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CAPITAL PROJECTS

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Mission

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

Policy

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

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

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

In this section under "2012 Capital Projects and Operational Impact", is a summary of operational impacts resulting from implementation of the capital improvement program. Also, in this section are individual capital project sheets, which detail operational impacts. Impacts associated with new facility operations are included in planning for future funding needs for County operations (See individual project pages), but are only included in operating department budgets in the year they will be incurred.

Financial Summary

	2010	2011	2012	Change from 2011	
	Budget	Budget	Budget	\$	%
Expenditures	\$19,353,400 (b)	\$19,982,500	\$39,956,000	\$19,973,500	100.0%
Revenues	\$2,976,900 (b)	\$2,960,500	\$6,400,000	\$3,439,500	116.2%
Proprietary Fund Balance (a)	<u>\$1,984,000</u>	<u>\$597,000</u>	<u>\$715,000</u>	<u>\$118,000</u>	<u>19.8%</u>
Net Expenditures	\$14,392,500	\$16,425,000	\$32,841,000	\$16,416,000	99.9%
Other Financing Sources:					
Investment Earnings	\$450,000	\$350,000	\$700,000	\$350,000	100.0%
Debt Issue Proceeds	<u>\$10,000,000 (b)</u>	<u>\$10,000,000</u>	<u>\$20,000,000</u>	<u>\$10,000,000</u>	<u>100.0%</u>
Cash Balances from					
Governmental Fund Balance (c)	\$1,512,500 (b)	\$3,650,000	\$9,716,000	\$6,066,000	166.2%
Tax Levy	<u>\$2,430,000</u>	<u>\$2,425,000</u>	<u>\$2,425,000</u>	<u>\$0</u>	<u>0.0%</u>
Total Cash Balances	\$3,942,500	\$6,075,000	\$12,141,000	\$6,066,000	99.9%
Est. Use of Cash Balances					
as % Of Net Expenditures	27.4%	37.0%	37.0%		

- Fund Balance appropriations in 2012 Budget include Proprietary Fund Balance of \$650,000 from Internal Service Fund operations and \$65,000 from Enterprise Fund operations.
- The 2010 Budget was modified to reduce capital project expenditures by \$3 million resulting in a reduction in the 2010 issue to \$9 million and reductions in budgeted revenues of \$737,500 and capital project fund balance of \$1,262,500.
- 2012 Budget use of governmental fund balance includes General Fund balance of \$1,475,000 and Capital project Fund Balance of \$8,241,000.

	<u>2010 Budget*</u>	<u>2011 Budget**</u>	<u>2012 Budget</u>	<u>11-12 Budget Change</u>
EXPENDITURES				
Justice and Public Safety	\$3,809,000	\$518,000	\$1,245,000	\$727,000
Health and Human Services	\$250,000	\$3,616,500	\$18,000,000	\$14,383,500
Parks, Env, Edu & Land Use	\$1,999,000	\$1,835,000	\$1,884,000	\$49,000
Public Works	\$12,060,900	\$11,353,000	\$17,807,000	\$6,454,000
County Wide Technology Projects	\$1,124,500	\$2,550,000	\$880,000	(\$1,670,000)
Est. Financing Costs	\$110,000	\$110,000	\$140,000	\$30,000
Total Gross Capital Expenditures	\$19,353,400	\$19,982,500	\$39,956,000	\$19,973,500

REVENUES

County Highway Improvement Program (CHIP)	\$600,000	\$0	\$0	\$0
CHIP-Discretionary	\$0	\$500,000	\$0	(\$500,000)
State Shared Revenue/Utility Payment	\$200,000	\$250,000	\$300,000	\$50,000
State Computer Equipment Exemption	\$600,000	\$650,500	\$500,000	(\$150,500)
Renewable Energy Incentive Revenue	\$85,000	\$0	\$0	\$0
Energy Grant	\$1,491,900	\$160,000	\$0	(\$160,000)
Highway Local Reimbursement	\$0	\$0	\$2,000,000	\$2,000,000
STP-M Federal Revenue	\$0	\$1,400,000	\$3,600,000	\$2,200,000
Subtotal Revenues	\$2,976,900	\$2,960,500	\$6,400,000	\$3,439,500

FUND BALANCE APPROPRIATIONS:

End User Technology Fund	\$800,000	\$590,000	\$580,000	(\$10,000)
Airport Fund	\$250,000	\$0	\$65,000	\$65,000
Radio Services Fund	\$934,000	\$7,000	\$70,000	\$63,000
Subtotal: Proprietary Funds	\$1,984,000	\$597,000	\$715,000	\$118,000
Land Information Systems Fund	\$100,000	\$0	\$0	\$0
General Fund - Human Services	\$0	\$500,000	\$0	(\$500,000)
General Fund - ROD Doc. Fee Reserved	\$0	\$350,000	\$100,000	(\$250,000)
General Fund - Com Cen Reserved	\$0	\$25,000	\$1,175,000	\$1,150,000
General Fund - Assigned	\$0	\$150,000	\$200,000	\$50,000
Capital Project Funds Assigned	\$1,412,500	\$2,625,000	\$8,241,000	\$5,616,000
Subtotal: Cash Balances from Governmental Fund Balance	\$1,512,500	\$3,650,000	\$9,716,000	\$6,066,000
Total Fund Balance Uses For Capital Projects	\$3,496,500	\$4,247,000	\$10,431,000	\$6,184,000

Investment Earnings	\$450,000	\$350,000	\$700,000	\$350,000
Debt Proceeds	\$10,000,000	\$10,000,000	\$20,000,000	\$10,000,000

Tax Levy	\$2,430,000	\$2,425,000	\$2,425,000	\$0
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* Note: The 2010 was modified to reduce expenditures \$3,000,000 to reflect revised cash flow needs of a large highway construction capital project. Borrowing was reduced \$1,000,000 and other funding sources reduced \$2 million including use of capital project fund balance of \$1,262,500 and governmental revenues of \$737,500 for State Shared Revenue and State Computer Equipment Exemption.

** Note: The 2011 Capital Budget was modified by ordinance to increase expenditures \$2 million for the project 2001615 Health and Human Services Building and appropriated \$2 million of unassigned Capital Project fund balance to provide the funding.

Page #	PROJECT TITLE	Project Number	2012 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
PUBLIC WORKS AIRPORT						
488	MASTER PLAN UPDATE	200804	\$65,000	\$65,000	(a)	\$0
PUBLIC WORKS - BUILDINGS						
489	FUEL SITE UPGRADES	201211	\$150,000			\$150,000
490	HEALTH & HUMAN SERVICES BLDG	200615	\$18,000,000			\$18,000,000
491	HIGHWAY SUBSTATION ROOFING UPGRADES	201108	\$568,000			\$568,000
492	ENERGY EFFICIENCY IMPROVEMENTS	201208	\$372,000			\$372,000
UW-Waukesha						
487	UWW ROOFING UPGRADES	201210	\$67,000			\$67,000
PUBLIC WORKS - HIGHWAYS						
494	CTH VV, CTH Y to JACKSON	200608	\$1,200,000			\$1,200,000
495	CTH D, CALHOUN -INTERSECTION	200511	\$300,000			\$300,000
496	CTH F REHABILITATION (I-94- STH 190)	200905	\$395,000			\$395,000
497	CTH ES, Fox River Bridge	201004	\$6,000			\$6,000
498	WAUKESHA WEST BYPASS	200917	\$3,600,000	\$3,600,000	(b)	\$0
500	CTH L, CTH Y to Moorland Road	200011	\$7,984,000	\$2,000,000	(c)	\$5,984,000

- (a) Airport Fund Balance
- (b) STP-M Federal funding for land acquisition
- (c) Local Reimbursement for city road amenities

Note: Project amounts below \$100,000 represent 1st year appropriations for budget and concept studies or preliminary design work. Subsequent year funding is planned for beyond the 2011 Budget.

Page #	PROJECT TITLE	Project Number	2011 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
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PUBLIC WORKS - HIGHWAYS

501	BRIDGE AID PROGRAM	9131	\$0			\$0
502	CULVERT REPLACEMENT PROGRAM	9817	\$100,000			\$100,000
503	REPAVING PROGRAM 2008-2012	200509	\$1,900,000			\$1,900,000
504	SIGNAL/SAFETY IMPROVEMENTS	200427	\$1,100,000			\$1,100,000

PARKS AND LAND USE

505	PARKS RESTROOM RENOVATION	200505	\$680,000			\$680,000
506	BIKEWAY PAVEMENT IMPROVEMENTS	200014	\$704,000			\$704,000
507	PAVEMENT MANAGEMENT PLAN	200824	\$500,000			\$500,000

TREASURER/REGISTER OF DEEDS

508	ROD ELECTRONIC RECORD REDACTION	201117	\$100,000	\$100,000	(d)	\$0
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IT-EMERGENCY PREPAREDNESS

509	DIGITAL RADIO SYSTEM UPGRADE	200815	\$70,000	\$70,000	(e)	\$0
510	9-1-1 PHONE SYSTEM	201101	\$1,075,000	\$1,075,000	(f)	\$0
511	WCC CONSOLE RADIO EQUIPMENT	201102	\$100,000	\$100,000	(f)	\$0

TECHNOLOGY PROJECTS

512	FINANCIAL OPS & MGMT SYS	200619	\$580,000	\$580,000	(g)	\$0
513	WORKFORCE MANAGEMENT SYSTEM	200912	\$200,000	\$200,000	(h)	\$0

FINANCING (Includes Arb Rebate/Discount)	999999	\$140,000				\$140,000
TOTAL EXPENDITURES/Fund Balance Applied/Net \$ Needed			\$39,956,000	\$7,790,000		\$32,166,000

ADDITIONAL REVENUES & FUND BALANCE-GENERALLY APPLIED

STATE COMPUTER EQUIPMENT EXEMPTION	\$500,000
STATE SHARED REVENUE/UTILITY PAYMENT	\$300,000
CAPITAL PROJECT FUND BALANCE	\$8,241,000
DEBT ISSUE PROCEEDS	\$20,000,000
INVESTMENT INCOME EARNED ON DEBT ISSUE	\$700,000
TOTAL OTHER FUNDING SOURCES	\$ 29,741,000

TAX LEVY	\$2,425,000
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- (d) General Fund Balance from prior year document recording fees
- (e) Radio Services Fund Balance
- (f) General Fund Balance Reserved
- (g) End User Technology Fund Balance
- (h) General Fund Balance

GENERAL SUMMARY

The 2012 capital project expenditures increase \$19,973,500 from the 2011 Adopted Budget to almost \$40 million. Changes are identified by functional area below.

Justice and Public Safety

Projects in this functional area total \$1,245,000, over \$727,000 more than prior year budget, which includes completing the upgrade and integration of courtroom technology for \$486,000; and the design costs for the replacement of the 911 phone system. 2012 funding includes almost \$1.1 million for the implementation of the 911 phone system and design funding of \$170,000 for the digital radio system upgrade and replacement of the console radio equipment.

Health and Human Services

The Human Services area includes \$18 million of construction funding for a new building, an increase of \$14.4 million from the 2011 Adopted Budget. It will replace the current 1911 building and the current Public Health Center. The project budget was also modified in 2011 to increase 2011 funding by \$2.0 million to allow the procurement of construction materials in a favorable construction bidding climate to start building in the spring of 2012. 2014 project funding was eliminated and the over all project budget was reduced \$500,000 to total project costs of \$36,180,000.

Parks, Environment, Education and Land Use

Projects in this functional area total almost \$1.9 million, similar to the 2011 Budget level. The multi-year rest room renovation projects at reserved picnic sites throughout County parks continues at Nashotah and Naga-Waukees parks with funding at \$680,000. The Parks pavement management plan is at a \$500,000 funding level. The paving of the Bugline bike trail begins in 2012 over two years with first year funding of \$704,000.

