in requested congressionally directed spending and developer cost-sharing agreement. The net project cost increases \$1,260,900 due to the one-year construction delay, railroad crossing, and the increased revenue requests. The project scope has been updated to include new railroad signals at the UPRR crossing. The costs associated with the railroad increase the construction budget by \$871,100, which is accounted for in the total increase above.

Location: City of New Berlin

Analysis of Need: The concrete pavement along this portion of Moorland Road (CTH O) is in poor condition; the transverse and longitudinal joints show signs of significant deterioration. The roadway was first built in 1978 and was rehabilitated in 2006, but that rehabilitation is nearing the end of its useful life, and the concrete pavement will need to be replaced. Pavement issues are further compounded by the fact that this portion of Moorland Road is one of the busiest on the county highway system with nearly 40,000 vehicles per day. The corridor serves as a major access road between I-43 and I-94.

Alternatives: Attempt further rehabilitation. This alternate is not recommended because it is not considered cost-effective due to the poor condition of the existing pavement and the high cost of traffic control needed to maintain traffic for this roadway.

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

Previous Action: Originally, the rehabilitation for this stretch of highway was included in capital project #201803, but is being split out into this separate project. Approved as a new project in the 2020-2024 capital plan. Accelerated in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan. Accelerated through ordinance 176-104 in 2022. Approved with a cost and revenue update in 2023-2027 capital plan. Approved with a cost and revenue update in 2024-2028 and the 2025-2029 capital plans.

Project Title:	CTH O, CTH HH to Grange	Project #:	202102
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Preliminary Design	Road Name:	Moorland Rd.
Budget Action:	Delay C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2022	2023	2025	2026	2029	Total
Project Phase	Design	Dsgn/Land	Utility Relo	Design/Utility	Construction	Project
Expenditure Budget	\$123,000	\$614,200	\$330,000	\$1,844,000	\$6,233,000	\$9,144,200
Revenue Budget	\$0	\$428,800	\$264,000	\$1,315,200	\$1,275,000	\$3,283,000
Net Costs after Revenues Applied	\$123,000	\$185,400	\$66,000	\$528,800	\$4,958,000	\$5,861,200

COST DOCUMENTATION		REVENUE
		Federal Surface Transportation Program (STP) Funding
Design	\$1,205,800	Design \$804,600
Land Acquisition	\$536,000	Land (Reimbursement) \$428,800
Utility Relocation-TC Energy/ANR Pipeline	\$1,974,000	Utility Relocation (Reimb.) \$1,579,200
Construction	\$13,780,000	Construction \$9,634,000
Construction Management	\$1,378,000	New Berlin Project Agreement (Reimb.) \$1,000,000
Contingency	\$689,000	Developers Contribution (Reimb.) \$75,000
WisDOT Construction Review	\$20,000	New Berlin Local Scope (Reimb.) \$200,000
Total Project Cost	\$19,582,800	Total Revenue \$13,721,600
EXPENDITURE BUDGET	\$9,144,200	REVENUE BUDGET \$3,283,000

Project Scope & Description: This project will add the additional lanes to CTH O, between CTH HH (College Avenue) and Grange Avenue (1.2 miles) to create the planned 4-lane roadway. The road will have a median to provide for separation of opposing movements. The roadway will stay on its current alignment and will be situated within the existing 130-foot wide corridor and, although most of the right-of-way has been previously acquired, some additional land acquisition and grading easements will be needed. There is a significantly substandard vertical curve just south of the intersection with Small Road/Grange Avenue. This is due to a shallow 12-inch TC Energy/ANR natural gas pipeline that was constructed prior to the initial highway construction. The project will relocate the pipeline to accommodate correcting the substandard vertical curve and improving stopping sight distance and overall safety. This project is the final CTH O segment to be widened and rehabilitated and will allow the county to complete operational, safety and condition improvements along the entire CTH O corridor. Waukesha County applied for and was awarded Federal STP funding for the project. The City of New Berlin has signed an agreement with the County to contribute \$1,000,000 as a city contribution for the construction phase of the project. The developer has provided a contribution of \$75,000 towards the project. The City of New Berlin has requested the addition of City funded local scope, estimated to cost \$200,000 and noted as additional project revenue.

The proposed 1-year delay of capital project #202013 CTH O (CTH D to WIS 59) is creating a 2-year delay of construction for this project. WisDOT does not have room in the STP program for construction until 2029. Real estate acquisition and utility relocations will occur in 2025-2027 to ensure both are clear for 2029 construction. An increase to design costs of \$200,000 to fund additional design tasks related to environmental documentation and construction delay are required. Inflationary construction cost increases of \$1,447,000 for the 2-year construction delay are required. Total cost increase due to the construction delay is \$1,647,000.

Location: City of New Berlin

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

Alternatives:

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

Project Title:	CTH O, CTH HH to Grange	Project #:	202102
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Preliminary Design	Road Name:	Moorland Rd.
Budget Action:	Delay C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

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

Previous Action: This project was formerly submitted in the 2010-2014 Capital Plan as Project 201007. The project was removed from the Capital Plan in the 2015-2019 Capital Plan due to lack of funding (federal funds were denied and the local municipality was expected to create a TIF District which did not happen). The project is resubmitted as a new project in the 2021-2025 Capital Plan. Approved as a new project in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan. Approved with a cost and revenue update in the 2023-2027 capital plan. Funding for this project transferred to project #201610 CTH O, CTH I (Beloit Road) to CTH ES (National Avenue), during March 2023 (enrolled ordinance 177-101). Approved with a cost and revenue update and delayed in the 2024-2028 capital plan. Approved with a cost, revenue, and scope updates and delayed in the 2025-2029 capital plan.

Project Title:	CTH F – CTH K Intersection	Project #:	202304
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Preliminary Design	Road Name:	Redford Blvd.
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	June 9, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY				
Year Project Phase	2025 Design	2026 Land	2027 Construct	Total Project
Expenditure Budget	\$24,600	\$100,000	\$219,600	\$344,200
Revenue Budget	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$24,600	\$100,000	\$219,600	\$344,200

COST DOCUMENTATION		REVENUE		
Design	\$230,600	Federal Highway Safety Improvement		
WisDOT Design Rev	\$15,000	Program (HSIP) Funding		
Land Acquisition	\$100,000		Design	\$221,000
Construction	\$1,952,000		Construction	\$1,977,000
Construction Management	\$136,600			
WisDOT Construction Review	\$10,000			
Contingency	\$98,000			
Total Project Cost	\$2,542,200	Total Revenue		\$2,198,000
EXPENDITURE BUDGET	\$344,200	REVENUE BUDGET		\$0

Project Scope & Description

The intersection of CTH F (Redford Blvd) and CTH K (Lisbon Road) handles a high percentage of truck traffic due to area industry and quarries. The purpose of this project is to improve the traffic signal equipment and geometry of the intersection. Changes to the existing CTH F and CTH K intersection will provide safer traffic signal control, reduce collisions, and improve visibility for turning vehicles. Improvements include:

- Realign CTH F left turn lanes to improve visibility of opposing traffic.
- Replace all existing traffic signal equipment, installing monotubes and adding retroreflective backplates over each approach lane.
- Replace intersection induction loop detectors with new video detection.
- Reconfigure medians, corner islands, and curve radii to accommodate lane realignment if warranted.
- Conduct a traffic study to determine any appropriate modifications to turning bay capacity and signal timing and whether railroad preemption is needed.
- Investigate whether upgrading street lighting would improve the safety of the intersection.

Waukesha County was awarded Federal HSIP Funding.

Locations – Village of Lisbon

Analysis of Need

Of the intersections reviewed in a 2022 safety screening study, the intersection of CTH F and CTH K had the highest number of recorded accidents and the highest crash rate with respect to its traffic volume. The left turning movements of the northbound and southbound traffic have the second and third highest frequency of accidents for single turn movements. Eighty-two (82) crashes have occurred over a 5-year period with vehicles turning left onto CTH K accounting for thirty-one (31) of them. The existing lane alignment of CTH F restricts visibility of oncoming traffic. Complete replacement of traffic signal equipment is warranted. This intersection has significant numbers of night-time crashes and crashes that occurred under slippery conditions, indicating that a study into improving visibility with improved street lighting is warranted.

Alternatives – The do nothing alternative does not address an identified high accident rate intersection.

Ongoing Operating Costs - It is anticipated that improvements to signal equipment would result in a minor operational cost increase.

Previous Action – Approved as a new project in the 2023-2027 capital plan. Approved with cost and revenue updates in the 2024-2028 and the 2025-2029 capital plans.

Project Title:	CTH D at CTH E Intersection	Project #:	202407
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Formation	Road Name:	Tomlin Road/Wern Way
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2026 Design	2027	2028 Construction	2029	2030	Total Project
Expenditure Budget	\$20,000	\$0	\$402,500	\$0	\$0	\$422,500
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net Costs After Revenues Applied	\$20,000	\$0	\$402,500	\$0	\$0	\$422,500
COST DOCUMENTATION			REVENUE			
Design		\$20,000				
Construction		\$350,000				
Contingency		\$17,500				
Const Mngmnt		\$35,000				
Total Project Cost		\$422,500	Total Revenue			\$0
EXPENDITURE BUDGET	\$422,500		REVENUE BUDGET			\$0

Project Scope & Description

The purpose of this proposed project is to correct the apparent causes of past collisions and other potential safety problems at the CTH E (Tomlin Road) / CTH D (Wern Way) intersection. This intersection has experienced consistent crash issues. The County had applied for HSIP funding in both 2015 and 2018, but the project was not selected. This project is being proposed as a county funded intersection improvement.

Proposed improvements addressing the conditions described above hazards include:

1. Realign ~500' of CTH D so its approaches to this 2-way stop intersection are nearly perpendicular with CTH E.
2. Include an asphalt concrete overlay along CTH E within the intersection area impacted for matching the relocated CTH D termini.
3. Add overhead stop sign assemblies at the CTH D approaches.
4. Add center line and shoulder rumble strip pavement markings

Location: Town of Genesee

Analysis of Need

The CTH D (Wern Way) / CTH E (Tomlin Rd) rural area intersection is located in west-central Waukesha County between the villages of North Prairie and Wales. It has stop signs at the CTH D eastbound and westbound approaches. Both highways have 45 MPH posted speed limits. Primary travel patterns through this intersection are straight passage along both CTH E and CTH D. Right turns and left turns also are prevalent at its northwest and southeast corners. The angle of this intersection's existing highway alignments is at about 54°/126°, compared to a 90° preferred angle or a 70° - 110° acceptable range.

Fifty-seven (57) collisions were reported at the CTH E / CTH D intersection during the past 15 years where average daily two-way traffic totals 8,400 vehicles/day for a crash rate of 1.240 per million vehicles. Sixteen (16) of these collisions had incapacitating or severe injuries (Types A & B) during this fifteen-year period. This intersection has one of the highest collision rates among Waukesha County's rural highway intersections. 51 of these 57 collisions (91%) involved CTH D traffic failing to yield at its stop signs while crossing CTH E. Nearly all of these angle collisions were caused by this intersection's sharp angle, which limits CTH D drivers' view of CTH E traffic coming from their right. Exposure time for crossing CTH E could be longer, and gap distances in oncoming traffic could be shorter than perceived by drivers at the CTH D stop signs. Trucks turning right from CTH D also may tend to swing wide into opposing CTH E traffic.

Alternatives

Improved signing and striping (additional stop signs, adjusted stop bars and improved ahead warning signs) was implemented as a lower cost alternative in 2015. Crashes persist at the intersection as the signing was not as effective of an option as improving the geometry per the recommended scope.

Changing this intersection to a full-way stop would not be appropriate for the contrasting traffic volumes along CTH E and CTH D. A roundabout would require significantly more right-of-way and higher construction costs for addressing this intersection's prevailing hazard for CTH D cross-traffic.

Ongoing Operating Costs

No increase to costs is expected

Previous Action

This project was originally introduced in the 2020-2024 capital (#202010). The project was deleted in the 2022-2026 capital plan after it was denied federal funding and could not be accommodated within that capital plan at 100% county costs. This project was reintroduced and approved in the 2024-2028 capital plan. Approved as planned in the 2025-2029 capital plan.

Project Title:	CTH SS, Meadowbrook Creek Structure	Project #:	202001
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	Prospect Avenue
Budget Action:	C - Scope	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2024 Design	2025	2026 Land	2027 Construction	2028	Total Project
Expenditure Budget	\$127,000	\$0	\$174,000	\$541,000	\$0	\$842,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$127,000	\$0	\$174,000	\$541,000	\$0	\$842,000
COST DOCUMENTATION			REVENUE			
Design	\$127,000					
WisDOT Design Review	\$0					
Land Acquisition	\$174,000					
Construction	\$436,000					
Construction Management	\$87,000					
Contingency	\$18,000					
Total Project Cost	\$842,000		Total Revenue			\$0
EXPENDITURE BUDGET		\$842,000	REVENUE BUDGET			\$0

Project Scope & Description

This project is a replacement of the CTH SS drainage structure over Meadowbrook Creek (a tributary of Pewaukee Lake). A box culvert or concrete arch are likely structure types, though various structure types will be considered. The roadway will remain a two-lane section over the structure. The roadway has a functional classification as a minor arterial, and 10-foot shoulders are anticipated. Shoulder widening may require removal of an adjacent retaining wall. Other site constraints include close proximity to two restaurants, Waukesha County's Lake Country Trail, and a Pewaukee Lake access. To minimize impacts to businesses, various roadway typical sections will be considered (rural, urban). Right of way acquisition to the ultimate width of 60/66 feet is required. Additional fee acquisition or easements beyond the ultimate width are anticipated. The project scope has been changed to extend the life of the existing drainage structure through the use of a culvert liner. A study was completed in 2024 that confirmed the feasibility of a culvert liner in lieu of replacement. The real estate acquisition and construction costs will be updated upon completion of preliminary plans in 2026.

