

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 to accommodate the policy for debt service of less than 10% of operating budget.

In this section, under "2016 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; however, the County's five-year operating budget projection considers these impacts in the appropriate years.

Financial Summary

	2014 Budget	2015 Budget	2016 Budget	Change from 2015
Expenditures	\$27,992,700	\$16,141,400	\$20,782,800	\$4,641,400
Revenues-Project Specific	\$1,000,000	\$767,500	\$3,353,000	\$2,585,500
Enterprise Fund Balance (a)	\$7,121,500	\$745,000	\$637,800	(\$107,200)
Internal Service Fund Balance	\$933,500	\$360,000	\$0	(\$360,000)
Restricted Special Rev Fund Bal	\$0	\$195,500	\$0	(\$195,500)
Net Expenditures	\$18,937,700	\$14,073,400	\$16,792,000	\$2,718,600
Other Financing Sources:				
Investment Earnings	\$250,000	\$300,000	\$275,000	(\$25,000)
Debt Issue Proceeds	<u>\$10,000,000</u>	<u>\$10,000,000</u>	<u>\$12,000,000</u>	<u>\$2,000,000</u>
Cash Balances from				
Governmental Fund Balance (b)	\$6,087,700	\$1,223,400	\$2,070,000	\$846,600
Revenues-General	\$650,000	\$700,000	\$700,000	\$0
Tax Levy	<u>\$1,950,000</u>	<u>\$1,850,000</u>	<u>\$1,747,000</u>	<u>(\$103,000)</u>
Total Cash Balances	\$8,687,700	\$3,773,400	\$4,517,000	\$743,600
Est. Use of Cash Balances as % Of Net Expenditures	46%	27%	27%	

- (a) 2016 budget use of enterprise fund balance of \$637,800 includes \$356,000 of Material Recycling Fund Balance, \$216,800 of Ice Arena Fund Balance and \$65,000 of Golf Course Fund Balance for related projects.
- (b) 2016 budget use of governmental fund balance of \$2,070,000 includes Capital Projects Fund Balance of \$1,785,000, \$230,000 of General Fund Balance and \$55,000 of prior-year jail assessment fee revenue reserves.

Capital Projects

2016 Capital Projects

Summary

	2014 Budget (a)	2015 Budget	2016 Budget	15-16 Budget Change
EXPENDITURES				
Justice and Public Safety	\$10,168,000	\$265,000	\$2,634,000	\$2,369,000
Health and Human Services	\$95,000	\$0	\$0	\$0
Parks, Env, Edu & Land Use (a)	\$6,875,200	\$1,589,900	\$1,531,800	(\$58,100)
Public Works (a)	\$8,201,000	\$12,811,500	\$16,297,000	\$3,485,500
County Wide Technology Projects	\$2,538,500	\$1,360,000	\$190,000	(\$1,170,000)
Est. Financing Costs	\$115,000	\$115,000	\$130,000	\$15,000
Total Gross Capital Expenditures	\$27,992,700	\$16,141,400	\$20,782,800	\$4,641,400

REVENUES-Project Specific

Federal Transportation Alternatives Program (TAP) Grant	\$0	\$427,500	\$0	(\$427,500)
County Highway Improvement Program (CHIP)	\$330,000	\$330,000	\$300,000	(\$30,000)
CHIP-Discretionary	\$250,000	\$0	\$844,000	\$844,000
Donation Revenue	\$0	\$10,000	\$0	(\$10,000)
Sale of Excess Land	\$400,000	\$0	\$0	\$0
Highway Local Reimbursement	\$20,000	\$0	\$1,959,000	\$1,959,000
Other State/Federal Highway Funding	\$0	\$0	\$200,000	\$200,000
Park Trail Local Reimbursement	\$0	\$0	\$50,000	\$50,000
Subtotal Revenues-Project Specific	\$1,000,000	\$767,500	\$3,353,000	\$2,585,500

