Capital Projects

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Mission

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

Policy

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

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

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

In this section, under "2014 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

	2012 Budget	2013 Budget	2014 Budget	Change from 2013 $	Change from 2013 %
Expenditures	$39,956,000	$27,870,000	$28,092,700	$222,700	0.8%
Revenues-Project Specific	$5,600,000	$4,213,000	$1,000,000	($3,213,000)	-76.3%
Enterprise Fund Balance (a)	$135,000	$1,071,000	$7,121,500	$6,050,500	564.9%
Internal Service Fund Balance (b)	$580,000	$525,000	$933,500	$408,500	77.8%
Net Expenditures	$33,641,000	$22,061,000	$19,037,700	($3,023,300)	-13.7%
Other Financing Sources:					
Investment Earnings	$700,000	$510,000	$250,000	($260,000)	-51.0%
Debt Issue Proceeds	$20,000,000	$17,000,000	$10,000,000	($7,000,000)	-41.2%
Cash Balances from Governmental Fund Balance (c)	$9,716,000	$2,000,500	$6,187,700	$4,187,200	209.3%
Revenues-General	$800,000	$550,500	$650,000	$99,500	18.1%
Tax Levy	**$2,425,000**	**$2,000,000**	**$1,950,000**	**($50,000)**	**-2.5%**
Total Cash Balances	$12,941,000	$4,551,000	$8,787,700	$4,236,700	93.1%
Est. Use of Cash Balances as % Of Net Expenditures	38%	21%	46%		

a) 2014 Budget use of Enterprise fund balance of $7,121,500 includes Material Recycling Facility (MRF) Fund Balance of $5,410,000, Radio Services Fund Balance of $1,212,500, Airport Fund Balance of $239,000, Golf Course Fund Balance of $160,000 and Ice Arenas Fund Balance of $100,000.

b) 2014 Budget use of Internal Service Fund Balance appropriations of $933,500 includes Telecommunications Fund Balance of $375,500, End User Technology Fund Balance of $315,000 and Health Insurance Fund Balance of $243,000

c) 2014 Budget use of governmental fund balance of $6,187,700 includes General Fund balance of $5,782,200 and Capital Project Fund Balance of $405,500.

2014 Capital Projects

	2012 Budget	2013 Budget	2014 Budget	13-14 Budget Change
EXPENDITURES				
Justice and Public Safety	$1,245,000	$1,045,000	$10,268,000	$9,223,000
Health and Human Services	$18,000,000	$10,721,000	$95,000	($10,626,000)
Parks, Env, Edu & Land Use	$1,884,000	$3,996,000	$6,660,000	$2,664,000
Public Works	$17,807,000	$11,018,000	$8,416,200	($2,601,800)
County Wide Technology Projects	$880,000	$960,000	$2,538,500	$1,578,500
Est. Financing Costs	$140,000	$130,000	$115,000	($15,000)
Total Gross Capital Expenditures	$39,956,000	$27,870,000	$28,092,700	$222,700
REVENUES-Project Specific				
County Highway Improvement Program (CHIP)	$0	$0	$330,000	$330,000
CHIP-Discretionary	$0	$300,000	$250,000	($50,000)
Federal Transportation Enhancement (TE) Grant	$0	$1,900,000	$0	($1,900,000)
Sale of Excess Land			$400,000	
Highway Local Reimbursement	$2,000,000	$2,013,000	$20,000	($1,993,000)
STP-M Federal Revenue	$3,600,000	$0	$0	$0
Subtotal Revenues-Project Specific	$5,600,000	$4,213,000	$1,000,000	($3,213,000)
REVENUES-General				
State Shared Revenue/Utility Payment	$300,000	$200,500	$50,000	($150,500)
State Computer Equipment Exemption	$500,000	$350,000	$600,000	$250,000
Subtotal Revenues-General	$800,000	$550,500	$650,000	$99,500
FUND BALANCE APPROPRIATIONS:				
Airport Fund	$65,000	$491,000	$239,000	($252,000)
Radio Services Fund	$70,000	$387,500	$1,212,500	$825,000
Material Recycling Fund Balance			$5,410,000	$5,410,000
Golf Course Fund	$0	$50,000	$160,000	$110,000
Ice Arena Fund	$0	$142,500	$100,000	($42,500)
Subtotal: Enterprise Funds	$135,000	$1,071,000	$7,121,500	$6,050,500
End User Technology Fund Balance	$580,000	$525,000	$315,000	($210,000)
Telecommunications Fund Balance	$0	$0	$375,500	$375,500
Health Insurance Fund Balance	$0	$0	$243,000	$243,000
Subtotal: Internal Service Funds	$580,000	$525,000	$933,500	$408,500
CAFÉ Library Fund-Special Revenue	$0	$65,000	$0	($65,000)
General Fund - ROD Doc. Fee Reserved	$100,000	$300,000	$600,000	$300,000
General Fund - Communication Center Assigned	$1,175,000	$0	$900,000	$900,000
General Fund - Digital Radio System Upgrade Assigned	$0	$0	$3,119,000	$3,119,000
General Fund - Assigned	$200,000	$1,240,500	$1,163,200	($77,300)
Capital Project Funds Assigned	$8,241,000	$395,000	$405,500	$10,500
Subtotal: Cash Balances from Governmental Fund Balance	$9,716,000	$2,000,500	$6,187,700	$4,187,200
Total Fund Balance Uses For Capital Projects	$10,431,000	$3,596,500	$14,242,700	$10,646,200
Investment Earnings	$700,000	$510,000	$250,000	($260,000)
Debt Proceeds	$20,000,000	$17,000,000	$10,000,000	($7,000,000)
Tax Levy	$2,425,000	$2,000,000	$1,950,000	($50,000)

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Page #	PROJECT TITLE	Project Number	2014 Project Budget	Fund Balance & Revenue Applied		Net $'s Needed After Revenues Applied
	PUBLIC WORKS - AIRPORT					
476	RUNWAY 10/28 SAFETY ZONES	200310	$180,000	$180,000	(a)	$0
477	AIRPORT FACILITY UPGRADES	201118	$59,000	$59,000	(a)	$0
	SHERIFF - BUILDINGS					
478	JAIL HOLDING CELLS	201204	$300,000	$300,000	(b)	$0
	PUBLIC WORKS - BUILDINGS					
480	HIGHWAY SUBSTATION HVAC UPGRADES	201109	$36,000	$0		$36,000
481	ADMINISTRATION CENTER ROOFING UPGRADES	201113	$11,000	$0		$11,000
482	ENERGY EFFICIENCY IMPROVEMENTS	201208	$215,200	$215,200	(c)	$0
483	ON-SITE MEDICAL CLINIC, RETROFIT FACILITY	201417	$243,000	$243,000	(d)	$0
	UW-Waukesha					
484	UWW BOILER,CHILLER & CONTROLS REPLACE	200902	$1,007,000	$0		$1,007,000
	PUBLIC WORKS - HIGHWAYS					
486	CTH ES, Fox River Bridge	201004	$176,000	$0		$176,000
487	CTH C, MILL STREET TO OAKWOOD ROAD	201116	$130,000	$0		$130,000
488	CTH L, CTH Y to Moorland Road	200011	$1,484,000	$400,000	(e)	$1,084,000
489	CTH D, CALHOUN -INTERSECTION	200511	$495,000	$0		$495,000
490	CTH F REHABILITATION (BUSSE RD TO STH 190)	200905	$915,000	$0		$915,000
491	CTH O, CTH HH TO GRANGE AVE.	201007	$140,000	$0		$140,000
492	CTH XX, PEBBLE BROOK CREEK BRIDGE	201402	$5,000	$0		$5,000
493	CULVERT REPLACEMENT PROGRAM	9817	$120,000	$20,000	(f)	$100,000
494	REPAVING PROGRAM 2013-2017	200911	$2,000,000	$330,000	(g)	$1,670,000
495	SIGNAL/SAFETY IMPROVEMENTS	200427	$1,200,000	$250,000	(h)	$950,000

(a) Airport Fund Balance
(b) General Fund Balance from prior year jail assessment fees
(c) General Fund Balance of $115,200, Ice Arenas Fund Balance of $100,000
(d) Health Insurance Fund Balance
(e) Revenue from Sale of Excess Land
(f) Local Reimbursement for city road amenities
(g) County Highway Improvement Program (CHIP)
(h) County Highway Improvement Program (CHIP) - Discretionary Funds

2014 Capital Projects

	PROJECT TITLE	Project Number	2014 Project Budget	Fund Balance & Revenue Applied		Net $'s Needed After Revenues Applied
	PARKS AND LAND USE					
496	WANAKI GC BRIDGE REPLACEMENT	201309	$160,000	$160,000	(i)	$0
497	PARKS RESTROOM RENOVATION	200505	$540,000	$0		$540,000
498	PAVEMENT MANAGEMENT PLAN THRU 2017	200824	$500,000	$0		$500,000
499	WAUKESHA-BROOKFIELD MULTI-USE TRAIL	201407	$50,000	$0		$50,000
500	COLLABORATIVE MATERIAL RECYCLING FACILITY	201409	$5,410,000	$5,410,000	(j)	$0
	IT-EMERGENCY PREPAREDNESS					
501	DIGITAL RADIO SYSTEM UPGRADE	200815	$8,663,000	$4,331,500	(k)	$4,331,500
502	WCC CONSOLE RADIO EQUIPMENT	201102	$900,000	$900,000	(l)	$0
	REGISTER OF DEEDS					
503	ROD ELECTRONIC RECORD REDACTION	201117	$600,000	$600,000	(m)	$0
	IT-HEALTH AND HUMAN SERVICES					
504	IMPLEMENT HHS AUTOMATED SYS	200109	$95,000	$95,000	(n)	$0
	IT-COUNTY CLERK					
506	ELECTION SYSTEM UPGRADE	201310	$1,248,000	$248,000	(n)	$1,000,000
	IT-SHERIFF					
508	JAIL SYSTEM RE-ENGINEERING & UPGRADES	201307	$405,000	$405,000	(o)	$0
	TECHNOLOGY PROJECTS					
510	VOIP IMPLMTN & INFRASTRUCTURE UPGRADE	200820	$375,500	$375,500	(p)	$0
511	WORKFORCE MANAGEMENT SYSTEM	200912	$300,000	$300,000	(q)	$0
512	END USER REPORT DEVELOPMENT	201411	$15,000	$15,000	(q)	$0
	EST. FINANCING (Includes Arb Rebate/Discount)	999999	$115,000	$0		$115,000
	TOTAL EXPENDITURES/Fund Balance Applied/Net $ Needed		$28,092,700	$14,837,200		$13,255,500

ADDITIONAL REVENUES & FUND BALANCE-GENERALLY APPLIED

STATE COMPUTER EQUIPMENT EXEMPTION	$600,000	
STATE SHARED REVENUE/UTILITY PAYMENT	$50,000	
CAPITAL PROJECT FUND BALANCE	$405,500	
DEBT ISSUE PROCEEDS	$10,000,000	
INVESTMENT INCOME EARNED ON DEBT ISSUE	$250,000	
TOTAL FROM OTHER FUNDING SOURCES		$11,305,500
TAX LEVY		$1,950,000

(i) Golf Course Fund Balance
(j) Material Recycling Facility Fund Balance
(k) General Fund Balance of $3,119,000 and Radio Services Fund Balance of $1,212,500
(l) General Fund Balance Assigned
(m) General Fund Balance from prior year document recording fees
(n) General Fund Balance
(o) General Fund Balance from prior year jail assessment fees
(p) Telecommunications Fund Balance
(q) End User Technology Fund Balance

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GENERAL SUMMARY

The 2014 capital project expenditures increase $222,700 from the 2013 Adopted Budget to about $28.1 million. Changes are identified by functional area below.

Justice and Public Safety

Projects in this functional area total $10.3 million, which is an increase of $9.2 million from the prior year budget, mainly due to funding $8.7 million to continue the upgrade of the County's public safety radio technology from an analog to a digital signal. An additional $900,000 is budgeted to replace corresponding radio console equipment at the Waukesha County Communication Center. Jail-related projects include $405,000 in 2014 to complete a Jail system software update and $300,000 to construct jail holding cells.

Health and Human Services

This area includes $95,000 to complete a Human Services case management and related system project. Expenditures in this functional area decrease by about $10.6 million, mostly due to the anticipated completion of the Health and Human Services building in 2013.

Parks, Environment, Education and Land Use

Projects in this functional area total $6.7 million, an increase of about $2.7 million from the 2013 budget level. This includes $5.4 million as the County's share for a project to develop a collaborative Material Recycling Facility with the City of Milwaukee in 2014. This budget includes $540,000 for the final year of restroom renovations at reserved picnic sites throughout County parks. The budget also includes $500,000 for the Parks pavement management plan, $160,000 to begin replacement of bridges at Wanaki Golf Course, and $50,000 for preliminary design work for a multi-use trail connecting Frame Park in the City of Waukesha to Mitchell Park in the City of Brookfield.

Public Works

Project expenditures in the Public Works functional area total $8.4 million, a decrease of $2.6 million from the 2013 Adopted Budget. Projects include buildings, highways and the airport as follows:

Buildings

Building infrastructure improvements total about $1.5 million. Facility project improvements include about $1 million for replacement of chiller and controls at UW-Waukesha. The budget also includes $243,000 for a project to retrofit the old Public Health Building to develop an on-site medical/wellness center for county employees. The center is expected to involve an intergovernmental agreement, with the School District of Waukesha and City of Waukesha participating. A joint feasibility study projected a positive return on investment of $6.9 million over five years (County's share of savings estimated at $2.4 million). A project continues to address energy efficiency improvements at County facilities with about $215,000 to install digital controls on all HVAC equipment at Retzer Nature Center, the Expo Center and Eble and NagaWaukee Ice Arenas. These improvements are expected to maximize the efficiencies of the HVAC system and save staff time troubleshooting issues at remote locations. Design work for upgrading HVAC systems at highway substations and to replace the Administration Center roof is budgeted at $36,000 and $11,000.

Highways

The 2014 capital budget for roadways continues priorities established in four categories and includes projects in all categories to provide a balanced plan. Projects and funding priorities are identified below.

Bridges/Culverts

The existing culvert replacement program continues with an appropriation of $120,000. The County Highway (CTH) ES (National Ave) Fox River bridge project includes $176,000 for rehabilitation. Another $5,000 for preliminary design work is included for the Pebble Brook Creek Bridge on CTH XX (Oakdale Drive). Future year construction costs for these projects are expected to be funded with Federal Bridge Aid revenues of $835,000.

Signal & Safety Improvements

Project costs of nearly $1.7 million address intersection improvement including traffic signals and turn lanes at the top rated locations over two years (2014-15). Ratings are based on safety, traffic congestion and roadway safety audits to identify the use of lower cost remediation strategies. Also, included is 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 $495,000.

Repaving

A funding level of $2.0 million is budgeted for annual County Trunk Highway (CTH) repaving program with a goal of covering approximately 20 miles of road. In addition, $915,000 is budgeted for the rehabilitation of CTH F (Redford Boulevard), from Busse Road to State Trunk Highway (STH) 190 (Capitol Drive) in the City of Pewaukee. Another project to rehab CTH C (Genesee Street) in the City of Delafield, from Mill Street to Oakwood Road, begins in 2014 with design work costs at $130,000.

Priority Corridors
Two projects address major through routes in the County. This includes nearly $1.5 million for reconstruction of CTH L (Janesville Road) in the City of Muskego, reflecting updated costs for design, land acquisition, environmental remediation and construction. In addition, $140,000 is budgeted for design and land acquisition related to the expansion of the CTH O (Moorland Road) between CTH H (College Avenue) in the City of New Berlin from two lanes to four lanes, with construction planned for 2015.

Airport
The 2014 budget includes funding for two Airport projects including $180,000 to address runway 10/28 safety zone areas, along with federal and state funding of $15.1 million. Also, $59,000 is budgeted for design work to upgrade the Terminal Building and Control Tower.