Locations

Village of Pewaukee

Analysis of Need

The existing structure is a single-span structural steel plate arch with a span of approximately 10 feet. The steel structure is in poor condition with significant deterioration in the lower portion of the culvert barrel. Roadway railings/guardrail at the structure are in poor condition. The age of the existing structure is unknown. The structure has concrete headwalls that are in fair condition. The downstream headwall is continuous with a concrete retaining wall. The culvert structure has a span of 10 feet and is not classified as a bridge per Federal Highway Administration (FHWA) standards, and therefore is not eligible for federal bridge aid. The roadway functional class is minor arterial. Traffic volume on CTH SS in 2018 was 3,400 vehicles per day.

Alternatives

Rehabilitate the existing structure, which does not address all structural and geometric deficiencies. A culvert liner can extend the life of the existing structure at a lower cost.

Ongoing Operating Costs

Maintenance costs will be reduced in the early years after construction beyond 2026.

Previous Action

Approved as new project in 2020-2024 capital plan. Approved as planned in the 2021-2025, 2022-2026, and 2023-2027 capital plans. Approved with a cost update in the 2024-2028 capital plan. Approved with a delay in the 2025-2029 capital plan.

Project Title:	CTH I, Calhoun Creek Bridge	Project #:	202201
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	Beloit Road
Budget Action:	C - \$ Update	Manager:	Allison Bussler
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2022 Design	2023-24 Design	2025 Design	2026 Design/Land	2027 Const	Total Project
Expenditure Budget	\$6,000	\$0	\$21,000	\$55,000	\$98,000	\$180,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$6,000	\$0	\$21,000	\$55,000	\$98,000	\$180,000
COST DOCUMENTATION				REVENUE		
Design Prelim	\$6,000			Federal Bridge Aid		
Design	\$87,000					\$474,000
WisDOT Design Review	\$28,000					
Land Acquisition	\$45,000					
Construction	\$390,000					
Construction Management	\$78,000					
Contingency	\$20,000					
Total Project Cost	\$654,000			Total Revenue		\$474,000
EXPENDITURE BUDGET	\$180,000			REVENUE BUDGET		\$0

Project Scope & Description:

This project is a rehabilitation of the CTH I bridge over Calhoun Creek. The scope of the project consists of structural lining the three existing culvert barrels. This will maintain the integrity of the barrels and extend their useful life. The existing concrete headwalls and the roadway over the structure will remain in-place. There is adequate right-of-way width and permanent easement at this bridge site. However, additional temporary easements will likely be required for construction to begin. The project will be constructed with the roadway open to through traffic. An Independent Study Report was completed in 2023. Waukesha County applied for federal funding in 2023 and was awarded \$474,000 in 2024. Increase in project design budget of \$10,000 based on final design contract.

Location: City of New Berlin

Analysis of Need:

The existing bridge (B-67-318) is a three-barrel corrugated steel culvert structure. The culvert barrels are six feet in diameter. Two barrels were constructed in 1976 with a CTH I roadway project. In 2009, a developer added a third barrel and constructed the existing headwalls. The two original barrels are corroding with significant section loss in the low flow portion of the pipes. The third barrel has some rust beginning in the low flow area. The roadway over the structure is in good condition and was re-built in 2018. The roadway is functionally classified as a 'minor arterial.' The bridge is considered 'structurally deficient' due to its current condition rating. The structure sufficiency number is 26.8. This indicates that structure replacement is warranted according to Wisconsin Department of Transportation (WisDOT) guidelines, which makes the bridge eligible for federal bridge replacement or rehabilitation funding when the sufficiency index is below 50. Rehabilitation by culvert lining will address the structure deficiencies while avoiding the need to excavate the roadway. An independent engineering study report was prepared for this project prior to application for federal bridge funding. The purpose of the report is to verify that the proposed project scope is a cost-effective rehabilitation strategy. The 2018 traffic volume on this roadway segment was 7,300 vehicles per day.

Alternatives:

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

Ongoing Operating Costs:

Maintenance costs will be reduced in the early years after construction beyond 2027.

Previous Action:

Approved as a new project in the 2022-2026 capital plan. Approved as planned in the 2023-2027 capital plan. Approved with a cost and revenue update in the 2024-2028 capital plan. Approved as planned in the 2025-2029 capital plan.

Project Title:	CTH I, Mukwonago River Bridge	Project #:	202203
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Beloit Road
Budget Action:	C - \$ Update	Manager:	Allison Bussler
Date:	June 16, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2022 Pre. Design	2023-24	2025 Design	2026 Design/Land	2027 Const	Total Project
Expenditure Budget	\$6,000	\$0	\$23,000	\$55,000	\$98,000	\$182,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$6,000	\$0	\$23,000	\$55,000	\$98,000	\$182,000
COST DOCUMENTATION		REVENUE				
Preliminary Design	\$6,000					
Design	\$105,000					
WisDOT Design Review	\$20,000					
Land Acquisition	\$45,000					
Construction	\$383,000					
Construction Management	\$88,000					
Contingency	\$19,000					
Total Project Cost	\$666,000					
EXPENDITURE BUDGET	\$182,000					
			REVENUE BUDGET			\$0

Project Scope & Description:

This rehabilitation of the CTH I bridge over the Mukwonago River is rescoped from concrete overlay to concrete deck repairs. The spalls and delaminations in the deck will be repaired with concrete patching, using sacrificial anodes. Concrete repairs will be made to the spalled slab edges. Galvanized steel flashing will be installed on the slab edges. Existing bridge railing may be modified/remounted or completely replaced with this project. Railing replacement with concrete parapet will be investigated. Approach guardrail will be replaced to meet current standards. The immediate asphalt approaches will be repaved. The existing right-of-way width is 66 feet, whereas the ultimate right-of-way width is 100 feet. The county does not anticipate purchasing the ultimate right-of-way width. However, some land acquisition is anticipated to relocate one or two driveways for guardrail construction. At construction, it is anticipated that the bridge will be closed to traffic with a detour in-place. An independent study report was completed in 2023, and application was made to WisDOT for federal funding. WisDOT did not concur with our recommended concrete overlay and the independent study report was revised using a modified scope, which was approved by WisDOT. Though scope is modified, total project cost is reduced only slightly, mostly due to inflationary increases in the revised independent study report. Project design budget is increased by \$10,000 based on final design contract.

Locations: Town of Mukwonago

Analysis of Need:

The existing bridge (B-67-202) is a single span flat slab structure that was constructed in 1981. The bridge wearing surface is an estimated 8% delaminated and is beginning to spall. The delamination is due to corrosion of the top mat of bar steel. The slab underside is spalled along both edges. The approach guardrail is in poor condition and does not meet current standards. The roadway is functionally classified as a 'minor arterial.' The structure sufficiency number is 59.2. This indicates that structure rehabilitation is warranted according to WisDOT guidelines, which makes the bridge eligible for federal bridge rehabilitation funding when the sufficiency index is below 80. An independent engineering study report will be prepared for this project prior to application for federal bridge funding. The purpose of the report is to verify that the proposed project scope is a cost-effective rehabilitation strategy. The 2018 traffic volume on this roadway segment was 1,200 vehicles per day.

Alternatives:

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

Ongoing Operating Costs:

Maintenance costs will be reduced in the early years after construction beyond 2027.

Previous Action:

Approved as a new project in the 2022-2026. Approved as planned in the 2023-2027 capital plan. Approved with a cost and revenue update in the 2024-2028 capital plan. Approved with a cost and scope update in the 2025-2029 capital plan.

Project Title:	CTH D, CTH X Intersection	Project #:	202509
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Formation	Road Name:	Sunset Dr & Genesee Rd
Budget Action:	C - Scope	C - \$ Update	C - Rev Update
Date:	June 2, 2025	Manager:	Allison Bussler, DPW Director
		Map / Image:	Click Here

CAPITAL BUDGET SUMMARY									
Year	2025	2026	2027	2028	2029	Total			
Project Phase	Design	Design	Land Acq	Construction	Project				
Expenditure Budget	\$10,000	\$31,000	\$50,000	\$191,000	\$0	\$282,000			
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0			
Net Costs After Revenues Applied	\$10,000	\$31,000	\$50,000	\$191,000	\$0	\$282,000			
COST DOCUMENTATION		REVENUE							
Design	\$297,000	Federal Highway Safety Improvement Program (HSIP) Funding							
WisDOT Design Review	\$25,000								
Land Acquisition	\$50,000	Design	\$281,000						
Construction	\$1,554,000	Construction	\$1,715,000						
Construction Management	\$250,000								
WisDOT Construction Review	\$20,000								
Contingency	\$82,000								
Total Project Cost	\$2,278,000	Total Revenue							
EXPENDITURE BUDGET	\$282,000	REVENUE BUDGET							
		\$0							

Project Scope & Description

The purpose of this project is to improve safety and the intersection of CTH D (Sunset Drive) and CTH X (Genesee Road). Changes to the existing CTH D and CTH X intersection will provide safer traffic signal control, improve visibility for turning vehicles, reduce collisions and provide safer pedestrian crossings. Improvements include:

- Installation of positive offset left turn lanes on CTH D and flashing yellow arrows
- Decrease angle of right-turn lane intersection with cross streets
- Installation of monotube mast arms with backplates
- Improve lighting
- Widen CTH X median by 2-feet and eliminating CTH X corrugated medians
- Separating thru and left turn lanes and replacing with double edge lines
- Milling and repaving functional area of interest and installation of grooved epoxy pavement markings
- Updating pedestrian curb ramps

Waukesha County received Highway Safety Improvement Program (HSIP) funding for this intersection improvement. Gross project cost decreased by \$632,000 and the Waukesha County share of expenditures decreased by \$63,000.

Location

City of Waukesha

Analysis of Need

This intersection has one of the highest collision rates at signalized intersections along Waukesha County Trunk Highways. Visibility of oncoming traffic is somewhat restricted by the existing alignments of CTH D's turn lanes for safely completing left turns and right turns from CTH X onto CTH D. The traffic signals are owned by Waukesha County and operated by City of Waukesha.

Alternatives

The alternative is leaving the intersection as is.

Ongoing Operating Costs

There may be a minor operational cost increase anticipated due to increased signal equipment.

Previous Action

Approved as a new project in the 2025-2029 capital plan.

Project Title:	CTH K, CTH JK to Brookfield Road	Project #:	202514
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Formation	Road Name:	Lisbon Road
Budget Action:	C - Scope C - Rev Update C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	August 27, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY							
Year Project Phase	2025 Planning Study	2026 Design	2027 Design	2029 Land Acq	2031 Const Phase 1	2032+ Const Phases	Total Project
Expenditure Budget	\$200,000	\$850,000	\$1,960,000	\$18,500,000	\$6,250,000	\$12,900,000	\$40,660,000
Revenue Budget	\$0	\$0	\$0	\$14,800,000	\$0	\$0	\$14,800,000
Net Costs After Revenues Applied	\$200,000	\$850,000	\$1,960,000	\$3,700,000	\$6,250,000	\$12,900,000	\$25,860,000
COST DOCUMENTATION					REVENUE		
Planning Study	\$200,000				Federal STP-M Design		\$6,640,000
Design	\$9,150,000				Federal STP-M Land Acquisition		\$14,800,000
WisDOT Design Review	\$300,000				Federal STP-M Construction		\$51,600,000
Land Acquisition	\$18,500,000				Federal BUILD Grant		\$25,000,000
Construction	\$83,000,000				(All Anticipated)		
Construction Management	\$8,300,000						
WisDOT Construction Review	\$300,000						
Contingency	\$4,150,000						
Total Project Cost	\$123,900,000				Total Revenue		\$98,040,000
EXPENDITURE BUDGET	\$40,660,000				REVENUE BUDGET		\$14,800,000

Project Scope & Description

The 6-mile project involves a preliminary planning study to evaluate reconstruction alternatives including a future 4-lane expansion of CTH K between CTH JK (Lynndale Road) and Brookfield Road. The preliminary planning study will help determine staging and scheduling options, construction and land acquisition costs and identify project delivery risks. The preliminary planning study will also reevaluate whether a grade separation over the Canadian National Railroad (CNRR) is feasible and cost effective and will update a previous study that was completed in 2007. The preliminary planning study will include public involvement and coordination with the communities, businesses, property owners, railroad, emergency responders, and resource agencies. The initial findings from the preliminary planning study support adding capacity, overpassing the CNRR and improving intersections. At the conclusion of the study later this year, the county will have determined a detailed project scope, schedule, and cost and will be prepared to apply for federal funding through STP in the 2030-31 and future program cycles and future Better Utilizing Investments to Leverage Development (BUILD) Grant solicitations. Project costs represent updated planning level estimates for a 4-lane divided roadway. The east project limit is being extended to Brookfield Road to better address existing pavement conditions, roadway safety and logical termini for federal and state environmental coordination. Design funding is scheduled in 2026 to support the completion of an environmental study and additional federal discretionary funding applications. Design funding is scheduled in 2027 to cover corridor design. Corridor land acquisition is scheduled in 2029, and construction is being phased for funding and construction staging purposes, beginning in 2031. Project costs are based on a traditional 20% cost share for all project phases.

Location

Village of Lisbon, Village of Sussex, Village of Menomonee Falls, and City of Brookfield

Analysis of Need

The original pavement was built in 1961-62, is in poor condition and projected to be in serious to very poor condition by 2035. CTH K, within the project segment, has a current average annual daily traffic (AADT) of over 14,000 and a very high truck percentage of 20%. Traffic volume continues to increase along this important east-west arterial due to residential and commercial growth. There have been 4 fatal and 85 injury crashes along the project segment over the last 5-years. The 5-year crash rate is 285 and 3.4x the statewide average. The 5-year KAB crash rate is 58 and 3x the statewide average. The Canadian National (CN) Railroad has an at-grade crossing (US DOT crossing #692245A) in the project limits. CN Railroad runs 34 total trains per day (TTPD) across CTH K. The forecasted 2055 traffic volume on CTH K is 16,700. The combination of increasing traffic volume and existing train crossings will create an exposure factor of 567,800 by 2055. Including the CN Railroad crossing at CTH K, CTH VV and CTH F, there are 3-crossings within 1.5-miles with an existing combined exposure factor of 1,050,600 and projected to exceed 1.5 million by 2055. Drivers experience 40 to 63 hours of delay at the CTH K/CNRR crossing. Additional traffic growth on CTH K will increase rail crossing conflicts and delay.