REVENUES-General

State Shared Revenue/Utility Payment	\$50,000	\$100,000	\$100,000	\$0
State Computer Equipment Exemption	\$600,000	\$600,000	\$600,000	\$0
Subtotal Revenues-General	\$650,000	\$700,000	\$700,000	\$0

FUND BALANCE APPROPRIATIONS:

Airport Fund	\$239,000	\$670,000	\$0	(\$670,000)
Radio Services Fund	\$1,212,500	\$0	\$0	\$0
Material Recycling Fund Balance	\$5,410,000	\$0	\$356,000	\$356,000
Golf Course Fund	\$160,000	\$75,000	\$65,000	(\$10,000)
Ice Arena Fund	\$100,000	\$0	\$216,800	\$216,800
Subtotal: Enterprise Funds	\$7,121,500	\$745,000	\$637,800	(\$107,200)
End User Technology Fund Balance	\$315,000	\$360,000	\$0	(\$360,000)
Telecommunications Fund Balance	\$375,500	\$0	\$0	\$0
Health Insurance Fund Balance	\$243,000	\$0	\$0	\$0
Subtotal: Internal Service Funds	\$933,500	\$360,000	\$0	(\$360,000)
Special Revenue Fund: Land Info. System Fund Balance	\$0	\$195,500	\$0	(\$195,500)
General Fund - ROD Doc. Fee Reserved	\$600,000	\$0	\$0	\$0
General Fund - Communication Center Assigned	\$900,000	\$0	\$0	\$0
General Fund - Digital Radio System Upgrade Assigned	\$3,119,000	\$0	\$0	\$0
General Fund - Assigned	\$458,200	\$0	\$230,000	\$230,000
Gen Fund - Assigned: Jail Assessment Revenue Reserves	\$605,000	\$220,000	\$55,000	(\$165,000)
Capital Project Funds Assigned	\$405,500	\$1,003,400	\$1,785,000	\$781,600
Subtotal: Cash Balances from Governmental Fund Balance	\$6,087,700	\$1,223,400	\$2,070,000	\$846,600
Total Fund Balance Uses For Capital Projects	\$14,142,700	\$2,523,900	\$2,707,800	\$183,900
Investment Earnings	\$250,000	\$300,000	\$275,000	(\$25,000)
Debt Proceeds	\$10,000,000	\$10,000,000	\$12,000,000	\$2,000,000

Tax Levy	\$1,950,000	\$1,850,000	\$1,747,000	(\$103,000)
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(a) Restated to reflect transition of Energy Efficiency Improvement Project (201208) from Public Works-Facilities to Parks, Land Use and Education in 2015.

Pg #	PROJECT TITLE	Project Number	2016 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
PUBLIC WORKS - AIRPORT						
482	RUNWAY 10/28 SAFETY AREAS	200310			(a)	\$0
EMERGENCY PREPAREDNESS - BUILDINGS						
483	COMMUNICATIONS CENTER EXPANSION	200808	\$203,000			\$203,000
PUBLIC WORKS - BUILDINGS						
484	LAW ENFORCEMENT CTR MECHANICAL UPGRADES	201413	\$2,376,000			\$2,376,000
485	HIGHWAY SUBSTATION HVAC UPGRADES	201109	\$200,000			\$200,000
486	DEMOLISH FORMER HHS BUILDING	201503	\$1,785,000		(b)	\$1,785,000
UW - WAUKESHA						
487	UWW ROOFING UPGRADES	201210	\$700,000	\$0		\$700,000
PUBLIC WORKS - HIGHWAYS						
488	CTH I, CTH ES TO CTH O REHAB	201005	\$1,164,000	\$0		\$1,164,000
489	CTH Q OCONOMOWOC RIVER BRIDGE	201201	\$119,000	\$0		\$119,000
490	CHT P, BARK RIVER BRIDGE	200606	\$286,000	\$0		\$286,000
491	WEST WAUKESHA BYPASS	200917	\$2,137,000	\$200,000	(c)	\$1,937,000
493	CTH NN, STH 83 TO CTH ES	201006	\$1,798,000	\$1,762,000	(d)	\$36,000
494	CTH M, CTH YY TO EAST COUNTY LINE	201008	\$1,200,000	\$0		\$1,200,000
495	CTH M, CALHOUN RD-CTH YY	201202	\$324,000	\$0		\$324,000
496	CTH C, MILL STREET TO OAKWOOD ROAD	201116	\$2,128,000	\$741,000	(e)	\$1,387,000
497	CTH I, FOX RIVER BRIDGE	201601	\$6,000			\$6,000
498	BRIDGE AID PROGRAM	9131	\$100,000	\$0		\$100,000
499	CULVERT REPLACEMENT PROGRAM THRU 2017	9817	\$100,000	\$0		\$100,000
500	REPAVING PROGRAM 2013-2017	200911	\$3,000,000	\$600,000	(f)	\$2,400,000
501	SIGNAL/SAFETY IMPROVEMENTS	200427	\$1,250,000	\$0		\$1,250,000