County Wide Technology Investments
County technology projects include $1.2 million for the first year of a two-year plan to implement the County's election system through process improvements and automated system enhancements. The budget also includes $600,000 for the final year of funding for a project in the Register of Deeds Office to address the removal of Social Security numbers from electronic real estate documents, funded with a state-approved document recording surcharge. Other technology projects include $375,500 for the last year of funding the implementation of a Voice Over Internet Protocol (VOIP) environment to replace the County's aging telephone system; $300,000 for the workforce management system replacement project, to extend the schedule and provide consultant assistance to minimize the impact of implementation work on regular staff duties; and $15,000 for initial hardware and software costs for a project to transition the County to a new, more affordable data reporting system.

Project Revenue Funding
Revenues and various Fund Balance appropriations for project funding increase by about $7.3 million to $16.1 million for the 2014 Budget.

Project specific revenues include a decrease in revenue budgeted for local reimbursement for the cost of street amenities by about $2 million. Also $1.9 million of Federal Transportation Enhancement grant funding for bike trail paving was included in the 2013 budget, but not repeated in 2014. This is partially offset with $400,000 in anticipated revenue from the sale of excess land associated with the reconstruction of CTH L (Janesville Road) and an increase in funding for the County Highway Improvement Program by $280,000.

Revenues also include State payments received for personal property tax exemption for technology equipment of $600,000 and State shared revenue/utility payments allocated to Capital Projects budget estimated at $50,000.

Use of various Fund Balances for specific projects in 2014 include: $5,782,200 of General Fund Balance, $5,410,000 of Material Recycling Facility Fund (MRF) Balance, $1,212,500 of Radio Services Fund Balance, $405,500 of Capital Projects Fund Balance, $375,500 of Telecommunications Fund Balance, $315,000 of End User Technology Fund Balance, $243,000 of Health Insurance Fund Balance, $239,000 of Airport Fund Balance, $160,000 of Golf Course Fund Balance and $100,000 of Ice Arenas Fund Balance. Use of Fund Balance totals $14,242,700, which is an increase of $10,646,200 from the 2013 adopted budget. The increase is largely due to the $5.4 million collaborative MRF project and the $4.3 million in General Fund and Radio Services Fund Balance set aside for a project to upgrade the public safety radio system in 2014.

Borrowed funds are budgeted at $10 million, a decrease of $7 million mostly due to the completion of the Health and Human Service project in 2013. Investment income is budgeted at $250,000. Property tax levy funding at $1,950,000 is a reduction of $50,000 from the 2013 Adopted Budget. Tax levy and the use of governmental fund cash balance of nearly $6.2 million, enterprise fund balance of $7.1 million and internal service fund balance of $933,500, along with County general revenues of $650,000 maintains the County's "down payment" at 46% of net capital expenditures.

OPERATING IMPACTS BY FUNCTIONAL AREA

Justice and Public Safety
An upgrade to the Countywide digital radio system for public safety and radio console equipment will change maintenance costs currently budgeted in operating budgets for existing system users. These costs are expected to be partially offset by system users' annual operating cost reimbursements for radio services operations. A jail system software upgrade project will include imaging enhancements, improved security, screen and database functionality. On-going operating costs are identified as $7,100 for hardware and $34,000 for software annually.

Health and Human Services
Implementation of the Health and Human Services Automated System is estimated to result in operating costs in the first year of operation of about $440,000, which is more than offset by reduced costs from the old system of about $560,000 for software licensing, maintenance and related expenses.

Park, Environment, Education and Land Use
Maintenance costs for park restroom renovations are expected to 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 2014 with restroom renovations at Minooka and Mukwonago Parks. Wanaki Golf Course bridges are planned to be replaced over the next three years. The number of bridges will be reduced to avoid future maintenance costs. The project is also expected to improve river flow and reduce flooding which may help limit golf course closures and loss of revenue.

The budget includes a project to develop a cooperative Material Recycling Facility (MRF) with the City of Milwaukee, to be operated by a private contractor. This joint facility will allow participating municipalities to move from “dual stream” recyclable processing, where materials must be sorted, to a more-efficient “single stream” system, where all paper, bottles and cans can be mixed together in a single container for collection and processing. This is expected to increase program revenues through higher recycling levels. However, program revenues and ongoing operating costs will be dependent upon the final contract with the private MRF operator. This project is also expected to include the one-time purchase of new recycling containers for approximately 89,000 households, estimated to cost between $4 million and $5 million, which is planned to be funded with MRF Fund Balance through a proposed ordinance.

Public Works
The project to develop an on-site medical/wellness center, through a partnership with the Waukesha School District and City of Waukesha, is expected to generate a positive return on investment of about $6.9 million over five years (County’s share estimated at $2.4 million). This is to be achieved by lowering health claim and prescription drug costs through onsite management and encouraging greater use of primary care over specialty care.

An energy conservation project will install digital controls on all HVAC equipment at Retzer Nature Center, the Expo Center and Eble and NagaWaukee Ice Arenas, which is expected to maximize the efficiencies of the HVAC system and save staff time troubleshooting issues at remote locations. Return on investment for these improvements are expected within 2-6 years, depending on the facility. Projects to upgrade the HVAC system at highway substation buildings are expected to make these facilities more energy efficient.

Highways
Annual operating costs for additional lane miles are estimated at $6,860 per lane mile. Since 1998, the County has used a highway pavement management program to achieve an average Pavement Condition Index (PCI) rating of 70. Since 1998, the overall average PCI rating of all County Trunk highways has improved from 60.6 in 1998 to a 68 for 2012. The County follows Wisconsin Department of Transportation guidelines for bridge replacement. Structure rehabilitation is warranted when the sufficiency number drops below 80, and a structure replacement is warranted when the sufficiency number drops below 50. The Highway Engineering division continues to work to maintain an average sufficiency index rating of 80 or higher for all county bridges.

Technology Projects
The Capital plan continues a number of technology projects to improve and automate business processes as well as upgrade old systems. This includes a workforce management system (time and attendance tracking and scheduling) upgrade expected to help better manage and reduce overtime usage and spending, with a return on investment estimated within four years. A Register of Deeds redaction project to move to electronic real estate records will include additional technology maintenance fees, offset by increasing efficiency from online records search, retrieval revenue and reduction in costly record storage. An election system upgrade is expected to generate process improvements and automated system enhancements to maximize efficiencies and automate the vote collection, tallying and reporting processes. A $125,000 project to transition the County to a new, more affordable data reporting system is estimated to have an immediate return on investment by forgoing estimated re-licensing ($190,000) and maintenance fees ($83,000) estimated with the current system in 2015. By contrast, the new system is expected to have ongoing annual maintenance cost of $5,500.

Project #	A-200310	**Project Title**:	Runway 10/28 Safety Areas
Department:	Public Works/Airport	**Manager:**	Allison Bussler, DPW Director
Phase:	Construction		
Budget Action:	As Planned	**Date:**	Aug-13

CAPITAL BUDGET SUMMARY

Year Project Phase	2007 Design	Phase I -2013 Construction	Phase II - 2014 Construction	Total Project
Expenditure Budget	$356,500	$260,000	$180,000	$796,500
Revenue Budget	$356,000	$260,000	$180,000	$796,000
Net County Cost	$500	$0	$0	$500

COST DOCUMENTATION		**REVENUE**	
Construction	$13,234,200	WI BOA 5%	$796,500
Design	$1,191,100	FAA 90%	$14,288,100
Construction Admin	$1,455,800	Project dependent on available Federal and/or State Funding	
Total Project Cost	$15,881,100	Total Revenue	$15,084,600
EXPENDITURE BUDGET	$796,500	**REVENUE BUDGET** (Airport Fund Balance)	$796,500

Project Scope & Description

To improve the currently non-compliant runway 10/28 safety area (RSA) and object free area (OFA) to provide for standard RSA and OFA dimensions. Doing this requires the implementation of Declared Distances on runway 10/28, which can be built with no effect to Pewaukee Road or to Silvernail Road. A state Bureau of Aeronautics (BOA) study conducted on May 13, 2005 states that the condition of the pavement for runway 10/28 will reach the minimum service level in 2012, which will require substantial rehabilitative maintenance to the runway. The BOA states that this will more than likely be the triggering event that causes the Federal Aviation Administration (FAA) to withhold federal funding for the rehabilitation if the safety areas are not in compliance with federal regulations.

Location

Safety Areas off of both ends of runway 10/28.

Analysis of Need

In October of 1999, the FAA issued Order 5200.8, *Runway Safety Area Program*. The RSA is intended to provide a measure of safety in the event of an aircraft excursion from the runway by significantly reducing the extent of personal injury (to both people on the ground and in the aircraft) and aircraft damage during overruns, undershoots and veer-offs. It is the objective of the Runway Safety Area Program that all RSA's at federally obligated airports conform to the standards set forth in FAA Advisory Circular (AC) 150/5300-13, *Airport Design.* As part of the Master Plan process there was a review of the RSA. Based strictly on above ground objects the RSA does not meet the FAA requirements. Pewaukee Road penetrates the RSA by an average of 375 feet, while Silvernail penetrates the RSA at an angle, with encroachment at the southwest corner by approximately 200 feet and encroachment at the northeast edge by 700 feet. Changes to airport design criteria, lack of federal funding for several years, changes in cost share percentages and concurrence from different divisions of FAA delayed project. In March 2012, the FAA agreed on a course of action.

With safety area compliance projects becoming a high priority for the BOA, it would be prudent to include this project in the plan in order to get it included in the BOA capital plan to ensure that the state can program adequate funds.

Alternatives

Do nothing: If we do nothing and still wish to receive federal aid for runway related repairs or reconstruction beyond 2012, we would be required to shorten the length of the runway at both ends, relocate the localizer antenna, approach lighting system, glideslope antenna, perimeter fencing, connector taxiway, and the visual approach slope indicators (VASI's). The cost of this alone is estimated to be $1.8 million. Under this scenario impacts to the surrounding roads and land uses of the airport would be minimal. However, given the runway length needs associated with the existing and projected corporate users of the airport, a reduction in the runway length would limit current aircraft operations and put restrictions on projected future growth. The runway would be shortened by 1000 feet making it essentially useless to jet aircraft. If we do nothing and still wish to keep the existing 5850 feet of runway, the County would be solely responsible for any future capital costs associated with the runways. Under this scenario, the future ability of the airport to expand to meet the changing needs of the users would be severely hampered.

Ongoing Operating Costs

The ongoing operating costs would be associated with the continued maintenance required for upkeep of the extended pavement, plus the extra area required for snow removal.

Previous Action

Approved for design, initial request for construction.

Project #	201118	**Project Title**:	Airport Facility Upgrades
Department:	Public Works-Airport	**Manager:**	Allison Bussler, DPW Director
Phase:	Design		
Budget Action:	C - $ update	**Date:**	Aug-13

CAPITAL BUDGET SUMMARY

Year	2013	2014	2015	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	$11,000	$59,000	$540,000	$610,000
Revenue Budget	$11,000	$59,000	$540,000	$610,000
Net County Cost	$0	$0	$0	$0

COST DOCUMENTATION		**REVENUE**	
Architect	$70,000	Airport Fund Balance	$610,000
Construction	$500,000		
Contingency	$40,000		
Total Project Cost	$610,000	Total Revenue	$610,000
EXPENDITURE BUDGET	$610,000	**REVENUE BUDGET**	$610,000

Project Scope & Description
Upgrade the HVAC infrastructure and replace worn items as identified by the five-year building improvement plan.

Location
Terminal and control tower buildings at the Waukesha County Airport.

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

The heating, ventilating and air conditioning equipment installed in this facility was scheduled to be replaced in the LAW study in 2010 and 2011. The equipment is still in operable condition and it is recommended that replacement be deferred until 2015. New equipment will provide the County an opportunity to utilize more energy efficient equipment and reduce energy consumption. Design costs updated based on costs received from the 2013 architectural design services RFP responses.

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

Ongoing Operating Costs
Energy consumption will be reduced by replacing the older equipment with newer high efficiency equipment. Energy consumption reductions will be determined as part of the budget and concept design.

Previous Action
Approved as new project in 2011-2015 Plan.
2012-2016, 2013-2017 capital plans: approved as planned.

Project #	201204	**Project Title**:	Jail Holding Cells
Department:	Sheriff	**Sponsor:**	Sheriff's Department
Phase:	One-Year Project	**Manager:**	Allison Bussler, Public Works Director
Budget Action:	C - Accelerate	**Date:**	August 30, 2013

CAPITAL BUDGET SUMMARY		
Year	2014	Total
Project Phase	Design/Construction	Project
Expenditure Budget	$300,000	$300,000
Revenue Budget	$300,000	$300,000
Net County Cost	$0	$0

COST DOCUMENTATION		REVENUE	
Architect	$25,000		
Construction	$255,000	Jail Assessment	$300,000
Contingency	$20,000	Fund Balance	
Total Project Cost	$300,000	Total Revenue	$300,000
EXPENDITURE BUDGET	$300,000	**REVENUE BUDGET**	$300,000

Project Scope & Description

This project would involve the construction of a small group holding area in the adjacent area to Pod 1 where the negative pressure cells were deleted from the jail expansion project. Unfinished or roughed out cell space currently exists in this area. This project would involve finishing off some of the roughed out cell space for inmates that cannot be released into the general inmate population and also be used to house overflow inmates until other pod cell space is available. The project also includes the removal of the door (wall can stay, no need for demolition) separating Pod 1 from this cell area for better supervision and access. The bid for this project will need to be approved by the County Board's Public Works Committee prior to construction.

Location

Waukesha County Jail: Negative Pressure Cells near Pod 1

Analysis of Need

This need exists as the additional 192 jail beds that were identified as a need to address anticipated jail population growth and were recommended with the initial jail expansion plan were not approved for construction by Waukesha County. In addition the number of inmates with special needs (medical, mental health, AODA issues, etc.) has increased beyond what was planned or anticipated.

The inmate population at the Waukesha County Jail remains high. When the facility was opened in December 2005, the average daily population (ADP) in the jail was 311. The ADP to date in 2013 is 421 and has exceeded 464 this year. The Waukesha County Jail capacity is 469 beds. By national standards, the facility is considered full when it is 80% occupied or at 375 beds.

Year	2006	2007	2008	2009	2010	2011	2012	2013
Average Jail Population **	387.17	429.88	427.69	440.04	423.45	429.70	418.77	420.66
Average Federal Inmate Population	67.09	64.34	58.29	55.85	52.16	50.17	30.10	24.82

** The average jail population includes the federal inmate population.

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Project #	201204	**Project Title**:	Jail Holding Cells
Department:	Sheriff	**Sponsor:**	Sheriff's Department
Phase:	One-Year Project	**Manager:**	Allison Bussler, Public Works Director
Budget Action:	C - Accelerate	**Date:**	August 30, 2013

The Waukesha County Jail, as well as jails nationally, continues to experience an increase in number of special needs inmates, as well as an increase in the level of severity of afflictions apparent in this population. This includes inmates with very serious drug and alcohol abuse issues, medical problems, mental health problems, suicidal ideations, co-occurring disorders (alcohol and other drug addictions and mental health) as well as an increase in very violent and dangerous individuals. These inmates are very staff intensive to manage, supervise and transport.

An area of concern for the department is that there is an inadequate number of cells available for special needs inmates, as well as inmates classified as restricted custody (violent, dangerous, predatory, disciplinary problems, high bail, unknown past institutional history, etc.) This requires inmates to be housed in areas that are not constructed or staffed to provide adequate supervision. For example, special needs inmates are routinely housed in the temporary holding cells in the intake center awaiting cell space in the special needs housing pod. The intake center is staffed adequately to complete intake/release functions and to monitor near term housing but is not adequately staffed to supervise these highly staff intensive special needs inmates.