Project Title:	CTH K, CTH JK to Brookfield Road	Project #:	202514
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Formation	Road Name:	Lisbon Road
Budget Action:	C - Scope C - Rev Update C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	August 27, 2025	Map / Image:	Click Here

Alternatives

- Do Nothing. This alternative would continue pavement resurfacing through the paving program, but would not address growing level of service, safety and railroad crossing delay.
- Complete a preliminary planning study to determine reconstruction preferred alternative, segment staging, scheduling and cost estimates and apply for federal STP funding in the next program cycle (2026).

Ongoing Operating Costs

Operating costs would be determined by the preferred alternative through the completion of a preliminary planning study. If capacity expansion is selected, operating costs would be expected to increase by \$8,300/lane mile or a total annual increase of \$74,700. If a grade separated crossing of the CN Railroad is selected, there would be an annualized operating cost increase for inspection and maintenance of the new structure, estimated to be \$5,000.

Previous Action

Approved as a new project in the 2025-2029 capital plan.

Project Title:	CTH KE – CTH E Intersection	Project #:	202520
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Preliminary Design	Road Name:	Maple Ave & North Shore Dr
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map/Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2025 Design	2026 Design/Land	2027	2028 Const	2029	Total Project
Expenditure Budget	\$195,000	\$155,000	\$0	\$1,059,000	\$0	\$1,409,000
Revenue Budget	\$0	\$0	\$0	\$847,000	\$0	\$847,000
Net Costs After Revenues Applied	\$195,000	\$100,000	\$0	\$1,521,000	\$0	\$562,000
COST DOCUMENTATION		REVENUE				
Design	\$250,000	Federal CRP (Construction)				
Land Acquisition	\$100,000					
Construction	\$921,000					
Construction Management	\$92,000					
Contingency	\$46,000					
Total Project Cost	\$1,409,000	Total Revenue				
EXPENDITURE BUDGET		\$1,409,000	REVENUE BUDGET			\$847,000

Project Scope & Description

The purpose of this project is to build a single-lane compact roundabout at the intersection of CTH KE (North Shore Drive) and CTH E (Maple Avenue). This change to the existing CTH KE and CTH E intersection will provide safer traffic control, reduce collisions, improve visibility for turning vehicles, and reduce delays for the traveling public. Improvements would include:

- Build a central island with a diameter between 80 feet & 100 feet and a height of 4 to 10 inches with a traversable curb
- Build a lane width of 16 feet
- Build splitter islands on each approach with a traversable curb
- Add pedestrian accommodations
- Add 4-quadrant street lighting

DPW received Federal Carbon Reduction Program (CRP) funding for construction for the compact roundabout. Federal CRP funding is not available for design or land acquisition. The CRP federal funding revenue is \$369,800 lower than previously anticipated and construction cost was reduced to reflect better understanding of compact roundabout design requirements and to match an 80%/20% federal/county cost share. Design costs are increased by \$55,000 based on federalized design process and negotiated contract. Overall net county expenditure has been reduced by \$37,200.

Locations

Village of Hartland and Town of Delafield

Analysis of Need

The intersection is in a well-developed area with a mix of residential and commercial uses. On CTH KE (North Shore Drive) the intersection is uphill for both eastbound and west traffic. The residents use this area for exercise and some children walk across the intersection to reach school. The commercial uses attract heavy vehicle traffic that is often unfamiliar with the intersection. Being unfamiliar with the area, and approaching the intersection uphill, they often do not see the stop signs and run through the intersection.

Over the five-year period from January 2019 and December 2023 there have been 14 crashes at the intersection. At least 7 of these crashes could have been mitigated with the installation of a compact roundabout.

Alternatives

Leave the existing all way stop traffic control at the intersection in place.

Ongoing Operating Costs

Maintenance costs for the roundabout should be lower than for the existing all way stop. Some additional operational costs will be associated with street lighting utility cost.

Previous Action

Approved as a new project in the 2025-2029 capital plan.

Project Title:	CTH YY, CTH VV to WIS 175	Project #:	202521
Department:	Public Works - Highways	Project Type:	Repaving
Phase:	Formation	Road Name:	Pilgrim Road
Budget Action:	C - Rev Update C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2025	2026 Design	2027	2028 Construction	2029	Total Project
Expenditure Budget	\$0	\$660,000	\$0	\$7,380,000	\$0	\$8,040,000
Revenue Budget	\$0	\$0	\$0	\$1,954,000	\$0	\$1,954,000
Net Costs After Revenues Applied	\$0	\$660,000	\$0	\$5,426,000	\$0	\$6,086,000
COST DOCUMENTATION			REVENUE			
Design		\$640,000	Traffic Signal Replacement			
WisDOT Design Review		\$20,000	Federal CRP (Construction)			\$1,954,000
Construction		\$6,400,000				
Construction Management		\$640,000				
WisDOT Construction Review		\$20,000				
Contingency		\$320,000				
Total Project Cost		\$8,040,000	Total Revenue			\$1,954,000
EXPENDITURE BUDGET		\$8,040,000	REVENUE BUDGET			\$1,954,000

Project Scope & Description

The existing asphalt pavement will be milled and overlayed to extend the pavement life and improve surface condition on the 3.5-mile-long project. Urban drainage and curb and gutter will be reviewed for improvements. Rehabilitation to bridge approach pavement, parapets and curb and gutter for B-67-57 will be investigated. DPW received federal Carbon Reduction Program (CRP) funding for the construction phase of replacement and upgrade to the traffic signals at Kendall Place, Mill Road, and CTH W (Good Hope Road). Federal CRP funding is not available for design. Revenue budget decreased by \$254,400 due to the CRP funding being lower than the application amount. Design budget increased by \$320,000 to reflect standard design cost.

Location

Village of Menominee Falls

Analysis of Need

The northern project segment between WIS 175 and CTH W was constructed in 1989 and was last rehabilitated in 2006. The southern project segment between CTH W and CTH VV was constructed in 2000 and has not been rehabilitated. The existing asphalt pavement has a PCI rating between 55-69, ranging from poor to fair condition. Pilgrim Road carries 18,000 vehicles per day on the project segment. The segment between CTH VV and CTH W is 4-lane divided by median. The project segment between CTH W and WIS 175 is a 5-lane cross section that will require planned traffic management to repave safely and effectively. A large bridge (B-67-57) is within the project limits and approach pavement, parapets, and curb and gutter have settled over time and require rehabilitation. The traffic signal equipment at the intersections of Kendall, Mill, and Good Hope roads are original to the initial construction. The traffic signal equipment is approaching the end of its life cycle.

Alternatives

The pavement will need to be milled and resurfaced either from the county-funded annual paving program or from a stand-alone county-funded project. Completing the repaving as a stand-alone county-funded project allows for improved traffic management and bridge approach rehabilitation versus completing in the annual paving program.

Ongoing Operating Costs

No change in operating costs is expected with the proposed project.

Previous Action

Approved as a new project in the 2025-2029 capital plan.

Project Title:	Traffic Signal Equipment Replacements	Project #:	202601
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Program Project	Road Name:	Various
Budget Action:	New	Manager:	Allison Bussler
Date:	June 16, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2026	2027	2028	2029	2030	Total Project
Project Phase	Design/Const	Construction	Construction	Construction	Construction	
Expenditure Budget	\$351,000	\$200,000	\$1,090,000	\$200,000	\$200,000	\$2,041,000
Revenue Budget	\$120,000	\$0	\$710,000	\$0	\$0	\$830,000
Net Costs After Revenues Applied	\$231,000	\$200,000	\$380,000	\$200,000	\$200,000	\$1,211,000
COST DOCUMENTATION		REVENUE				
		Cabinet Repl.				
	County	Fed Project	Total			
2026	\$200,000	\$151,000	\$351,000	Federal CMAQ Funding-Design	\$120,000	
2027	\$200,000	\$0	\$200,000	Federal CMAQ Funding-Construction	\$710,000	
2028	\$200,000	\$890,000	\$1,090,000	(Reimbursement)		
2029	\$200,000	\$0	\$200,000			
2030	\$200,000	\$0	\$200,000			
Total Project Cost			\$2,041,000	Total Revenue		\$830,000
EXPENDITURE BUDGET			\$2,041,000	REVENUE BUDGET		\$830,000

Project Scope & Description

The project will fund traffic signal equipment replacements countywide. Equipment replacements will be prioritized based on age and condition of existing components including control cabinets and cabinet components, video detection, standards and arms, face sections, bases, electrical wiring, lighting luminaires and pedestrian control equipment. Annual equipment replacements will help maintain a state of good repair for the county's existing and extensive traffic signal network.

Location

Countywide

Analysis of Need

One-third of traffic crashes in Waukesha County occur at signalized intersections. It is important that Waukesha County maintain the county traffic signal equipment to improve safety performance and traffic flow. Replacing old and outdated signal equipment components improves functional reliability and safety. Waukesha County owns and maintains 125 signalized intersections. Each intersection has unique signal component conditions. Many of Waukesha County's signalized intersections are utilizing aging and outdated equipment. The county can fund some traffic signal replacements and upgrades through federally funded STP and HSIP projects. However, the county has only been able to upgrade an average of one traffic signal via federally funded projects each year. The county needs to have a reliable funding source to perform traffic signal replacements. The county will continue to pursue CRP/CMAQ federal funding to supplement traffic signal equipment replacements. The county was awarded federal CMAQ funding for 17 cabinet replacements.

Alternatives

Defer equipment replacements until failure or replacement by individual capital roadway project.

Ongoing Operating Costs

Reduced operating costs due to improved traffic signal reliability and fewer field maintenance responses.

Previous Action

None

Project Title:	CTH NN Traffic Signals, CTH EE and Fairwinds Boulevard, Mukwonago High School	Project #:	202605
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Formation	Road Name:	W. Veterans Way
Budget Action:	New	Manager:	Allison Bussler
Date:	July 14, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2026 Design	2027 Construction	2028	2029	2030	Total Project
Expenditure Budget	\$250,000	\$1,620,000	\$0	\$0	\$0	\$1,870,000
Revenue Budget	\$0	\$1,265,000	\$0	\$0	\$0	\$1,265,000
Net Costs After Revenues Applied	\$250,000	\$355,000	\$0	\$0	\$0	\$605,000
COST DOCUMENTATION		REVENUE				
Design	\$240,000		Construction (Federal CRP)			\$1,265,000
WisDOT Design Review	\$10,000					
Construction	\$1,400,000					
Construction Management	\$140,000					
WisDOT Construction Review	\$10,000					
Contingency	\$70,000					
Total Project Cost	\$1,870,000		Total Revenue			\$1,265,000
EXPENDITURE BUDGET		\$1,870,000	REVENUE BUDGET			\$1,265,000

Project Scope & Description

The project involves full replacement of traffic signal equipment at CTH NN & CTH EE (School Road) and CTH NN & Fairwinds Boulevard, which provide access to Mukwonago High School. The project includes installation of retroreflective backplates, energy-efficient LED streetlights and signal displays, fiber optic cable for signal interconnectivity, video detection updates, and optimized signal timings. The project will include coordination with WisDOT to provide interconnectivity between the WIS 83 & CTH NN intersection and the project traffic signals. The project has been approved for CRP federal funding.

Location

Village of Mukwonago.

Analysis of Need

Existing traffic signals were built in 1999. The existing traffic signal equipment is outdated and in need of replacement. The new interconnected and coordinated signals, coupled with energy-efficient LED bulbs, will enhance traffic flow and safety. Anticipated crash reductions of 20% due to the addition of retroreflective backplates and signal heads over each lane will provide significant safety performance benefits at the entrances to Mukwonago High School. CTH NN has an AADT of 14,000 vehicles per day in the project segment. The CTH NN intersections at CTH EE and Fairwinds Boulevard have experienced a combined 21 crashes, including 6 injury crashes between 2019-2024.

Alternatives

Do nothing alternative does not address the age and deficiencies of the existing signal equipment and will require increased site visits to trouble shoot issues and incremental equipment replacements.

Ongoing Operating Costs

Reduced operating costs due to energy-efficient signal displays and lighting. New equipment life cycle results in less equipment failure, staff sight visits to respond to issues and lower equipment component replacement costs.

Previous Action

None

Project Title:	Culvert Replacement Program 2023 - 2027	Project #:	201901
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Program Project	Road Name:	Various
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2023	2024	2025	2026	2027	Total Project
Expenditure Budget	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
COST DOCUMENTATION		REVENUE				
2023 Appropriation	\$200,000					
2024 Appropriation	\$200,000					
2025 Appropriation	\$200,000					
2026 Appropriation	\$200,000					
2027 Appropriation	\$200,000					
Total Project Cost	\$1,000,000					
EXPENDITURE BUDGET		REVENUE BUDGET				
	\$1,000,000					\$0

Project Scope & Description

Provide annual funding for a countywide culvert replacement program.

Location

Various

Analysis of Need

The Public Works Department replaces a number of culverts every year because of deterioration. This program is designed to address larger culvert structures that require extensive design, more land acquisition and have higher construction costs. These larger culvert sites do not meet "bridge" criteria, and therefore are not eligible for federal bridge aid. Projects in this program are 100% county funded. The county averages one culvert replacement per year under this program. Individual culvert locations are generally designed the year prior to construction.

Alternatives

Schedule individual projects as needed.

Ongoing Operating Costs

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

Previous Action

- Approved as new in the 2019-2023 capital plan.
- Approved as planned in the 2020-2024, 2021-2025, and 2022-2026 capital plans.
- Approved with a cost update in the 2023-2027 capital plan.
- Approved as planned in the 2024-2028 capital plan.
- Approved as planned in the 2025-2029 capital plan.