Public Works

Project expenditures in the Public Works functional area total \$17.8 million, an increase of \$6.5 million from the 2011 Adopted Budget. Projects include buildings, highways and the airport as follows:

Buildings

Prioritized program funding and building infrastructure improvements total almost \$1.2 million. Facility project improvements include \$67,000 for planning replacements of aging roofs at the University of Wisconsin Waukesha campus and roofing upgrades at the highway substations for \$568,000. A new project will continue to address energy efficiency improvements over two years mainly for interior and exterior lighting upgrades. This includes 2012 funding of \$372,000.

Highways

The 2012 capital budget for roadways continues priorities established in four categories and includes projects in all categories to provide a balanced plan. Projects and funding priorities are identified below.

Bridges/Culverts The existing culvert replacement program continues with an annual appropriation of \$100,000. One bridge project totaling \$332,000 in County funding over 3 years will begin with funding of \$6,000 for design in 2012. Future year construction costs will also include Federal Bridge aid funding of \$702,000.

Signal & Safety Improvements

This area includes costs of \$1.1 million to address intersection improvement projects including traffic signals and turn lanes at the top two rated locations over two years (2012-13). Ratings are based on safety, traffic congestion and roadway safety audits to identify the use of lower cost remediation strategies. Also, a project to widen and improve the intersection of CTH D (Cleveland Avenue) and Calhoun Road in the City of New Berlin includes additional construction funds of \$300,000.

Repaving A funding level of \$1.9 million is proposed for annual County Trunk Highway (CTH) repaving program to cover 20 miles of road. Another project to rehab various pavement segments of CTH F in the city of Pewaukee, from I-94 to STH 190, begins in 2012 with design funds of \$395,000.

Priority Corridors Three projects address major through routes in the County. Land acquisition funds of \$1.2 million will be needed for the second phase of a reconstruction of 1.5 miles to multi-lane sections of CTH VV (Silver Spring Drive) in the Village of Menomonee Falls. Land acquisition funds of \$3.6 million are included for the Waukesha Bypass and offset with Federal funds of \$3.6 million. The reconstruction of CTH L (Janesville Road) begins in 2012 with construction funds of almost \$8 million offset with reimbursement revenue of \$2 million from the City of Muskego for local city amenities. An additional \$5.5 million of Federal funds are also funding this project.

Airport

The Airport master plan will be updated using County Airport fund balance funding of \$65,000 matched with \$65,000 of federal funding.

County Wide Technology Investments

Plans to implement a new financial management system includes project funding of \$580,000. The Workforce Management system replacement project will include additional funding of \$200,000 in 2012. The multi year project in the Register of Deeds office to address the removal social security numbers from electronic real estate records continues with redaction fee revenue funding of \$100,000. The document fee surcharge approved to fund this project will fund software and third party work effort. Project work to redact back files is planned to be done with in-house staff and the related staff costs are funded in the Register of Deeds operating budget.

Revenues

Revenues and various Fund Balance appropriations for project funding provide a net increase of almost \$10 million to \$17.5 million for the 2012 Budget.

Project specific revenue includes an increase of \$2.0 million for Federal Highway funding and \$2.2 million for local municipal reimbursements for the cost of city street amenities. This is partially offset with a reduction for the 2011 last year of ARAA (Federal Stimulus) Energy grant of \$160,000 and \$500,000 less funding for the County Highway Improvement program which is budgeted every other year.

Revenues also include State payments received for personal property tax exemption for technology equipment of \$500,000 and State shared revenue/utility payments allocated to Capital Projects budget estimated at \$300,000.

Use of various Fund Balances for specific projects in 2012 include: \$580,000 of End User Technology Fund Balance; Airport Fund Balance \$65,000; \$70,000 of Radio Services Fund Balance; and \$1,475,000 of General Fund Balance. Use of Fund Balances totals \$10,431,000, an increase of \$6,184,000 in the 2012 capital budget from the 2011 Adopted Budget. This includes appropriating \$8,241,000 from Capital project Fund Balance.

Borrowed funds are budgeted at \$20.0 million mostly to fund the planned replacement of the Health and Human Services building for \$36.2 million. Investment income is budgeted at \$700,000. Property tax levy funding remains at \$2,425,000, no change from the 2011 Adopted Budget. Tax levy and the use of \$9,715,000 of governmental fund cash balance maintains the County's "down payment" at 37% of net capital expenditures.

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

The upgrade to an all digital Countywide radio system for public safety and replacement of the 911 phone systems and radio console equipment will include changes to maintenance costs currently budgeted in operating budgets for existing systems and are expected to increase incrementally. The operating impacts will be estimated once the budget and concept and design phases of the projects are completed.

Health and Human Services

Construction begins for a new Health and Humans Services building. The project is expected to reduce energy costs given the opportunity to increase operational efficiency that state of the art equipment provides. Operating costs for other activities like housekeeping and maintenance will rise in direct proportion to the new versus existing square footages. Operating costs for the current building are \$1.1 million and the County's five year financial forecast includes an estimated \$350,000 for additional operating impacts. The project includes a \$2.1 million allocation for sustainable energy efficiency design features which are expected to result in energy cost savings.

Park, Environment, Education and Land Use

Maintenance costs for park restroom renovation will increase in future years due to more mechanical features and plumbing with the new restrooms, however this impact will be somewhat offset by revenue increases expected from higher use of the park reserved picnic sites. This project continues in 2012 with renovations at Nashotah and Naga-Waukee parks. The bikeway pavement improvement project begins in 2012 with the first phase of construction. It will reduce the annual maintenance costs of patching and grooming crushed stone surfaces, however future maintenance will include crack filling, striping, patching, and eventual overlay of the pavement. Annual maintenance costs per mile are estimated at \$5,125, of which \$1,000 is for asphalt maintenance.

Public Works

Existing fuel system infrastructure upgrades will begin in 2012 to address changes in State of Wisconsin fuel regulations. Annual maintenance is estimated to increase \$40,000 for new inspection regulations and State II Vapor Recovery pumps. The timely replacement of roofs at the UWW campus and Highway substations are expected to minimize repairs and related maintenance costs. Opportunities for energy efficient roofs are also being considered prior to project construction. An energy conservation project will address lighting fixtures at various facilities in 2012 and other energy conservation projects in future years which are expected to reduce energy consumption and result in cost saving of 10% to 20%. As projects are planned, a return on investments (ROI) will be identified to implement projects that will provide the best reduction of utility consumption and expenditures in the operating budget.

Highways

Annual operating costs for additional lane miles are estimated at \$6,860 per lane mile. Since 1998, the County has used a highway pavement management program to achieve an average Pavement Condition Index (PCI) rating of 70. Since 1998, the overall average PCI rating of all County Trunk highways has improved from 60.6 in 1998 to a current 70 for 2011. The County follows Wisconsin Department of Transportation guidelines for bridge replacement. A structure replacement is warranted when the sufficiency number drops below 50 and structure rehabilitation is warranted when the sufficiency number drops below 80. The Highway Engineering division continues to work to maintain an average sufficiency index rating of 80 or higher for all county bridges.

Technology Projects

The implementation of a new financial management information system is expected to include improved processes by utilizing available systems technologies. A Workforce Management (time and attendance tracking and scheduling) upgrade will improve operational functionality and efficiencies significantly in county departments. The scheduling improvements are expected to help reduce over time usage and spending. Annual maintenance fees are expected to be similar to the current system. The move to electronic real estate records will include additional technology maintenance fees offset by increasing efficiency from online records search and retrieval revenue and helping to reduce costly record storage.

Project #	200804	Project Title:	Master Plan Update
Department:	Public Works-Airport	Sponsor:	Keith Markano
Phase:	Implementation	Manager:	Allison Bussler, Public Works Director
Budget Action:	As Planned	Date:	August 15, 2011

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

Project Scope & Description

Update the 2001 Master Plan to comply with the federal recommendations to update the Airport Master Plan every ten years.

Location

Waukesha County Airport

Analysis of Need

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

Alternatives

Do nothing which could lead to the 2001 Master Plan becoming an outdated document with the continual changes at the airport not being appropriately documented.

Ongoing Operating Costs

None

Previous Action

- Approved as a new project in 2008.
- 2009-2013 capital plan: approved as planned.
- 2010-2014 capital plan: approved as planned.
- 2011-2015 capital plan: approved as planned.

Project #	201211	Project Title:	Fuel Site Upgrades
Department:	Public Works – Central Fleet	Sponsor:	Public Works
Phase:	Construction	Manager:	Allison Bussler, Director
Budget Action:	New	Date:	August 15, 2011

CAPITAL BUDGET SUMMARY			
Year	2012	2013	Total
Project Phase	Construction	Construction	Project
Expenditure Budget	\$150,000	\$82,000	\$232,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$150,000	\$82,000	\$232,000
COST DOCUMENTATION		REVENUE	
Construction	\$223,000		
Contingency	<u>\$9,000</u>		
Total Project Cost	\$232,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$232,000	REVENUE BUDGET	\$0

Project Scope & Description

The project will upgrade existing fuel infrastructures due to changes in State of Wisconsin fuel regulations (known as Comm 10). The upgrades will include changes to spill containment, monitoring systems, dispensers, pumps and overall mechanical systems. The project will be jointly managed by the Departments of Public Works and Parks and Land Use.

Location

Three locations require upgrades: Central Fleet, North Prairie and Nashotah.

Analysis of Need

These upgrades must be completed by the end of 2014 as mandated by Wisconsin Department of Commerce, COMM 10 regulations or the sites will fall into non-compliance and be closed. The sites account for over 69.67% of Waukesha County's total annual fuel usage (288,672 gallons). Waukesha County fuel sites pump over 414,000 gallons annually.

The last major improvements to the Waukesha County fueling infrastructure occurred in a 1999 capital project in preparation for Y2K compliance issues. The capital project included upgrades to fuel access card readers and site monitoring systems.

Alternatives

Two alternative options exist at this time: close the site or fuel off-site in the local area. Neither is an effective option given the nature of daily operating procedures and emergency operation requirements.

Ongoing Operating Costs

Waukesha County currently spends \$25K annually to maintain 16 vehicle fuel sites. The funding is contained within the Central Fleet Division's fuel budget. The annual maintenance budget must be increased to capture increased operating costs associated with new inspection regulations and Stage II Vapor Recovery pumps at Central Fleet. Upon completion of the upgrades, the annual maintenance budget must be increased to approximately \$40K per year, which may likely result in higher changes to fuel system consumers.

Previous Action

The last major improvements to the WC fueling infrastructure was a 1999 capital project in preparation for Y2K Compliance issues. The capital project included upgrading to fuel access card readers and site monitoring systems.