This area, if constructed, could also be used for overflow inmates if there are no special needs inmates in that space. Overflow inmates are currently being housed on plastic bunks in the dayroom areas in the general housing units and in program areas. When inmates are sleeping on the floor, there needs to be sufficient room so that staff can quickly move throughout the area and safely monitor all of the individuals, which limits the number of individuals who can sleep on the floor. There is also a limited amount of program space where inmates can be housed.

Housing inmates on the floor is not a safe solution to overcrowding. Inmates with cells are required to share toilet facilities with the inmates housed in the dayrooms. In the event of an emergency situation or disciplinary action, inmates are required to share or "swap" cell space. Housing inmates in the dayrooms of the housing units is also a violation of Department of Correction administrative code.

Alternatives

1. Do nothing: As previously mentioned, the overflow special needs inmates are currently housed in the intake area until a cell in the special needs pod becomes available. The concern is that these inmates require staff intensive supervision due to serious medical and mental health problems. Intake staff is responsible for booking and releasing inmates and do not have the time necessary to provide adequate supervision to these high need inmates. Housing inmates in the intake area is also a violation of Department of Correction administrative code.

2. Shipping inmates has also been considered. In 2009, the Department was provided with $200,000 to ship inmates to other counties. The Department did not utilize the available funding in 2009 but may not have that option in future years if the population continues to rise. This project could be delayed, however, if inmate populations require the Department to ship inmates to other counties, the shipping will have an impact to the operating budget which the department may not be able to absorb. In addition, there is no assurance that other jails would even agree to house this type of special needs inmate.

   The other concern is that other jails are not likely to accept special needs inmates so the Department still needs to have adequate space for those inmates in the Waukesha County Jail Facility.

Ongoing Operating Costs

The on-going impact of installing bathrooms and finishing the negative pressure cell areas for regular housing is negligible as the Department would have to provide meals, inmate medical, access to restroom facilities, etc if the population was housed at the Waukesha County Jail. The additional space could allow the Department the flexibility to address some of the overcrowding currently experienced on site as opposed to shipping them to other facilities. The estimated cost to the county to ship inmates is approximately $60 per inmate day (not including transport costs) if other facilities are even willing or able to accept these inmates.

Previous Action

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

Project #	201109	**Project Title**:	Highway Substations HVAC Upgrades
Department:	Public Works -Buildings	**Sponsor:**	Public Works
Phase:	Design	**Manager:**	Allison Bussler, DPW Director
Budget Action:	As Planned	**Date:**	Aug-13

CAPITAL BUDGET SUMMARY

Year	2014	2016	Total
Project Phase	Budget & Concept Design	Construction	Project
Expenditure Budget	$36,000	$575,000	$611,000
Revenue Budget	$0	$0	$0
Net County Cost	$36,000	$575,000	$611,000

COST DOCUMENTATION		**REVENUE**	
Architect	$36,000		
Construction	$530,000		
Contingency	$45,000		
Total Project Cost	$611,000	Total Revenue	$0
EXPENDITURE BUDGET	$611,000	**REVENUE BUDGET**	$0

Project Scope & Description
HVAC equipment controls and upgrades at the four Highway Division substations.

Locations
Nashotah Substation–N46W33480 CTH R, Nashotah, WI 53058
New Berlin Substation–20300 W. Lawnsdale Road, New Berlin, WI 53058
North Prairie Substation–126 Oakridge Drive, North Prairie, WI 53153
Sussex Substation–N51W23093 Lisbon Road, Sussex, WI 53098

Analysis of Need
The equipment targeted to be replaced in this project has been identified to have reached the end of its useful life. Mechanical HVAC equipment normally has a useful life of approximately 25 years depending upon the quality of the equipment and the frequency of maintenance. With proper maintenance the useful life of the equipment can be extended. The substations were constructed as follows: Nashotah 1972 (41 years ago), New Berlin 1950 (63 years ago), North Prairie 1988 (25 years ago) and Sussex 1965 (48 years ago). The project proposes a concept and budget in 2014 to determine which equipment needs to be replaced, reconditioned or reused. This project will also allow the County to install high-efficiency equipment to reduce annual utility costs.

Alternatives
Repair or replace equipment when it breaks down.

Ongoing Operating Costs
Energy consumption will be reduced with more efficient equipment, estimates to be determined by the 2014 budget and concept study.

Previous Action
- 2011-2015 capital plan: approved as a new project.
- 2012-2016 capital plan: approved with cost update.
- 2013-2017 capital plan: delayed.

Project #	201113	**Project Title**:	Administration Center Roofing Upgrades
Department:	Public Works-Buildings	**Sponsor:**	Public Works
Phase:	Design	**Manager:**	Allison Bussler, DPW Director
Budget Action:	As Planned	**Date:**	Aug-13

CAPITAL BUDGET SUMMARY			
Year	2014	2015	Total
Project Phase	Design	Construction	Project
Expenditure Budget	$11,000	$211,000	$222,000
Revenue Budget	$0	$0	$0
Net County Cost	$11,000	$211,000	$222,000

COST DOCUMENTATION		REVENUE	
Architect	$11,000		
Construction	$196,000		
Contingency	$15,000		
Total Project Cost	$222,000	Total Revenue	$0
EXPENDITURE BUDGET	$222,000	**REVENUE BUDGET**	$0

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

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

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

Alternatives
Patch the roof when leaks develop.

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

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

Project #	201208	**Project Title**:	Energy Efficiency Improvements
Department:	Public Works-Facilities	**Sponsor:**	Public Works
Phase:	Program Project	**Manager:**	Dale Shaver, P&LU Director Allison Bussler, DPW Director
Budget Action:	C – Scope, $ Update	**Date:**	Aug-13

CAPITAL BUDGET SUMMARY

Year	2012	2013	2014	2015	Total
Program Project	Design & Construction	Design & Construction	Design & Construction	Design & Construction	Project
Expenditure Budget	$372,000	$333,000	$215,200	$75,000	$995,200
Revenue Budget	$0	$333,000	$215,200	$75,000	$623,200
Net County Cost	$372,000	$0	$0	$0	$372,000

COST DOCUMENTATION	Cost	**Revenue**	
Architect/Consultant	$84,750	General Fund Balance	$448,200
Construction	$843,000	Ice Arena Fund Balance	$100,000
Contingency	$67,450	Golf Course Fund Balance	$75,000
Total Project Cost	$995,200		
EXPENDITURE BUDGET	$995,200	**REVENUE BUDGET**	$623,200

Note: Project Scope and Description have been comprehensively revised to account for updated projects in 2014 and 2015.

Project Scope & Description

Energy efficiency improvements for 2012 and 2013 consisted mostly of government center campus (e.g., Courthouse, Mental Health Center, etc.) building lighting upgrades.

For 2014 and 2015, this project will continue the implementation of Energy Efficiency Improvements in Waukesha County and includes the following projects:

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

Implementation of energy conservation initiatives will focus on those upgrades justified in facility analysis reports or other detailed analysis of existing systems which have a return on investment (ROI) of less than 7 years (high and medium ranked projects). Focus on sound return on investments will continue to demonstrate a sound business approach to energy saving and will provide the strong reduction of utility expenditures in the operating budget.

Project Examples and projected ROI

2014	Eble Ice Arena	Facility HVAC Automation	2.6 years ROI
2014	Nagawaukee Ice Arena	Facility HVAC Automation	3.0 years ROI
2014	Retzer Nature Center	Facility HVAC Automation	6.0 years ROI
2014	Expo Arena	Facility HVAC Automation	4.5 years ROI
2015	Nagawaukee and Wanaki	Lighting upgrade	2.0 years ROI

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 increases and consumption. The County can do something to manage and reduce consumption. Energy consumption will be reduced by an overall estimated average of 12% based on the consultants design by replacing the existing lighting fixtures with the new higher efficiency lighting fixtures and with the addition of Building Automation Systems for high energy buildings.

Previous Action

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

Project #	201417	**Project Title**:	On-Site Medical Clinic, Retrofit Facility
Department:	Public Works	**Sponsor:**	Jim Richter, HR Manager
Phase:	One-Year Project	**Manager:**	Allison Bussler, DPW Director
Budget Action	New	**Date:**	August 29, 2013

CAPITAL BUDGET SUMMARY

Year	2014	Total
Project Phase	Design/Construction	Project
Expenditure Budget	$243,000	$243,000
Revenue Budget	$243,000	$243,000
Net County Cost	$0	$0

COST DOCUMENTATION		**REVENUE**	
Architect	$24,000		
Construction	$203,000	Health Insurance Fund Balance*	$243,000
Contingency	$16,000		
		* Project Costs are to be funded up-front by the County, with the City of Waukesha and the Waukesha School District repaying their share over five years.	
EXPENDITURE BUDGET	$243,000	**REVENUE BUDGET**	$243,000

Project Scope & Description

This project is being proposed to provide for space associated with an on-site medical clinic. Waukesha County, the City of Waukesha and the Waukesha School District are partnering in the development of a joint on-site medical clinic to be used by employees and their dependents. The building currently is occupied by the Public Health Division. The space will become available following their relocation to the new Health and Human Services Center in the fourth quarter of 2013. The building has many of the features necessary for a medical clinic making this an appropriate location for the on-site clinic.

The building will require the addition of several exam rooms and office areas to accommodate the services that are anticipated to be provided in the building. The building will also house a new physical therapy area. The building is in a central location for County employees as well as employees from the City and School District. In addition, this building has an accessible entrance and sufficient parking. The County Board will need to approve the final intergovernmental agreement with the City and School District prior to remodeling the facility.

Location

615 W Moreland Blvd., City of Waukesha The building is the current Public Health Center and will be vacated in the fourth quarter of 2013 when the Public Health staff relocates to the new Health and Human Services building.

Analysis of Need

The County, in conjunction with the City and School District, conducted a feasibility study to determine if there was sufficient cost savings to our respective organizations by implementing an on-site medical clinic. The study concluded that, jointly, the organizations had the potential to save at least $6,900,000 over a five-year period. The County portion of these savings over the same time period is approximately $2,400,000. In addition to the fiscal savings, there will be productivity savings due to the location of the facility. The County has had a long term health care management strategy for several years which includes the implementation of various health assessment and wellness programs. The on-site clinic enables these programs to be expanded and refined, which in turn will result in a greater employee engagement in identifying health risks early and with the goal of preventing high cost medical claims in the future. The clinic is also expected to lower health claim and prescription drug costs through onsite management and encouraging greater use of primary care over specialty care.

Alternatives

The County will be conducting a comprehensive RFP process to select a vendor to operate and manage the clinic. During the RFP process, if the successful proposer identifies, an alternative location which meets the needs and provides the necessary services in a cost effective approach, the County will consider that location.

Ongoing Operating Costs

There will be ongoing building related operating costs such as utilities, housekeeping and building maintenance. The County will be developing intergovernmental agreements with the City and School District which will identify these costs and how these costs will be shared . The consultant developed estimated operational costs for the clinic, which again will be shared between the three organizations.

Previous Action

None. This is a new project.

Project #	200902	**Project Title**:	UWW Boiler, Chiller and Controls Replacement
Department:	Public Works-Buildings	**Sponsor:**	Public Works
Phase:	Construction	**Manager:**	Allison Bussler, DPW Director
Budget Action:	As Planned	**Date:**	Aug-13

CAPITAL BUDGET SUMMARY

Year	2011	2013	2014	2015	Total
Project Phase	Budget & Concept	Design & Const. Chillers	Design & Const. Chillers	Design & Const Boilers	Project
Expenditure Budget	$20,000	$947,000	$1,007,000	$1,386,000	$3,360,000
Revenue Budget	$0	$0	$0	$0	$0
Net County Cost	$20,000	$947,000	$1,007,000	$1,386,000	$3,360,000

COST DOCUMENTATION	Chiller & Grant Work	Boiler & Controls
Current Project scope	$1,750,000	$1,472,000
Additional Project scope* (Air handling units, electrical motors, Plumbing, Bldg Envelope	$1,943,000	$0
Contingency	$77,000	$118,000
Total Project Cost	$3,770,000	$1,590,000
* funded with state grant		
EXPENDITURE BUDGET	$3,360,000	

REVENUE

UW-Waukesha has qualified for funding from the State based on the investment grade audit and energy report identifying a return on investment up to 16 years. The State will be funding up to $2 million through the Department of Facilities Development(DFD) Energy Efficiency Program. With the adoption of this Capital Project the County will be committing $1,750,000 towards the $3.75 million partnership with UW.

Total Revenue	$2,000,000
REVENUE BUDGET	$0

Project Scope & Description

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

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

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

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

Project #	200902	**Project Title**:	UWW Boiler, Chiller and Controls Replacement
Department:	Public Works-Buildings	**Sponsor:**	Public Works
Phase:	Construction	**Manager:**	Allison Bussler, DPW Director
Budget Action:	As Planned	**Date:**	Aug-13

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

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

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

Location

UW Waukesha, 1500 N. University Drive, Waukesha, WI 53188

Analysis of Need

The UWW Campus was constructed in 1965. Most of the heating and cooling plant is from the original construction and much of the existing equipment is approximately 48-years-old. Mechanical equipment usually has a useful life expectancy of 25 to 30 years. Many times the useful life can be extended with a good preventative maintenance program. The replacement of the heating and cooling plant equipment and controls is needed because of the age and potential failure of the equipment. In addition to the rising cost of energy, it is prudent to replace older inefficient mechanical equipment and controls with new high efficiency equipment. Two 400 horse power Cleaver Brooks boilers provide heat to the entire campus which is approximately 266,000 square feet. One 175 ton and 300 ton Carrier Hermetic Centrifugal Chiller provide cooling to approximately 204,000 square feet of campus. Both chillers contain refrigerant R-11, which is considered unfriendly to the environment.

Alternatives

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

Ongoing Operating Costs

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

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

Previous Action

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

Project #	201004	**Project Title**:	CTH ES, Fox River Bridge
Department:	Public Works-Highways	**Road Name:**	National Avenue
Phase:	Construction	**Project Type:**	Bridge
Budget Action:	As Planned	**Manager:**	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY

Year	2012	2013	2014	Total
Project Phase	Budget/Concept	Design	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 was completed to verify the cost effectiveness of the proposed rehabilitation strategy. The roadway will remain two lanes over the bridge but the substandard shoulder width will be improved to current standards. 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 and spalling on the underside of the deck 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 59.3, which indicates that structure rehabilitation is warranted according to WisDOT guidelines and makes the bridge eligible for Federal Bridge Aid (rehabilitation). The 2012 traffic volume at the site is 10,500 vehicles per day.

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 following construction.

Previous Action

- 2010-2014 capital plan: approved as a new project.
- 2011-2015 capital plan: approved with cost update.
- 2012-2016 capital plan: approved with cost update/delay.
- 2013-2017 capital plan: approved as planned.

Project #	201116	**Project Title**:	CTH C, Mill Street to Oakwood Road
Department:	Public Works- Highways	**Road Name:**	Genesee Street
Phase:	Design	**Project Type:**	Rehabilitation/Jurisdictional Transfer
Budget Action:	As Planned	**Manager:**	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY

Year	2014	2015	2016	Total
Project Phase	Design	Land	Land/Const	Project
Expenditure Budget	$130,000	$83,000	$1,850,000	$2,063,000
Revenue Budget	$0	$0	$463,000	$463,000
Net County Cost	$130,000	$83,000	$1,387,000	$1,600,000

COST DOCUMENTATION		**REVENUE**	
Design	$130,000	City of Delafield	$463,000
Land Acquisition	$83,000		
Construction	$1,600,000		
Construction Management	$185,000		
Contingency	$65,000		
Total Project Cost	$2,063,000	Total Revenue	$463,000
EXPENDITURE BUDGET	$2,063,000	**REVENUE BUDGET**	$463,000

Project Scope & Description

The City of Delafield passed a resolution dated July 28, 2008 requesting a jurisdictional transfer of this segment of roadway. The jurisdictional agreement will need to be finalized and approved by both parties. As part of this agreement, Waukesha County would enter into an agreement for cost sharing of the reconstruction. Between the Mill street and the Delafield post office, the project includes the reconstruction of the existing lane roadway to an urban section with bypass lanes as needed. The existing culvert structure will be replaced to improve the hydraulic capacity. Storm sewer, sidewalks and curb and gutter will be added. From the Post office to Oakwood the pavement will be resurfaced and the road will remain a two lane rural roadway. The City of Delafield's share of the project is approximately 22% of the total project cost and covers the design and construction of City requested amenities such as sidewalks, storm sewers, bypass lanes, streetscaping and landscaping, street lights, decorative railings etc.