Project Title:	Repaving Program 2023-2027	Project #:	201906
Department:	Public Works - Highways	Project Type:	Repaving
Phase:	Program Project	Road Name:	Various
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	June 2, 2025	Map / Image:	Click Here

Capital Budget Summary							
Year	2023	2024	2025	2026	2027	Total	
Project Phase							
Expenditure Budget	\$4,300,000	\$5,510,000	\$5,820,000	\$4,300,000	\$5,200,000		\$25,130,000
Revenue Budget	\$1,242,000	\$610,000	\$3,710,000	\$2,510,000	\$610,000		\$8,682,000
Net Cost After Revenues Applied	\$3,058,000	\$4,900,000	\$2,110,000	\$1,790,000	\$4,590,000		\$16,448,000
Cost Documentation				Revenue			
				Local Road Improvement Program:			
				County Highway Improvement Program (CHIP)			
				CHIP-D (Discretionary)			
				CHIP-S (Supplemental)			

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's goal to pave approximately 20 lane miles of roadway on an annual basis. Crush, relay and surface or other alternative methods will be used as necessary in lieu of a simple patch and overlay. The project includes the cost of the ongoing Pavement Inspection Program, which determines the sections of highways to be repaved, along with the cost of shoulderering, and parking lots at the Department's substation facilities.

The repaving program includes two 3-year cycles of asphalt pavement crack sealing/filling and reshoulerding to extend the life of the pavement resurfacing/rehabilitation through improved pavement preservation and performance. The repaving program is the largest single reoccurring highway investment and performing crack sealing/filling and reshoulerding will extend the life of the repaving investment. Crack sealing helps keep water out of the pavement subgrade, while shoulerding helps protect the pavement edge. These preservation practices will help slow the rate of pavement deterioration. The county averaged 16-miles of annual repaving (2018-2025). Based on the previous 8-years of data, the county will repave a typical mile of county highway every 25-years, which is well beyond the expected performance life of pavement resurfacing/rehabilitation that is being completed in the repaving program. Pavement inspection will be completed in 2025 and will provide updated PCI data.

Location: Various locations throughout the county.

Analysis of Need

The Department of Public Works presently maintains about 405 centerline miles of roadways on the county trunk system. The typical useful life of asphalt pavement surface is 15 years. The department reconstructed several existing two-lane roadways to four-lane facilities and many of 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 a pavement management program, using a pavement consultant, TransMAP, to drive and capture the entire county system once every three years and to rate pavement conditions each year allowing better management of pavement projects. The average Pavement Condition Index (PCI) of asphaltic pavements in 2023 was 69. It is the intention of this project to continue to maintain current pavement conditions. Resurfacing projects take into consideration the PCI of existing pavements and classification of the road. The PCI ratings are updated every 2 to 3 years.

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 pavement management system and department review.

Ongoing Operating Costs

The cost of maintaining a two-lane roadway is projected to cost about \$8,300 per mile annually.

Previous Action

Approved as new in the 2019-2023 capital plan. Approved as planned in the 2020-2024 capital plan. Approved with a schedule and revenue update in the 2021-2025 capital plan. Approved with a revenue update in the 2022-2026 capital plan. Approved accelerated and with a revenue update in the 2023-2027 capital plan. Approved accelerated in the 2024-2028 capital plan. Approved with an updated scope and cost and revenue updates in the 2025-2029 capital plan.

Project Title:	Fox Bend Wetland Restoration Project	Project #:	202408
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	
Budget Action:	As Planned	Manager:	Dale Shaver, PLU Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2024	2025	2025 Ordinance	2026	2027	Total Project
Expenditure Budget	\$6,000	\$106,400	\$16,000	\$10,000	\$0	\$138,400
Revenue Budget	<u>\$6,000</u>	<u>\$106,400</u>	<u>\$16,000</u>	<u>\$10,000</u>	<u>\$0</u>	<u>\$138,400</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
Design fees	\$6,000		DNR Waterfowl Stamp Program Grant			\$92,400
Construction costs	\$122,400		SE Wisconsin Fox River Commission			\$10,000
Site maintenance	\$10,000		DATCP Soil and Water Resource			\$36,000
Total Project Cost	\$138,400		Total Revenue			\$138,400
EXPENDITURE BUDGET	\$138,400		REVENUE BUDGET			\$138,400

Project Scope & Description

Fox Bend Park is currently an undeveloped park, but plans include managing the site for natural habitat and ecological restoration. This project proposes to convert ~20 acres of degraded marginal-quality agricultural land dominated by invasive reed canary grass and woody invasive species to a mosaic of high-quality native wetland and transitional habitats. The parcels included in this proposal are owned and managed by Waukesha County.

The project is a planned collaboration with a number of organizations to restore the ~ 20 acres to their natural, historic condition of the floodplain area along the Fox River. Since this portion of the property is very difficult to lease for agricultural use, this project will provide a multitude of benefits including the following: 1) restore higher quality wetlands for waterfowl and other wildlife, 2) potentially increase floodplain storage through the wetland scrapes, and 3) increase beneficial native wildlife and vegetation at the site through the control of invasive vegetation and new plantings.

The project will include County design and site preparation for the control of invasive vegetation in 2024 (no external costs). Contractor construction will occur in 2025 with additional vegetation control, drain tile disruption, grading, seeding/planting, and general site restoration. Contractor vegetative maintenance will continue into 2026 for the main wetland restoration area. County staff will then take over site monitoring and vegetative maintenance for the construction site starting in 2027. All funding has been secured for construction of the project, which includes the following grants: \$10,000 from SEWFRC, \$36,000 from Soil and Water Resource Management (SWRM) from DATCP, and \$92,400 from Wisconsin Department of Natural Resources Waterfowl Stamp Grant. Project costs are updated through an ordinance to increase project expenditures with added revenues to cover additional costs of construction and vegetative establishment. This is to account for higher than anticipated bid costs due to challenging site access and higher unit prices for site vegetation maintenance.

Location

The Fox Bend Park property includes over six hundred acres of contiguous lands along the Fox River, and it is located in the Village of Vernon. The site includes ~50 acres of leased agricultural land, while the remaining ~175 acres is managed as natural habitat by Waukesha County Parks. The ~ 20 acres proposed for this project are on the north side of the property, adjacent to the Fox River. The property fronts CTH L on the south side.

Analysis of Need

The project will restore higher quality wetlands for waterfowl and other wildlife, potentially increase floodplain storage, and increase beneficial native wildlife and vegetation. This project will improve and expand hunting opportunities for Waukesha County residents and visitors by adding an additional 20 acres of huntable lands within the park system.

Alternatives

- 1) Maintain existing site conditions, which will encourage continual invasive growth and habitat degradation on the site. 100% alternate revenue-based funding for the beneficial improvements will be missed.
- 2) Repair the existing drain tile and attempt to bring the land back into agricultural production. This would require County funds to repair and maintain the broken tile, and success would be a challenge due to the low elevation and close proximity of the land to the floodplain. Additionally, this option would not provide any additional habitat for beneficial wildlife.

Ongoing Operating Costs

Ongoing maintenance by County staff will include infrequent mowing and prescribed burning to prevent re-establishment of invasive vegetation.

Previous Action:

Approved as a new project in the 2024-2028 capital plan. Approved as planned in the 2025-2029 capital plan. Approved with a cost and revenue update through enrolled ordinance 179-69 in January 2025.

Project Title:	Park System Roof Replacements	Project #:	202524
Department:	Parks & Land Use	Project Type:	Roof Replacement
Phase:	Construction	Sponsor:	
Budget Action:	As Planned	Manager:	Dale Shaver, PLU Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total Project
Project Phase	Design/Const	Construction	Construction			
Expenditure Budget	\$25,000	\$205,000	\$0	\$0	\$288,000	\$518,000
Revenue Budget	\$0	\$0	\$0	\$0	\$18,000	\$18,000
Net Cost After Revenues Applied	\$25,000	\$205,000	\$0	\$0	\$270,000	\$500,000
COST DOCUMENTATION			REVENUE			
2025	\$25,000	2025				\$0
2026	\$205,000	2026				\$0
2027	\$0	2027				\$0
2028	\$0	2028				\$0
2029	\$288,000	2029	Golf Course Fund Balance			\$18,000
Total Project Cost	\$518,000	Total Revenue				\$18,000
EXPENDITURE BUDGET	\$518,000		REVENUE BUDGET			\$18,000

Project Scope & Description

The Waukesha County Department of Parks & Land Use maintains roofs on 105 structures across the Park System. Roofs, like other assets to maintain, are tracked in the department's asset management system. There are a number of roofs that are due for replacement in the next five-year cycle since the structures were built in the late 1990's and early 2000's, and the roofs are reaching the end of their usable lifespan. Typically, roof replacements are planned for and funded in the Park System Division's 3-Year Maintenance Plan section of the operating budget. Due to the number of roofs and the asset maintenance demand on the 3-Year Maintenance Plan, this project will focus on the higher number of roofs to be replaced in the next five years.

2025: Lake Country Trail Restroom Building (CTH C)
Fox River Park – Hiker Restroom Building, Entrance Hut

2026: Fox River Park – Picnic Pavilions 1,2,3, & Main Office
Fox Brook Park – Picnic Pavilion

2029: Exposition Center – Northview Shed
Minooka Park – Main Office
Nashotah Park – Main Office
Moor Downs Golf Course – Storage Garage

Location: Fox Brook Park (Brookfield), Fox River Park (Waukesha), Lake Country Trail (Summit), Exposition Center (Waukesha), Nashotah Park (Merton), Minooka Park (Waukesha)

Analysis of Need: The County prioritizes maintaining facilities consistent with industry standards for asset lifecycles. The asset management system is used to plan for necessary replacement and maintenance of infrastructure, and each of the roofs in this project is identified as needing to be replaced due to reaching or exceeding the projected useful lifespan. Replacing the roofs before they fail will allow the Park System to maintain operations and revenue generation without disruption. Incorporating the replacements in a capital project instead of the operating budget will allow for economy of scale in bidding, and it will also improve the capacity in the operating budget to complete other scheduled asset maintenance needs.

Alternatives: 1) Continue to perform spot repairs as leaks occur or roof sections fail and rely on continued function of aging roofs that are beyond the anticipated useful lifespan. This approach could lead to roof failures that also cause incidental costly damage to building interiors. 2) Continue to fund roof replacements through the 3-Year Maintenance Plan budget. This approach will increase the timeframe for completing the replacements considerably, which could also lead to roof failures and incidental building damage.

Ongoing Operating Costs: Ongoing maintenance of the roofs will continue to be performed by Parks & Land Use Carpentry staff. The roof replacements will result in cost savings due to greater energy efficiency, and fewer labor hours for maintenance and repairs.

Previous Action: Approved as a new project in the 2025-2029 capital plan.

Project Title:	Retzer Nature Center Covered Shelter	Project #:	202525
Department:	Parks & Land Use	Project Type:	Facility Expansion
Phase:	Preliminary Design	Sponsor:	
Budget Action:	As Planned	Manager:	Dale Shaver, PLU Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year Project Phase	2025 Design	2026 Const.	2027	2028	2029	Total Project
Expenditure Budget	\$30,000	\$441,500	\$0	\$0	\$0	\$471,500
Revenue Budget	\$30,000	\$441,500	\$0	\$0	\$0	\$471,500
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
Design fees	\$30,000		Donations			\$388,760
Construction costs	\$401,500		Community Development Block Grant			\$82,740
Contingency	\$40,000					
Total Project Cost	\$471,500		Total Revenue			\$471,500
EXPENDITURE BUDGET	\$471,500		REVENUE BUDGET			\$471,500

Project Scope & Description

Once completed, this project would provide over 1,400 square feet of additional, covered and universally accessible space for outdoor environmental education and public enjoyment at Retzer Nature Center. Construction of this project includes preparation of the site, as well as adjacent access routes from parking and drop-off areas to provide an accessible, paved area upon which to construct the shelter. It also includes construction of the footings, assembly of the shelter structure and placement of the structure within the site. It is anticipated that fundraising by the Friends of Retzer Nature Center (FORNC), coupled with additional partnerships, grants and donations would fund the design, bidding, and construction of this project.

Location

Retzer Nature Center, S14 W28167 Madison St, Waukesha, WI 53188. The site selected for the facility expansion is the underutilized space adjacent to the west end of the existing maintenance building, north of the existing parking lot, and near the existing restrooms housed within the maintenance building.

Analysis of Need

Retzer Nature Center (RNC) is a 483-acre, community resource for exploration and science education. Indoor and covered/protected spaces at RNC are at a premium, requiring rotation of groups through multiple spaces/stations for different topics. There were over 10,893 education program attendees in 2023, an increase of 14% from 2022. The size of groups that visit Retzer for their programs is also increasing and can be entire grade levels with over 100 children, requiring multiple spaces to be available at one time to maximize the learning experience with several smaller groups. Patronage of all the spaces and programming at Retzer Nature Center continues to increase, and a large reason for this is the safe, accessible, and program-specific rooms and spaces available at the facility. There is a need for additional learning space outdoors for persons of all abilities with protection from weather.

Alternatives

1. Do nothing, keep facility as it is.
2. Retrofit existing programmed patio area for use as outdoor classroom/covered shelter, at an undetermined cost.
3. Construct outdoor classroom/covered shelter and supporting infrastructure in another part of the 483-acre facility, with expected higher costs associated to provide access from parking.

Ongoing Operating Costs

Ongoing maintenance and snow removal will be performed by existing Retzer staff as a component of the care for the Retzer Nature Center grounds. Any additional prep work to support and maintain the new space for programming will be conducted by the existing staff at Retzer.

Previous Action

Approved as a new project in the 2025-2029 capital plan.