- (a) Project includes a change in scope. No additional expenditure authority is requested in 2016.
- (b) Capital Project Fund Balance is budgeted to cover this project (see footnote (m) on next page).
- (c) Federal/State highway revenue.
- (d) Includes local highway reimbursement of \$1,218,000 and County Highway Improvement Program – Discretionary (CHIP - D) funding of \$544,000
- (e) Local highway reimbursement.
- (f) Includes CHIP funding of \$300,000 and CHIP – D funding of \$300,000.

Pg #	PROJECT TITLE	Project Number	2016 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
PARKS AND LAND USE						
503	ENERGY EFFICIENCY IMPROVEMENTS	201208	\$180,000	\$65,000	(g)(l)	\$115,000
504	MINOOKA RESTROOM SHELTER	201602	\$50,000			\$50,000
505	RETZER NATURE CENTER MRF EDU SPACE RENOVATION	201606	\$356,000	\$356,000	(h)	\$0
506	LAKE COUNTRY TRAIL STH 67 UNDERPASS	201607	\$229,000	\$50,000	(i)	\$179,000
507	NAGAWAUKEE ICE ARENA DASHER BOARD PROJECT	201608	\$216,800	\$216,800	(j)	\$0
508	PAVEMENT MANAGEMENT 2013 - 2017	200824	\$500,000	\$0		\$500,000
IT - SHERIFF						
509	SEC REC/DISPLAY EQPMNT RPLCMNT/VIDEO VISIT STUDY	201615	\$55,000	\$55,000	(k)	\$0
IT - COUNTY BOARD/COUNTY CLERK						
511	COUNTY BOARDROOM TECHNOLOGY UPGRADE PROJECT	201619	\$115,000		(l)	\$115,000
COUNTYWIDE TECHNOLOGY PROJECTS						
513	PAYROLL/HUMAN RESOURCES INFORMATION SYSTEM	201617	\$75,000			\$75,000
EST. FINANCING (Includes Arb Rebate/Discount)		999999	\$130,000	\$0		\$130,000
TOTAL EXPENDITURES/Fund Balance Applied/Net \$ Needed			\$20,782,800	\$4,045,800		\$16,737,000
ADDITIONAL REVENUES & FUND BALANCE-GENERALLY APPLIED						
STATE COMPUTER EQUIPMENT EXEMPTION				\$600,000		
STATE SHARED REVENUE/UTILITY PAYMENT				\$100,000		
GENERAL FUND BALANCE				\$230,000	(l)	
CAPITAL PROJECT FUND BALANCE				\$1,785,000	(m)	
DEBT ISSUE PROCEEDS				\$12,000,000		
INVESTMENT INCOME EARNED ON DEBT ISSUE				\$275,000		
TOTAL FROM OTHER FUNDING SOURCES						\$14,990,000
TAX LEVY						\$1,747,000

- (g) Project includes \$65,000 of Golf Course Fund Balance to fund energy efficiency improvements related to that enterprise fund. The project is also funded with \$115,000 of General Fund Balance to cover the cost of non-enterprise energy efficiency improvements (see footnote (l)).
- (h) Material Recycling Fund Balance.
- (i) Local share reimbursement.
- (j) Ice Arena Fund Balance.
- (k) Prior-year jail assessment fee revenues reserves.
- (l) Projects are funded with \$115,000 of General Fund Balance each.
- (m) Capital Project Fund Balance is budgeted to cover costs of the project to demolish the former Health and Human Services Building.