Location

City of Delafield

Analysis of Need

This roadway was last resurfaced in 1996 and the latest Pavement Condition Index (PCI) for this segment is 50. Major rehabilitation is recommended when PCI ratings drops below 40. Additionally, the twin galvanized steel culverts over the Bark River were placed in 1950 and show signs of deterioration. Traffic volumes within this segment have steadily increased to 9,305 vehicles per day (2010).

Alternatives

- Do nothing which does not address the identified deficiencies.
- Reconstruct CTH C as outlined above.

Ongoing Operating Costs

Initial and future costs will be reduced.

Previous Action

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

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, Revenue	**Manager:**	Allison Bussler, DPW Director
Date:	August 29, 2013		

CAPITAL BUDGET SUMMARY

Year	2007	2008	2009	2010	2011	2012	2013	2014	Total
Project Phase	Design	Land	Land	Land	Land Acq.	Des/Const	Des/Const	Const	Project
Expenditure Budget	$1,000,000	$3,500,000	$3,850,000	$600,000	$900,000	$7,984,000	$3,377,000	$1,484,000	$22,695,000
Revenue Budget	$0	$0	$0	$0	$0	$1,600,000	$2,013,000	$400,000	$4,013,000
Net County Cost	$1,000,000	$3,500,000	$3,850,000	$600,000	$900,000	$6,384,000	$1,364,000	$1,084,000	$18,682,000

COST DOCUMENTATION	**Project Wide**	**Phase I** County only	**Phase II** Fed Aid		Phase I	Phase II
Design	$1,505,000			Surface Transportation Program		$6,338,000
Land Acquisition	$9,230,000			(Phase 2 construction)		
Construction		$5,900,000	$6,889,000			
Construction Mgmnt.		$385,000	$689,000	City of Muskego	$1,920,000	$1,693,000
Contingency		$302,000	$345,000			
City of Muskego (street scaping)		$1,920,000	$1,693,000	Sale of Excess Land		$400,000
WDOT Design Review			$175,000			
Project Subtotal		$8,507,000	$9,791,000	Total Revenue	$1,920,000	$8,431,000
Total Project Cost	$29,033,000					
EXPENDITURE BUDGET	$22,695,000			**REVENUE BUDGET**	$1,920,000	$2,093,000

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 has been designed as one project with construction in two phases: Phase I: Moorland Road to Lannon Drive and Phase II: Lannon Drive to Racine Avenue. 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 reduced the number of business and residential relocations from 22 to 16. At the request of the City of Muskego, Waukesha County will include sidewalks, landscaping, street lighting and other aesthetic improvements. The City of Muskego will reimburse the County for these additional expenses with a project agreement prior to construction. Phase II construction will be a federal aid project through WDOT, as such, WDOT will pay 80% of eligible construction costs - anticipated to be approximately $6,338,000. Updated costs reflect: actual design cost to date; land acquisition costs including environmental remediation; WDOT design review cost for Phase II; Phase I construction cost and estimated Phase II construction cost. Revenue update for Phase II land sales and (estimated) construction costs.

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 $33,350 per annum for the additional lane miles after the 2014 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, 2013-2017 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, 2012-2016 capital plans: approved with cost and cash flow updates.

Project #	200511	**Project Title**:	CTH D, Calhoun Road–Intersection
Department:	Public Works-Highways	**Road Name:**	Cleveland Avenue
Phase:	Land/Const	**Project Type:**	Intersection
Budget Action:	C- Scope, $ Update	**Manager:**	Allison Bussler, DPW Director
Date:	September 8, 2013		

CAPITAL BUDGET SUMMARY

Year	2010	2011	2012	2013	2014	Total
Project Phase	Design	Design	Design	Design/Land	Const/Land	Project
Expenditure Budget	$100,000	$1,100,000	$300,000	$590,000	$495,000	$2,585,000
Revenue Budget	$0	$0	$0	$0	$0	$0
Net County Cost	$100,000	$1,100,000	$300,000	$590,000	$495,000	$2,585,000

COST DOCUMENTATION		**REVENUE**	
Design	$200,000		
Land Acquisition	$460,000		
Construction	$1,685,000		
Construction Management	$160,000		
Contingency	$80,000		
Total Project Cost	$2,585,000	Total Revenue	$0
EXPENDITURE BUDGET	$2,585,000	**REVENUE BUDGET**	**$0**

Project Scope & Description

This project provides funding to fully reconstruct the intersection of CTH D (Cleveland Avenue) and Calhoun Road in New Berlin. The work will involve reconstructing the entire intersection and pavement core and widening the intersection to provide for future traffic volumes and to accommodate the ultimate 4-lane section on Cleveland Ave. A conventional intersection consisting of two through traffic lanes, a left turn lane on all four approaches and a roundabout were considered as alternatives for the intersection. In coordination with the City of New Berlin, the alternative of choice will be a signalized intersection. The increased costs include the current design costs, increased real estate needs, and construction costs mainly due the identified need for a retention pond and reflect 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. Cleveland Avenue is intended to become 4-lanes in the future and this intersection design will allow the 4-lanes without additional effort in the future. This project will improve travel through the intersection and be compatible with future County and SEWRPC road widening plans.

Alternatives

- Do nothing which does not address the identified deficiencies.

Ongoing Operating Costs

Ongoing costs are expected to increase by approximately $10,000 per annum for the additional lane miles after construction..

Previous Action

- 2005-2009 capital plan: approved as a new project.
- 2006-2010 and 2010-2014 capital plans: approved as planned.
- 2007-2011, 2011-2015, 2012-2016 capital plans: approved with cost update.
- 2008-2012 capital plan: delayed.
- 2009-2013, 2013-2017 capital plan: change in scope and cost update.
- 2012-2016 capital plan: change in cost update.

Project #	200905	**Project Title**:	CTH F Rehab. (Busse Rd. to STH 190)
Department:	Public Works-Highways	**Road Name:**	Redford Boulevard
Phase:	Construction	**Project Type:**	Rehabilitation
Budget Action:	C - $ Update	**Manager:**	Allison Bussler, DPW Director
Date:	August 29, 2013		

CAPITAL BUDGET SUMMARY

Year Project Phase	2012 Design	2014 Construction	Total Project
Expenditure Budget	$395,000	$915,000	$1,310,000
Revenue Budget	$0	$0	$0
Net County Cost	$395,000	$915,000	$1,310,000

COST DOCUMENTATION		**REVENUE**	
Design	$300,000	Surface Transportation Program -	$3,718,000
WisDOT Design Fee	$80,000		
Construction	$4,042,000		
Construction Management	$404,000		
Contingency	$202,000		
Total Project Cost	$5,028,000	Total Revenue	$3,718,000
EXPENDITURE BUDGET	$1,310,000	**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 will 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 replaced in-kind. The northbound lanes of CTH F north of Duplainville Road are asphalt pavement constructed in the late 1960s. This pavement will be pulverized in place and overlaid with fresh asphalt. 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 were investigated at the Westwood Drive intersection and found not necessary. 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.
- 2012-2016 capital plan: approved with delay (const phase).
- 2013-2017 capital plan: approved as planned.

Project #	201007	**Project Title**:	CTH O, CTH HH to Grange Avenue
Department:	Public Works-Highways	**Road Name:**	Moorland Road
Phase:	Design/Land	**Project Type:**	Priority Corridor
Budget Action:	C-$ Update	**Manager:**	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY

Year	2013	2014	2015	Total
Project Phase	Design	Design/Land	Const.	Project
Expenditure Budget	$351,000	$140,000	$1,657,000	$2,148,000
Revenue Budget	$0	$0	$1,000,000	$1,000,000
Net County Cost	$351,000	$140,000	$657,000	$1,148,000

COST DOCUMENTATION		**REVENUE**	
Design	$351,000	Surface Transportation Program	$2,627,000
WisDOT Review	$75,000		
Land Acquisition	$65,000	Business/TIF	$1,000,000
Const, DOT oversight	$3,725,000		
Construction Mgmt	$373,000		
Contingency	$186,000		
Total Project Cost	$4,775,000	Total Revenue	$3,627,000
EXPENDITURE BUDGET	$2,148,000	**REVENUE BUDGET**	$1,000,000

Project Scope & Description

This project will add and complete additional lanes on CTH O, between CTH HH (College Avenue) to Grange Avenue (1.0 miles) to create a continuous four-lane roadway. Moorland Road currently has a four lane section to the north of Grange and south of College. The road will have a median to provide for separation of opposing movements and will stay on its current alignment. The roadway will be situated within the existing 130-foot wide corridor and although most of the right-of-way was previously acquired, some additional land acquisition and grading easements may be needed. Federal STP-M allotments estimated at $2.6 to $3.4 million will be used to fund 80% of the project construction cost. Project costs are updated to reflect required WisDOT review fee. Additionally a $1,000,000 contribution toward the project will be assessed to the adjacent land developer and/or TIF to help fund the project.

Location

New Berlin

Analysis of Need

When CTH O was constructed between Janesville Road and Grange Avenue in 1997, it was designed so that the two-lane roadway would become the north bound lanes of a future four-lane roadway. At that time the Southeastern Wisconsin Regional Planning Commission (SEWRPC) jurisdictional plan called for CTH O to be a two-lane highway. Since then traffic has increased significantly and was measured at 17,900 vehicles per day in 2011.These traffic volumes meet the warrants for the road to be a four lane highway. Additionally the latest SEWRPC jurisdictional plan calls for CTH O to be a four-lane highway. In 2009 the City of Muskego as part of a TIF created the planned four-lane roadway between Janesville Road and College Ave by building the southbound lanes. The portion of CTH O between College Avenue and Grange Avenue remains a two-lane roadway. Mixed use development is now moving ahead for the 640 acres immediately east of the roadway. This development will have a significant impact on Traffic volumes and the will increase the potential for congestion and safety issues along CTH O.

Alternatives

- Do nothing which does not address the long-term needs of the corridor.
- Reconstruct CTH O as described above.

Ongoing Operating Costs

Operating costs are expected to increase by approximately $13,700 per annum for the additional lane miles after construction in 2016 and beyond.

Previous Action

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

Project #	201402	**Project Title**:	CTH XX, Pebble Brook Creek Bridge
Department:	Public Works-Highways	**Road Name:**	Oakdale Drive
Phase:	Formation	**Project Type:**	Bridge
Budget Action:	New	**Manager:**	Allison Bussler, DPW Director
Date:	August 29, 2013		

CAPITAL BUDGET SUMMARY

Year	2014	2015	2016	2017	2018	Total
Project Phase	Concept		Design	R/W	Construction	Project
Expenditure Budget	$5,000	$0	$48,000	$11,000	$33,000	$97,000
Revenue Budget	$0	$0	$0	$0	$0	$0
Net County Cost	$5,000	$0	$48,000	$11,000	$33,000	$97,000

COST DOCUMENTATION		**REVENUE**	
Budget/Concept	$5,000	Federal Bridge Aid (Anticipated)	$133,000
Design	$37,000		
State Review For Design	$11,000		
Land Acquisition	$11,000		
Construction	$133,000		
Construction Management	$26,000		
Contingency	$7,000		
Total Project Cost	$230,000	Total Revenue	$133,000
EXPENDITURE BUDGET	$97,000	**REVENUE BUDGET**	$0

Project Scope & Description

This project is an overlay of the CTH XX bridge over Pebble Brook Creek. A concrete overlay is anticipated, but several overlay types will be considered during design. Concrete repairs will be made to the spalled areas of the deck edges. Existing bridge railing may be salvaged/remounted or completely replaced with this project. Approach guardrail will be replaced to meet current standards. The asphalt bridge approaches will be repaved, and concrete approach slabs will be added at the structure. Right of way was purchased to the ultimate width of 100 feet at this bridge in the 1970's. No additional fee acquisition is anticipated. Some easements may be necessary due to the proximity to railroad right of way. Federal bridge aid is anticipated to be used, and at 80% of construction phase is estimated at $133,000.

Location

Town of Waukesha

Analysis of Need

The existing bridge (B-67-195) is a two-span concrete box culvert that was constructed in 1980. The roof of the box culvert serves as the roadway driving surface. Most of the box culvert is in good condition. However, approximately 5% of the top deck surface is delaminated, and some concrete is beginning to spall. The delamination is due to corrosion of the top mat of bar steel. This bar steel is not epoxy coated. There is also spalling of concrete along both edges of the deck (roof) at the drip edge. The approach guardrail is in poor condition and does not meet current standards. The roadway is functionally classified as a 'Principal Arterial'. The bridge is considered 'structurally deficient' due to it's current condition rating. The structure sufficiency number is 67.1. This indicates that structure rehabilitation is warranted according to WDOT guidelines which makes the bridge eligible for federal bridge rehabilitation funding when the sufficiency is below 80. An independent engineering study report will need to be prepared for this project prior to application for federal bridge funding. This report verifies that the proposed project scope is a cost effective rehabilitation strategy. The 2011 traffic volume on this roadway segment was 6,446 vehicles per day.

Alternatives

- Do nothing which does not address the identified deficiencies.
- Rehabilitation, which does address all structural deficiencies and is the recommended alternative.
- Reconstruct the existing bridge and roadway approaches to current WisDOT standards. This alternate, while addressing the deficiencies, is not warranted.

Ongoing Operating Costs

Maintenance costs will be reduced in the early years after construction beyond 2018.

Previous Action

- None

Project #	9817	**Project Title**:	Culvert Replacement Program
Department:	Public Works-Highways	**Road Name:**	Various
Phase:	Program Project	**Project Type:**	Bridge
Budget Action:	C – Scope, $ Update, Revenue	**Manager:**	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY

Year Project Phase	Previous	2014	2015	2016	2017	2018	Total Project
Expenditure Budget	$1,700,000	$120,000	$100,000	$100,000	$100,000	$100,000	$2,220,000
Revenue Budget	$0	$20,000	$0	$0	$0	$0	$20,000
Net County Cost	$1,700,000	$100,000	$100,000	$100,000	$100,000	$100,000	$2,200,000

COST DOCUMENTATION		**REVENUE**	
Previous	$1,700,000		
2014 Appropriation	$100,000	Village of Pewaukee	
2015Appropriation	$100,000	Reimbursement	$20,000
2016 Appropriation	$100,000		
2017 Appropriation	$100,000		
2018 Appropriation	$100,000		
Total Project Cost	$2,200,000	Total Revenue	$20,000
EXPENDITURE BUDGET	**$2,200,000**	**REVENUE BUDGET**	**$20,000**

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. For 2014, the Village of Pewaukee is requesting a water main relocation as part of culvert replacement project on CTH M, and plans to reimburse the County for these costs, estimated at $20,000.

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 2013-2017 capital plans: approved with additional years.

Project #	200911	**Project Title**:	Repaving Program 2013–2017
Department:	Public Works-Highways	**Road Name:**	
Phase:	Program Project	**Project Type:**	Repaving
Budget Action:	C - Revenue	**Manager:**	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY

Year Project Phase	Previous	2013	2014	2015	2016	2017
Expenditure Budget	$0	$1,200,000	$2,000,000	$3,000,000	$3,000,000	$3,000,000
Revenue Budget	$0	$0	$330,000	$330,000	$0	$0
Net County Cost	$0	$1,200,000	$1,670,000	$2,670,000	$3,000,000	$3,000,000

COST DOCUMENTATION				**REVENUE**	
	Paver Study	UWW Pav.	Hwy Paving & shouldering	County Highway Improvement Program (CHIP)	
2013	$20,000	$50,000	$1,130,000		
2014	$20,000	$50,000	$1,930,000	2014	$330,000
2015	$20,000	$50,000	$2,930,000	2015	$330,000
2016	$20,000	$50,000	$2,930,000		
2017	$20,000	$50,000	$2,930,000		
Total Project Cost	$100,000	$250,000	$11,850,000	Total Revenue	$660,000
EXPENDITURE BUDGET			$12,200,000	**REVENUE BUDGET**	$660,000

Project Scope & Description

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

Location

Various locations throughout the county.