Project #	200615	Project Title:	Health & Human Services Building
Department:	Public Works-Buildings	Sponsor:	Health & Human Services
Phase:	Construction	Manager:	Allison Bussler, Director
Budget Action:	C-Cash Flow	Date:	August 15, 2011

CAPITAL BUDGET SUMMARY							
Year	2010	2011	2012	2013	2014	TBD	Total
Project Phase	Budget & Concept	Design Const.	Construct	Construct	Construct	Demolition	Project
Expenditure Budget	\$302,500	\$5,616,500	\$18,000,000	\$12,261,000		\$0	\$36,180,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$302,500	\$5,616,500	\$18,000,000	\$12,261,000	\$0	\$0	\$36,180,000
COST DOCUMENTATION				REVENUE			
Design		\$2,355,000					
Construction		\$27,710,000					
Contingency		\$1,195,000					
Misc/Permits/Fees		\$82,000					
Furniture Equipment		\$2,340,000					
Technology		\$2,498,000					
Total Project Cost		\$36,180,000					\$0
EXPENDITURE BUDGET		\$36,180,000					REVENUE BUDGET
							\$0

Project Scope & Description

The project involves the design and construction of a new building to house the Department of Health and Human Services (HHS) including Veterans' Services and the Aging and Disability Resource Center (ADRC). The new building would replace the present HHS and Public Health and Human Services Center and the Public Health Center. The building is estimated to replace 97,000 square feet of HHS space including Veterans' Services, 14,255 square feet of Public Health Center space and 5,000 square feet of ADRC space. In addition, the feasibility of relocating 9,200 square feet of records storage from Northview to the new HHS building is also under consideration and will be evaluated. A building program has been prepared by County staff. The identified space needs currently total approximately 139,000 square feet. The County expects to invest \$2.1 million in sustainable design features which will be determined during the budget and concept phase. The budget estimate also includes technology infrastructure such as voice/data systems. Since the County is also considering utilizing the vacant HHS Building as temporary relocation space for the Courts staff during the Courthouse project, the demolition/preservation costs are not in this project, but will be reintroduced as a separate capital project in the future. County staff continues to work with the City of Waukesha Landmarks Commission and the State Historical Society to ensure compliance with any required preservation standards. In the event that the front portion of the building was not deemed historical, the costs for eventual removal of the front portion of the building would be provided. The project will include the demolition of the existing maintenance building and construction of a new maintenance building on a site to be determined. Any project cost adjustments will be identified at the completion of the budget and concept study and design phase in 2011. Funding was advanced to 2011 to cover the demolition of the existing maintenance building, new maintenance building construction and site utility work and to allow both buildings to be bid at the same time. Required zoning change has been approved, favorable bids have been received and approved at the Public Works Committee. Addition funding has been approved to be advanced in 2011 to allow the procurement of construction materials for a strong construction start of the HHS building in the spring of 2012. Funding for 2013 and 2014 has been further modified to reflect current projected cash flows.

Location

The building will be located at the southeast corner of the grounds of the existing HHS Center Campus grounds.

Analysis of Need

The Health and Human Services Center was rehabbed in 1996 at a cost of \$1,275,000. That work was anticipated to extend the life of the building 10 to 15 years. That time horizon has been reached. The building, constructed in 1911, has served the County's needs for many years. However, it was never meant to be an office building. For example, twenty-three air-handling units serve the HHS building. Replacing these units and providing the necessary duct-work is estimated to cost several million dollars. But just replacing these units will do nothing to improve the energy efficiency and comfort levels in the building. Similarly, the Public Health Center has undergone numerous renovations over its life. It was never designed for the use currently required of it. For example, the front door is in the back of the building. Additionally, the building has historically been an obstacle to the adjacent golf course. Finally, it makes organizational sense to include the ADRC and Veterans Administration in the new HHS building since both populations would be better served.

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 2006-2010 capital plan: approved as a new project.
- 2007-2011 capital plan: approved as planned.
- 2009-2013 capital plan: cost update.
- 2011-2015 capital plan: cost update, accelerated, and scope change.

Project #	201108	Project Title:	Highway Substations Roofing Upgrades
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Design & Construction	Manager:	Allison Bussler, Director
Budget Action:	As Planned	Date:	August 15, 2011

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

Project Scope & Description

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

Nashotah Substation – Replace a shingle roof on the sand shed and a membrane roof on the substation.

New Berlin Substation – Replace a shingle roof on the salt dome and a membrane roof on the substation.

North Prairie Substation – Replace a shingle roof on the salt dome and a membrane roof on the substation.

Location

Nashotah Substation – N46 W33480 CTH R, Nashotah, WI 53058

New Berlin Substation – 20300 W. Lawnsdale Road, New Berlin, WI 53058

North Prairie Substation – 126 Oakridge Drive, North Prairie, WI 53153

Analysis of Need

All of these roofs are more than 20-years-old and need to be replaced. Nashotah – substation constructed 1972, sand shed 1991. New Berlin – substation constructed 1950, salt dome 1987.

North Prairie – substation constructed 1988, salt dome 1988.

Alternatives

Continue to patch roofs as leaks develop.

Ongoing Operating Costs

None

Previous Action

2011-2015 capital plan: approved as a new project.

Project #	201208	Project Title:	Energy Efficiency Improvements
Department:	Public Works-Facilities	Sponsor:	Public Works
Phase:	Program Project	Manager:	Dale Shaver, Director Allison Bussler, Director
Budget Action:	New	Date:	August 15, 2011

CAPITAL BUDGET SUMMARY				
Year	2012	2013	2014	
Project Phase	Design & Construction	Design & Construction	Design & Construction	Total Project
Expenditure Budget	\$372,000	\$333,000	\$159,000	\$864,000
Revenue Budget	\$0	\$333,000	\$0	\$333,000
Net County Cost	\$372,000	\$0	\$159,000	\$531,000
COST DOCUMENTATION		REVENUE		
Architect	\$34,000	General Fund Balance		\$333,000
Construction	\$773,000			
Contingency	\$57,000			
Total Project Cost	\$864,000	Total Revenue		\$333,000
EXPENDITURE BUDGET	\$864,000	REVENUE BUDGET		\$333,000

Project Scope & Description

This project will continue the implementation of Energy Efficiency Improvements in Waukesha County and includes the following projects:

- 1 – The lighting projects designed by Leedy and Petzold Associates that were not able to be funded under the Energy Efficiency and Conservation Block Grant (EECBG) grant. These projects include exterior lighting at the Juvenile Center parking lot, jail entrance and connector and parking lot of the existing Health and Human Services building. It also includes interior lighting at the Mental Health Center, Juvenile Center and Administration Center.
- 2 – A variety of energy efficiency projects identified in the facility energy audit conducted by Focus on Energy. These projects include ice compressor controls at Naga-Waukees Ice Arena and the following lighting upgrades in all county buildings: low wattage fluorescent replacements of T-8 lamps, occupancy sensors, replacement of existing lighting with LED, replacement of HID lighting with T-8 or T-5 and installation of vending machine misers.

As the county plans to implement these projects, detailed analysis of existing systems will be completed to compare the various project return on Investments (ROI) and identify the projects that will provide the best reduction of utility expenditures in the operating budget.

Project Examples			
Juvenile Center Lighting	\$67,000	LED Exit Lighting	\$2,000
		Low Wattage Fluorescent Replacement of	
Mental Health Center Lighting	\$117,000	T-8 Lamps	\$30,000
Administration Center Lighting	\$292,000	Occupancy Sensors for lighting	\$12,000
Juvenile Center S. Lot Lighting	\$54,000	Replace Existing with LED Lighting	\$24,000
Juvenile Ctr to Connector, Jail Entrance, HHS entrance.	\$89,000	Replace HID with T-8 or T-5	\$24,000
Naga-Waukees Ice Arena Controls	\$18,000	Install Vending Machine Misers	\$6,000

Location

Various Waukesha County owned facilities.

Analysis of Need

With improvements in lighting and mechanical equipment technology and the increasing cost of energy and water, it is in Waukesha County's best interest to continually evaluate opportunities to conserve energy and reduce utility costs. The individual projects submitted were chosen because of the returns on investment as well contributing to successful implementation of the Waukesha County Sustainability Plan.

Alternatives

Do nothing or take advantage of opportunities to reduce utility consumption and related expenditures.

Ongoing Operating Costs

Utility costs will continue to increase based on rate increase and consumption. The County can do something to reduce consumption.

Previous Action

Capital Project 200805 Energy Conservation completed in 2008 and 2009. Capital Project 200918 Energy Efficiency and Conservation Block Grant completed in 2010 and 2011.

Project #	201210	Project Title:	UWW Roofing Upgrades
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Design	Manager:	Allison Bussler, Director
Budget Action:	New	Date:	August 15, 2011

CAPITAL BUDGET SUMMARY						
Year	2012	2013	2014	2015	2016	Total
Project Phase	Design	Design & Construction	Design & Construction	Design & Construction	Design & Construction	Project
Expenditure Budget	\$67,000	\$927,000	\$887,000	\$1,273,000	\$987,000	\$4,141,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$67,000	\$927,000	\$887,000	\$1,273,000	\$987,000	\$4,141,000
COST DOCUMENTATION			REVENUE			
Architect	\$67,000					
Construction	\$3,789,000					
Contingency	<u>\$285,000</u>					
Total Project Cost	\$4,141,000					Total Revenue \$0
EXPENDITURE BUDGET	\$4,141,000					REVENUE BUDGET \$0

Project Scope & Description

This project will repair and replace building envelope components on facilities at the University of Wisconsin–Waukesha (UWW) campus. The four main UWW campus facilities Northview/Library, Southview/Fine Arts, Commons/Administration/Westview and Fieldhouse are 45-years-old and constructed in 1966. The useful life of a roof ranges from 15 to 40 years depending on roof type. A 60 mil EDPM roof usually lasts between 15 and 20 years. An asphalt ballasted roof has a useful life of 25 to 40 years. Extensive roof patching was undertaken in 2009 and tuckpointing completed in 2009 and 2010.

Location

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

Analysis of Need

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

Alternatives

- Continue to patch the roof as leaks occur.

Ongoing Operating Costs

No impact on operating costs other than costs to repair leaks and associated damages.

Previous Action

- New

Project #	200511	Project Title:	CTH D, Calhoun Road–Intersection
Department:	Public Works-Highways	Road Name:	Cleveland Avenue
Phase:	Construction	Project Type:	Intersection
Budget Action:	C-\$ Update	Manager:	Allison Bussler
Date:	August 15, 2011		

CAPITAL BUDGET SUMMARY				
Year	2010	2011	2012	Total
Project Phase	Design/Land	Land Acq/Constr.	Const	Project
Expenditure Budget	\$100,000	\$1,100,000	\$300,000	\$1,500,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$100,000	\$1,100,000	\$300,000	\$1,500,000
COST DOCUMENTATION			REVENUE	
Design	\$125,000			\$0
Land Acquisition	\$40,000			
Construction	\$1,200,000			
Construction Management	\$90,000			
Contingency	<u>\$45,000</u>			
Total Project Cost	\$1,500,000		Total Revenue	\$0
EXPENDITURE BUDGET	\$1,500,000		REVENUE BUDGET	

Project Scope & Description

This project provides funding to widen and improve the intersection of CTH D (Cleveland Avenue) and Calhoun Road in New Berlin. The work will involve rebuilding and widening the intersection to provide for current and future traffic volumes. A conventional intersection consisting of two through traffic lanes, a left turn lane on all four approaches and a roundabout will be considered as alternate designs for the intersection. In coordination with the City of New Berlin, the alternative of choice will be a signalized intersection. The work would be done to match the planned widening of Calhoun Road by the City of New Berlin and the future widening of CTH D by the County. The cost update incorporates the latest construction cost estimate and reflects the extension of the limits to match at existing logical and safe locations.

Location

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

Analysis of Need:

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

Alternatives

- Do nothing which does not address the identified deficiencies.

Ongoing Operating Costs

Ongoing costs are expected to increase slightly due to the additional lanes added.

Previous Action

- 2005-2009 capital plan: approved as a new project.
- 2006-2010 and 2010-2014 capital plans: approved as planned.
- 2007-2011 and 2011-2015 capital plans: approved with cost update.
- 2008-2012 capital plan: delayed.
- 2009-2013 capital plan: change in scope and cost update.