GENERAL SUMMARY

The 2016 capital project expenditures increase \$4,641,400 from the 2015 Adopted Budget to about \$20.8 million. Changes are identified by functional area below.

Justice and Public Safety

Projects in this functional area total about \$2.6 million, which is an increase of about \$2.4 million from the prior year budget. The 2016 Budget includes funding to replace HVAC equipment at the Law Enforcement Center, estimated at \$2,376,000, and for design work related to the project to expand the Waukesha County Communications Center (WCC), estimated at \$203,000. The WCC expansion is expected to be complete in 2017 and will allow new municipal partners to join County dispatch and provide needed space to manage large-scale emergency events. The budget also includes \$55,000 to study replacement of the Jail's security recording and display system and video visitation equipment.

Parks, Environment, Education and Land Use

Projects in this functional area total about \$1.5 million, a decrease of about \$58,000 from the 2015 budget level. Maintenance of existing facilities includes \$500,000 for the Parks pavement management plan, \$216,800 for replacement of dasher boards at the Naga-Waukee Ice Arena (funded with Ice Arena Fund Balance) and \$180,000 for energy-saving lighting upgrades at clubhouse facilities at Nagawaukee and Wanaki golf courses and the Retzer Nature Center (Golf Course lighting upgrades funded with Golf Course fund balance). The lighting projects are expected to have a five-year return-on-investment due to lower electrical utility costs.

A separate project at the Retzer Nature Center will remodel space to allow room for classroom and exhibit space for the Waukesha County recycling education program (budgeted at \$356,000 and funded with Material Recycling Facility Fund Balance). A new trail project will provide an underpass for the Lake Country Trail as it crosses State Highway 67 in Oconomowoc. Engineering and utility relocation costs of \$229,000 are budgeted in 2016, with construction planned in 2017. Design work for a new restroom and shelter at Minooka Park, is budgeted at \$50,000 in 2016. Construction is planned in 2017 and will complete a multi-year effort to upgrade restroom facilities that meet needs and expectation of park patrons throughout the park system.

Public Works

Project expenditures in the Public Works functional area total \$16.3 million, an increase of \$3.5 million from the 2015 Adopted Budget. Projects include buildings, highways and the airport as follows:

Buildings

Building infrastructure improvements total about \$2.7 million. The 2016 budget includes about \$1.8 million to as part of a project to demolish the former Health and Human Services Building, \$700,000 to continue roofing upgrades on the UW-Waukesha campus and \$200,000 for HVAC upgrades at highway substations.

Highways

The 2016 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.

Repaving

A funding level of \$3.0 million is budgeted for annual County Trunk Highway (CTH) repaving program with a goal of covering approximately 20 miles of road. In addition, \$2,128,000 is budgeted to rehabilitate CTH C (Genesee Street), from Mill Street to Oakwood Road, in the City of Delafield (\$741,000 funded by City). Nearly \$1,798,000 is budgeted to rehabilitate CTH NN, from State Highway 83 to CTH 83, in the Village of Mukwonago (\$1,762,000 funded by Village). Land acquisition of \$1,164,000 for the rehabilitation of CTH I (Beloit Road), from CTH ES (National Avenue) to CTH O (Moreland Road), in the City of New Berlin, is budgeted in 2016.

Bridges/Culverts

The existing culvert replacement program continues with an appropriation of \$100,000. Bridge rehabilitation and reconstruction projects include additional funding of \$286,000 for the CTH P Bark River Bridge, \$119,000 for the CTH Q Oconomowoc River Bridge and \$6,000 for preliminary design for the CTH I Fox River Bridge. The 2016 budget includes \$100,000 for the bridge aid program, which covers half the cost of municipal bridge reconstruction and repair. Federal Bridge Aid funding, which is managed by the State Department of Transportation and not included in the County Budget, totals about \$1.8 million.