Analysis of Need

The Department of Public Works presently maintains about 396 centerline miles of asphalt-surfaced roadways on the county trunk system and the parking lots at U.W. Waukesha. The Department reconstructed existing two-lane roadways to four-lane facilities. These four-lane facilities are now coming to the end of their design life and need repaving. As asphalt pavements age the surface tends to rut and crack due to vehicle loads and weathering of the asphalt. The Department has initiated a pavement management program, using Cartegraph's Pavementview software to rate pavement conditions and manage pavement projects. The average overall condition index (OCI) of asphalt pavements in 2012 was 68. It is the county's goal to maintain an average OCI rating of 70 with less than 10% of roadways under a PCI of 40. Resurfacing projects take into consideration the OCI of existing pavements and classification of the road. The OCI ratings are updated on a rolling three-year schedule.

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

Project #	200427	**Project Title**:	Signals & Safety Improvements
Department:	Public Works-Highways	**Road Name:**	
Phase:	Program Project	**Project Type:**	Spot Improvement
Budget Action:	C-Revenue	**Manager:**	Allison Bussler, DPW Director
Date:	August 29, 2013		

CAPITAL BUDGET SUMMARY

Year	2013 (existing budget)	2014	2015	2016	2017	2018	Total Project
Expenditure Budget	$300,000	$1,200,000	$1,250,000	$1,250,000	$1,250,000	$250,000	$5,500,000
Revenue Budget	$300,000	$250,000	$250,000	$0	$0	$0	$800,000
Net County Cost	$0	$950,000	$1,000,000	$1,250,000	$1,250,000	$250,000	$4,700,000

COST DOCUMENTATION		**REVENUE**	
2013 Appropriation	$300,000		
2014 Appropriation	$1,200,000	2013 CHIP D Revenue	$300,000
2015Appropriation	$1,250,000	2014 thru 2018 CHIP D Revenue	$500,000
2016 Appropriation	$1,250,000	(County Highway Improvement Plan-Discretionary)	
2017 Appropriation	$1,250,000		
2018 Appropriation	$250,000	2015 HSIP	$720,000
Total Project Cost	$5,500,000	Total Revenue	$1,520,000
EXPENDITURE BUDGET	$5,500,000	**REVENUE BUDGET**	$800,000

Project Scope & Description

This program addresses roadway safety needs in two specific areas: existing signal upgrades and/or corridor signal system upgrades and improvements at intersections that meet traffic signal warrants. For the intersection that meets signal warrants, the Department will study signal and roundabout alternatives. For intersections that are upgraded, new equipment and some minor geometric updates will be included to increase intersection safety and performance. The following projects will be studied, designed and constructed over the next two years (2014/15):

CTH Y and CTH I – Intersection: Add traffic signals and turn lanes, Design in 2014, Construction 2015. Cost :$730,000	$730,000
CTH YY and Burleigh Rd - Intersection: Upgrade existing signals and improve turn lanes, Design 2014, Construction 2015. Cost $1,030,000	$1,030,000
CTH M, Brookfield Rd – Intersection. Complete construction in 2014. Cost $925,000. (Revised increase of $95,000).	$925,000
CTH JJ and Silvernail: Improve intersection to address high crash rates, Design 2014, Construction 2015. Will apply for HSIP (Highway Safety Improvement) funds, 90% Federal, 10% local. Cost : $80,000- Waukesha County, $720,000 Federal HSIP funds.	$800,000
CTH VV /CTH YY and CTH W and CTH YY – intersection, traffic signal / Intersection upgrades to add and improvement pedestrian crossings, design complete, Construct 2014. Cost $165,000	$165,000
CTH O, Moorland Road: Upgrade and retime traffic signal interconnect. $30,000.	$30,000

Location

The listed projects are located in the Cities of Brookfield, New Berlin, Waukesha and The Village of Menomonee Falls, they will be studied and designed in 2014 with construction in 2014 / 2015.

Analysis of Need

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

Alternatives

- Accept increasing numbers of vehicle delays and rising crash rates. Attempt to perform signal upgrades using maintenance funding. Watch the list of warranted signal locations grow.
- Encourage alternative forms of transportation including transit, bicycling and walking.

Ongoing Operating Costs

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

Previous Action

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

Project #	201309	**Project Title**:	Wanaki Golf Course Bridges
Department:	Parks and Land Use	**Sponsor:**	
Phase:	Design	**Manager:**	Dale Shaver, P&LU Director
Budget Action:	As Planned	**Date:**	Aug-13

CAPITAL BUDGET SUMMARY

Year	2013	2014	2015	2016	2017	2018	Total
Program Project	Plan/Design	Construction	Construction	Construction	Construction	Construction	Project
Expenditure Budget	$50,000	$160,000	$165,000	$170,000	$0	$0	$545,000
Revenue Budget	$50,000	$160,000	$165,000	$170,000	$0	$0	$545,000
Net County Cost	$0	$0	$0	$0	$0	$0	$0

COST DOCUMENTATION		Cost	Item	Per Unit	#	
2013 Planning & Design		$50,000	Soils Testing*	$1,000	6	$6,000
2014 Ped/Golf Course Bridge	1	$160,000	Hydraulic Analysis/Design	$80,000	1	$80,000
2015 Ped/Golf Cart Bridge	1	$165,000	Site work/removals	$25,000	1	$25,000
2016 Ped/Golf Cart Bridge	1	$170,000	Foundation	$20,000	3	$60,000
			Bridges	$95,000	3	$285,000
			Cart paths	$20,000	1	$20,000
			Contingency			$45,000
Total Project Cost		$545,000	Construction Inflation (2014-2016)			$24,000
			Total			$545,000
EXPENDITURE BUDGET		$545,000	Revenue: Golf Course Fund Balance			$545,000

*Note Hydraulic analysis, or a portion thereof, may be able to be accomplished using Departmental staff; sitework design by staff; design and bridge structural design by consultant.

Project Scope & Description

2012 Bridge evaluations have revealed deteriorating conditions that have led to one bridge failure. Current bridge construction dates back to early 1970's, and consists of metal pipe culverts in the Fox River, with stone abutments and crushed stone fill and surfacing. Rain events cause flooding and washout of the six bridges, deposition of crushed stone into the Fox River. Bridge closures due to flooding cause golf course closure and loss of revenue following rain events. The proposed project will improve the flow of the Fox River, reduce the total number of bridge structures, and provide safe, compliant and aesthetic crossings of the river. The project proposes reducing six current bridges down to three to maintain golf course playability, allowing for use by course maintenance equipment, while reducing on-going structure maintenance cost.

Location

Wanaki Golf Course, located in the Village of Menomonee Falls.

Analysis of Need

A bridge evaluation conducted in 2012 identifies structural failures, and need for replacement. Original construction consists of metal culvert pipe and stone endwalls dating back to early 1970's. Metal culvert pipe has deteriorated and in some cases failed, necessitating limiting the loads on one of the bridges. The existing bridges have served a useful life of over 40 years. The current structures have been evaluated for the option of continuing to repair in specific areas, and attempt to extend the life of the structures. Removal of the existing structures will also improve flow of the Fox River in this area, and reduce continual damage to the stone surface and endwalls in large rain events.

Alternatives

The design team reviewed bridge locations, evaluated the repair of existing bridge types to extend the life of current structures; reviewed multiple bridge types including prefab steel, laminated wood, precast concrete bridges; analyzed reduction of number of bridges to reduce cost and impact to Fox River. Criteria for final design decisions included cost effectiveness, ability to obtain required regulatory permits, minimize impacts to floodplain, reduce long term maintenance, and aesthetics in the golf course setting.

Ongoing Operating Costs

It is expected that a reduction of labor and material costs to continuously repair existing structures will be realized. Future maintenance of new structures will be performed by golf course and parks staff. Removal of existing structures will reduce time spent on repair of the six bridges on an on-going basis, and improve the ability of the current staff to focus on golf course turf conditions. Savings will be realized to maintain three bridges, as opposed to the former six bridges.

Previous Action

Approved as a new project in the 2013-2017 plan.

Project #	200505	**Project Title**:	Park Restrooms Renovation
Department:	Parks & Land Use	**Manager:**	Dale Shaver, Parks & Land Use Director
Phase:	Construction		
Budget Action:	C - Scope	**Date:**	August 29, 2013

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 *	$1,000	14	$14,000
2010 Muskego Park	3	$480,000	On-Site Sys *	$20,000	14	$280,000
2011 Men. (Nash. moved to 2012)	2	$660,000	Well *	$13,000	11	$143,000
2012 Nashotah and Nag. Park	6	$680,000	Restroom	$120,000	14	$1,680,000
2013 Minooka (moved to 2014)	0	$700,000	Site work	$29,518	14	$413,300
2014 Min. and Mukwonago Park	3	$540,000	Green Design			$260,000
			Contingency			$103,000
Total Project Cost	14	$3,075,000	Construction Inflation (2010-2014)			$181,700
			Total			$3,075,000
EXPENDITURE BUDGET		$3,075,000	* Not all sites require.			

Project Scope and Description

The plan identifies Capital Projects over 5 years (2010-2014) to be accomplished in order to bring the parks up to sanitary expectations of the park user. The project would build new restrooms in the reserved picnic areas of Muskego, Nashotah, Menomonee, Minooka, Naga-Waukee, and Mukwonago parks. This project includes 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. Due to the high bids and distance between Nashotah and Menomonee Park, it was decided to only rebid Menomonee Park in 2011 and moved Nashotah Park to 2012.

The original plan in 2005 was to construct 18 new restrooms to replace 22 existing open concrete vault toilets at these parks. However, during the design phase for the proposed Minooka and Mukwonago restrooms, and additional evaluation during the Master Plan update process for these parks, changes to the scope of the planned restrooms are recommended, reducing the total number of new restrooms to 14. Specifically, it is recommended to defer construction of two restrooms at Minooka Park and two restrooms at Mukwonago Park. At Minooka Park, one of the shelters that a restroom was to be added has unforeseen foundation structural issues. Therefore, options will be further analyzed for consolidation of shelters with consideration for accommodating larger user groups, and integrate the shelter structure with a restroom in the future. The existing beach bathhouse is being evaluated for renovation into a pavilion that can be used for year-round rental, thereby expanding the revenue potential at this location. This renovation would reduce the need for the second planned restroom at Minooka. At Mukwonago Park, as part of the park Master Plan process, one larger restroom building is proposed to be shared among three picnic areas due to proximity. In the future, road and parking lot modifications and a potential replacement of the late 1950's bathhouse/pavilion building would reduce the need for the second restroom.

Location

Various park locations as described in project scope.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

Approved as new project in the 2005-2009 plan. As planned in the 2006-2010 and 2007-2011 plans. Approved with cost update in the 2008-2012 plan. Change to scope in the 2009-2013 Plan. Approved as planned in the 2010-2014 Plan. Approved as planned in the 2011-2015 Plan. Change to scope in the 2012-2016 Plan. Update to 2012-2016 Plan, and update for 2014-2018 Plan.

Project #	200824	**Project Title**:	Pavement Management Plan – Thru 2017
Department:	Parks & Land Use	**Sponsor:**	
Phase:	Program Project	**Manager:**	Dale Shaver, Parks & Land Use Director
Budget Action:	As Planned	**Date:**	August 29, 2013

CAPITAL BUDGET SUMMARY

Year	2012	2013	2014	2015	2016	2017	Total
Program Project							Project
Expenditure Budget	$500,000	$0	$500,000	$500,000	$500,000	$500,000	$2,500,000
Revenue Budget	$0	$0	$0	$0	$0	$0	$0
Net County Cost	$500,000	$0	$500,000	$500,000	$500,000	$500,000	$2,500,000

COST DOCUMENTATION		**REVENUE**	
2012	$500,000		
2013	$0		
2014	$500,000		
2015	$500,000		
2016	$500,000		
2017	$500,000		
Total Project Cost	$2,500,000	Total Revenue	$0
EXPENDITURE BUDGET '14	$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 annual 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 project in 2014 and 2015 is the Expo parking lots. A comprehensive system wide analysis will take place in 2013. Anticipated projects may be adjusted due to project coordination efficiencies, accelerated deterioration or the PAVER analysis results.

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 and 2012-2016 plan. Approved as planned in the 2013-2017 plan.

Project #	201407	**Project Title**:	Waukesha-Brookfield Multi-Use Trail Project
Department:	Parks and Land Use	**Sponsor:**	
Phase:	Formation	**Manager:**	Dale Shaver-Parks & Land Use Director
Budget Action:	New	**Date:**	August 13, 2013

CAPITAL BUDGET SUMMARY

Year	2014	2015	2016	2017	Total
Project Phase	Prelim. Design	Design/Eng.	Construction	Construction	Project
Expenditure Budget	$50,000	$450,000	$1,240,200	$1,240,200	$2,980,400
Revenue Budget	$0	$427,500	$1,178,200	$1,178,200	$2,783,900
Net County Cost	$50,000	$22,500	$62,000	$62,000	$196,500

COST DOCUMENTATION		**REVENUE**	
Design	$500,000	80% Fed/State WisDOT	$2,344,340
Construction	$2,380,400	10% State WDNR	$293,040
Contingency	$100,000	5% City of Brookfield	$146,520
Total Project Cost	$2,980,400	Total Revenue	$2,783,900
EXPENDITURE BUDGET	$2,980,400	**REVENUE BUDGET**	$2,783,900

Project Scope & Description

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

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

The Department of Parks and Land Use will secure funding from multiple sources. The Trail project anticipates receiving $2,334,340 (80:20 cost share reimbursable program) from the Wisconsin Department of Transportation through the Federal Transportation Enhancement (TE) Grant; $239,040 from the Wisconsin DNR Stewardship (50:50) – Recreational Trails program and the City of Brookfield and Waukesha County splitting the remaining costs, less the $50,000 that Waukesha County will spend in preliminary design. The County does not anticipate plowing the trail in the winter. Depending on future use and demand, this trail may be maintained cooperatively with the City for year round use.

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

Project #	201409	**Project Title**:	Collaborative Materials Recycling Facility
Department:	Parks & Land Use	**Manager:**	Dale Shaver, Parks & Land Use Director
Phase:	One-Year Project		
Budget Action:	New	**Date:**	September 11, 2013

CAPITAL BUDGET SUMMARY			
Year	2014		Total
Program Project	Construction		Project
Expenditure Budget	$5,410,000		$5,410,000
Revenue Budget	$5,410,000		$5,410,000
Net County Cost	$0		$0
COST DOCUMENTATION	Cost	**Revenue**	
Waukesha County	$5,200,000	Materials Recycling Fund	$5,410,000
City of Milwaukee	$8,475,000	City of Milwaukee	$8,475,000
Contingency	$210,000		
Total Project Cost	$13,885,000		
EXPENDITURE BUDGET	$5,410,000	**REVENUE BUDGET**	$5,410,000

Project Scope & Description

This project assumes a joint venture with the City of Milwaukee to add new single stream recyclable processing equipment to the existing Milwaukee Material Recovery Facility (MRF) in the Menomonee Valley. A "single stream" recycling system is when all paper, bottles, and cans are mixed together in a single container for collection and processing. The current Waukesha County-owned MRF is 22 years old, processes dual stream recyclables, and is not adequate to process single stream recyclable material. A "dual stream" recycling system is when paper is collected and processed separate from bottles and cans. The trend in picking up and hauling residential recyclable material is shifting to single stream since the material can be picked up with automated devices on trucks which eliminates the risk and cost of manual pick up. Since 2007, the Department of Parks and Land Use has initiated a series of studies to analyze the conversion of processing dual-stream recyclables to single-stream. These studies consisted of a thorough technical, operational and fiscal analysis of the process of collection, transportation and processing recyclables under a series of alternatives. The studies indicate that through collaboration with other governmental units, a significant increase in the tonnage of recyclables processed produces the best return on investment. Specifically a partnership with the City of Milwaukee would double the tonnage of recyclables processed. In the summer of 2013, a Request for Proposals is being conducted which seeks proposals to privately process single stream recyclables at a joint facility between Waukesha County and the City of Milwaukee or at other private facilities. A final plan will be determined in September of 2013. If the option of privately processing material at a joint public facility is selected, a joint venture agreement will be approved between the City of Milwaukee and Waukesha County that would share the equipment and operating costs, as well as recyclable sales revenue. If the option of privately processing material at a privately-owned facility is selected, this capital project request will need to be revised.