Project #	200905	Project Title:	CTH F Rehabilitation (I-94 to STH 190)
Department:	Public Works-Highways	Road Name:	Redford Boulevard
Phase:	Design	Project Type:	Rehabilitation
Budget Action:	C-Delay	Manager:	Allison Bussler, Director
Date:	August 15, 2011		

CAPITAL BUDGET SUMMARY			
Year	2012	2014	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$395,000	\$855,000	\$1,250,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$395,000	\$855,000	\$1,250,000
COST DOCUMENTATION		REVENUE	
Design	\$395,000	Surface Transportation Program - Milwaukee	\$3,418,000
Land Acquisition	\$0		
Construction	\$3,715,000		
Construction Management	\$409,000		
Contingency	\$149,000		
Total Project Cost	\$4,668,000	Total Revenue	\$3,418,000
EXPENDITURE BUDGET	\$1,250,000	REVENUE BUDGET	\$0

Project Scope & Description

CTH F (Redford Blvd) is a six-lane urban roadway north to Duplainville Road, and a four-lane rural roadway to STH 190 (Capitol Drive). The roadway transferred from state to county jurisdiction in 2004. This project includes the rehabilitation of CTH F (Redford Blvd) from 0.25 miles south of the I-94 ramps north to the STH 190 ramps and consists of several pavement segments. The majority of this roadway is nine-inch concrete pavement constructed in 1988. The rehabilitation of this segment is expected to include concrete repairs, dowel bar retrofit and diamond grinding. In the vicinity of I-94, the existing pavement is an older nine-inch concrete pavement constructed around 1971 and will be rubblized or replaced in-kind. The northbound lanes of CTH F north of Duplainville Road are asphalt pavement constructed in the late 1960s. Various asphalt pavement rehabilitation strategies will be considered. With the project, turn lane improvements will be made at the DuPlainville Road, CTH M, and Ridgeview Parkway intersections. Traffic signal improvements will be made at the DuPlainville Road and Ridgeview Road intersections. The need for turn lane improvements and addition of traffic signals will be investigated at the Westwood Drive intersection. The traffic signal system will be interconnected to optimize traffic flow. Neither land acquisition or significant bridge work is anticipated on this project. Bicycle and pedestrian accommodations will be considered during project design. The County will discuss possible WisDOT participation to address the pavement within the I-94 right of way. Federal aid will be used on this project.

Location

City of Pewaukee

Analysis of Need

The majority of pavement is in fair condition (PCI 51-65) but rides poorly due to joint faulting. The older concrete pavement constructed about 1977 is in poor condition (PCI 32-35) and is past the point of repair. Asphalt pavement constructed in the late 1960s and rehabbed in 1988, is now in poor condition (PCI 53). The project limits include two state-owned bridges and four county-owned bridges (county bridge sufficiency from 93.6 to 100.0). 2009 traffic volumes on CTH F were 25,900 Average Daily Traffic (ADT) south of I-94 and 23,600 ADT south of STH 190.

Alternatives

- Do nothing which will not address the identified deficiencies.
- The preferred alternative is pavement rehabilitation.
- Reconstruct the existing roadway to current WisDOT standards which would not be cost effective since the majority of the pavement does not warrant reconstruction.

Ongoing Operating Costs

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

Previous Action

- 2009-2013 capital plan: approved as a new project.
- 2010-2014 capital plan: approved with cost update.
- 2011-2015 capital plan: approved as planned.

Project #	201004	Project Title:	CTH ES, Fox River Bridge
Department:	Public Works-Highways	Road Name:	National Avenue
Phase:	Budget/Concept	Project Type:	Bridge
Budget Action:	C-\$ Update/ Delay	Manager:	Allison Bussler, Director
Date:	August 15, 2011		

CAPITAL BUDGET SUMMARY				
Year	2012	2013	2014	Total
Project Phase	Budget/Concept	Construction	Construction	Project
Expenditure Budget	\$6,000	\$150,000	\$176,000	\$332,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$6,000	\$150,000	\$176,000	\$332,000
COST DOCUMENTATION		REVENUE		
Budget/Concept	\$6,000	Federal Bridge Aid		\$702,000
Design	\$150,000			
Land Acquisition	\$0			
Construction	\$763,000			
Construction Management	\$84,000			
Contingency	\$31,000			
Total Project Cost	\$1,034,000	Total Revenue		\$702,000
EXPENDITURE BUDGET	\$332,000	REVENUE BUDGET		\$0

Project Scope & Description

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

Location

Village of Mukwonago and Town of Mukwonago

Analysis of Need

The existing bridge (B-67-147) is a two-span, pre-stressed concrete girder structure that was constructed in 1971. A concrete overlay was placed on the deck in 1995. The abutments and girders are generally in good condition. The bridge is considered "structurally deficient" due to the condition of the deck which includes deterioration on the underside of the deck and spalling along both edges. The roadway over the structure is narrow with minimal shoulders, causing the bridge to be classified as "functionally obsolete". The structure sufficiency number is 59.5, which indicates that structure rehabilitation is warranted according to WisDOT guidelines and makes the bridge eligible for Federal Bridge Aid (rehabilitation).

Alternatives

- Do nothing which does not address the identified deficiencies.
- Rehabilitate the existing bridge to address structural and geometric deficiencies.
- Reconstruct the existing bridge which will not be eligible for federal Bridge Aid.

Ongoing Operating Costs

Initial maintenance costs may be reduced, to be determined in the budget and concept study in 2012.

Previous Action

- 2010-2014 capital plan: approved as a new project.
- 2011-2015 capital plan: approved with cost update.

Project #	200917	Project Title:	Waukesha West Bypass
Department:	Public Works-Highways	Road Name:	Meadowbrook Road/Merrill Hills Road
Phase:	Right-of-Way	Project Type:	Jurisdictional Plan Implementation
Budget Action:	C-Update, Rev Chng	Manager:	Allison Bussler
Date:	August 15, 2011		

Year	2009	2010	2011 *	2012 *	2013	Total
Project Phase	Design	Design	Right of Way	Right of Way	Construction	Project
Expenditure Budget	\$250,000	\$1,750,000	\$2,000,000	\$3,600,000	\$720,000	\$8,320,000
Revenue Budget	<u>\$250,000</u>	<u>\$0</u>	<u>\$1,400,000</u>	<u>\$3,600,000</u>	<u>\$0</u>	<u>\$5,250,000</u>
Net County Cost	\$0	\$1,750,000	\$600,000	\$0	\$720,000	\$3,070,000
COST DOCUMENTATION			REVENUE			
Design	\$2,000,000			Surface Transportation Program - Milwaukee (not budgeted)		\$2,880,000
Land Acquisition	\$5,600,000			<u>STP - Milwaukee (Right of Way Acq.)</u>		<u>\$2,600,000</u>
Construction	\$3,214,000			<u>budgeted State ROW reimbursement</u>		<u>(State 100%)</u>
Construction Management	\$257,000			STP - Milwaukee (Right of Way Acq.)		\$2,400,000
Contingency	<u>\$129,000</u>			budgeted County ROW reimbursement		(Cty 80%)
				Capital project fund balance		\$250,000
Total Project Cost	\$11,200,000			Total Revenue		\$5,250,000
EXPENDITURE BUDGET	\$5,950,000			REVENUE BUDGET		\$5,250,000

* Funding will only be spent if project proceeds per the memorandum of understanding.

Project Scope & Description

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

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

If the estimated costs are acceptable, the MOU states that the City of Waukesha will construct the portion north of Northview Road. The Wisconsin Department of Transportation will construct the bypass between STH 59 and USH 18 and contribute toward the cost of real estate. Waukesha County will be responsible for real estate acquisition south of Northview Road up to the cost of \$3 million (offset with 80% Federal funding) and the State of Wisconsin will reimburse the County for up to an additional \$2.6 million for total land acquisition costs of \$5.6 million. Waukesha County will also be responsible for the construction of the new roadway between USH 18 and Northview Road. The County Department of Public Works will only seek additional funding for real estate acquisition and construction when the parties have reviewed the cost estimates and agree to move onto real estate acquisition, final design and construction.

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

Location

City and Town of Waukesha

Project #	200917	Project Title:	Waukesha West Bypass
Department:	Public Works - Highways	Road Name:	MeadowBrook Rd/Merrill Hills Road
Phase:	Right of Way	Project Type:	Jurisdictional Plan Implementation
Budget Action:	C-Update, Rev Chng	Manager:	Allison Bussler, Director
Date:	September 6, 2011		

Analysis of Need

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

Alternatives

- Do nothing which will not address the current and long term needs for the corridor.
- Rehabilitate CTH TT which may address some of the geometric needs of the roadway, but does not meet the long term capacity requirements of the corridor.

Ongoing Operating Costs

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

Previous Action

Project 200009, widen CTH TT between USH 18 and Northview was approved in previous budgets but was removed from the 2009 capital plan pending negotiations with the State of Wisconsin and the City of Waukesha. This project for the construction (\$4.5 million over 5 years) of the entire Waukesha West Bypass includes project 200009 but has had no previous County Board action. Approved as a new project by ordinance in 2009 in conjunction with approval of memorandum of understanding. Project expenditures have been modified for cash flow in the 2011-2015 Plan.

Project #	200011	Project Title:	CTH L, CTH Y to Moorland Road
Department:	Public Works- Highways	Road Name:	Janesville Road
Phase:	Construction	Project Type:	Priority Corridor
Budget Action:	C-\$ Update	Manager:	Allison Bussler, Director
Date:	August 15, 2011		

CAPITAL BUDGET SUMMARY								
Year	2007	2008	2009	2010	2011	2012	2013	Total
Project Phase	Design	Land	Land	Land	Land Acq.	Const	Const	Project
Expenditure Budget	\$1,000,000	\$3,500,000	\$3,850,000	\$600,000	\$900,000	\$7,984,000	\$3,197,000	\$21,031,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,760,000	\$3,760,000
Net County Cost	\$1,000,000	\$3,500,000	\$3,850,000	\$600,000	\$900,000	\$5,984,000	\$1,437,000	\$17,271,000
COST DOCUMENTATION	Project Wide	Phase I	Phase II					
		County only	Fed Aid					
Design	\$1,200,000			STP - Milwaukee (Phase 2 construction)				\$5,506,000
Land Acquisition	\$8,250,000			City of Muskego				\$3,760,000
Construction		\$5,700,000	\$5,985,000					
Construction Mgmt.		\$456,000	\$599,000					
Contingency		\$288,000	\$299,000					
City of Muskego (sidewalk and street scape)		\$2,000,000	\$1,760,000					
Total Project Cost	\$26,537,000			Total Revenue				\$9,266,000
EXPENDITURE BUDGET	\$21,031,000			Revenue Budget				\$3,760,000

Project Scope & Description

This project involves the reconstruction of 2.5 miles of CTH L (Janesville Road) from Moorland Road to CTH Y (Racine Avenue) from a two-lane to a four-lane roadway. The project will be designed as one project with construction in two phases: Phase 1: Moorland Road to Lannon Drive and Phase 2: Lannon Drive to Racine Avenue. Combinations of medians and two -way left turn lanes will be used to provide for left turn movements. The roadway alignment will stay at its present general location. Land will be acquired to a width of 60 feet between Lannon Drive and Moorland Road and 110 feet between Racine Avenue and Lannon Drive. The smaller width will provide significant savings in land purchase costs and reduce the number of business and residential relocations from 22 to 16. Waukesha County will incorporate such items as side paths, landscaping, street lighting and other aesthetic improvements requested by the City of Muskego through the Context Sensitive Solution process. The City of Muskego will reimburse the County for these additional expenses with a project agreement. A project agreement will be incorporated prior to construction. Approximately \$5,506,000 in federal aid is anticipated for Phase 2 construction. Updated costs reflect the current design cost, 60% construction cost estimates and estimated City amenities.