Signal & Safety Improvements

Project costs of \$1,250,000 are budgeted in 2016 to address intersection improvement including traffic signals and turn lanes at the top-rated locations over the next two years (2016-17). Ratings are based on safety, traffic congestion and roadway safety audits to identify the use of lower-cost remediation strategies. Current and future construction costs are expected to be mostly covered with federal Highway Safety Improvement Program (HSIP) funding, totaling about \$4.9 million (not included in County budget).

Priority Corridors

The 2016 budget includes funding for two projects to increase capacity on CTH M (North Avenue), consisting of two phases: (1) 2.1 miles between CTH YY (Pilgrim Road) to East County Line (124th Street) in the City of Brookfield and Village of Elm Grove; and (2) 1 mile between Calhoun Road and CTH YY, in the City of Brookfield. The 2016 budget includes \$1 million in land acquisition for the first phase, and \$524,000 in design work for both projects. Construction is planned for 2018-2019. Both projects are estimated to total \$25.8 million, with federal aid covering \$15.5 million, the City and Village contributing \$300,000 for local street amenities, and the County's share at about \$10 million over the life of the project. The 2016 budget also includes \$2.1 million for construction of the West Waukesha Bypass project. This project will relieve the congestion on nearby roads that has resulted from the continued growth and development in the area.

Airport

The existing project to implement runway safety areas in accordance with Federal Aviation Administration rules includes a change in scope to add runway pavement, relocate navigational equipment, realign Silvernail Road and implement declared distances. No additional funding is requested in the 2016 budget. The current federal timeline is for design in 2016 and construction in 2017.

County Wide Technology Investments

Countywide technology projects total \$190,000 in the 2016 budget, including \$115,000 to upgrade County Boardroom technology in 2016. The current system is approximately 25-years-old and becoming difficult to repair. The project will upgrade technology to better support Supervisor vote tracking on agenda items, audio transmission of floor debates and visual presentation of vote tallies as well as visual presentation of supporting documents and public presentations. The 2016 budget also includes \$75,000 to study options for upgrading the Payroll and Human Resources information systems. The main purpose of this project is to develop strategies needed to acquire a system(s) that will offer greater functionality than the current systems, integrate and automate processes and facilitate new reporting requirements (e.g., ACA).

Project Revenue Funding

Revenues and various fund balance appropriations for project funding increase by about \$2.7 million to \$7 million for the 2016 Budget.

Project specific revenues increase by \$2,585,500 to \$3,353,000. These revenues include \$1,959,000 for the local share of road projects to cover the cost of additional street amenities (e.g., sidewalks): (1) \$1,218,000 from the Village of Mukwonago for the rehabilitation of CTH NN, from State Highway 83 to CTH ES; (2) and \$741,000 from the City of Delafield for the rehabilitation of CTH C (Genesee Street), from Mill Street to Oakwood Road. In addition, \$600,000 of federal County Highway Improvement Program (CHIP) funding is budgeted to partially cover County highway repaving costs. Another \$544,000 of CHIP funding is budgeted to partially cover the County's share of project costs for the CTH NN project, mentioned above. The West Waukesha Bypass includes a \$200,000 reimbursement from the State Department of Transportation to construct an intersection. The 2016 budget also includes a \$50,000 reimbursement from the City of Oconomowoc for half the estimated design costs for the project to construct an underpass along the Lake Country Trail where it crosses under State Highway 67.

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

Use of Fund Balance in 2016 totals \$2,707,800, which is an increase of \$183,900. This includes \$1,785,000 of **Capital Projects Fund Balance**, to fund the demolition of the former Health and Human Services Building. **General Fund Balance** of \$285,000 is budgeted to fund \$115,000 of energy efficiency lighting upgrades at non-enterprise parks system facilities (i.e., Retzer Nature Center); \$115,000 to upgrade County Boardroom technology; and \$55,000 (Jail assessment reserves) to study the replacement of the Jail's security recording/display system and video visitation system. Other uses of various fund balances in the 2016 budget include \$356,000 of **Material Recycling Facility (MRF) Fund Balance**, \$216,800 of **Ice Arena Fund Balance** and \$65,000 of **Golf Course Fund Balance**.