Location

Project includes the conversion of the Waukesha County MRF (220 S. Prairie Ave, Waukesha, WI 53186) to a transfer station to haul recyclables to the existing City of Milwaukee MRF (1401 W. Mt Vernon Ave, Milwaukee, WI 53233). This allows compaction of recyclables into walking floor semi trailers, reducing trips to Milwaukee from 35 to 4-5 trucks per day.

Analysis of Need

Past: Several studies completed since 2007. Most recent one was a joint Milwaukee/Waukesha County study in 2012.

Current: Current MRF requires major upgrades & equipment replacements. Problems with plastic line, tip floor and bale storage would require MRF expansion. There is no opportunity to expand on the current Waukesha County MRF 2 acre lot.

Trends: Industry trend is a switch to a single stream recycling due to improved efficiencies in collection and processing. A single stream system mixes paper and containers together and completes the sorting process at the MRF using new sort line technologies.

Alternatives

There are three alternatives included in the current RFP, all of which include the private processing of single stream recyclables for both the City of Milwaukee and Waukesha County:

A. Equip and privately operate the existing City of Milwaukee MRF building for material processing.

B. Transfer and process materials at an existing MRF.

C. Transfer and process materials at a new MRF facility, location to be determined.

Ongoing Operating Costs

Initial startup costs: Estimated $13.9 million in capital costs for MRF equipment and building upgrades. Annual Operational Costs: Estimated $2.3 million to process a total of 54,000 tons of recyclables per year. It is estimated to cost $1.4 million to process 27,000 tons of recyclables per year from the Waukesha County program. Depending upon the timing result of the RFP, an ordinance may be proposed in late 2013 or early 2014 to purchase new recycling containers for an estimated 89,000 households, to be funded with MRF fund balance at an estimated total cost of $4-5 million. An amendment to the 2013 MRF operating budget may be requested after the RFP process is completed this fall to fund the first phase of final design services, estimated to be $100,000.

Previous Action

In the 2013 Budget, the County Board authorized the Department of Parks and Land Use to analyze and negotiate with the City of Milwaukee and others on processing single stream recyclable material.

Project #	200815	**Project Title**:	Digital Radio System Upgrade
Department:	Emergency Preparedness	**Sponsor:**	Radio Services
Phase:	Implementation	**Manager:**	Gary Bell
Budget Action:	As Planned	**Date:**	August 29, 2013

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	$7,000	$70,000	$387,500	$4,331,500	$4,796,000
Net County Cost	$0	$0	$387,500	$4,331,500	$4,719,000

COST DOCUMENTATION		**REVENUE**	
		Radio Services Fund Balance	$77,000
Design	$57,000	Municipal Sinking fund	$1,600,000
Engineering	$73,000	County Loans to Municipal partners*	$3,119,000
Construction	$8,941,000	General Fund Balance of $625,000 set aside	
Contingency	$444,000	per year beginning in 2010	
		County Share (Not included in total revenue)	$4,796,000
Total Project Cost	$9,515,000	*Loans to be paid back over 8 years.	
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. Originally, we planned on just replacing our own system, however, in 2012 we developed an MOU between Waukesha and Milwaukee Counties to study the feasibility and develop a RFP for a regional radio system that would serve both counties. 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 transmitting sites based on the FCC regulations and the 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.
- 2012-2016 capital plan: approved as planned.
- 2013-2017 capital plan: approved with change in scope.

Project #	201102	**Project Title**:	WCC Console Radio Equipment
Department:	Emergency Preparedness	**Sponsor:**	Waukesha County Communications
Phase:	Implementation	**Manager:**	Gary Bell
Budget Action:	As Planned	**Date:**	August 13, 2013

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	$100,000	$0	$900,000	$1,000,000
Net County Cost	$0	$0	$0	$0

COST DOCUMENTATION		**REVENUE**	
Bidding & Engineering	$100,000	General Fund Balance (assigned)	$1,000,000
Implementation	$850,000		
Contingency	$50,000		
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.
- 2012-2016 capital plan: approved as planned.

Project #	201117	**Project Title**:	ROD Electronic record redaction
Department:	Register of Deeds	**Sponsor:**	
Phase:	Implementation/Backfile	**Manager:**	Jim Behrend, Register of Deeds
Budget Action:	C - Accelerate	**Date:**	Aug-13

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	$600,000	$0	$0	$1,350,000
Revenue Budget	$350,000	$100,000	$300,000	$600,000	$0	$0	$1,350,000
Net County Cost	$0	$0	$0	$0	$0	$0	$0

COST DOCUMENTATION	Capital	Operating*
Software	$49,655	
Hardware	$50,000	
Contracted Services	$300,691	
Department Costs	$949,654	$100,000
Total Project Cost	$1,350,000	$100,000
EXPENDITURE BUDGET	$1,350,000	

*Operating funds are reserved to offset costs incurred by in-house staff supporting vendor digitization work

REVENUE	
Statutory Redaction Fee- General Fund Reserved**	$1,450,000
Total Revenue	$1,450,000
REVENUE BUDGET	$1,450,000

**Reservation ends at end of 2013, when it is estimated sufficient revenues have been collected for this project.

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 makes use of revenue dedicated to the project's purpose by WI Act 314 (2010) to cover the costs associated with this project and other costs associated with redaction of social security numbers. The County Board 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 25, 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. The 2013-15 State biennial budget discontinues the use of this fee revenue for redaction work beginning in January of 2015, when this $5 fee will instead be diverted by the State. It is estimated that sufficient fee revenue will be collected to cover project expenditures by the end of 2013. 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. 2012-2016 capital plan: approved with a cost update. 2013-2017 capital plan: approved as planned.

Project #	200109	**Project Title**:	Implement HHS Automated System
Department:	DOA-Information Technology	**Sponsor:**	A. Robertson, Director of HHS
Phase:	Implementation	**Manager:**	Mike Biagioli, Information Technology Mgr.
Budget Action:	C-$ Update	**Date:**	August 29, 2013

CAPITAL BUDGET SUMMARY

Year	2001-2006	2008	2009	2011	2013	2014	Phase II	Total
Project Phase	**Phase I ***	**Devlpmnt**	**Implmnt**	**Implmnt**	**Implmnt**	**Implmnt**	**Subtotal**	Project
Expenditure Budget	$1,285,000	$580,000	$830,000	$500,000	$460,000	$95,000	$2,465,000	$3,750,000
Revenue Budget	$1,285,000	$0	$0	$500,000	$460,000	$95,000	$1,055,000	$2,340,000
Net County Cost	$0	$580,000	$830,000	$0	$0	$0	$1,410,000	$1,410,000

* 2006 funds of $110,000 lapsed at year end 2011.

COST DOCUMENTATION

	Phase I	Phase II	Total
Software	$830,000	$1,990,000	$2,820,000
Vendor Customization	$105,000	$0	$105,000
Hardware	$0	$85,000	$85,000
Consulting Services*	$240,000	$250,000	$490,000
Contingency	$0	$250,000	$250,000
Total Project Cost	$1,175,000	$2,575,000	$3,750,000
EXPENDITURE BUDGET	$3,750,000		

* To assist HHS & IT staff wih project/regular assignments workload

REVENUE

State Funding (SACWIS) 2001-2006	$180,000
Capital Project Fund Balance 2001-2006	$60,000
Human Services Fund Balance 2001-2006	$1,045,000
Human Services Fund Balance 2005	$500,000
Capital Project Fund Balance 2013	$110,000
General Fund Balance 2013	$350,000
General Fund Balance 2014	$95,000
Total Revenue	$2,340,000
* $110,000 reappropriated from 2006 HS fund balance	
REVENUE BUDGET	$2,340,000

Phase I

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

Phase II

This Capital Project's scope was changed to reflect a new objective for 2008 through 2014. Information Technology, working with Human Services has developed a Request for Proposal to select a vendor-supported application suite that will replace the in-house developed PeopleLink system, select a Case Management system, allow the County to be compliant with ePrescribing requirements, eOrder Entry, Electronic Medical Record, Imaging, Patient Scheduling, Contract Management, and potentially replace the Avatar PM module (currently provided and supported by NetSmart).

The new system will replace several existing systems/components and add new functionality to meet Federal mandates and further streamline the business processes for Health and Human Services.

Capital project costs for 2014 are updated to include funding estimated to be sufficient to help cover upfront software maintenance charges as part of a favorable contract negotiation, estimated to save nearly $210,000 (discounted to net present value in 2013 dollars) over the life of the vendor contract.

It is anticipated that there will be customizations to the software, required by Waukesha County, as well as the conversion of all databases and associated applications which will add an estimated $610,000 to the cost of the software.

Significant contract consultant help will be required to assist both Information Technology and Health and Human Services during the implementation of these modules. $500,000 was added to this Capital Plan in 2011, to account for this additional contract services requirement. This staff augmentation component will assist in the conversion of current systems and applications to interface with the newly selected application suite.

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

Location

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

Project #	200109	**Project Title**:	Implement HHS Automated System
Department:	DOA-Information Technology	**Sponsor:**	A. Robertson, Director of HHS
Phase:	Implementation	**Manager:**	Mike Biagioli, Information Technology Mgr.
Budget Action:	C-$ Update	**Date:**	August 29, 2013

Analysis of Need

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

Alternatives

Alternatives to this project include:

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

Ongoing Operating Costs

Based on a signed contract with the selected vendor, ongoing operating cost in the first year of operation is about $440,000, which is more than offset by reduced costs from the old system of about $560,000 of software licensing, maintenance and related expenses.

Return on Investment

Return on Investment: 23%
Return on Investment Break-even Period (Years): Estimated to be at least break-even through five years of operation.

To be measured in 2014 with follow up in 2016.

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

Previous Action

Approved as new project in the 2001-2005 Plan. Approved with change of scope in the 2006-2009 Plan. Approved with cost update in the 2011-2015, 2013-2017 Plans.

Project #	201310	**Project Title**:	Election System Upgrade
Department:	DOA-Information Technologies	**Sponsor:**	Kathy Novack County Clerk
Phase:	Analysis/Implementation	**Manager:**	Mike Biagioli, Information Technology Mgr
Budget Action:	C - Scope, $ Update	**Date:**	August 29, 2013

CAPITAL BUDGET SUMMARY

Year	2013			Total
	Initial	2014	2015	Project
Project Phase	Analysis	Implementation	Implementation*	
Expenditure Budget	$70,000	$1,248,000	$1,000,000	$2,318,000
Revenue Budget	$70,000	$248,000	$0	$318,000
Net County Cost	$0	$1,000,000	$1,000,000	$2,000,000

COST DOCUMENTATION		**REVENUE**	
Hardware/Software - County Clerk Office/Munis	$2,000,000	General Fund Balance*	$318,000
Training	$8,000		
Contract Services	$70,000		
Contingency	$240,000		
Total Project Cost	$2,318,000		
		*Of the upfront County funding toward this project in 2015, it is estimated that municipalities will repay the County in future years for a portion of their share, totalling approximately $650,000.	
EXPENDITURE BUDGET	**$2,318,000**	**REVENUE BUDGET**	**$318,000**

Note: Based on the initial analysis, this project form has been comprehensively revised to reflect the updated project scope.

I. EXISITNG SYSTEM BACKGROUND

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

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

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

II. PROJECT GOALS

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

III. SCOPE OF SERVICES

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

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

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

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

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

PROJECT PHASE 2: Detailed System Design and System RFP Development Phase
Prepare detailed system design and RPF documents based on the decision of the County to proceed.

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

PROJECT PHASE 3: Election System Implementation (County Clerk Office/Municipalities)
The purpose of Project Phase 3 is to implement the new election system.

IV. PROJECT SCHEDULE

- Project Phase 1 (Budget & Concept/Preliminary Design) DRAFT shall be submitted for review and approval no later than November 1, 2013.
- Project Phase 1 (Budget & Concept/Preliminary Design) FINAL VERSION no later than November 30, 2013.
- Project Phase 2 (Detailed system design and system RFP) DRAFT shall be submitted no later than January 10, 2014.
- Project Phase 2 (Detailed system design and system RFP) FINAL VERSION shall be submitted no later than January 17, 2014.
- Project Phase 3 (Election System Implementation – County Clerk Office and Municipalities) will commence upon completion of Project Phase 2 (vendor selection) no later than April 1, 2014.

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

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

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

Ongoing Operating Costs
To be determined with consultant study.

Previous Action
Proposed as a new project in the 2013-2017 plan.

Project #	201307	**Project Title**:	Jail System Re-engineering & Upgrade
Department:	Waukesha County Sheriff Dept.	**Sponsor:**	Eric Severson, Inspector
Phase:	Implementation	**Manager:**	Michael Biagioli, Information Technology Mgr.
Budget Action:	As Planned	**Date:**	August 29, 2013

CAPITAL BUDGET SUMMARY

Year Project Phase	2013 Analysis	2014 Implementation	2015 Completion	Total Project
Expenditure Budget	$20,000	$405,000	$0	$425,000
Revenue Budget	$20,000	$405,000	$0	$425,000
Net County Cost	$0	$0	$0	$0

COST DOCUMENTATION		**REVENUE**	
Software	$61,000	Jail Assessment	$425,000
Hardware	$251,000	Fund Balance	
Consulting Services	$75,000		
Contingency	$38,000		
Total project cost	$425,000		
EXPENDITURE BUDGET	**$425,000**	**Revenue Budget**	**$425,000**

Project Scope & Description

The purpose of this project is to 1) upgrade the Spillman Technology servers and operating system software that support the Public Safety System; 2) transition the current technology environment to the evolving public safety operational needs of the County and; 3) implement postponed projects benefiting the Waukesha County Sheriff, District Attorney Office, and county police agencies. This project will analyze, implement and maintain the technologies for internal and external County public safety systems users in the most efficient and cost effective manner possible. This initiative will deliver a basis to ensure the County will always have a four to five year period strategy for technology issues.

The Spillman Technology 'Sentryx 6.x' infrastructure upgrade and WSD –Jail Division software upgrades were originally scheduled for April 2011. Except for periodic software patch updates/hot fixes, these upgrades were agreed to be postponed until after the new Intergraph CAD system was completed; implemented June 2012 (originally scheduled November 2011).

In 2010 we concluded the following:

1. Spillman has committed to supporting software version 4.6 until they have deployed 8.x (2013 to 2015 timeframe);
2. Spillman Technologies confirmed our current servers would not have sufficient processor power to support the new 6.x software version (we would experience significant visible slow-down of all applications (reconfirmed February 2013);
3. Our current systems are not capable of being upgraded to support the specifications outlined by Spillman, so that is not an option;
4. While we continue to support Spillman Law Records for WSD and all participating police agencies, we would be required to implement two servers (the second server for the fail-over/redundancy and business continuity environment) at a total cost of $200,000. (We estimate a single UNIX server configured at the new recommended capacity would be $100,000).
5. If required that the county utilize an interface that would allow the new cashiering application (The Active Network) to query Spillman when a payment is received from a customer; i.e. paying for a civil process and then send the payment details back to Spillman's Civil Process table, a 'trigger' capability is needed that is only available in Sentryx 6.x and greater software releases. For the development and testing of the TAN Cashiering interface, the estimated cost is $52,800;
6. We researched the feasibility in upgrading to a Spillman Technology - Microsoft Windows 'Intel-based' operating system; however, at this time Spillman Technology is not recommending its customer base migrates to Microsoft Windows due to limited customer success. If proven technically feasible later, we estimate the onsite migration cost from Spillman AIX to Windows is $28,570.