Location

City of Muskego

Analysis of Need

The Waukesha County Department of Public Works has identified CTH L or Janesville Road as a priority need for widening to four lanes. This portion of CTH L is also shown as a 4-lane roadway in the SEWRPC Jurisdictional Highway Plan for the year 2010 for Waukesha County. Traffic volumes recorded in 2011 along this portion of CTH L are between 15,300 vehicles per day (vpd) at Lannon Drive to 19,700 vpd at Moorland. These volumes indicate that the existing two-lane roadway is beyond its operating capacity of 13,000 vehicles per day, and is therefore in need of widening.

Alternatives

- Do nothing which does not address the identified deficiencies.
- Reconstruct CTH L as described above.

Ongoing Operating Costs

Operating costs are expected to increase by approximately \$13,500 per annum for the additional lane miles after the 2013 construction phase is completed.

Previous Action

- 2001-2005 capital plan: approved as a new project.
- 2003-2007 capital plan: delayed.
- 2002-2006, 2008-2012 and 2009-2013 capital plans: approved as planned.
- 2004-2008, 2005-2009, 2007-2011, 2010-2014 capital plans: approved with cost updates.
- 2006-2010 capital plan: approved as two projects.
- 2007-2011 capital plan: approved as combined projects 200011 and 200603 with a cost update.
- 2010-2014 capital plan: approved with cost and revenue updates.
- 2011-2015 capital plan: approved with cost and cash flow updates.

Project #	9131	Project Title:	Bridge Aid Program
Department:	Public Works-Highways	Road Name:	
Phase:	Program Project	Project Type:	Bridge
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 15, 2011		

CAPITAL BUDGET SUMMARY							
Year	Previous	2012	2013	2014	2015	2016	Total
Project Phase							Project
Expenditure Budget	\$1,155,000	\$0	\$0	\$0	\$0	\$0	\$1,155,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$1,155,000	\$0	\$0	\$0	\$0	\$0	\$1,155,000
COST DOCUMENTATION				REVENUE			
Previous	\$1,155,000						
2012 Appropriation	\$0						
2013 Appropriation	\$0						
2014 Appropriation	\$0						
2015 Appropriation	\$0						
2016 Appropriation	\$0						
Total Project Cost	\$1,155,000						\$0
EXPENDITURE BUDGET	\$1,155,000						REVENUE BUDGET
							\$0

Project Scope & Description

The program provides assistance to municipalities for the replacement of large drainage structures. The project normally provides 50% of the funding for engineering, design, and construction of town-, village-, or city-initiated projects that do not receive federal or state aid. The current project balance of \$581,000 is expected to be sufficient for anticipated requests.

Location

Various

Analysis of Need

Wisconsin Statute 82.08 requires the County to fund half the cost of construction or repair of local bridge and culvert projects initiated by townships. Such projects arise during the course of the budget year and funds are distributed on the basis of requests received. Requests that exceed the remaining funding for one year are carried over to the next year. This funding program has historically been expanded to cover all municipalities. County funding for local bridge aid is exempt from the state legislative tax levy increase limit.

Alternatives

- County participation in the program is required by a statutory mandate.
- The County could opt out of participation with cities and villages.

Ongoing Operating Costs

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

Previous Action

- 1996-2000 capital plan: approved as on going program project as planned.
- 1997-1999: funding suspended.
- Approved as planned in subsequent five-year plans.
- 2001-2005 to 2009-2013 capital plans: approved with additional years.
- 2010-2014 and 2011-2015 capital plans: funding suspended.

Project #	9817	Project Title:	Culvert Replacement Program
Department:	Public Works - Highways	Road Name:	Various
Phase:	Program Project	Project Type:	Bridge
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 15, 2011		

CAPITAL BUDGET SUMMARY							
Year	Previous	2012	2013	2014	2015	2016	Total Project
Project Phase							
Expenditure Budget	\$1,500,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,000,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$1,500,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,000,000
COST DOCUMENTATION						REVENUE	
Previous	\$1,500,000						
2012 Appropriation	\$100,000						
2013 Appropriation	\$100,000						
2014 Appropriation	\$100,000						
2015 Appropriation	\$100,000						
2016 Appropriation	<u>\$100,000</u>						
Total Project Cost	\$2,000,000					Total Revenue	\$0
EXPENDITURE BUDGET	\$2,000,000					REVENUE BUDGET	\$0

Project Scope & Description

Provide annual funding for a countywide culvert replacement program.

Location

Various

Analysis of Need

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

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

- 1998-2002 capital plan: project approved as a new program.
- 2001-2005 capital plan: approved as planned.
- 2002-2006 to 2011-2015 capital plans: approved with additional years.

Project #	200509	Project Title:	Repaving 2008-2012
Department:	Public Works-Highways	Road Name:	
Phase:	Program Project	Project Type:	Repaving
Budget Action:	As Planned	Manager:	Allison Bussler, Director
Date:	August 15, 2011		

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

Project Scope & Description

The project involves resurfacing or rehabilitation of county trunk highways to remove distressed areas and provide improved riding surfaces. It is the Department of Public Work's goal to pave approximately 20 miles of roadway annually. Crush, relay and surface or other alternative methods will be used as necessary in lieu of a simple patch and overlay. The project includes the cost of the ongoing Paver Inspection Program, which determines the sections of highways to be repaved, cost of shouldering, paving program at U.W. Waukesha and the parking lots at the Department's substation facilities. Cost increases reflect the significant increase of current industry prices.

Location

Various locations throughout Waukesha County.

Analysis of Need

Public Works presently maintains about 396 centerline miles of asphalt-surfaced roadways on the county trunk system and the parking lots at U.W. Waukesha. At one time the Department reconstructed existing two-lane roadways to four-lane facilities and the 4-lane facilities are now coming to the end of their design life. As asphalt pavements age the surface tends to rut and crack due to vehicle loads and weathering of the asphalt. The Department has initiated a pavement management program using the PAVER software system to rate pavement conditions and to manage pavement projects. The average pavement condition index (PCI) of asphalt pavements in 2007 was 71. It is the County's goal to maintain an average PCI rating of 70 with less than 10% under a PCI of 40. Resurfacing projects take into consideration the PCI of the existing pavements and the classification of the road. The PCI ratings are updated on a rolling three-year schedule.

Alternatives

- Do nothing which will result in a deteriorated system requiring large expenditures of funds to reconstruct the deteriorated sections.
- Spot repairs and patching will result in a slight delay in the deterioration of the system but the eventual result will be the same as doing nothing.
- Resurface roadways based on pavement conditions determined by the PAVER pavement management system and Department review.

Ongoing Operating Costs

The cost of maintaining a two-lane roadway in good condition is approximately \$7,000 per lane mile.

Previous Actions

- 2005-2009, 2006-2010, 2007-2011, 2008-2012 capital plans: approved.
- 2009-2013 capital plan: cost update.
- 2010-2014 capital plan: stimulus money approved for use.
- 2011-2015 capital plan: approved as planned.

Project #	200505	Project Title:	Park Restrooms Renovation
Department:	Parks & Land Use	Sponsor:	
Phase:	Construction	Manager:	Dale Shaver
Budget Action:	As Planned	Date:	August 15, 2011

CAPITAL BUDGET SUMMARY							
Year	2009	2010	2011	2012	2013	2014	Total
Program Project	Plan/Design	Construction	Construction	Construction	Construction	Construction	Project
Expenditure Budget	\$15,000	\$480,000	\$660,000	\$680,000	\$700,000	\$540,000	\$3,075,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$15,000	\$480,000	\$660,000	\$680,000	\$700,000	\$540,000	\$3,075,000
COST DOCUMENTATION		# Restrooms	Cost	Item	Per Unit	#	
2009 Planning & Design Building			\$15,000	Soils Testing *	\$955	15	\$14,325
2010 Muskego Park		3	\$480,000	On-Site Sys *	\$15,165	15	\$227,475
2011 Menomonee Park		2	\$420,000	Well *	\$12,660	11	\$139,260
2011 Nashotah Park	Estimated carryover to 2012		\$240,000	Restroom	\$97,800	18	\$1,760,400
2012 Naga-Waukee and Nashotah Park		6	\$680,000	Site work	\$21,600	18	\$388,800
2013 Minooka Park		4	\$700,000	Green Design			\$260,000
2014 Mukwonago Park		3	\$540,000	Contingency			\$103,000
Total Project Cost			\$3,075,000	Construction Inflation (2010-2014)			\$181,740
				Total			\$3,075,000
EXPENDITURE BUDGET			\$3,075,000	* Not all sites require.			

Project Scope and Description

The plan identifies Capital Projects over 5 years (2010-2014) to be accomplished in order to bring the parks up to current sanitary expectations of the park user. The project would build new restrooms in the reserved picnic areas of Muskego, Nashotah, Menomonee, Minooka, Naga-Waukee, and Mukwonago parks. These parks combined 18 new restrooms to replace 22 existing open concrete vault toilets. This project will include green initiatives such as low-flow fixtures, solar tube skylighting, and energy conserving motion detector/photocell switches for lighting and ventilation fans. Grants and financial incentives for incorporating energy efficiency and renewable energy elements may be available to offset additional costs of sustainable technology. Geothermal was mentioned in previous scoping, but is cost prohibitive for structures of this size. This project addresses only the reserved picnic areas. Golf course and park camping toilets projects are planned to be introduced after completion of this project.

Location

Various Waukesha County park locations as described in project scope.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 2005-2009 capital plan: approved as new.
- 2006-2010 and 2007-2011 capital plans: as planned.
- 2008-2012 capital plan: approved with cost update.
- 2009-2013 and 2012-2016 capital plans: change in scope.
- 2010-2014 and 2011-2015 capital plans: approved as planned.

Project #	200014	Project Title:	Bikeway Pavement Improvements
Department:	Parks and Land Use	Sponsor:	
Phase:	Construction	Manager:	Dale Shaver
Budget Action:	C- Scope; C-\$ Update;	Date:	August 15, 2011

Year	2002-2005	2010	2011	2012	2013	Total
Project Phase	Const	Const.	Design	Const	Const.	Project
Expenditure Budget	\$675,000	\$0	\$80,000	\$704,000	\$2,636,000	\$4,095,000
Revenue Budget	\$500,000	\$0	\$0	\$0	\$1,900,000	\$2,400,000
Net County Cost	\$175,000	\$0	\$80,000	\$704,000	\$736,000	\$1,695,000
COST DOCUMENTATION			REVENUE BUDGET - BUGLINE			
2002-2005 New Berlin	\$675,000	2009 State Stewardship Grant 50/50				\$250,000
		2010 State Stewardship Grant 50/50				\$134,000
2011 Bugline Design	\$80,000	2010 State Stewardship Grant (amendment) 50/50				\$83,000
2012 Bugline Const.	\$704,000	2010 RTA Grant 50/50				\$30,000
2013 Bugline Const.	\$2,636,000	2010 Federal TE Grant 80/20 (design)				\$126,500
		2010 Federal TE Grant 63/37 (construction)				\$1,493,000
		Total Revenue Expected				\$2,116,500
Total Project Cost	\$4,095,000	REVENUE BUDGET - NEW BERLIN				
EXPENDITURE BUDGET	\$4,095,000	2005 Grant for New Berlin				\$283,500

Project Scope & Description

This project will widen an existing trail to better accommodate multiple groups of trail-users by providing asphalt pavement and other trail improvements. In fall of 2010, Waukesha County acquired the remaining 2 miles of trail corridor, terminating in North Lake. The complete Bugline Trail will be 16-Miles in length of which approx. two miles in Merton is already paved. The project will create a safer surface for trail users and will allow increased accessibility for wheelchair users, stroller users, in-line skaters, as well as year-round availability. The County Bikeway/Pedestrian Trail will better comply with American Association of State Highway and Transportation Officials (AASHTO) standards for bicycle and pedestrian facilities and other multi-use opportunities. Project scope under this current capital budget request expanded through acceptance of grants to include engineering expenses for planning and design in 2011 and 2012 to contract out for engineering services as opposed to in-house. The State of Wisconsin DNR requires the County to continue to accommodate snowmobile use on the Bugline Trail, a large component of the project will include working with local Waukesha County snowmobile clubs to insure that the trail experience for snowmobile users remains desirable. It will also be important to insure that shared trail use between snowmobiles and other users happens in a safe and secure manner. The Department has secured funding from multiple funding sources for various trail segments. The Bugline Trail, was originally budgeted as an 80:20 cost share (WisDOT:County) now will be funded through a combination of Wisconsin DNR Stewardship(50:50) – Recreational Trails funding and Federal Transportation Enhancement (TE) Grant (design 80:20; construction 63:37) and Regional Transit Authority (RTA) funding. In 2009, the County was awarded a State Stewardship grant for (\$250,000), and in 2010, another \$217,000 was awarded to the project. In 2010, the project was awarded a total of \$1,619,570 in combined TE Grant and RTA Grant funding of \$30,000. Total construction cost is \$3,363,955 with grant funding of \$1,990,072 and County cost to be \$1,373,883. Originally, the grant cost share was anticipated to be 80:20 funding or a County share of \$704,415; with funding from several sources, the average cost share ratio is 60:40, the County's part is \$1,405,507.