Borrowed funds are budgeted at \$12 million, a \$2 million increase from the 2015 budget. Investment income is budgeted at \$275,000, a decrease of \$25,000 from the 2015 budget. Property tax levy funding at \$1,747,000 is a reduction of \$103,000 from the 2015 Adopted Budget. Tax levy and the use of governmental fund cash balance and other revenues maintains the County's "down payment" at 27% of net capital expenditures, well above the policy target of 20%.

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

The future expansion of the Waukesha County Communications Center (WCC) will accommodate additional staffing and equipment needs as new municipal police and fire agencies join County dispatch. Future municipal members should experience net savings from the economies of the WCC. On the County side, the additional staffing and equipment will increase personnel and maintenance costs as new municipal agencies join County dispatch. The additional square footage of the building would also likely result in increased utility expenses.

The project to upgrade mechanical HVAC equipment at the Law Enforcement Center is expected to help reduce energy consumption through newer, high-efficiency equipment with direct digital controls.

The consultant studies in 2016 for replacement of the Jail Security and Recording System and the Jail's Video Visitation equipment will identify operational impacts to maximize potential efficiencies.

Park, Environment, Education and Land Use

An energy conservation project to install LED lighting at Naga-Waukee and Wanaki golf courses, the Retzer Nature Center and other parks facilities is expected to reduce energy costs with a return on investment of approximately five years.

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.

Public Works - Buildings

The capital plan includes two projects to replace aging HVAC equipment with more energy-efficient technology, resulting in lower utility costs, including at the Highway Operations/Fleet building and the Highway substations.

Public Works - Highways

Annual operating costs for additional lane miles are estimated at approximately \$7,000 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 65 for 2014. 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 budget includes a project to study options for upgrading the Payroll system and expanding the Human Resources information system. The new system(s) is expected to include annual software licensing and maintenance costs, but will likely be partially offset by savings from automating a number of processes that are currently performed manually.

A project to upgrade the Waukesha County Boardroom, to improve vote tracking, audio transmissions of floor debates and presentations, is expected to result in annual server and software licensing maintenance costs of between \$4,000 and \$6,000.

Project Title:	Runway 10/28 Safety Areas	Project #:	A-200310
Department:	Public Works - Airport	Project Type:	Airport
Phase:	Preliminary Design	Sponsor:	
Budget Action:	C - Scope	Manager:	Allison Bussler, DPW Director
Date:	August 27, 2015		

CAPITAL BUDGET SUMMARY				
Year	2007 Design	Phase I-2013	Phase II - 2014	Total
Project Phase		Construction	Construction	Project
Expenditure Budget	\$356,500	\$260,000	\$180,000	\$796,500
Revenue Budget	<u>\$356,500</u>	<u>\$260,000</u>	<u>\$180,000</u>	<u>\$796,500</u>
Net County Cost	\$0	\$0	\$0	\$0
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	<u>\$15,881,100</u>		Total Revenue	\$15,084,600
EXPENDITURE BUDGET	\$796,500		REVENUE BUDGET	\$796,500
			(Airport Fund Balance)	

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 by adding 400 feet of pavement on the West end of Runway 10/28, relocating navigational equipment, realigning Silvernail Rd., and implementing declared distances for arriving and departing aircraft. The previous scope involved implementing declared distances, but only on existing pavement, which would shorten the runway. The current Federal timeline is for design in 2016 and construction in 2017.

Location

Safety Areas off the west end 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

In the environmental analysis for the project, several alternatives were identified including the installation of Engineered Material Arresting System (EMAS), the addition of pavement on both ends of runway 10/28, and tunneling Pewaukee and/or Silvernail Rd. All of these options were found to be more impactful and more expensive both in construction costs and long term maintenance costs than the preferred alternative identified by this Capital Project. Additionally, the other alternatives served to shorten the available length of the runway which is unacceptable to our current users and to the projected aircraft operating demands.