The reasons for this upgrade are:

1) Our current servers do not have sufficient processor power to support the new version of software (budget issue);

2) Based on our contractual agreement with Spillman, there would be no cost for the software upgrade product itself or for the Spillman technician to be onsite;
3) Transition the Jail Division to the new Jail module (we are not replacing the Law Records module but there will be enhancements applied to it affecting WSD and all participating policy agencies); and
4) The Jail Division's indirect cost would be in system setup and personnel training, as was experienced when converted in January 2003. Note. Per our contract with Spillman, we receive two 'free' weeks of allotted time each year that can be used at our discretion. We would set aside time for training Jail Division personnel.

Jail Module Upgrade (new module/features):

- Jail module replacement;
- File Capture (store, organize and access files for attaching to records);
- Imaging enhancements;
- Improved Sentryx screens (standardized features and tools, partitioning available on more screens, tabbed to show associated records, improved searching);
- Protect files with improved security (attach multiple files via the menu bar or file icon, using drag and drop);
- System administration manager enhancements;
- Upgraded database and Visual Involvements.

Locations

All internal and external users of Spillman Technology Law Records and appended software modules.

Analysis of Need

1. Allow Information Technology and the public safety system users to clearly make strategic decisions for the County, based on pre-established strategies and yet allow for variations dictated by evolving technologies. The ongoing, availability and use of a public safety system strategy will allow for emerging technologies to be incorporated into the overall strategy for the County, while allowing current efforts to be controlled under established standards.

2. Matching the public safety technology requirements for Waukesha County to the overall Strategic Plan for the County will insure dollars spent on technology are focused on areas where the most strategic value will be returned.

3. Establishing a public safety system strategy (4 to 5 year plan) will keep the focus on the long term goals of technology for the County and the outside users, while allowing the evolution of technology to be reflected and incorporated in the overall plans for the County on a measured and planned approach.

Alternatives

None

Ongoing Operating Costs

Hardware maintenance is anticipated to be $7,100 annually; Software Maintenance is anticipated to be $34,000 annually.

Impact on Other Projects

The decision to **postpone** this project directly affects several other county projects which have been delayed for two plus years. They are:

- CCAP Phase II (WSD)
- Countywide Cashiering 'Integrated' (WSD)
- ePROTECT (DA's Office and all county police agencies)
- Jail Division Module Replacement
- WIJIS Gateway

Previous Action

2013-2017 Capital Plan: approved as a new project.

Project #	200820	**Project Title**:	VOIP and Infrastructure Upgrades
Department:	DOA-Information Technology	**Sponsor:**	DOA
Phase:	Implementation	**Manager:**	Mike Biagioli, Information Technology Mgr.
Budget Action:	As Planned	**Date:**	August 29, 2013

CAPITAL BUDGET SUMMARY

Year	2008	2009 - 2010	2014	Project Total
Project Phase	Engineering	Implementation	Completion	
Expenditure Budget	$50,000	$750,000	$375,500	$1,175,500
Revenue Budget	$50,000	$750,000	$375,500	$1,175,500
Net County Cost	**$0**	**$0**	**$0**	**$0**

Cost Documentation		**Revenue**	
Contract Services	$80,500	End User Technology Fund Balance-08-10	$400,000
Hardware / Software for VOIP	$660,000		
Hand Sets	$328,000	Telecommunications Fund Balance- 08-10	$400,000
Contingency	$107,000	Telecommunications Fund Balance-2014	$375,000
Total Project Cost	**$1,175,500**	**Revenue Budget**	**$1,175,000**

Project Scope & Description

This project scope focuses on the preparation of the infrastructure for the implementation of a Voice Over Internet Protocol (VOIP) telecommunication system, to include funding for the purchase and implementation of the VOIP telecommunication system as well as funding the required upgrades for the County's wiring closets supporting our network infrastructure for VOIP. The 2014 increased project funding applied to all County facilities except the new Human Services building which included phone system infrastructure and attendant costs in that capital project. Return on Investment calculations indicate that moving to VOIP on a more rapid schedule will return positive fiscal results earlier than originally thought. A new Health and Human Services building will serve as the first phase for roll out to other facilities. A Pilot was initiated in June 2013, with a small (less than 100) phone user pool. The pilot will be used to evaluate the selected system and to address immediate needs and plan for the future. A phased plan has been developed to address the remainder of the County, where VOIP is deemed to be highly beneficial. The additional $375,000 was added in the 2013-2017 capital plan to cover the costs associated with the completion of the VOIP infrastructure for the rest of the county needs.

Location

All departments within the County.

Analysis of Need

1. An external communications and network consultant was contracted in 2004. The assessment prepared by that consultant identified parts of the network infrastructure that maybe inadequate to support VOIP and that significant modifications may have to be made to our infrastructure to accommodate this transition. This is still an issue but has been mitigated, for the most part, by improvements in technology. It is anticipated that there will still need to be wiring closet improvements in some areas of the county infrastructure.
2. Our current Centrex telecommunications environment is an aging technology and cannot support the additional features and functions of current telecommunications systems. Voice Over Internet Protocol is a proven technology with clearly defined fiscal and operational benefits to the county.
3. As building projects evolve for the county, adopting Voice Over Internet Protocol will reduce the cost of cabling for those projects.
4. Voice over Internet Protocol is a proven technology, that once implemented, will have a dramatic positive impact on the cost of Telecommunications for Waukesha County, while improving work processes.
5. The County should realize a reduction in clerical support required to support the administrative processes currently followed to review and allocate the telecommunications billing process.

Alternatives

Alternatives to this project include:

1. Postpone the upgrades until the throughput requirements dictate that an immediate upgrade is required.
2. Continue with our current Centrex telecommunications structure through the end of 2018 and re-evaluate.

Ongoing Operating Costs

The RFP for the Voice Over Internet Protocol (VOIP) was completed and the Mitel system has been selected as the platform for Waukesha County. This is a Self-hosted solution. The implementation of Voice Over Internet Protocol should result in a reduction in telecommunication chargebacks to departments, by the beginning of 2015. We estimate that return on investment, for this Capital Project is achieved in the 5th year after full implementation, or earlier.

Previous Action

New project in 2008-2012 capital plan.
Approved as planned in the 2013-2017 capital plan.

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Project #	200912	**Project Title**:	Workforce Management System
Department:	Administration	**Sponsor:**	DOA–Accounting/HR
Phase:	Implement	**Manager:**	Larry Dahl
Budget Action:	C- $ Update	**Date:**	Aug-13

CAPITAL BUDGET SUMMARY

Year	2010	2011	2012	2013	2014	2015	Total
Project Phase	Design/Implement	Implementation	Implementation	Implementation	Implementation	Implementation	Project
Expenditure Budget	$268,000	$150,000	$200,000	$275,000	$300,000	$100,000	$1,293,000
Revenue Budget	$0	$150,000	$200,000	$275,000	$300,000	$0	$925,000
Net County Cost	$268,000	$0	$0	$0	$0	$100,000	$368,000

COST DOCUMENTATION		**REVENUE**	
Software	$762,000	General Fund Balance	$350,000
Hardware	$140,000	End User Technology Fund	$575,000
Consultant Services	$341,000		
Training	$50,000		
Total Project Cost	$1,293,000	Total Revenue	$925,000
EXPENDITURE BUDGET	$1,293,000	**REVENUE BUDGET**	$925,000

Project Scope & Description

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

Location

This application is used by all County departments.

Analysis of Need

The County currently uses the Ceridian Time and Attendance Professional (TimePro) system to collect time and attendance data for the biweekly payroll and manage the accrual of time-driven benefits such as vacation, sick leave and compensatory time. In addition to nearing the end of its life cycle, the product vendor announced plans to discontinue it, having shifted development resources to a new product. The resources budgeted for this project include a process review and acquisition of a workforce management system with improved capabilities for data collection, scheduling, benefit accrual and leave management and biometric time terminals in certain locations. These additional capabilities (modules) will only be purchased if implementation plans show clear return-on-investments as shown in the consultant's study. The 2014-15 update to this budget includes funding for an extended schedule and consultant assistance to minimize the impact of implementation work on regular staff duties and other project schedules. The revised project anticipates a return on investment of approximately 27% with a discounted pay back period of 4 years. This compares to the previous return on investment estimate of 34% and payback period of 4 years.

Alternatives

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

Ongoing Operating Costs

Annual application software maintenance costs are estimated at about $45,000 per year. The comparable cost for the current system is about $40,000 per year. Hardware support is estimated at approximately $10,000/year.

Previous Action

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

Project #	IS-201411	**Project Title**:	End User Report Development
Department:	DOA-Information Technology	**Sponsor:**	DOA
Phase:	Analysis	**Manager:**	Mike Biagioli
Budget Action:	New	**Date:**	8/13/2013

CAPITAL BUDGET SUMMARY

Year Project Phase	2014 Design	2015 Implementation	Project Total
Expenditure Budget	$15,000	$110,000	$125,000
Revenue Budget	$15,000	$0	$15,000
Net County Cost	**$0**	**$110,000**	**$110,000**

Cost Documentation		Revenue	
Hardware	$10,000		
Software Licenses	$5,000	End User Technology	$15,000
Consulting / Conversion Services	$75,000	Fund Balance	
Training	$20,000		
Contingency	$15,000		
Total Project Cost	**$125,000**	**Revenue Budget**	**$15,000**

Project Scope & Description

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

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

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

Actions

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

Location

All County departments would be affected.

Project #	IS-201411	**Project Title**:	End User Report Development
Department:	DOA-Information Technology	**Sponsor:**	DOA
Phase:	Analysis	**Manager:**	Mike Biagioli
Budget Action:	New	**Date:**	8/13/2013

Analysis of Need

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

Alternatives

Alternatives to this project include:

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

Fiscal Impacts

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

Return on investment

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

Previous Action

No Previous Action

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Capital Projects Plan

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Narrative

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

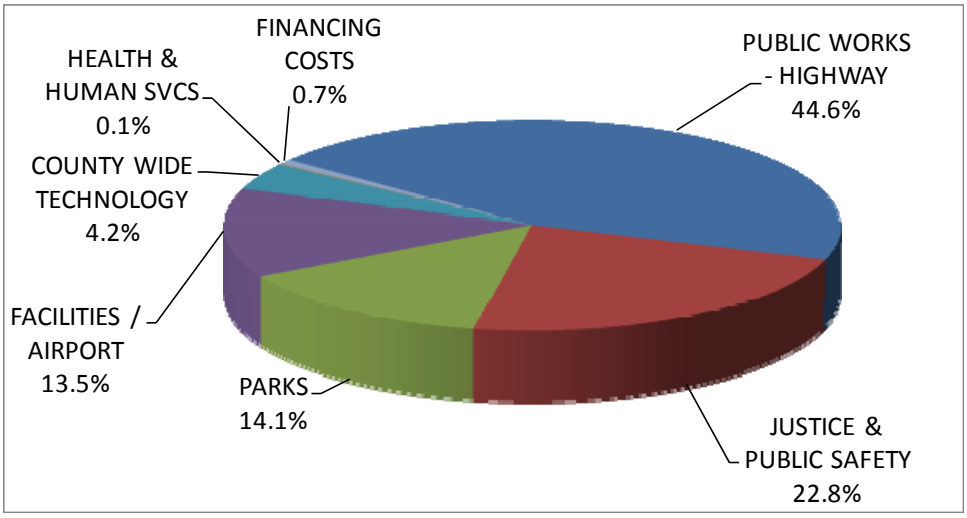
Public Works–Highway projects are about 45% of the plan at $41.6 million. In addition, Federal funds of $35.4 million are planned to be used for a number of highway projects. The federal funding is not included in the County Budget since it is managed and accounted for by the State Department of Transportation.

Justice and Public Safety projects total $21.3 million or 23% of the plan. This includes technology projects totaling $10.1 million, of which $9.6 million is planned to complete the migration of the County's public safety radio technology from an analog to digital signal and replace corresponding radio console equipment at the Waukesha County Communication Center. The last two years of the Plan include $8.7 million of an estimated $36.4 million project to construct eight new courtrooms, which is the first phase of a multi-phase project to upgrade and improve the County Courthouse facility. Also, $2.1 million is planned for the expansion of the Waukesha County Communication Center Facility to allow for additional municipal police and fire departments to join County dispatch.

The Parks and Land Use functional area includes about $13.1 million or about 14% of the plan, of which $1.5 million is for park building projects and about $5.5 million is for trails and parks pavement improvements. Trail project costs are partially funded with Federal, State and local dollars of about $2.8 million. The Plan also includes $5.4 million in funding for the County's share of a project to develop a collaborative Material Recycling Facility project with the City of Milwaukee. The County's GIS digital topographic maps are identified for orthophotography updating at a costs of $195,000 in 2015.

Public Works-Facilities/Airport projects total about $12.6 million or 13.5%. This includes $6.8 million for University of Wisconsin-Waukesha campus buildings, $5 million for County buildings, and nearly $780,000 for of County Airport facilities/runways which are planned to be funded with Airport fund balance.

County-wide technology projects total $3.9 million or 4% of the plan, of which $2.2 million is for a project to update the County's election system. Also included is $925,000 to complete projects for a workforce management system, and enterprise content management system and to implement a voice over Internet protocol (VOIP) environment. Another $600,000 is planned to implement redaction requirements for Register of Deeds electronic records, fully funded by redaction fee revenue. General Administration totals $685,000 for financing costs over the five years.



FUNCTIONAL AREA FOR TOTAL PLAN 2014-2017

FUNCTIONAL AREA	TOTAL 2014-2018	% OF TOTAL
PUBLIC WORKS - HIGHWAY	$41,640,000	44.6%
JUSTICE & PUBLIC SAFETY	$21,254,000	22.8%
PARKS	$13,109,900	14.1%
FACILITIES / AIRPORT	$12,585,900	13.5%
COUNTY WIDE TECHNOLOGY	$3,898,500	4.2%
HEALTH AND HUMAN SERVICES	$95,000	0.1%
FINANCING COSTS	$685,000	0.7%
TOTAL PLAN EXPENDITURES	$93,268,300	100%

WAUKESHA COUNTY 2014-2018 CAPITAL PROJECT PLAN SUMMARY

FUNCTIONAL AREA:	2014 Budget	2015 Plan	2016 Plan	2017 Plan	2018 Plan	5 YR TOTAL
JUSTICE & PUBLIC SAFETY						
Facility Projects	$300,000	$20,000	$90,000	$2,700,000	$8,000,000	$11,110,000
System Projects	$9,968,000	$0	$0	$25,000	$151,000	$10,144,000
HEALTH & HUMAN SERVICES						
Facility Projects	$0	$0	$0	$0	$0	$0
System Projects	$95,000	$0	$0	$0	$0	$95,000
PARKS & LAND USE						
Parks/Facilities, Pavement	$6,660,000	$1,310,500	$1,910,200	$1,828,200	$1,401,000	$13,109,900
PUBLIC WORKS						
Highways	$3,345,000	$4,009,000	$5,285,000	$4,616,000	$4,565,000	$21,820,000
Highways/Major Maintenance	$3,320,000	$4,350,000	$4,350,000	$4,350,000	$3,450,000	$19,820,000
Subtotal Highways	$6,665,000	$8,359,000	$9,635,000	$8,966,000	$8,015,000	$41,640,000
Facilities	$505,200	$924,500	$575,000	$1,106,200	$1,859,000	$4,969,900
UW-Waukesha	$1,007,000	$2,874,000	$2,956,000	$0	$0	$6,837,000
Airport	$239,000	$540,000	$0	$0	$0	$779,000
Subtotal Public Works	$8,416,200	$12,697,500	$13,166,000	$10,072,200	$9,874,000	$54,225,900
GENERAL ADMINISTRATION COUNTY WIDE						
Technology	$2,538,500	$1,360,000	$0	$0	$0	$3,898,500
Est. Financing Costs	$115,000	$115,000	$130,000	$150,000	$175,000	$685,000
Subtotal	$2,653,500	$1,475,000	$130,000	$150,000	$175,000	$4,583,500
TOTAL GROSS EXPENDITURES	$28,092,700	$15,503,000	$15,296,200	$14,775,400	$19,601,000	$93,268,300
LESS PROJECT SPECIFIC REVENUES & PROPRIETARY FUND BALANCES APPLIED	($9,055,000)	($2,787,500)	($1,811,200)	($1,886,600)	($300,000)	($15,840,300)
NET EXPENDITURES	$19,037,700	$12,715,500	$13,485,000	$12,888,800	$19,301,000	$77,428,000
Cash Balances Excluding Property Tax Levy	$6,837,700	$195,500	$750,000	$25,000	$1,151,000	$8,959,200
NET EXPENDITURES BEFORE TAXES, DEBT BORROWING AND INTEREST APPLIED	$12,200,000	$12,520,000	$12,735,000	$12,863,800	$18,150,000	$68,468,800

Narrative

The 2014-2018 Capital Plan identifies 57 projects at an estimated total cost of $93.3 million over the five-year period. Projects in the first year of the plan represent the 2014 Budget. Major projects for future years are briefly explained in the following narrative. A project listing all projects in the Plan is shown on the following pages.