Project Title:	Golf Course Infrastructure Plan			Project #:	202208	
Department:	Parks & Land Use			Project Type:	Renovation/Upgrade	
Phase:	Construction			Sponsor:		
Budget Action:	C - \$ Update C - Rev Update			Manager:	Dale Shaver, PLU Director	
Date:	July 7, 2025			Map / Image:	Click Here	

CAPITAL BUDGET SUMMARY							
Year	2022	2023	2024	2024	2025	2026	Total
Project Phase	Design/Const.	Construction	Construction	Ordinance	Construction	Construction	Project
Expenditure Budget	\$862,000	\$1,055,000	\$778,000	\$235,000	\$411,000	\$643,000	\$3,984,000
Revenue Budget	\$862,000	\$1,055,000	\$778,000	\$235,000	\$411,000	\$643,000	\$3,984,000
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION				REVENUE			
Design / Engineering	\$88,000			Golf Course Fund Balance	\$3,899,000		
Construction	\$3,503,000			General Fund Balance	\$85,000		
Contingency	\$393,000			Total Revenue	\$3,984,000		
Total Project Cost	\$3,984,000			REVENUE BUDGET	\$3,984,000		
EXPENDITURE BUDGET	\$3,984,000						

Project Scope & Description:

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

Based on the stabilization of the Golf Course Fund balance, this capital project will address major infrastructure maintenance needed at Naga-Waukeee War Memorial Golf Course and Moor Downs Golf Course. Major maintenance projects at the courses include golf course irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path renovation, completion of a new clubhouse well and an irrigation well, replacement of the clubhouse roof, pedestrian bridge upgrades, clubhouse kitchen equipment upgrades, renovation of the clubhouse restrooms and patio pavement, and installation of a protective netting barrier between Moor Downs and the Waukesha Employee Health & Wellness Center. Project costs are increasing \$193,000 to fund the renovation of the Naga-Waukeee clubhouse outdoor patio, replacement of a pedestrian bridge at Moor Downs, and design of the Moor Downs irrigation system renovation. The expenditure budget is also increased by an additional \$200,000 to fund the re-bid of the Moor Downs irrigation well. This project was bid in 2025 but could not move forward due to higher-than-expected equipment and labor costs due to market conditions and contractor availability. All 2026 project costs will be funded from the Golf Course Fund Balance.

This project is mostly funded from the Waukesha County Golf Course fund balance. The capital project expenditure and revenue budgets will be evaluated annually for the duration of the project and adjusted accordingly based on the status of the golf course fund balance. General Fund balance of \$85,000 is budgeted as part of a 50/50 cost share for the cost of the protective netting barrier at Moor Downs, in recognition that general county operations also benefit from the installation.

Location: Naga-Waukeee War Memorial Golf Course - Town of Delafield, City of Delafield; and Moor Downs Golf Course – City of Waukesha.

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

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

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

Previous Action: Approved as a new project in the 2022-2026 capital plan. Approved with a cost and revenue update in the 2023-2027 capital plan. Approved with a cost and revenue update during 2023 through enrolled ordinance 178-55. Approved with a scope, cost, and revenue update in the 2024-2028 capital plan. Approved with a cost, revenue, and scope update during 2024 through enrolled ordinance 178-83. Approved with a cost and revenue update in the 2025-2029 capital plan.

Project Title:	Lake Country Trail – Phase V – Connection to Jefferson County	Project #:	202312
Department:	Parks & Land Use	Project Type:	Trail System
Phase:	Construction	Sponsor:	
Budget Action:	C - \$ Update C - Rev Update C - Scope	Manager:	Dale Shaver, PLU Director
Date:	June 2, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY					
Year Project Phase	2024 Design	2025	2026 Construction	2027	Total Project
Expenditure Budget	\$250,000	\$0	\$1,761,900	\$0	\$2,011,900
Revenue Budget	<u>\$200,000</u>	<u>\$0</u>	<u>\$1,737,900</u>	<u>\$0</u>	<u>\$1,937,900</u>
Net Costs After Revenues Applied	\$50,000	\$0	\$24,000	\$0	\$74,000
COST DOCUMENTATION			REVENUE		
Design/Engineering	\$250,000		Oconomowoc Rotary Donation	\$22,000	
Construction	\$1,581,000		State of WI Stewardship Grant	\$250,000	
Contingency	\$180,900		Federal CMAQ Funding	\$1,591,900	
Total Project Cost	\$2,011,900		C Ocon Share of Design/Construction	\$74,000	
EXPENDITURE BUDGET	\$2,011,900		Total Revenue		\$1,937,900
			REVENUE BUDGET		\$1,937,900

Project Scope & Description

The Lake Country Trail is an existing 15-mile non-motorized multi-use trail that was planned in 1992-1993, with construction beginning in 1994. The trail extends along a We Energies-owned utility corridor, from the Landsberg Center trailhead in the City of Waukesha to Roosevelt Park in the City of Oconomowoc. It was originally constructed as a crushed stone trail and then paved, with paving of the final phase completed in 2012. Phase V of the Lake Country Trail has been proposed in Waukesha County's Park and Open Space Plan under a different name – the Oconomowoc to Watertown Trail. This is a 2.25-mile trail that would combine an off-road trail facility with on-road accommodations to link the current terminus of the Lake Country Trail at Roosevelt Park with the Jefferson County Interurban Trail at the Waukesha/Jefferson County line. From the County line Jefferson County will extend the trail approximately 12 miles west to the City of Watertown. A ten-stall trailhead is proposed at the intersection of West Second Street and the We Energies utility corridor. Project components for this segment of the trail will include a pedestrian bridge over the Oconomowoc River and a boardwalk through wetlands along West Second Street. The County has been awarded \$1,591,900 in funding from the Federal Congestion Mitigation and Air Quality Improvement Program, and will apply for an additional \$250,000 from the State of Wisconsin DNR Stewardship Program. The City of Oconomowoc has pledged to contribute half of the remaining costs or \$74,000 toward the project. The Oconomowoc Rotary Club has pledged up to \$22,000 to fund trailhead kiosks and wayfinding signage that are an enhancement that is an addition to the original project gross cost and scope. The County's share of the cost does not change.

Location

The majority of the proposed project is located in the City of Oconomowoc, with a small segment passing through a portion of the Town of Oconomowoc. The project will connect the existing terminus of the Lake Country Trail in Roosevelt Park to the Waukesha County line, where it will connect to the proposed Jefferson County Interurban Trail. The proposed trail route will follow on-street for one mile north along South Franklin Street to West Second Street, then west along West Second Street to the We Energies utility easement. The western-most approximately 1.25 miles of the trail will be an off-road paved trail that follows the utility corridor to the Waukesha County/Jefferson County border.

Analysis of Need

The Trail will provide a combination of safe off-road and on-road trail accommodations through the City of Oconomowoc, to connect the existing Lake Country Trail to the Jefferson County Interurban Trail, which ultimately extends all the way to the City of Watertown. This section of trail is a key component of a larger regional trail network.

Alternatives

- Do nothing and have a short gap remain in the regional trail network. Trail users will need to navigate around existing barriers to make the connection from the Lake Country Trail to the Interurban Trail.
- Construct at a later date.

Ongoing Operating Costs

The project will require maintenance along the Lake Country Trail. The maintenance will include removal of debris and trash and mowing of the trail shoulders. Current staff from Naga-Wauke Park will maintain the trail. The Adopt-a-Trail program can be extended to this portion of the trail as well.

Previous Action

Approved as a new project in the 2023-2027 capital plan. Approved accelerated with a revenue update in the 2024-2028 capital plan. Approved as planned in the 2025-2029 capital plan.

Project Title:	Expo Forum Building Improvements	Project #:	202523
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Formation	Sponsor:	
Budget Action:	C - \$ Update	Manager:	Dale Shaver, PLU Director
Date:	July 3, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total Project
Project Phase	Construction					
Expenditure Budget	\$0	\$285,000	\$0	\$0	\$0	\$285,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenue Applied	\$0	\$285,000	\$0	\$0	\$0	\$285,000
COST DOCUMENTATION			REVENUE			
Roof Repairs	\$15,000					
Fixture Replacements	\$70,000					
Ongoing HVAC Repair/Maint	\$200,000					
Total Project Cost	\$285,000		Total Revenue			\$0
EXPENDITURE BUDGET	\$285,000		REVENUE BUDGET			\$0

Project Scope & Description

The Waukesha County Exposition Center Forum Building consists of three (3) connected free-span exhibit halls and a storage room. The North Hall is a 6,600 square foot structure that was constructed in 1969. The South and East Halls are both 7,200 square foot structures that were added in 1980. Normal annual operational maintenance has kept the Forum Building functioning for many years, but sections of the aging roof and other infrastructure and mechanical equipment are reaching the point of needing replacement. The focus of this capital project is the essential infrastructure and equipment replacements that cannot be funded through operating budgets. The steel roof section over the North Hall was replaced in 2009. The roof sections over the South and East Halls are original from when the buildings were constructed. Expo staff, County Facilities staff and contractors have repaired leaks and other issues over the lifespan. The two original roof sections have reached or exceeded the projected life expectancy. In addition, the three rooftop air handlers that supply heating and cooling to the exhibit halls will soon reach the life expectancy. These units were installed in 2005, and they are maintained with quarterly checks of belts, filters, grease fittings, motor amperage and coils. In the last three years, multiple major repairs have been needed to keep them functioning. Based on the age and overall condition of the Forum Building, Waukesha County is committing to maintenance and improvements that will allow for functional use of the facility for up to ten years. The ten-year approach directs fiscal decisions. Specifically, the Department will focus funds on basic roof repairs identified by a roofing consultant to maintain functionality. In addition, this project allocates funds for ongoing repair and maintenance of the existing HVAC units, to extend their useful life for up to ten years, or until full replacement becomes feasible if market conditions recover. Due to current market conditions, replacement of the existing HVAC units is not a cost-effective solution at this time. The project also includes replacement of two original electrical load panels, all original restroom sinks and faucets, two original restroom exhaust fans, all original water fountains, and two original exterior doors.

2026:

- 1) Replace Kitchen Mini-Split, Restroom Exhaust Fans, Door Assemblies, Bathroom Sinks, Interior and Exterior Water Fountains, and North Hall Load Electrical Panel
- 2) Roof Repairs

Location: Waukesha County Exposition Center, 1000 Northview Road, Waukesha, WI 53188.

Analysis of Need: The Waukesha County Exposition Center hosts an average of 180 events annually, with approximately 500,000 patron visits per year. The infrastructure and mechanical systems in the Forum Building need to be maintained consistent with lifecycle standards to allow for clean, safe and continuous operation of the facility, so that these events can happen uninterrupted.

Alternatives: Maintain previous plan to replace existing HVAC units and roof sections over the South and East Halls.

Ongoing Operating Costs: Replacement project components will be energy efficient, including the electrical load panels, exhaust fans, and exterior doors. Replacement sink/faucet and water fountain components will also be WaterSense compliant to maximize water efficiency. These efficiency upgrades will reduce annual energy and water costs to operate the Forum Building. Staff time to maintain the equipment and infrastructure will also be reduced, as will costs associated with sourcing custom parts that are required to repair the existing equipment.

Previous Action: Approved as a new project in the 2025-2029 capital plan.

Project Title:	Expo Center Building Maintenance, Security and Safety Improvements	Project #:	202612
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Formation	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, PLU Director
Date:	July 3, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2026	2027	2028	2029	2030	Total Project
Project Phase	Design/Cons	Design/Cons				
Expenditure Budget	\$998,000	\$600,000	\$0	\$0	\$0	\$1,598,000
Revenue Budget	<u>\$998,000</u>	<u>\$600,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,598,000</u>
Net Cost After Revenue Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
Design/Engineering	\$150,000		Parkland Management and			
Construction	\$1,386,000		Land Acquisition (Tarmann) Fund			\$1,478,000
Contingency	\$62,000		Waukesha Pewaukee CVB Donation			\$120,000
Total Project Cost	\$1,598,000		Total Revenue			\$1,598,000
EXPENDITURE BUDGET	\$1,598,000		REVENUE BUDGET			\$1,598,000

Project Scope & Description

The Waukesha County Exposition Center provides facilities and open space for public and private use, for entertainment, business events, non-profit organizations, and government groups of Waukesha County and surrounding areas. The 138-acre property has two multi-purpose buildings, the Arena and the Forum, built between 1969 and 1980, that provide a total of 40,000 square feet of functional exhibit spaces. On the grounds there are seven ancillary structures that provide storage and limited event space, paved parking for 1600 vehicles and 100 campers, and extensive mowed greenspace. The capital project will address lighting efficiency, basic asset replacements and enhancements for site safety and security. The improvements include the following:

Phase 1 (2026):

- Replace Arena building main event space interior lighting with energy-efficient LED lighting with added lighting controls.
- Install card reader access at select Arena building doors, to provide for controlled access.
- Replace the existing Arena building stage with a portable stage that can also be used for events elsewhere on the property. Stage lighting will also be upgraded.
- Replace existing Arena sound and video projection systems with upgraded technology and components to optimize the audio and video components of the venue.
- Replace all Arena doors with fiber-glass doors and frames that will double the life expectancy of the current metal doors, from 10 to 20 years.
- Install high-definition security cameras at all Arena building entrances. The cameras will be connected to the existing County security camera network.

Phase 2 (2027)

- Install underground network cable throughout the Expo grounds to allow for site technology upgrades, and to provide for enhanced connectivity for clients and patrons.
- Replace 25 parking lot light fixture heads with new more efficient LED fixtures with a 20-year life expectancy.
- Install high-definition security cameras in main event and parking spaces throughout the grounds, and at site entrances. The cameras will be connected to the existing County security camera network.
- Implement an outdoor public address/paging system that will allow for event promoter communication with attendees as well as emergency/security notifications throughout the Expo grounds.
- Install card reader access at site entrance gates #3 and #4 to provide for controlled access.

The majority of the funding will be allocated from the Parkland Management and Land Acquisition Fund (Tarmann Fund), placing a priority on the maintenance of existing facilities versus park system land acquisition. The project includes a \$120,000 donation from the Waukesha Pewaukee Convention & Visitor's Bureau, which will be used to replace the Arena sound and video projection systems.

Location: Waukesha County Exposition Center, 1000 Northview Road, Waukesha, WI 53188.

Analysis of Need: The Waukesha County Exposition Center hosts an average of 180 events annually, with approximately 500,000 patron visits per year. The Department tracks asset life cycles and replaces as needed. Due to the size of the facility, event types and attendee numbers, there is a need for security enhancements at the facility. Video and public address systems will improve the marketability of the facility during events. Lighting replacements continue the practice of upgrading to LED fixtures for energy efficiency. The project components will allow for clean, safe and continuous operation of the facility.

Project Title:	Expo Center Building Maintenance, Security and Safety Improvements	Project #:	202612
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Formation	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, PLU Director
Date:	July 3, 2025	Map / Image:	Click Here

Alternatives: Continue to make spot repairs and replacements to maintain assets that have exceeded life cycle and need replacement. Continue need for clients to outsource sound and video systems for events. Discontinue use of the current stage due to structural needs.