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 Title:	Communication Center Expansion	Project #:	200808
Department:	Public Works - Buildings	Project Type:	Facility Expansion
Phase:	Preliminary Design	Sponsor:	Gary Bell, Emerg. Prep. Director
Budget Action:	C – Scope, C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	August 26, 2015		

CAPITAL BUDGET SUMMARY					
Year	2015	2016	2017	Total	
Project Phase	Budget & Concept	Design	Construction	Project	
Expenditure Budget	\$45,000	\$203,000	\$3,483,000	\$3,731,000	
Revenue Budget	\$0	\$0	\$708,400	\$708,400	
Net County Cost	\$45,000	\$203,000	\$2,774,600	\$3,022,600	
COST DOCUMENTATION			REVENUE		
Architect	\$248,000		Municipal Cost Share per ordinance*	\$350,000	
Construction	\$2,976,000		New Berlin Joining fee for	\$358,400	
Contingency	\$238,000		infrastructure received in 2012		
Survey/Soil Test/Permits/Etc	\$28,000		and reserved in General Fund Balance		
Furniture	\$241,000				
Total Project Cost	\$3,731,000		Total Revenue	\$708,400	
EXPENDITURE BUDGET	\$3,731,000		REVENUE BUDGET	\$708,400	
			*Future new large member that requires expansion		

Project Scope & Description

This project was proposed in 2008 and will incorporate space for the Waukesha Communications Center (WCC) to accommodate additional dispatch agencies and space for the Emergency Operations Center (EOC) to better handle countywide emergencies. This project adds an approximate total of about 7,500 square feet to the WCC. Based on further research, the hiring of a new director, EOC training exercises, and actual experience with a large incident, the project expands the EOC to properly necessitate these functions. The project will also include storage and administrative space to free up existing space in the current facility to accommodate future county wide dispatch for all jurisdictions and have the needed space to better manage significant incidents.

Location

Waukesha County Communications Center, 1621 Woodburn Road, Waukesha, WI 53188

Analysis of Need

The existing facility was completed in 2004 and started operations that same year. The facility was designed to handle all the agencies that committed originally and a small increase to the number of agencies in the future. The current dispatch floor has workstations for fourteen 9-1-1 positions, one 9-1-1 supervisor position and two supervisor workstations. While the facility is capable of handling increases in activity and a small number of new partners in the existing structure, at some point the facility will need to expand to accommodate substantial growth due to more agencies joining. Since 2004, three police departments and three fire departments have been added to the WCC, as well as additional emergency management and Information Technology Division personnel. The most recent addition was in 2012 with New Berlin Police and Fire becoming part of the WCC. Within the next couple of years, growth is estimated to include additional police and fire departments, but the size of these agencies is unknown at this point. In addition, space is needed in the EOC to handle countywide incidents. The current square footage is insufficient for substantial growth due to new agencies. Construction costs are updated based on budget and concept developed in 2015. The increase in construction cost is related to the parking lot, site and drainage improvements, and increase in building square footage.

Alternatives

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

Ongoing Operating Costs

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

Previous Action

2008-2012 capital plan: approved as new. 2009-2013, 2010-2014, 2011-2015; 2013-2017 capital plans: delayed one year. 2012-2016 capital plan: cost update. 2014-2018 capital plan: approved as planned. 2015-2019 capital plan: scope and cost update.

Project Title:	LEC Mechanical Upgrades	Project #:	201413
Department:	Public Works - Buildings	Project Type:	Mechanicals/Bldg Systems
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	September 9, 2015		

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

Project Scope & Description

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

Location

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

Analysis of Need

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

The project was updated in the 2015-2019 capital plan to include VAV boxes and associated controls due to equipment failure. Also these VAV boxes are no longer manufactured nor supported, so simply replacing them requires an expensive kit to continue with the temporary VAV technology.