JUSTICE AND PUBLIC SAFETY

Justice and Public Safety projects total $21.3 million, and includes $8.7 million to complete the migration of the County's public safety radio technology from an analog to digital signal and $900,000 to replace corresponding radio console equipment at the Waukesha County Communication Center. The last two years of the Plan include $8.7 million of an estimated $36.4 million to construct a eight new courtrooms, which is the first phase of a multi-phase project to upgrade and improve the County Courthouse facility. The courthouse facility was originally built in 1959, and is approaching the end of its useful life. Beginning with design in 2015 and construction planned for 2017, the Plan includes $2.1 million to expand the existing Waukesha County Communications Center (WCC) to allow for additional municipal police and fire agencies to join the WCC. Jail-related projects include $405,000 in 2014 to complete a Jail system software update, $300,000 in 2014 to construct jail holding cells and $176,000 in the last years of the plan to replace the security video monitoring system.

HEALTH AND HUMAN SERVICES

This area includes $95,000 to complete a Human Services case management and related system project.

PARKS AND LAND USE

Projects in this functional area total $13.1 million. The plan includes a project to develop a collaborative Material Recycling Facility with the City of Milwaukee in 2014, estimated to total $13.9 million with the County's share at $5.4 million. The plan also includes a project to build a multi-use trail between Frame Park in the City of Waukesha to Mitchell Park in the City of Brookfield, estimated to cost $3.0, with federal, state and municipal revenues covering about $2.8 million. The plan also includes $2.5 million for park roadway maintenance improvements; $495,000 over the next three years to replace bridges at Wanaki Golf Course; $540,000 to complete parks restroom upgrades; $195,000 for orthophography to update digitized maps for Land Information (GIS) Systems; and $989,000 to renovate the beach house at Minooka Park.

PUBLIC WORKS

Public works projects for highways and facilities combined are estimated at $54.2 million and represent 58% of the total plan. This includes road projects totaling $41.6 million. New and expanded road capacity construction is identified in priority corridors and is estimated to cost nearly $13.5 million, including about $10.3 million for about three miles of CTH M (North Avenue). Road projects include $20.7 million for major maintenance and roadway rehab; $1.7 million for bridge improvements; and several spot safety improvements at an estimated cost of $5.7 million, primarily for intersection and signal work.

Facility projects totaling $11.8 million include roof, boiler and chiller replacements totaling $6.8 million at the UW-Waukesha Campus (in addition to about $1 million already appropriated in previous budgets); $3.2 million for HVAC upgrades and energy saving investments at various county facilities; $475,000 for roofing upgrades the Administration Center and Mental Health Center; and about $324,000 for replacement of a brinemaker and construction of an overhang roof at the Highway Operations Building. The plan also include $243,000 to retrofit the old Public Health Building as part of a project to develop an on-site medical/wellness center for county employees. The center is expected to involve an intergovernmental agreement, with the School District of Waukesha and City of Waukesha participating. The last year of the plan includes $700,000 for fuel tank replacement, and another $800,000 planned for out-years, for a total project cost estimated at $1.5 million.

The Plan continues two Airport projects to upgrade the Terminal Building and Control Tower and address runway safety, with a County share of costs at nearly $780,000 and State/Federal Funding totaling nearly $15.1 million.

GENERAL ADMINISTRATION – COUNTYWIDE TECHNOLGY PROJECTS

Countywide technology projects total almost $3.9 million, including $2.2 million for a project to update the County's election system with process improvements and automated system enhancements. Other technology projects include $400,000 to implement a workforce management system; $375,500 to implement a Voice Over Internet Protocol (VOIP) environment; $150,000 for enterprise wide content management; and $125,000 to transition the County to a new, more affordable data reporting system. Another project in the Register of Deeds office includes $600,000 to remove social security numbers from real estate records that are viewable in electronic format.

DEBT FINANCING COSTS

Debt financing related costs on borrowing is planned at $54 million over the five year plan include promissory note discounts and arbitrage rebate expenditures which are currently estimated at $685,000 over the five year plan period.

PROJECT TITLE	NO.	CURRENT APPROP.	2014 BUDGET	2015 PLAN	2016 PLAN	2017 PLAN	2018 PLAN	TOTAL FIVE-YEAR PLAN
PUBLIC WORKS AIRPORT								
RUNWAY 10/28 SAFETY AREAS	200310	$616,500	$180,000					$180,000
AIRPORT FACILITY UPGRADES	201118	$11,000	$59,000	$540,000				$599,000
PUBLIC WORKS - FLEET & HIGHWAY OPS								
REPLACE BRINE MAKER\CONSTR OVERHANG ROOF	201401			$10,500		$313,200		$323,700
FUEL TANK REPLACEMENT AND INFRASTRUCTURE	201415						$700,000	$700,000
SHERIFF - BUILDINGS								
JAIL HOLDING CELLS	201204		$300,000					$300,000
EMERGENCY PREPAREDNESS - BUILDINGS								
COMMUNICATIONS CENTER EXPANSION	200808			$20,000	$90,000	$2,000,000		$2,110,000
PUBLIC WORKS BUILDINGS								
HIGHWAY SUBSTATION HVAC UPGRADES	201109		$36,000		$575,000			$611,000
ADMINISTRATION CENTER ROOFING UPGRADES	201113		$11,000	$211,000				$222,000
HWY OPS-FLEET HVAC UPGRADES	201206			$45,000		$718,000		$763,000
MHC CHILLER UPGRADES	201214	$48,000		$583,000				$583,000
ENERGY EFFICIENCY IMPROVEMENTS	201208	$705,000	$215,200	$75,000				$290,200
MHC ROOF REPLACEMENT	201412					$15,000	$238,000	$253,000
LAW ENFORCEMENT CTR MECHANICAL UPGRADES	201413					$60,000	$921,000	$981,000
ONSITE MEDICAL CLINIC, RETROFIT FACILITY	201417		$243,000					
HEALTH & HUMAN SERVICES BLDG	200615	$34,180,000						$0
COURTHOUSE PROJECT	201418					$700,000	$8,000,000	$8,700,000
UW-Waukesha								
UWW BOILER,CHILLER & CONTROLS REPLACEMENT	200902	$967,000	$1,007,000	$1,386,000				$2,393,000
UWW ROOFING UPGRADES	201210	$67,000		$1,442,000	$2,632,000			$4,074,000
UWW ROOFTOP UNIT REPLACEMENTS	201414			$46,000	$324,000			$370,000
PUBLIC WORKS - HIGHWAYS								
CTH ES, FOX RIVER BRIDGE	201004	$156,000	$176,000					$176,000
CTH C, MILL STREET TO OAKWOOD ROAD	201116		$130,000	$83,000	$1,850,000			$2,063,000
CTH YY, UNDERWOOD CREEK STRUCTURE	201302					$170,000	$179,000	$349,000
CTH Y, PILAK CREEK TRIBUTARY BRIDGE RPLCMNT	201304					$90,000	$24,000	$114,000
CTH L, CTH Y TO MOORLAND ROAD	200011	$21,211,000	$1,484,000					$1,484,000
CTH D, CALHOUN -INTERSECTION	200511	$2,090,000	$495,000					$495,000
CTH F REHABILITATION (BUSSE RD- STH 190)	200905	$395,000	$915,000					$915,000
CTH I, CTH ES TO CTH O REHAB	201005			$353,000	$1,164,000	$681,000		$2,198,000
CTH NN, STH 83 TO CTH ES	201006	$288,000		$818,000	$580,000			$1,398,000
CTH O, CTH HH TO GRANGE AVE.	201007	$351,000	$140,000	$1,657,000				$1,797,000
CTH M, CTH YY TO EAST COUNTY LINE	201008			$1,098,000	$1,000,000	$1,800,000	$2,792,000	$6,690,000
CTH M, CALHOUN RD-CTH YY,	201202				$524,000	$1,732,000	$1,309,000	$3,565,000
CTH Q OCON RIVER BRIDGE	201201				$119,000	$22,000	$112,000	$253,000
CTH D, DEER CREEK BRIDGE	201303	$5,000				$110,000	$116,000	$226,000
CTH XX, PEBBLE BROOK CREEK BRIDGE	201402		$5,000		$48,000	$11,000	$33,000	$97,000
CULVERT REPLACEMENT PROGRAM	9817	$1,700,000	$120,000	$100,000	$100,000	$100,000	$100,000	$520,000
REPAVING PROGRAM 2013-2017	200911	$1,200,000	$2,000,000	$3,000,000	$3,000,000	$3,000,000		$11,000,000
REPAVING PROGRAM 2018-2022	201416						$3,100,000	$3,100,000
SIGNAL/SAFETY IMPROVEMENTS	200427	$300,000	$1,200,000	$1,250,000	$1,250,000	$1,250,000	$250,000	$5,200,000

PROJECT TITLE	NO.	CURRENT APPROP.	2014 BUDGET	2015 PLAN	2016 PLAN	2017 PLAN	2018 PLAN	TOTAL FIVE-YEAR PLAN
PARKS AND LAND USE								
ORTHOPHOTOGRAPHY	201119	$204,520		$195,500				$195,500
WANAKI GC BRIDGE REPLACEMENT	201309	$50,000	$160,000	$165,000	$170,000			$495,000
PARKS RESTROOM RENOVATION	200505	$2,535,000	$540,000					$540,000
PAVEMENT MANAGEMENT PLAN THRU 2017	200824	$500,000	$500,000	$500,000	$500,000	$500,000		$2,000,000
PAVEMENT MANAGEMENT PLAN 2018 - 2022	201406						$500,000	$500,000
WAUKESHA-BROOKFIELD MULTI-USE TRAIL	201407		$50,000	$450,000	$1,240,200	$1,240,200		$2,980,400
MINOOKA PARK BEACH AREA RENOVATIONS	201408					$88,000	$901,000	$989,000
COLLABORATIVE MATERIAL RECYCLING FACILITY	201409		$5,410,000					$5,410,000
IT-EMERGENCY PREPAREDNESS								
DIGITAL RADIO SYSTEM UPGRADE	200815	$852,000	$8,663,000					$8,663,000
WCC CONSOLE RADIO EQUIPMENT	201102	$100,000	$900,000					$900,000
REGISTER OF DEEDS								
ROD ELECTRONIC RECORD REDACTION	201117	$750,000	$600,000	$0	$0			$600,000
IT - HHS								
IMPLEMENT HHS AUTOMATED SYS	200109	$3,655,000	$95,000					$95,000
IT - COUNTY CLERK								
ELECTION SYSTEM UPGRADE	201310	$70,000	$1,248,000	$1,000,000				$2,248,000
IT - SHERIFF								
JAIL SYSTEM RE-ENGINEERING & UPGRADES	201307	$20,000	$405,000					$405,000
SECURITY ELECTRONICS REPLACEMENTS - JAIL	201410					$25,000	$151,000	$176,000
IT - COUNTYWIDE								
VOIP IMPLMNTN & INFRASTRUCTURE UPGRADE	200820	$800,000	$375,500					$375,500
ENTERPRISE CONTENT MANAGEMENT	200910	$1,240,000		$150,000				$150,000
WORKFORCE MANAGEMENT SYSTEM	200912	$893,000	$300,000	$100,000				$400,000
END USER REPORT DEVELOPMENT	201411		$15,000	$110,000				$125,000
EST. FINANCING (Includes Arb Rebate/Discount)	999999		$115,000	$115,000	$130,000	$150,000	$175,000	$685,000
GROSS EXPENDITURES			$28,092,700	$15,503,000	$15,296,200	$14,775,400	$19,601,000	$93,268,300
REVENUES								
AIRPORT FUND BALANCE #200310; 201118			$239,000	$540,000				$779,000
RADIO SERVICES FUND BALANCE # 200815 Trunk Radio System Upgrade			$1,212,500					$1,212,500
ICE ARENA FUND BALANCE #201208 Energy Efficiency Improvements			$100,000					$100,000
GOLF CRSE FUND BAL-#201309 Wanaki Bridge Rplmnt/#201208 Energy Effic.			$160,000	$240,000	$170,000			$570,000
MRF Fund Balance #201409 Collaborative Materials Recycling Facility			$5,410,000					$5,410,000
END USER TECHNOLOGY FUND BALANCE #201411 End User Report Dvlmpnt			$15,000	$0				$15,000
END USER TECHNOLOGY FUND BALANCE #200912 Workforce Mgmt System			$300,000	$0				$300,000
HEALTH INSURANCE FUND BALANCE # Onsite Medical Clinic			$243,000					$243,000
TELECOMMUNICATIONS FUND BALANCE # 200820 VOIP Implementation			$375,500					$375,500
Local Reimbursement Project 201116 CTH C Mill St to Oakwood Rd					$463,000			$463,000
Revenue from Sale of Excess Land - Project 200011, CTH L			$400,000					$400,000
TIF funding for Project 201007 CTH O, CTH HH to Grange				$1,000,000				$1,000,000
Municipal Share for Communications Center #200808 Comm Center Expansion						$708,400		$708,400
CHIP D REVENUE-200427 Signals and Safety			$250,000	$250,000				$500,000
CHIP REVENUE-200911 Repaving Program 2013-2017			$330,000	$330,000				$660,000
Local Rev #201008 CTH M, CTH YY to East County Line							$210,000	$210,000
Local Rev #201202 CTH, Calhoun Rd - CTH YY							$90,000	$90,000
Local Rev #9817 Culvert Replacement			$20,000					$20,000
Revenue for #201407 Waukesha-Brookfield Multi-Use Trail				$427,500	$1,178,200	$1,178,200		$2,783,900
Subtotal Revenue and Fund Balance			$9,055,000	$2,787,500	$1,811,200	$1,886,600	$300,000	$15,840,300
Net Expenditures			$19,037,700	$12,715,500	$13,485,000	$12,888,800	$19,301,000	$77,428,000
STATE SHARED REVENUE/UTILITY PAYMENT			$50,000					$50,000
PERSONAL PROPERTY REPLACEMENT-STATE AID			$600,000					$600,000
GOVERNMENTAL FUND BALANCE			$6,187,700	$195,500	$750,000	$25,000	$1,151,000	$8,309,200
Subtotal			$6,837,700	$195,500	$750,000	$25,000	$1,151,000	$8,959,200
EXPENDITURES BEFORE TAXES, DEBT BORROWING & INTEREST			$12,200,000	$12,520,000	$12,735,000	$12,863,800	$18,150,000	$68,468,800

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