Ongoing Operating Costs: Replacement project components will be energy-efficient, including the interior and parking lot lights, and labor and component costs to repair lights and replace bulbs and ballasts will be reduced significantly. Card Readers at entrance gates will reduce staff labor to manually lock and unlock gates. Staff time to maintain the equipment and infrastructure will also be reduced, as will costs associated with sourcing custom parts that are required to repair the existing equipment.

Previous Action: None.

Project Title:	Pavement Management Plan 2023-2027	Project #:	201908
Department:	Parks & Land Use	Project Type:	Repaving
Phase:	Program Project	Sponsor:	
Budget Action:	C - \$ Update	Manager:	Dale Shaver, PLU Director
Date:	June 18, 2025	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total Project
Project Phase						
Expenditure Budget	\$1,347,300	\$1,365,000	\$1,200,000	\$1,897,000	\$1,275,000	\$7,084,300
Revenue Budget	<u>\$1,347,300</u>	<u>\$1,065,000</u>	<u>\$0</u>	<u>\$622,000</u>	<u>\$0</u>	<u>\$3,034,300</u>
Net Cost After Revenues Applied	\$0	\$300,000	\$1,200,000	\$1,275,000	\$1,275,000	\$4,050,000
COST DOCUMENTATION						
2023	\$1,347,300		2023	\$1,000,000	\$147,300	\$200,000
2024	\$1,365,000		2024	\$900,000	\$165,000	\$0
2025	\$1,200,000		2025	\$0	\$0	\$0
2026	\$1,897,000		2026	\$0	\$622,000	\$0
2027	<u>\$1,275,000</u>		2027	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total Project Cost	\$7,084,300		Total Revenue	\$1,900,000	\$934,300	\$200,000
EXPENDITURE BUDGET	\$7,084,300		REVENUE BUDGET			\$3,034,300

*American Rescue Plan Act (ARPA) Funding

Project Scope & Description

In cooperation with the Public Works Department, the Department of Parks and Land Use retains consultant services to update the Pavement Management Plan. The plan establishes a uniform procedure for pavement maintenance by establishing a Pavement Condition Index (PCI). The PCI is a rated scale of 1-100 based on the state of the asphalt. Pavement repairs are scheduled based on rating. A PCI rating over 70 is satisfactory, and pavement ratings improve up to a scale maximum of 100. The goal is to maintain an average pavement PCI rating of 70 ("satisfactory") or better. The focus of the Pavement Management Plan for 2026 will be the reconstruction of the east Administration Center entrance drive and east Jail parking lot, the reconstruction of the Moor Downs Golf Course parking lot, the mill and overlay of the County Grounds Service Center entrance drive and parking lot, and repairs to the pavement at the New Berlin and Nashotah Highway Operations sub stations. Other Park System, Highway Operations and Government Center projects will be prioritized based on PCI rating, safety and access issues. This project includes \$1.9 million of American Rescue Plan Act (ARPA) funding through the Coronavirus State and Local Fiscal Recovery Fund program. This project was updated to include \$787,000 for the rehabilitation of pavement along 1.0 miles of the New Berlin Trail. This includes design-related costs of \$165,000 in 2024 and construction costs of \$622,000 in 2026. Department management successfully applied to the Wisconsin Department of Transportation for \$629,600 of federal Transportation Alternative Program (TAP) funding and plans to apply to the Wisconsin Department of Natural Resources for \$157,400 of Stewardship Program funding to cover the costs of this pavement rehabilitation. Starting in 2026, \$75,000 annually is added to the plan to address essential concrete infrastructure that cannot be funded through operating budgets.

Location: The Waukesha County Department of Parks and Land Use is responsible for the pavement management of the Government Center Complex, Expo, Parks, Ice Arenas, Golf Courses, Boat Launches, Trails, Highway Operations Substations, UW-Milwaukee at Waukesha, and various other Waukesha County Facilities. The Department maintains 21 miles of road, 43 miles of paved trails, and 421,000 square yards of parking area.

Analysis of Need: In 1995 the Waukesha County Department of Parks and Land Use (PLU) retained consulting services to provide a Pavement Management Plan to assist in cost-effectively managing the pavement assets for the 6 largest parks. At that time there were six park facilities with 243,000 square yards of paved surface. Currently PLU maintains over 875,000 square yards of paved surface around the Government Center, remote County facilities, Highway Operations facilities and the major parks. This represents approximately 3.6 times as much pavement to maintain. In addition, 65,000 square yards of pavement at the Highway Operations Center and four (4) substations were added to the list of management responsibilities in 2021. The department uses a PAVER rating system in an effort to coordinate pavement condition analysis and project bidding with the Department of Public Works to save program cost. The PAVER rating process 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; concrete replacement; and consulting. The goal of these practices is to maintain an average PCI of 70. Anticipated projects may be adjusted due to project coordination efficiencies or accelerated deterioration.

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

Ongoing Operating Costs: Maintenance of the existing road conditions requires frequent patching and seal applications in order to provide usable conditions and extend pavement life. Operating costs within the next five years will be minimal with the proposed pavement improvements.

Previous Action: Pavement management for 2018 to 2022 covered in project 201406. Approved as a new project in the 2019-2023 capital plan. Approved as planned in the 2020-2024 capital plan. Approved with a scope change in the 2021-2025 capital plan. Approved with a cost and revenue update in the 2022-2026, 2023-2027, 2024-2028, 2025-2029 capital plans.

Project Title:	Desk and Radio Console Replacement	Project #:	202614
Department:	Emergency Preparedness	Project Type:	Equipment Replacement
Phase:	One-Year Project	Sponsor:	Gail Goodchild, Director of Emergency Preparedness
Budget Action:	New	Manager:	Chris Petterson & Chris Becker, Emergency Preparedness Mgrs.
Date:	August 27, 2025		

CAPITAL BUDGET SUMMARY						
Year Project Phase	2026 Implementation	2027	2028	2029	2030	Total Project
Expenditure Budget	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Revenue Budget	<u>\$2,850,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,850,000</u>
Net Costs After Revenues Applied	\$150,000	\$0	\$0	\$0	\$0	\$150,000
COST DOCUMENTATION				REVENUE		
Radio Console Replacement	\$1,720,000			OEC NG911 PSAP Grant		\$850,000
Dispatch Console Replacement	\$975,000			Reserved General Fund Balance		\$2,000,000
Building Improvement	\$100,000					
Contingency	\$205,000					
Total Project Cost	\$3,000,000			Total Revenue		\$2,850,000
EXPENDITURE BUDGET	\$3,000,000			REVENUE BUDGET		\$2,850,000

Project Scope & Description

There are three objectives with this capital project. The first is to complete a necessary upgrade to the radio console equipment located at each dispatch station, which would be a total of 19 radio consoles replacements as part of this project. Grant funding is available through the Wisconsin Office of Emergency Communications (OEC) in their annual NG911 PSAP Grant. The radio console replacement component of the project would be eligible for this grant. The second part of this project includes the replacement of 18 dispatch consoles. The vendor would be responsible for removal and disposal of the current consoles and the installation of the new hardware. The third component of this project entails removing old, carpeted wall covering, resurfacing the wall, and installing new acoustic panels. Coinciding these three objectives with one another is anticipated to reduce costs and increase the ease of access for the installation and removal of equipment.

Location

Waukesha County Communications Center

Analysis of Need

The radio console equipment is losing support within the next two years. Engineering support, factory depot service, software updates and repair parts will no longer be available for the system after support is lost. Failure to replace the radio consoles before the loss of support presents potential security vulnerabilities and an increased risk of functional failure.

The dispatch consoles and carpet on the walls are from the original building erected in 2004. The consoles are in poor condition, beyond warranty and are repeatedly being serviced due to malfunctioning hardware.

Alternatives

The alternative of replacing the radio consoles as they become inoperable causes compatibility issues between hardware. Functionality of different consoles would require additional configuration and costs to operate on the same system.

The alternative for replacing desk consoles is to continue to fix issues as they arise.

Ongoing Operating Costs

Ongoing costs will initially be reduced from current operating costs for the radio console because of warranty coverage. Annual maintenance will not be needed while the warranty is in place.

Previous Action

None

Project Title:	Jail Security Audio Upgrade	Project #:	202206
Department:	Sheriff's Department	Project Type:	Equipment Replacement
Phase:	Preliminary Design	Sponsor:	Sheriff's Department
Budget Action:	C - Scope C - \$ Update	Manager:	John Gorski, IT
Date:	August 27, 2025		

CAPITAL BUDGET SUMMARY						
Year	2022	2023	2024	2025	2026	Total
Project Phase	Design/Analysis		Implementation	Implementation	Implementation	Project
Expenditure Budget	\$0	\$50,000	\$400,000	\$304,000	\$1,500,000	\$2,254,000
Revenue Budget	\$0	\$50,000	\$400,000	\$304,000	\$0	\$754,000
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
COST DOCUMENTATION					REVENUE	
PLC Update		\$1,500,000			Jail Assessment Fund Balance Reserves	\$754,000
Hardware and Installation		\$570,000				
Licenses		\$50,000				
Design / Analysis		\$50,000				
Contingency		\$84,000				
Total Project Cost		\$2,254,000		Total Revenue		\$754,000
EXPENDITURE BUDGET		\$2,254,000		REVENUE BUDGET		\$754,000

Project Scope & Description:

The Waukesha County Jail has a security electronics system that includes an analog audio system that was installed in 2005 when the jail was constructed. This includes approximately 175 intercoms along with the software and infrastructure to go with the equipment. The jail also has numerous programmable logic controllers (PLCs). The PLCs, along with the associated software, integrate the jail security systems such as door locks, intercoms, video surveillance, and alarms.

The current security electronics system was installed in 2005 when the jail was constructed so the technology that is utilized by corrections staff 24 hours a day is approximately 20 years old. One of the major components of the security electronics system is the audio system used to communicate throughout the facility. This is used by staff to verify who is at a particular door, communicate with inmates in cells, and all other verbal communication needs throughout the facility.

The current Audio system is an analog system that has limitations and other issues that would be resolved by upgrading to a digital audio system throughout the facility. The current system is having minor failures that are being addressed by a current vendor. The vendor is recommending that the county either upgrade or replace the system due to its age and technology used when it was installed in 2005.

The PLCs were installed in 2005 when that portion of the jail was constructed. They have outlived their useful life and are starting to fail. The failure of these devices can cause significant security issues and need to be replaced expeditiously. The software and computers that accompany the PLCs will also be replaced as part of this project.

These systems are utilized 24 hours a day and are vital components of the jail's safety and security monitoring ability. It is clear these systems are reaching their limitations and end of life in the near future, so the Sheriff's Department is requesting that they be replaced and upgraded prior to full failure. The Sheriff's Department would like to engage the services of a consultant to design a system that best fits the need of the Waukesha County Jail.

The project is being updated with increased costs and revenues associated with higher than anticipated bids for the project. The increase in expenses is funded with additional Jail Assessment Fund balance reserves.

Location: Waukesha County Jail, 515 W. Moreland Blvd., Waukesha, WI 53188

Analysis of Need: The audio system is an essential component that needs to be upgraded or replaced before failure. Without the audio system functioning, additional staff will be required to relay information throughout the facility. This will result in significant additional personnel costs to provide necessary levels of operational and facility security.

Alternatives: One alternative to having a two-way audio system is significantly increasing jail staffing to cover areas and relay information verbally. The second alternative considered is a full replacement of the system including all of the cables and equipment. This is expected to be significantly more expensive than the proposed option.

Ongoing Operating Costs: The on-going costs of the new audio system should be minimal outside of regular maintenance that would be paid for by the Jail Equipment Replacement Plan.

Previous Action: Approved as a new project in the 2022-2026 capital plan. Approved as planned in the 2023-2027 and 2024-2028 capital plans. Approved with a cost and revenue update in the 2025-2029 capital plan.

Capital Projects Plan

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

Justice and Public Safety projects total \$40.3 million or 23.2% of the plan. This includes \$20.5 million to fund the final year of the Courthouse Project. The first phase of this two-phase project was completed in 2021. The budget and concept for the second phase began in 2021, and refined architectural estimates were completed in 2023. Construction began in 2023 and is expected to continue into 2027, with a total estimated cost of \$113.8 million (including earlier phases). Additionally, this area includes three new Emergency Preparedness projects, with estimated costs of \$15.1 million, that will upgrade critical infrastructure. This includes phone and console replacements for telecommunicators in the Communications Center (dispatch), and an upgrade to the digital radio system..

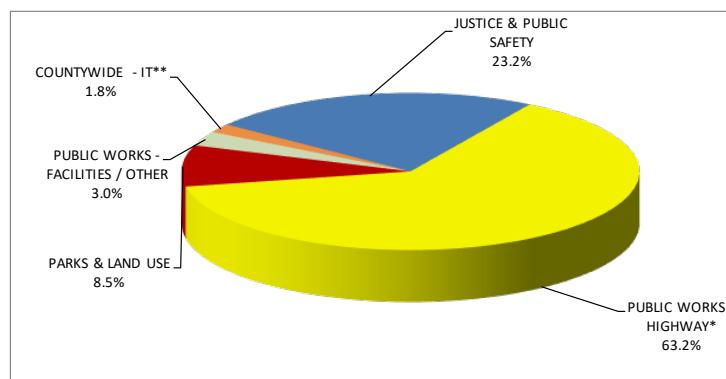
Public Works–Highway projects are about 63.2% of the plan at \$109.8 million. However, many of the projects are managed by the Wisconsin Department of Transportation, who account for a majority of project costs using federal funds (typically paying 80% to 90% of most costs), and bill the county for its remaining share. As a result, the capital plan reflects only the county's net share on much larger transportation investments. **Factoring in total transportation costs, including approximately \$72.1 million of federal funds, highway projects make up about 74.0% (about \$181.9 million in total) of the five-year capital plan.**

The Parks and Land Use functional area includes \$14.7 million or about 8.5% of the plan, of which \$9.7 million is for trails and parks pavement improvements. Trail project costs are mostly funded with federal, state, and local partnership revenues.