Location

The Bugline Trail is located in Menomonee Falls, Lannon, Sussex, Lisbon, Merton and North Lake (formerly known as the Kettle Moraine Scenic Railroad).

Analysis of Need

The County has received customer requests for improved trail surface and accessibility. Improved surface material and expanded width will reduce user conflicts and enhance the experience for customers. Improved surfacing will allow all-season, year-round use and be compatible with existing and proposed trail connections with local municipalities. The County has not committed to plow the Bugline trail through any grant.

Alternatives

Maintain the trail as a crushed gravel stone surface and possibly widen eight foot wide trail sections with crushed stone to ten foot widths.

Ongoing Operating Costs

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

Previous Action

Approved as a new project in the 2001-2005 Capital Plan. Delayed in the 2004-2008 Capital Plan. Cost update in the 2005-2009 plan. Delayed in the 2006-2010 plan. As planned in the 2007- 2011 plan. Cost and scope updates in the 2009-2013 Plan. Approved for use of stimulus funding in the 2010-2014 Plan. Delayed and cost update in the 2011-2015 Capital Plan. Delayed and cost update in the 2012-2016 Capital Plan. The New Berlin Trail was budgeted at \$675,000 actual was \$402,000. The LCT estimated County portion was \$1,167,000 actual was \$138,000.

Project #	200824	Project Title:	Pavement Management Plan
Department:	Parks & Land Use	Sponsor:	
Phase:	Program Project	Manager:	Dale Shaver
Budget Action:	C-\$ Update	Date:	August 15, 2011

CAPITAL BUDGET SUMMARY							
Year	2011	2012	2013	2014	2015	2016	Total
Program Project							Project
Expenditure Budget	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$500,000	\$2,500,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$500,000	\$2,500,000
COST DOCUMENTATION			REVENUE				
2011	\$500,000						
2012	\$500,000						
2013	\$0						
2014	\$500,000						
2015	\$500,000						
2016	\$500,000						
Total Project Cost	\$2,500,000						\$0
EXPENDITURE BUDGET '12	\$500,000						REVENUE BUDGET
							\$0

Project Scope & Description

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

Location

Various locations as determined by pavement conditions.

Analysis of Need

As a result of a 2007 engineering study funded through the Parks and Land Use budget, the Parks Department changed from the PASER rating to the PAVER system to be consistent with the Public Works Department. The study included field surveys of pavement conditions, development of deterioration models and preparation of a three year pavement plan. The plan establishes a Pavement Condition Index (PCI). The PCI is a rated scale of 1-100 based on the state of the asphalt, pavement repairs will be based on need. A PCI rating of 86-100 is good and 71-85 satisfactory; pavements with these ratings need routine maintenance or repairs. A rating of 56-70 is fair and 41-55 poor, needing routine maintenance, repairs, major repairs or overall reconstruction. A rating of 26-40 is very poor needing major repairs or overall reconstruction. A rating of 11-25 is serious and 0-10 failed, needing overall reconstruction.

Approximately 80% of the budget for this project will be used for major rehabilitation on sections of roadway selected on a worst-first basis. The remaining budget allocation is first utilized for preventative maintenance on roadway sections with a PCI rating between 67 and 75, selected on worst-first basis. Any remaining funds are utilized for minor rehabilitation on sections with PCI values between 45 and 65, selected on a worst-first basis. The goal of these practices is to maintain an average PCI of 71. The major projects for 2012 include Muskego Beach House and the Naga-Waukee campground road. The major project in 2014 and 2015 is the Expo parking lots. Anticipated projects may be adjusted due to project coordination efficiencies or accelerated deterioration.

Alternatives

Spot repair with asphalt base patching or chip and seal road surface could be continued on an annual basis to maintain some function of the roadway but the desired surface performance will not be achieved and reconstruction would be required sooner.

Ongoing Operating Costs

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

Previous Action

Approved as a new program project in the 1997-2001 Capital Plan, continued in the 1998-2002 Plan and 1999-2003 Capital Plan. Approved with a change in scope to include additional pavement in the 2000-2004 plan. Approved as planned in the 2001-2005 plan, 2002-2006 plan, 2003-2007 plan, 2004-2008 plan, 2005-2009 plan, 2006-2010 plan, 2007-2011 plan, and the 2008-2012 plan. Cost update in the 2009-2013 plan. Cost update in the 2010-2014 plan.

Project #	201117	Project Title:	ROD Electronic record redaction
Department:	Register of Deeds	Sponsor:	
Phase:	Implementation	Manager:	Jim Behrend, Register of Deeds
Budget Action:	C- \$ Update	Date:	August 15, 2011

CAPITAL BUDGET SUMMARY							
Year	2011	2012	2013*	2014*	2015*	2016*	Total
Project Phase	Implement	Implement	Backfile	Backfile	Backfile	Backfile	Project
Expenditure Budget	\$350,000	\$100,000	\$300,000	\$200,000	\$200,000	\$200,000	\$1,350,000
Revenue Budget	<u>\$350,000</u>	<u>\$100,000</u>	<u>\$300,000</u>	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$1,350,000</u>
Net County Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION				REVENUE			
	Capital	Operating*					
Software	\$49,655		Statutory Redaction Fee-				\$1,450,000
Hardware	\$50,000		General Fund Reserved				
Contracted Services	\$300,691						
Department Costs	<u>\$949,654</u>	<u>\$100,000</u>					
Total Project Cost	\$1,350,000	\$100,000	Total Revenue				\$1,450,000
EXPENDITURE BUDGET	\$1,350,000		REVENUE BUDGET				\$1,450,000
*Backfile indexing is to be done in house staff at this time							

Project Scope & Description

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

The work for this project will proceed as follows:

2011-2012 Redaction software implementation, Redaction of current digital file begins.

2012: Backfile digitization to be completed by third party, public access software to be implemented, redaction of current digital file continues.

2013: Redaction of current digital file to be complete, indexing and redaction of backfile to begin.

2014-2016 Indexing and redaction of backfile continues, to be completed by 2016.

Location

The project will take place in the ROD office.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

This project is self-funded by a fee of \$5 per document recorded, starting June 26, 2010. This fee, created by WI Act 314(SB 507), is specifically designated by the statute to be used only for making available a redacted electronic version of ROD documents that may contain social security numbers. Once the digitization and redaction is complete, the fee will be discontinued and the ROD office will continue the prior practice of rejecting or redacting new documents that contain social security numbers. With the entire real estate record digitized back to 1935 as an end result of this project, greatly reduced foot traffic in our office is anticipated. As a result, savings in several areas, including reduced staff time dedicated to face-to-face contact with customers, lower repair costs for our physical record, and less staff time dedicated to researching in the physical record are anticipated. At the end of the project, maintaining 1-2 fewer FTEs in our ongoing budget is anticipated (reduction will take place through normal attrition).

Previous Action

County board approval of Redaction fee. 2011-2015 Approved as a new project.

Project #	200815	Project Title:	Digital Radio System Upgrade
Department:	Emergency Preparedness	Sponsor:	Radio Services
Phase:	Budget & Concept	Manager:	Richard H. Tuma
Budget Action:	As Planned	Date:	August 15, 2011

Year	2011	2012	2013	2014	Total
	Budget & Concept	Design & Engineering	Engineering Implement	Implement	Project
Expenditure Budget	\$7,000	\$70,000	\$775,000	\$8,663,000	\$9,515,000
Revenue Budget	<u>\$7,000</u>	<u>\$70,000</u>	<u>\$387,500</u>	<u>\$4,331,500</u>	<u>\$4,796,000</u>
Net County Cost	\$0	\$0	\$387,500	\$4,331,500	\$4,719,000
COST DOCUMENTATION		REVENUE			
Design	\$57,000	Radio Services Fund Balance			\$77,000
Engineering	\$73,000	Municipal Sinking fund			\$1,600,000
Construction	\$8,941,000	County Loans to Municipal partners			\$3,119,000
Contingency	<u>\$444,000</u>	General Fund Balance of \$625,000 set aside per year beginning in 2010			
Total Project Cost	\$9,515,000	County Share (Not included in total revenue)			\$4,719,000
EXPENDITURE BUDGET	\$9,515,000	REVENUE BUDGET			\$4,796,000

Project Scope & Description

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

While this infrastructure is a separate project, the console project must be considered in conjunction with the digital trunked radio project. Therefore, the dollars assigned in 2012 for design and engineering will be combined with the dollars in the WCC Console Radio Equipment (project no. 201102) so that one vendor can provide the necessary services thereby eliminating unnecessary duplication.

Location

Equipment is located throughout the county, but the "intelligence" of the system is located at 2120 Davidson Road. The County expects to add two additional transmit sites based on the FCC regulations and requirement for better than 95% coverage.

Analysis of Need

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

Alternatives

There are no alternatives to replacing the system if the County wants to continue to use this as a public safety system. As these systems age, reliability can be negatively affected. In the near future the vendor will no longer support this system and replacement parts will be more difficult to obtain. It would be inappropriate to rely on a public safety system that is in danger of failure or hampered by an inability to be repaired effectively.

Ongoing Operating Costs

The County expects increased equipment and maintenance costs to be partially offset by system users' annual operating cost reimbursements for County radio services operations.

Previous Action

- 2008: new project.
- 2010-2014 capital plan: approved as planned. An amendment to the original intergovernmental agreement was signed by all 37 communities.

Project #	201101	Project Title:	9-1-1 Phone System
Department:	Emergency Preparedness	Sponsor:	Waukesha County Communications
Phase:	Implementation	Manager:	Richard H. Tuma
Budget Action:	As Planned	Date:	August 15, 2011

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

Project Scope & Description

Replace current 9-1-1 phone system with newer technology capable of meeting the requirements of Next Generation 9-1-1 technology such as an Internet protocol (IP) based phone network, texting and video inputs. During the design phase, the business case will be reviewed for implementation in 2012 or later based on technology compatibility.

Location

Waukesha County Communications Center located at 1621 Woodburn Road.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

As with the current phone system, the Department of Emergency Preparedness would pay for maintenance on critical components and time and materials for less critical items. Current maintenance costs about \$35,000 and includes the maintenance contract and time and materials. The new system is expected to cost approximately \$40,000 annually.

Previous Action

2011-2015 Plan Approved as New project.