Public Works–Facilities/Other projects total \$5.2 million or about 3.0% of the plan. The major building project in the five-year capital plan is the second phase of the two-phase project to upgrade the county courthouse (discussed above under the Justice and Public Safety functional area). The plan \$1.15 million as part of a \$2.85 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2028). The plan also includes roof replacement at the Highway Operations/Central Fleet building at \$3.0 million. \$92,000 is also included for the Airport Maintenance and Snow Removal Building project.

General Administration projects (e.g., countywide IT) \$3.2 million, which includes \$2.2 million to replace election voting equipment (replacement to be complete in 2029). It also includes \$200,000 per year of financing costs for the Capital Plan and Debt Issue.

Health and Human Services projects total \$646,000 to replace the roof at the Mental Health Center.



FUNCTIONAL AREA FOR TOTAL PLAN 2026-2030

FUNCTIONAL AREA	TOTAL 2026-2030	% OF TOTAL
JUSTICE & PUBLIC SAFETY	\$40,260,000	23.2%
PUBLIC WORKS - HIGHWAY*	\$109,785,400	63.2%
PARKS & LAND USE	\$14,729,900	8.5%
PUBLIC WORKS - FACILITIES / OTHER	\$5,183,400	3.0%
COUNTYWIDE - IT**	\$3,156,000	1.8%
HEALTH AND HUMAN SERVICES	\$646,000	0.4%
TOTAL PLAN EXPENDITURES	\$173,760,700	100.0%

*Factoring in total transportation costs, including approximately \$72.1 million of federal funds, highway projects make about 74.0% of the five-year capital plan.

**Countywide – IT also includes \$200k/year for financing costs.

WAUKESHA COUNTY 2026-2030 CAPITAL PROJECT PLAN SUMMARY

FUNCTIONAL AREA:	2026 BUDGET	2027 PLAN	2028 PLAN	2029 PLAN	2030 PLAN	TOTAL FIVE-YEAR PLAN
JUSTICE & PUBLIC SAFETY						
Facility Projects	\$21,024,000	\$925,000	\$1,458,000	\$20,000	\$243,000	\$23,670,000
System Projects	\$4,500,000	\$1,800,000	\$10,290,000	\$0	\$0	\$16,590,000
Subtotal	\$25,524,000	\$2,725,000	\$11,748,000	\$20,000	\$243,000	\$40,260,000
HEALTH & HUMAN SERVICE						
Facility Projects	\$0	\$25,000	\$621,000	\$0	\$0	\$646,000
System Projects	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$25,000	\$621,000	\$0	\$0	\$646,000
PARKS, ENVIRONMENT, EDUCATION & LAND USE						
Parks, Facilities, Pavement, System Projects	\$6,241,400	\$2,381,100	\$2,669,400	\$1,863,000	\$1,575,000	\$14,729,900
PUBLIC WORKS						
Priority Corridor Expansion	\$2,694,000	\$2,421,600	\$0	\$26,158,200	\$4,252,000	\$35,525,800
Intersections and Bridges	\$1,391,000	\$5,178,200	\$5,053,900	\$4,819,300	\$3,589,500	\$20,031,900
Pavement and Rehabilitation	\$5,210,000	\$15,275,300	\$16,195,000	\$7,585,000	\$9,962,400	\$54,227,700
Subtotal Highways	\$9,295,000	\$22,875,100	\$21,248,900	\$38,562,500	\$17,803,900	\$109,785,400
Facilities	\$1,700,000	\$1,476,000	\$194,400	\$10,000	\$561,000	\$3,941,400
Airport	\$6,000	\$86,000	\$0	\$0	\$0	\$92,000
Other	\$0	\$550,000	\$600,000	\$0	\$0	\$1,150,000
Subtotal Public Works	\$11,001,000	\$24,987,100	\$22,043,300	\$38,572,500	\$18,364,900	\$114,968,800
GENERAL ADMINISTRATION COUNTY WIDE						
TECHNOLOGY PROJECTS	\$0	\$0	\$539,000	\$1,617,000	\$0	\$2,156,000
FINANCING	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Subtotal	\$200,000	\$200,000	\$739,000	\$1,817,000	\$200,000	\$3,156,000
TOTAL GROSS EXPENDITURES	\$42,966,400	\$30,318,200	\$37,820,700	\$42,272,500	\$20,382,900	\$173,760,700
Less Proj. Specific Rev./Proprietary Fund Bal.	(\$9,253,600)	(\$7,049,700)	(\$16,773,400)	(\$21,594,000)	(\$6,662,000)	(\$61,332,700)
NET EXPENDITURES	\$33,712,800	\$23,268,500	\$21,047,300	\$20,678,500	\$13,720,900	\$112,428,000
Cash Balances Excluding Property Tax Levy	(\$7,732,535)	(\$1,779,642)	(\$1,763,842)	(\$725,430)	(\$725,430)	(\$12,726,879)
NET EXPENDITURES BEFORE TAX LEVY, DEBT BORROWING AND INTEREST APPLIED	\$25,980,265	\$21,488,858	\$19,283,458	\$19,953,070	\$12,995,470	\$99,701,121

The 2026-2030 Capital Plan identifies 64 projects at an estimated total cost of \$173.8 million over the five-year period. Projects in the first year of the plan represent the 2026 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 \$40.3 million. This includes \$20.5 million in the 2026-2030 plan for final year of funding for the second phase of the courthouse project. Construction is expected to continue into 2027 (total project costs, including earlier design phases, estimated at \$113.8 million). The second phase will renovate the existing courthouse in order to replace aging mechanical systems, enhance business operations through a more efficient office layout, and improve public access. Other projects in this functional area include window replacements at the Law Enforcement Center of \$1.1 million and roof replacements for the Communication Center and County Jail facilities totaling \$1.8 million. Additionally, the 2026-2030 plan includes three new Emergency Preparedness projects. These projects total cost is \$15.1 million and they will replace critical infrastructure including desks and consoles, phones, and upgrade the radio system used across the county. Also included is the Law Enforcement Center Generator replacement project in 2029-30 costing \$263,000. The plan includes \$1,500,000 to complete the Jail Security Audio Upgrade project.

HEALTH AND HUMAN SERVICES

The 2026-30 capital plan includes \$646,000 for the Mental Health Center roof replacement with construction anticipated for 2028.

PARKS AND LAND USE

Projects in this functional area total \$14.7 million and includes \$7.9 million for maintenance improvements on park roadways and paved surfaces around county facilities. The plan also includes \$1.6 million to replace aging mechanical, HVAC, and refrigeration systems at the Naga-Waukeee and Eble ice arenas. Another \$1.8 million is planned for the construction phase for the Lake Country Trail – Phase V, a 2.25-mile trail that will combine an off-road trail facility with on-road accommodations to link the Lake Country Trail at Roosevelt Park in the City of Oconomowoc with the proposed Jefferson County Interurban Trail at the Waukesha/Jefferson County line. Construction is planned for 2026. The 2026-2030 capital plan also includes \$643,000 for continued golf course improvements at the Naga-Waukeee War Memorial and Moor Downs golf courses. The improvements being made include irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path maintenance, a new clubhouse and irrigation well, clubhouse roof replacement, pedestrian bridge upgrades, clubhouse restroom renovations, and patio pavement maintenance. Additionally, the plan includes \$493,000 for Park System Roof Replacements, which will replace roofs across various picnic and park buildings across the county. Also, the plan contains a Retzer Nature Center Covered Shelter project for \$441,500 and is funded through donation revenues from the Friends of Retzer Nature Center and through CDBG grants.

The capital plan also includes two projects related to the Expo Center. The first, introduced last year is the Expo Forum Building Improvement project, which has \$285,000 budgeted for interior and exterior improvements and fixture upgrades. New to the plan this year is the Expo Building Maintenance, Security and Safety project for \$1.6 million, which will focus on upgrading security features at the Expo Building and grounds and modernize technology in the facility.

PUBLIC WORKS

Public Works projects for highways and facility/other projects are estimated to total \$115.0 million. This includes road projects totaling \$109.8 million. New and expanded road capacity construction is identified in priority corridors, and the plan includes \$8.1 million for utility relocation work and to widen about 1.2 miles of CTH O (Moordland Road), between CTH HH (College Avenue) and Grange Avenue in the city of New Berlin. These costs are estimated to total \$17.5 million, with federal aid covering \$10.9 million, and the city of New Berlin and a developer contributing \$1.3 million, with the county cost share of \$5.3 million (construction is planned in 2029). Another priority corridor project is included in the capital plan for 6.0 miles of CTH K (Lisbon Road), between CTH JK (Lynndale Road) and Brookfield Road. This includes \$2.8 million budgeted in 2026 and 2027 to continue design work after completion of a planning study in 2025. Land Acquisition is planned for 2029 and will total around \$18.5 million with federal revenues covering 80% or \$14.8 million, leaving the county share at \$3.7 million. There are also two projects to enhance CTH F (Redford Boulevard), between I-94 and Duplainville Road for 1.2 miles and also between West Moreland Boulevard and I-94 for 1.5 miles. Through this project the Department of Public Works plans to work the Department of Parks and Land Use to investigate off-street bike/pedestrian opportunities to extend the existing Fox River Trail to Frame Park into the City of Waukesha. Both projects have preliminary design funding planned in the five-year plan (totaling \$987,000). The section from I-94 to Duplainville Road has land acquisition planned for 2029 (totaling \$900,000 before federal revenues) followed with construction in 2030 (totaling \$4.3 million after taking federal revenues into account).

Road projects include \$54.2 million for major maintenance and roadway rehabilitation, \$2.3 million for bridge improvements, and \$17.8 million for several spot safety improvements, primarily for intersection and signal work.

The plan also includes \$1.15 million as part of a \$2.85 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2028), \$3.0 million to replace the roof at the Highway Operations/Central Fleet building, \$571,000 for the Juvenile Center Roof Replacement, \$204,400 for the Sussex Substation Roof Replacement, and \$92,000 for the Airport's Snow Removal/Maintenance Equipment Building. Additionally, the plan includes \$150,000 for an Administration Center Building Study to look into key improvements to better organize the space and promote wayfinding for the public.

COUNTYWIDE TECHNOLOGY

The capital plan includes \$2.2 million for an Election System Upgrade project to replace voting equipment with all 36 municipalities (initial funding in 2028, replacement complete in 2029). Additionally, this section of the table above includes \$1.0 million (\$200,000 per year) for estimated financing costs associated with the annual debt issuance.