Project #	201102	Project Title:	WCC Console Radio Equipment
Department:	Emergency Preparedness	Sponsor:	Waukesha County Communications
Phase:	Design	Manager:	Richard H. Tuma
Budget Action:	As Planned	Date:	August 15, 2011

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

Project Scope & Description

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

The consoles replacement is a separate project but must be done in conjunction with the digital trunked radio project (200815). Therefore, the 2012 budget for design and engineering will be combined with the trunked radio replacement project budget so one vendor can provide the necessary services eliminating duplication.

Location

The equipment will be installed at WCC on the dispatch floor and in the radio equipment room and 15 positions will be upgraded.

Analysis of Need

This project must be done in conjunction with the Trunked Radio Digital Replacement project (#200815) in order to maintain radio communications with field units. Some components of the current system may be used with the newer digital technology but both systems will be needed at the same time; one for testing, the other for operations.

Alternatives

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

Ongoing Operating Costs

Annual trunked radio maintenance is \$6,631. Maintenance costs are estimated to be similar to the current maintenance costs.

Previous Action

- 2011-2015 capital plan: approved as a new project.

Project #	200619	Project Title:	Financial Operations & Management Systems
Department:	DOA-Information Technology	Sponsor:	Department of Administration
Phase:	Implementation	Manager:	Mike Biagioli
Budget Action:	As Planned	Date:	August 15, 2011

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

Project Scope & Description

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

Location

All County departments would be affected.

Analysis of Need

1. Since the last comprehensive review of County business processes in 1996, a number of new applications directly or indirectly affecting financial operations have been introduced.
2. Consolidation within the software industry has left the provider of the County's primary financial management system and large database environment in a dominant position causing concern over its considerable pricing power. Oracle Systems forced the County to upgrade and purchase new licenses at the cost of \$750,000 three years after the initial license was purchased. The County must be prepared with analysis to move to a more competitive system before this occurs again. Oracle Systems has announced tentative plans to no longer support the County's version of OGF after November 2013.
3. Potential changes in the County's technology environment including the introduction of extensible markup language and the growing use of web-based services could simplify the County's interoperability situation if properly planned for. The possibility of sharing applications and/or data with other municipalities may prove feasible.
4. The continuation of supporting the Oracle database environment must be evaluated. Continuing in the direction of a MS SQL Server for new applications could yield savings in both systems and staffing.

Alternatives

Alternative to this project would be to remain with the Oracle Government Financials application suite and upgrade to Oracle's Fusion prior to de-support which would be at a higher cost than the recommended tier II solution.

Fiscal Impacts

Based on estimates developed by a consultant, net annual savings of approximately \$140,000-150,000 can be expected after implementation of the new system, largely due to lower maintenance and support costs. A more detailed fiscal impact will be developed after the selection process for the County's new financial management information system is complete.

Previous Action

- 2006–2010 capital plan: approved as a new project.
- 2010-2014 capital plan: change in scope and cost update.
- 2011-2015 capital plan: approved as planned.

Project #	200912	Project Title:	Workforce Management System
Department:	Administration	Sponsor:	DOA–Accounting/HR
Phase:	Implement	Manager:	Larry Dahl
Budget Action:	As Planned	Date:	August 15, 2011

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

Project Scope & Description

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

Location

This application is used by all County departments.

Analysis of Need

The County currently uses the Ceridian Time and Attendance Professional (TimePro) system to collect time and attendance data for the biweekly payroll and manage the accrual of time-driven benefits such as vacation, sick leave and compensatory time. In addition to nearing the end of its life cycle, the product vendor announced plans to discontinue it, having shifted development resources to a new product. The resources budgeted for this project include a process review and acquisition of a workforce management system with improved capabilities for data collection, data transfer between related systems, scheduling, benefit accrual and leave management and biometric time terminals in certain locations. These additional capabilities (modules) will only be purchased if implementation plans show clear return-on-investments as shown in the consultant's study.

Alternatives

- An alternative would be to develop an in-house application for collecting data which would be difficult due to the wide variety of business rules that would need to be accommodated. This alternative was rejected in the analysis since there are many competing vendors that provide these services. Continue scheduling systems currently in use by the various departments.

Ongoing Operating Costs

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

Previous Action

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

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Capital Projects Plan

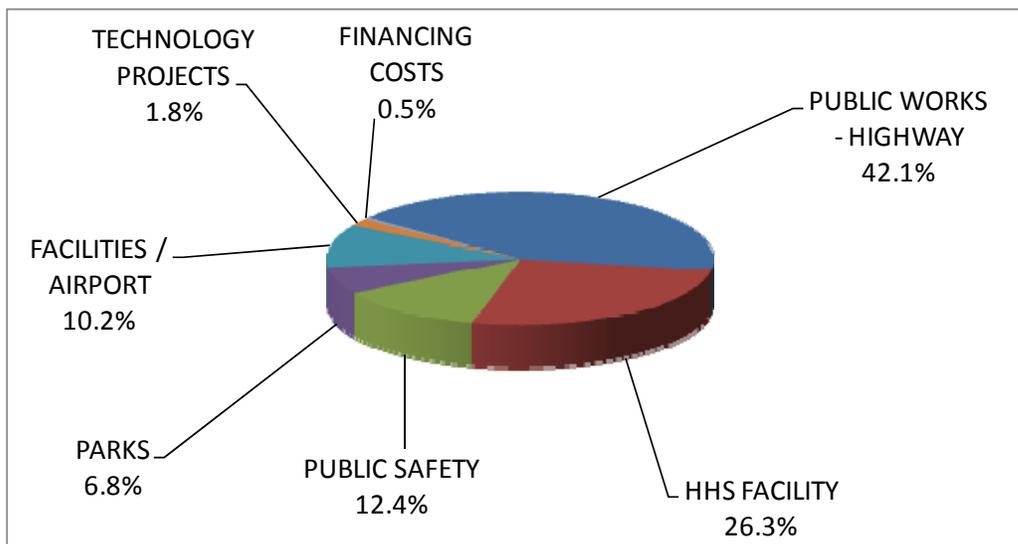
Each year, the County Executive submits a capital budget and an updated five-year Capital Plan to the County Board. After review and modification, the County Board adopts the plan by resolution. The plan represents the prioritization of long-range capital needs linked to the County’s strategic plan.

Public Works–Highway projects are 42% of the plan at \$48.5 million. Also, Federal funds of \$45.2 million will be used for a number of highway projects. This funding is not included in the County Budget since it is managed by the State Department of Transportation. Health and Human Services project includes funding in 2012 and 2013 for the construction of a new building for \$30.3 million or 26% of the plan dollars, in addition to the \$5.9 million already appropriated prior to 2012.

Justice and Public Safety projects of \$14.2 million or 12.4% of the plan include expanded facilities for Communications Center and Radio Services. Technology projects include an upgrade to a digital radio system, 911 phone system and radio console equipment replacements and courtroom technology upgrades.

The Parks and Land Use functional area includes nearly \$7.8 million or about 6.8% of the plan, of which \$2.2 million is for park buildings and \$5.3 million is for trails and parks pavement improvements. This is offset in part with Federal funds of \$1.9 million for a bike trail. The County’s GIS digital topographic maps are identified for orthophotography updating at a cost of \$195,000 in 2015.

Facilities/Airport projects total \$11.7 million or 10% including \$10.6 million for building renovation costs and \$1.1 million of County Airport fund balance funding for Airport facilities and Airport master plan update. County-wide technology projects total \$2.0 million or 1.8% of the plan of which \$1.0 million is to complete projects for a financial system, a workforce management system and an enterprise content management system. Another \$1.0 million will implement redaction requirements for Register of Deeds electronic records. General Administration totals \$615,000 for financing costs over the 5 years.



FUNCTIONAL AREA FOR TOTAL PLAN 2012-2016

<u>FUNCTIONAL AREA</u>	<u>TOTAL 2012-2016</u>	<u>% OF TOTAL</u>
PUBLIC WORKS - HIGHWAY	\$48,463,000	42.1%
HEALTH AND HUMAN SERVICES	\$30,261,000	26.3%
PUBLIC SAFETY	\$14,243,000	12.4%
PARKS	\$7,780,480	6.8%
FACILITIES / AIRPORT	\$11,685,000	10.2%
COUNTY WIDE TECHNOLOGY	\$2,030,000	1.8%
FINANCING COSTS	\$615,000	0.5%
TOTAL PLAN EXPENDITURES	\$115,077,480	100%

WAUKESHA COUNTY 2012-2016 CAPITAL PROJECT PLAN SUMMARY

FUNCTIONAL AREA:	2012 Budget	2013 Plan	2014 Plan	2015 Plan	2016 Plan	5 YR TOTAL
JUSTICE & PUBLIC SAFETY						
Facility Projects	\$0	\$250,000	\$70,000	\$90,000	\$2,250,000	\$2,660,000
System Projects	\$1,245,000	\$775,000	\$9,563,000	\$0	\$0	\$11,583,000
HEALTH & HUMAN SERVICES						
Facility Projects	\$18,000,000	\$12,261,000	\$0	\$0	\$0	\$30,261,000
PARKS & LAND USE						
Parks/Facilities, Pavement	\$1,884,000	\$3,336,000	\$1,040,000	\$1,020,480	\$500,000	\$7,780,480
PUBLIC WORKS						
Highways	\$13,485,000	\$6,608,000	\$2,989,000	\$4,153,000	\$4,078,000	\$31,313,000
Highways/Major Maintenance	<u>\$3,100,000</u>	<u>\$1,100,000</u>	<u>\$4,250,000</u>	<u>\$4,350,000</u>	<u>\$4,350,000</u>	<u>\$17,150,000</u>
Subtotal Highways*	\$16,585,000	\$7,708,000	\$7,239,000	\$8,503,000	\$8,428,000	\$48,463,000
Facilities	\$1,090,000	\$499,000	\$170,000	\$1,394,000	\$0	\$3,153,000
UW-Waukesha	\$67,000	\$947,000	\$1,007,000	\$2,828,000	\$2,632,000	\$7,481,000
Airport	<u>\$65,000</u>	<u>\$416,000</u>	<u>\$31,000</u>	<u>\$539,000</u>	<u>\$0</u>	<u>\$1,051,000</u>
Subtotal Public Works	\$17,807,000	\$9,570,000	\$8,447,000	\$13,264,000	\$11,060,000	\$60,148,000
GENERAL ADMINISTRATION						
COUNTY WIDE						
Technology	\$880,000	\$550,000	\$200,000	\$200,000	\$200,000	\$2,030,000
Est. Financing Costs	<u>\$140,000</u>	<u>\$130,000</u>	<u>\$115,000</u>	<u>\$115,000</u>	<u>\$115,000</u>	<u>\$615,000</u>
Subtotal	\$1,020,000	\$680,000	\$315,000	\$315,000	\$315,000	\$2,645,000
TOTAL GROSS EXPENDITURES	\$39,956,000	\$26,872,000	\$19,435,000	\$14,689,480	\$14,125,000	\$115,077,480
LESS REVENUES & PROPRIETARY FUND BALANCES APPLIED	<u>(\$7,115,000)</u>	<u>(\$4,713,500)</u>	<u>(\$4,362,500)</u>	<u>(\$539,000)</u>	<u>(\$863,000)</u>	<u>(\$17,593,000)</u>
NET EXPENDITURES	\$32,841,000	\$22,158,500	\$15,072,500	\$14,150,480	\$13,262,000	\$97,484,480
Cash Balances Excluding Property Tax Levy	<u>\$9,716,000</u>	<u>\$1,483,000</u>	<u>\$1,400,000</u>	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$12,999,000</u>
EXPENDITURES BEFORE TAXES, DEBT BORROWING AND INTEREST	\$23,125,000	\$20,675,500	\$13,672,500	\$13,950,480	\$13,062,000	\$84,485,480

The 2012-2016 Capital Plan identifies 46 projects at an estimated total cost of \$115.1 million over the five-year period. Projects in the first year of the plan represent the 2012 Budget. Major projects for future years are briefly explained in the following narrative. A project listing of all projects in the five-year plan is shown on the following pages.