PROJECT TITLE	NO.	ACTION	CURRENT APPROPRIATION	2026 ADOPTED	2027 ADOPTED	2028 ADOPTED	2029 ADOPTED	2030 ADOPTED	TOTAL FIVE-YEAR PLAN
PUBLIC WORKS - AIRPORT									
AIRPORT MAINTENANCE & SNOW REMOVAL BUILDING	202534	As Planned	\$0	\$6,000	\$86,000	\$0	\$0	\$0	\$92,000
PUBLIC WORKS - CENTRAL FLEET									
FUEL TANK REPLACEMENT AND INFRASTRUCTURE	201415	As Planned	\$1,700,000	\$0	\$550,000	\$600,000	\$0	\$0	\$1,150,000
PUBLIC WORKS - FACILITIES									
COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE	201705	As Planned	\$93,300,000	\$20,500,000	\$0	\$0	\$0	\$0	\$20,500,000
LAW ENFORCEMENT CTR WINDOW REPLACEMENT	202211	As Planned	\$0	\$200,000	\$875,000	\$0	\$0	\$0	\$1,075,000
MENTAL HEALTH CENTER ROOF REPLACEMENT	202313	As Planned	\$0	\$0	\$25,000	\$621,000	\$0	\$0	\$646,000
LEC GENERATOR REPLACEMENT	202528	As Planned	\$0	\$0	\$0	\$0	\$20,000	\$243,000	\$263,000
SUSSEX SUBSTATION ROOF UPGRADE	202530	As Planned	\$0	\$0	\$10,000	\$194,400	\$0	\$0	\$204,400
ADMIN BLDG STUDY & REMODEL	202532	As Planned	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
COMMUNICATION CTR ROOF REPLACEMENT	202209	C - \$ Update	\$280,000	\$324,000	\$0	\$0	\$0	\$0	\$324,000
HIGHWAY/FLEET BLDG ROOF REPLACEMENT	202210	C - \$ Update	\$0	\$1,550,000	\$1,466,000	\$0	\$0	\$0	\$3,016,000
JUVENILE CENTER ROOF REPLACEMENT	202309	C - \$ Update	\$0	\$0	\$0	\$0	\$10,000	\$561,000	\$571,000
COUNTY JAIL ROOF REPLACEMENT	202314	C - \$ Update	\$0	\$0	\$50,000	\$1,458,000	\$0	\$0	\$1,508,000
PUBLIC WORKS - HIGHWAYS									
CTH O, CTH D TO STH 59 REHABILITATION	202013	Delay, C- Scope, \$, Rev Update	\$1,284,000	\$250,000	\$5,693,500	\$0	\$0	\$0	\$5,943,500
CTH O, CTH HH TO GRANGE AVE	202102	Delay, C- \$Update	\$1,067,200	\$1,844,000	\$0	\$0	\$6,233,000	\$0	\$8,077,000
CTH J - CTH FT INTERSECTION	202302	As Planned	\$126,400	\$0	\$141,300	\$0	\$0	\$0	\$141,300
CTH F - CTH K INTERSECTION	202304	As Planned	\$0	\$100,000	\$219,600	\$0	\$0	\$0	\$319,600
CTH T - CTH JJ INTERSECTION	202305	As Planned	\$105,400	\$0	\$94,100	\$0	\$0	\$0	\$94,100
CTH F - BUSSE ROAD INTERSECTION	202401	As Planned	\$0	\$0	\$50,000	\$83,400	\$0	\$0	\$133,400
CTH ES, SCOTLAND DRIVE TO CTH U	202404	As Planned	\$0	\$0	\$1,725,000	\$0	\$0	\$0	\$1,725,000
CTH D - CTH E INTERSECTION	202407	As Planned	\$0	\$20,000	\$0	\$402,500	\$0	\$0	\$422,500
CTH F - IH 94 TO DUPLINVILLE ROAD	202503	As Planned	\$0	\$0	\$461,600	\$0	\$900,000	\$4,252,000	\$5,613,600
CTH ES - CTH NN TO CENTER DRIVE	202513	As Planned	\$0	\$0	\$0	\$0	\$81,800	\$0	\$81,800
CTH BB - US 18 TO CTH DR	202515	As Planned	\$0	\$0	\$2,242,500	\$0	\$0	\$0	\$2,242,500
CTH SS, MEADOWBROOK CREEK STRUCTURE	202001	C - Scope	\$127,000	\$174,000	\$541,000	\$0	\$0	\$0	\$715,000
CTH I, CALHOUN CREEK BRIDGE	202201	C - \$ Update	\$27,000	\$55,000	\$98,000	\$0	\$0	\$0	\$153,000
CTH I, MUKWONAGO RIVER BRIDGE	202203	C - \$ Update	\$29,000	\$55,000	\$98,000	\$0	\$0	\$0	\$153,000
CTH Y - CTH L to CTH HH REHABILITATION	202301	Delay, C- \$ Update	\$0	\$0	\$0	\$1,165,000	\$0	\$0	\$1,165,000
CTH ES - SUNNYSLOPE ROAD INTERSECTION	202303	Delete	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CTH D - SUNNY SLOPE ROAD INTERSECTION	202402	Delete	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SIGNAL CONTROLLER REPLACEMENT	202403	Delay	\$159,000	\$0	\$799,000	\$0	\$0	\$0	\$799,000
CTH YY - BUTLER DITCH TRIBUTARY STRUCTURE	202501	Accelerate	\$0	\$0	\$163,000	\$0	\$84,000	\$0	\$247,000
CTH S - STH 67 TO STH 59	202502	Delay, C-, Rev Update	\$0	\$0	\$0	\$0	\$0	\$0	\$185,500
CTH F - W, MORELAND BLVD TO IH 94	202504	Delay	\$0	\$0	\$0	\$0	\$525,200	\$0	\$525,200
CTH P - ASHIPPUN RIVER TO N COUNTY LINE	202505	Accelerate	\$0	\$0	\$228,400	\$0	\$0	\$0	\$2,228,400
CTH ES - ATKINSON ST TO CTH NN	202506	Delay	\$0	\$0	\$22,900	\$50,000	\$0	\$0	\$176,900
CTH CW - AMBER LANE TO CTH P	202508	Delay	\$0	\$0	\$0	\$0	\$125,200	\$0	\$125,200
CTH D - CTH X INTERSECTION	202509	C- Scope, \$, Rev Update	\$0	\$31,000	\$50,000	\$191,000	\$0	\$0	\$272,000
CTH K - CTH JK TO BROOKFIELD RD	202514	C - Scope, \$, Rev Update	\$0	\$850,000	\$1,960,000	\$0	\$18,500,000	\$0	\$21,310,000
CTH KE - CTH E INTERSECTION	202520	C - \$, Rev Update	\$0	\$155,000	\$0	\$1,059,000	\$0	\$0	\$1,214,000
CTH YY - CTH VV TO WIS 175	202521	C - \$, Rev Update	\$0	\$660,000	\$0	\$7,380,000	\$0	\$0	\$8,040,000
TRAFFIC SIGNAL EQUIPMENT REPLACEMENTS	202601	New	\$0	\$351,000	\$200,000	\$1,090,000	\$200,000	\$200,000	\$2,041,000
CTH Y - CTH HH ROUNDABOUT	202603	New	\$0	\$0	\$390,200	\$0	\$3,310,300	\$0	\$3,700,500
CTH ES - EDGEWOOD AVENUE ROUNDABOUT	202604	New	\$0	\$0	\$378,000	\$503,000	\$0	\$0	\$3,189,500
CTH NN - TRAFFIC SIGNALS, CTH EE AND FAIRWINDS BLVD, MUKWONAGO HS	202605	New	\$0	\$250,000	\$1,620,000	\$0	\$0	\$0	\$1,870,000
TRAFFIC SIGNAL OPTIMIZATION - COUNTYWIDE RETIMING PROJECT	202606	New	\$0	\$0	\$0	\$0	\$1,025,000	\$0	\$1,025,000
CTH O - MOORLAND ROAD CORRIDOR SIGNAL INTERCONNECT INFR.	202609	New	\$0	\$0	\$136,000	\$1,525,000	\$0	\$0	\$1,661,000
CTH Z - NORTHEY ROAD TO SCUPPERNONG CREEK	202611	New	\$0	\$0	\$163,000	\$0	\$1,878,000	\$0	\$2,041,000
CULVERT REPLACEMENT PROGRAM 2023-2027	201901	As Planned	\$600,000	\$200,000	\$200,000	\$0	\$0	\$0	\$400,000
CULVERT REPLACEMENT PROGRAM 2028-2032	202414	As Planned	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$600,000
REPAVING PROGRAM 2023-2027	201906	As Planned	\$15,630,000	\$4,300,000	\$5,200,000	\$0	\$0	\$0	\$9,500,000
REPAVING PROGRAM 2028-2032	202413	As Planned	\$0	\$0	\$0	\$7,600,000	\$5,500,000	\$7,600,000	\$20,700,000

PROJECT TITLE	NO.	ACTION	CURRENT APPROPRIATION	2026 CO EXEC	2027 CO EXEC	2028 CO EXEC	2029 CO EXEC	2030 CO EXEC	TOTAL FIVE-YEAR PLAN	
PARKS AND LAND USE										
FOX RIVER BEND WETLAND RESTORATION PROJECT	202408	As Planned	\$128,400	\$10,000	\$0	\$0	\$0	\$0	\$10,000	
PARK SYSTEM ROOF REPLACEMENTS	202524	As Planned	\$0	\$205,000	\$0	\$0	\$288,000	\$0	\$493,000	
RETZER NATURE CENTER COVERED SHELTER	202525	As Planned	\$0	\$441,500	\$0	\$0	\$0	\$0	\$441,500	
GOLF COURSE INFRASTRUCTURE PROJECT	202208	C- \$, Rev Update	\$3,341,000	\$643,000	\$0	\$0	\$0	\$0	\$643,000	
LAKE COUNTRY TRAIL CONNECTION TO JEFFERSON COUNTY	202312	C- Scope, \$, Rev Update	\$250,000	\$1,761,900	\$0	\$0	\$0	\$0	\$1,761,900	
ICE ARENA FACILITY IMPROVEMENT PLAN	202409	C- Rev Update	\$835,100	\$0	\$506,100	\$1,094,400	\$0	\$0	\$1,600,500	
EXPO FORUM BUILDING IMPROVEMENTS	202523	C- \$ Update	\$0	\$285,000	\$0	\$0	\$0	\$0	\$285,000	
EXPO BUILDING MAINTENANCE, SECURITY AND SAFETY IMPROVEMENTS	202612	New	\$0	\$998,000	\$600,000	\$0	\$0	\$0	\$1,598,000	
PAVEMENT MANAGEMENT PLAN 2023 - 2027	201908	C- \$ Update	\$3,912,300	\$1,897,000	\$1,275,000	\$0	\$0	\$0	\$3,172,000	
PAVEMENT MANAGEMENT PLAN 2028 - 2032	202410	C- \$ Update	\$0	\$0	\$0	\$1,575,000	\$1,575,000	\$1,575,000	\$4,725,000	
EMERGENCY PREPAREDNESS										
EMERGENCY PREPAREDNESS PHONE REPLACEMENT	202613	New	\$0	\$0	\$1,800,000	\$0	\$0	\$0	\$1,800,000	
DESK AND RADIO CONSOLE REPLACEMENT	202614	New	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	
RADIO SYSTEM UPGRADE	202615	New	\$0	\$0	\$0	\$10,290,000	\$0	\$0	\$10,290,000	
T - SHERIFF										
JAIL SECURITY AUDIO UPGRADE	202206	C- \$ Update	\$754,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	
T - COUNTY CLERK										
ELECTION SYSTEM REPLACEMENT	202412	As Planned	\$0	\$0	\$0	\$539,000	\$1,617,000	\$0	\$2,156,000	
EST. FINANCING	N/A		\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	
GROSS EXPENDITURES				\$42,966,400	\$30,318,200	\$37,820,700	\$42,272,500	\$20,382,900	\$173,760,700	
REVENUES:										
Golf Fund Balance - #202208 Golf Course Infrastructure Improvements			\$643,000						\$643,000	
Golf Fund Balance - #202524 Park System Roof Replacements							\$18,000		\$18,000	
Parkland Mgmt and Land Acq (Tarmann) Fund Bal - #202409 - Ice Arena Facility Imprvmt Plan			\$0	\$506,100	\$1,094,400				\$1,600,500	
Parkland Mgmt and Land Acq (Tarmann) Fund Bal - #202612 - Expo Center Bldg. Maint., Security and Safety Impr.			\$878,000	\$600,000					\$1,478,000	
Radio Service Fund Balance - #202615 Radio System Upgrade						\$2,000,000			\$2,000,000	
Airport Fund Balance - #202534 Airport Maintenance & Snow Removal Equip Bldg			\$6,000	\$86,000					\$92,000	
CHIP D Revenue - #201906 CTH Repaving Program			\$260,000	\$260,000					\$520,000	
CHIP Revenue - #201906 CTH Repaving Program			\$350,000	\$350,000					\$700,000	
CHIP D Revenue - #202413 CTH Repaving Program					\$260,000	\$260,000	\$260,000		\$780,000	
CHIP Revenue - #202413 CTH Repaving Program					\$350,000	\$350,000	\$350,000		\$1,050,000	
Local Muni Funding and Developer Contribution - #202102 CTH O, CTH HH to Grange					\$0		\$1,275,000		\$1,275,000	
Local Muni Funding - #202013 CTH O, CTH D to STH 59 Rehabilitation			\$0	\$1,768,600					\$1,768,600	
STP Funding for Utility Relocation - #202102 CTH O, CTH HH to Grange				\$1,315,200					\$1,315,200	
STP Funding for Land - #202503 CTH F - IH 94 to Duplainville Road							\$720,000		\$720,000	
STP Funding for Land - #202504 CTH F - W. Moreland Blvd to IH 94							\$0		\$0	
STP Funding for Land - #202506 CTH ES - Atkinson Street to CTH NN						\$40,000			\$40,000	
STP Funding for Land - #202508 CTH CW - Amber Lane to CTH P							\$0		\$0	
STP Funding for Land - #202505 CTH P - Ashippun River to N County Line								\$1,600,000	\$1,600,000	
STP Funding for Land - #202514 CTH K - CTH JK to CTH Y								\$14,800,000	\$0	\$14,800,000
Local Road Improvement Program Funding (LRIP-S) - #201906 CTH Repaving Program			\$1,900,000						\$1,900,000	
Local Road Improvement Program Funding (LRIP-S) - #202413 CTH Repaving Program					\$1,900,000		\$1,900,000		\$3,800,000	
Carbon Reduction Program - #202403 Signal Controller Replacement			\$0	\$640,000					\$640,000	
Carbon Reduction Program - #202520 CTH KE - CTH E Intersection					\$847,000				\$847,000	
Carbon Reduction Program - #202521 CTH YY - CTH V V to WIS 175					\$1,954,000				\$1,954,000	
Carbon Reduction Program - #202605 CTH NN Traffic Signals, CTH EE and Fairwinds Blvd., Mukwonago HS				\$1,265,000					\$1,265,000	
Carbon Reduction Program - #202606 Traffic Signal Optimization-Countywide Retiming Project							\$820,000		\$820,000	
Carbon Mitigation and Air Quality (CMAQ) - #202601 Traffic Signal Equipment Replacements			\$120,000		\$710,000				\$830,000	
Carbon Mitigation and Air Quality (CMAQ) - #202603 CTH Y, CTH HH Roundabout				\$312,000	\$0	\$2,648,000			\$2,960,000	
Carbon Mitigation and Air Quality (CMAQ) - #202604 CTH ES, Edgewood Avenue Roundabout				\$303,000	\$403,000	\$0		\$2,552,000	\$3,258,000	
Carbon Mitigation and Air Quality (CMAQ) - #202609 CTH O-Moorland Rd. Corridor Signal Interconnect Infrastructure				\$109,000	\$1,220,000				\$1,329,000	
Local Muni Funding - #202412 Election System Replacement								\$703,000		\$703,000
OEC NG911 PSAP Grant - #202614 Desk and Radio Console Replacement				\$850,000						\$850,000
OEC NG911 PSAP Grant - #202614 Desk and Radio Console Replacement					\$850,000	\$850,000				\$1,700,000
Municipal Contributions - #202615 Radio System Upgrade						\$5,145,000				\$5,145,000
Multiple Sources of Funding - #202312 - Lake Country Trail - Phase V			\$1,737,900							\$1,737,900
Multiple Sources of Funding - #202408 - Fox Bend Wetland Restoration Project			\$10,000							\$10,000
Multiple Sources of Funding - #202525 Retzer Nature Center Covered Shelter			\$41,500							\$441,500
Multiple Sources of Funding - #201908 PLU Pavement Mgmt - Rehab New Berlin Trail			\$622,000							\$622,000
Donation Revenue - #202612 - Expo Center Building Maintenance, Security and Safety Improvements			\$120,000							\$120,000
State Shared Revenue/Utility Payment			\$0	\$0	\$0	\$0	\$0	\$0		\$0
State Personal Property Aid			\$725,430	\$725,430	\$725,430	\$725,430	\$725,430	\$725,430		\$3,627,150
General Fund Balance - #202614 Desk and Radio Console Replacement			\$2,000,000							\$2,000,000
General Fund Balance - #202615 Radio System Upgrade			\$0	\$0	\$700,000					\$700,000
General Fund Balance			\$3,000,000							\$3,000,000
Capital Project Fund Balance			\$2,007,105	\$1,054,212	\$338,412					\$3,397,729
Subtotal Revenue & Fund Balance**			\$16,986,135	\$8,829,342	\$18,537,242	\$22,319,430	\$7,387,430	\$74,059,579		
EXPENDITURES BEFORE TAX LEVY, DEBT, BORROWING & INTEREST (a)			\$25,980,265	\$21,488,858	\$19,283,458	\$19,953,070	\$12,995,470	\$99,701,121		