JUSTICE AND PUBLIC SAFETY

Justice and Public Safety projects total \$14.2 million. This area includes \$9.5 million for a digital upgrade to the 800 MHz Trunked radio system; Communication Center projects include \$1.0 million to replace the console radio equipment, \$1.1 million for the planned replacement of the 911 phone system, and \$2.1 million to plan for future expansion of the Center. A study of the courthouse is included at \$250,000 and \$300,000 is included in the last years of the plan to complete jail holding cells.

HEALTH AND HUMAN SERVICES

This includes additional funding of \$30.3 million over the next two years to construct a new building for Health and Human Services. This project replaces a building which was built in 1911 and was last rehabbed in 1996 to extend the building life to this time frame.

PARKS AND LAND USE

Projects in this functional area total nearly \$7.8 million. Park projects include \$2.0 million for park roadway maintenance improvements and \$3.3 million for bikeway pavement improvements partially funded with grant funding of \$1.9 million. The plan also includes Parks restroom upgrades totaling \$1.9 million; \$325,000 for a maintenance building demolition; and \$195,000 for orthophotography to update digitized maps for the Land Informational (GIS) Systems.

PUBLIC WORKS

Public works projects for highways and facilities combined are estimated at \$60.15 million and represent 52% of the total plan. This includes road projects totaling \$48.5 million. New and expanded road capacity construction is identified in priority corridors and is estimated to cost nearly \$24.1 million. Road projects include \$18.3 million for major maintenance and roadway rehab; \$0.9 million for bridge improvements; and several spot safety improvements at an estimated cost of \$5.1 million, primarily for intersection and signal work.

Facility projects totaling \$10.6 million include \$7.5 million for roofs, boiler and chiller replacements at UW-Waukesha; \$2.1 million for HVAC upgrades and energy saving investments at various facilities; \$800,000 for roofing upgrades at the Administration Center and Highway Substations; and \$230,000 for fuel site upgrades required with changes in State of Wisconsin fuel regulations.

Three Airport improvement projects, with a County cost share at \$1.1 million will update the Master Plan and address facility upgrades at the Terminal Building and Control Tower and construct a replacement T-hanger.

GENERAL ADMINISTRATION – COUNTYWIDE TECHNOLOGY PROJECTS

Countywide technology projects total \$2.0 million include major projects for workforce management system; enterprise content management and the replacement of the financial operations and management system which was initially purchased in 1997 needs to be replaced. Another project in the Register of Deeds office will remove social security numbers from real estate records that are viewable in electronic format at an estimated cost of \$1.0 million over the five year plan with funding coming from a \$5 per document recording fee.

DEBT FINANCING COSTS

Debt financing related costs include promissory note discounts and arbitrage rebate expenditures which are currently estimated at \$615,000 over the five year plan period.

Capital Projects

2012 Adopted

Project Listing

PROJECT TITLE	NO.	CURRENT APPROP.	2012 BUDGET	2013 PLAN	2014 PLAN	2015 PLAN	2016 PLAN	Total 5 Yr PLAN
PUBLIC WORKS AIRPORT								
MASTER PLAN UPDATE	200804		\$65,000					\$65,000
AIRPORT FACILITY UPGRADES	201118			\$11,000	\$31,000	\$539,000		\$581,000
RECONSTRUCT HANGAR 674	201213			\$405,000				\$405,000
PUBLIC WORKS - BUILDINGS								
FUEL SITE UPGRADES	201211		\$150,000	\$82,000				\$232,000
COURTHOUSE FUTURE STUDY	200914			\$250,000				\$250,000
HEALTH & HUMAN SERVICES BLDG	200615	\$3,919,000	\$18,000,000	\$12,261,000				\$30,261,000
SHERIFF								
JAIL HOLDING CELLS	201204				\$50,000		\$250,000	\$300,000
EMERGENCY PREPAREDNESS								
COMMUNICATIONS CENTER EXPANSION	200808				\$20,000	\$90,000	\$2,000,000	\$2,110,000
PUBLIC WORKS BUILDINGS								
HIGHWAY SUBSTATION ROOFING UPGRADES	201108	\$15,000	\$568,000					\$568,000
ADMINISTRATION CENTER ROOFING UPGRADE	201113				\$11,000	\$211,000		\$222,000
HIGHWAY SUBSTATION HVAC UPGRADES	201109			\$36,000	\$0	\$555,000		\$591,000
MHC CHILLER UPGRADES	201212			\$48,000		\$583,000		\$631,000
HWY OPS-FLEET HVAC UPGRADES	201206					\$45,000		\$45,000
ENERGY EFFICIENCY IMPROVEMENTS	201208		\$372,000	\$333,000	\$159,000			\$864,000
UW-Waukesha								
UWW BOILER,CHILLER & CONTROLS RPLCMNT	200902	\$20,000	\$0	\$20,000	\$120,000	\$1,555,000	\$1,645,000	\$3,340,000
UWW ROOFING UPGRADES	201210		\$67,000	\$927,000	\$887,000	\$1,273,000	\$987,000	\$4,141,000
PUBLIC WORKS - HIGHWAYS								
CTH VV, CTH Y to JACKSON	200608	\$850,000	\$1,200,000	\$1,902,000				\$3,102,000
CTH O, CTH HH TO GRANGE AVE.	201007			\$351,000	\$65,000	\$797,000		\$1,213,000
CHT I, CTH ES to CTH O REHAB	201005					\$293,000	\$1,164,000	\$1,457,000
CTH C, MILL STREET TO OAKWOOD ROAD	201116				\$130,000	\$83,000	\$1,850,000	\$2,063,000
CTH D, CALHOUN -INTERSECTION	200511	\$1,200,000	\$300,000					\$300,000
CTH F REHABILITATION (I-94- STH 190)	200905		\$395,000	\$0	\$855,000			\$1,250,000
CTH NN, STH 83 to CTH ES	201006			\$288,000	\$818,000	\$580,000		\$1,686,000
CTH ES, Fox River Bridge	201004		\$6,000	\$150,000	\$176,000			\$332,000
WAUKESHA WEST BYPASS	200917	\$3,750,000	\$3,600,000	\$720,000				\$4,320,000
CTH L, CTH Y to Moorland Road	200011	\$9,850,000	\$7,984,000	\$3,197,000				\$11,181,000
CTH M, CTH YY to East County Line	201008				\$945,000	\$2,400,000	\$400,000	\$3,745,000
CTH M, CALHOUN RD-CTH YY,	201202						\$560,000	\$560,000
CTH Q OCON RIVER BRIDGE	201201						\$104,000	\$104,000
BRIDGE AID PROGRAM	9131	\$910,000	\$0	\$0	\$0	\$0	\$0	\$0
CULVERT REPLACEMENT PROGRAM	9817	\$1,100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
REPAVING PROGRAM 2008-2012	200509	\$13,200,000	\$1,900,000					\$1,900,000
SIGNAL/SAFETY IMPROVEMENTS	200427	\$6,280,000	\$1,100,000	\$0	\$1,200,000	\$1,250,000	\$1,250,000	\$4,800,000
REPAVING PROGRAM 2013-2017	200911			\$1,000,000	\$2,950,000	\$3,000,000	\$3,000,000	\$9,950,000
PARKS AND LAND USE								
ORTHOGRAPHY	201119	\$204,520				\$195,480		\$195,480
PARKS RESTROOM RENOVATION	200505	\$1,155,000	\$680,000	\$700,000	\$540,000			\$1,920,000
MENOMONEE MAIN BLDG DEMOLITION	201106					\$325,000		\$325,000
BIKEWAY PAVEMENT IMPROVEMENTS	200014	\$755,000	\$704,000	\$2,636,000				\$3,340,000
PAVEMENT MANAGEMENT PLAN	200824	\$1,820,000	\$500,000	\$0	\$500,000	\$500,000	\$500,000	\$2,000,000

Capital Projects

2012 Adopted

Project Listing

PROJECT TITLE	NO.	CURRENT APPROP.	2012 BUDGET	2013 PLAN	2014 PLAN	2015 PLAN	2016 PLAN	Total 5 Yr PLAN
REGISTER OF DEEDS								
ROD ELECTRONIC RECORD REDACTION	201117	\$350,000	\$100,000	\$300,000	\$200,000	\$200,000	\$200,000	\$1,000,000
IT-EMERGENCY PREPAREDNESS								
DIGITAL RADIO SYSTEM UPGRADE	200815	\$7,000	\$70,000	\$775,000	\$8,663,000			\$9,508,000
9-1-1 PHONE SYSTEM	201101	\$25,000	\$1,075,000					\$1,075,000
WCC CONSOLE RADIO EQUIPMENT	201102		\$100,000		\$900,000			\$1,000,000
TECHNOLOGY PROJECTS								
ENTERPRISE CONTENT MANAGEMENT	200910	\$990,000		\$250,000				\$250,000
FINANCIAL OPS & MGMT SYS	200619	\$1,460,000	\$580,000					\$580,000
WORKFORCE MANAGEMENT SYSTEM	200912	\$418,000	\$200,000					\$200,000
			\$110,000					
EST. FINANCING (Includes Arb Rebate/Discount)	999999		\$140,000	\$130,000	\$115,000	\$115,000	\$115,000	\$615,000
GROSS EXPENDITURES			\$39,956,000	\$26,872,000	\$19,435,000	\$14,689,480	\$14,125,000	\$115,077,480
LESS REVENUES: (Excludes investment income earned on debt issue)								
AIRPORT FUND BALANCE #200804; 201118			\$65,000	\$416,000	\$31,000	\$539,000		\$1,051,000
RADIO SERVICES FUND BALANCE # 200815 Trunk Radio System Upgrade			\$70,000	\$387,500	\$1,212,500			\$1,670,000
GENERAL FUND LOANS TO PARTNERS # 200815 Trunk Radio System Upgrade					\$3,119,000			\$3,119,000
END USER TECHNOLOGY FUND BALANCE #200910 Entrprs Content Mgmt				\$250,000				\$250,000
END USER TECHNOLOGY FUND BALANCE #200619 Financial Ops & Mgmt S			\$580,000					\$580,000
STP -M Federal Revenue # 200917 Waukesha West Bypass			\$3,600,000					\$3,600,000
Local Reimbursement Project 201116 CTH C Mill St to Oakwood Rd							\$463,000	\$463,000
Local Reimbursement Project 200011, CTH L			\$2,000,000	\$1,760,000				\$3,760,000
Municipal Cost Share for Communications Center							\$400,000	\$400,000
Federal TE Grant for Bike Trail				\$1,900,000				\$1,900,000
STATE SHARED REVENUE/UTILITY PAYMENT			\$300,000					\$300,000
PERSONAL PROPERTY REPLACEMENT-STATE AID			\$500,000					\$500,000
Subtotal Revenue & Fund Balance			\$7,115,000	\$4,713,500	\$4,362,500	\$539,000	\$863,000	\$17,593,000
NET EXPENDITURES			\$32,841,000	\$22,158,500	\$15,072,500	\$14,150,480	\$13,262,000	\$97,484,480
CASH BALANCES EXCLUDING PROPERTY TAX LEVY								
CAPITAL PROJECT/GENERAL FUND BALANCE			\$9,716,000	\$1,483,000	\$1,400,000	\$200,000	\$200,000	\$12,999,000
EXPENDITURES BEFORE TAXES,DEBT BORROWING AND INTEREST			\$23,125,000	\$20,675,500	\$13,672,500	\$13,950,480	\$13,062,000	\$84,485,480