Alternatives

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

Ongoing Operating Costs

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

Previous Action

2014-2018 capital plan: approved as new project

Project Title:	Highway Substations HVAC Upgrades	Project #:	201109
Department:	Public Works - Buildings	Project Type:	Mechanicals/Bldg Systems
Phase:	Preliminary Design	Sponsor:	Public Works
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	August 27, 2015		

CAPITAL BUDGET SUMMARY			
Year	2014	2016	Total
Project Phase	Budget & Concept Design	Construction	Project
Expenditure Budget	\$36,000	\$200,000	\$236,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$36,000	\$200,000	\$236,000
COST DOCUMENTATION		REVENUE	
Architect	\$36,000		
Construction	\$184,000		
Contingency	<u>\$16,000</u>		
Total Project Cost	\$236,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$236,000	REVENUE BUDGET	\$0

Project Scope & Description

HVAC equipment controls and upgrades at the four Highway Division substations. Based on a consultant report identifying fewer pieces of equipment requiring replacement, project costs are reduced \$375,000 for 2016. In recent years, individual pieces of equipment have failed and have already been replaced on an as-needed basis through the Building Improvement Plan in the Department of Public Works operating budget.

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 (43 years ago), New Berlin 1950 (65 years ago), North Prairie 1988 (27 years ago) and Sussex 1965 (50 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 modestly reduced with more efficient equipment.

Previous Action

- 2011-2015 capital plan: approved as a new project
- 2012-2016 capital plan: approved with cost update
- 2013-2017 capital plan: delayed
- 2014-2018 capital plan: approved as planned
- 2015-2019 capital plan: approved as planned

Project Title:	Demolish Former Health & Human Services Building	Project #:	201503
Department:	Public Works - Buildings	Project Type:	Demolition
Phase:	Demolition	Sponsor:	Public Works
Budget Action:	C – Scope, C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	November 20, 2015		

CAPITAL BUDGET SUMMARY				
Year	2015	2016	2017	Total
Project Phase	Design/Demolition	Demolition	Parking Const	Project
Expenditure Budget	\$1,515,000	\$1,785,000	\$320,000	\$3,620,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$1,515,000	\$1,785,000	\$320,000	\$3,620,000
COST DOCUMENTATION		REVENUE		
Design*	\$100,000	Most of project will be funded with appropriated Capital Project Fund Balance.		
Demolition/Parking	\$3,220,000			
Contingency	\$300,000			
Total Project Cost	\$3,620,000	Total Revenue	\$0	
EXPENDITURE BUDGET	\$3,620,000	REVENUE BUDGET	\$0	

*Includes demolition consultant.

Project Scope & Description

This project includes the demolition of the former HHS buildings. The project includes the stabilization of site conditions, the construction of approximately 70 new public parking spaces and the preservation of the existing cellular tower/smoke stack.

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

Analysis of Need

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

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

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

An extensive consulting report on survey/sampling during September/October 2015 identified higher levels of hazardous materials (e.g., asbestos, lead and mercury) than the initial estimate. More asbestos was found through this method of sampling (e.g., cutting holes in multiple wall and floor layers). In order to provide for the potentially higher asbestos removal costs in the demolition, construction of the parking lot (\$320,000) is moved from 2016 to 2017, making more funding available in 2016.

Alternatives & Previous Actions

- Retain the building and continue to incur repair, maintenance, and liability costs.

- Alternatives pursued and abandoned:

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

Pursued County Board adopted Resolution 169-R-006 to consider potential developer proposals for the former HHS building. During the summer of 2015, the County received one proposal, and the request for proposal committee deemed the proposal incomplete and recommending rejecting the proposal. The proposal was rejected by the County Board at the August Board meeting.

Ongoing Operating Costs

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

Project Title:	UWW Roofing Upgrades	Project #:	201210
Department:	Public Works - Buildings	Project Type:	Roof Replacement
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	August 27, 2015		

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

Project Scope & Description

This project will repair and replace building envelope components on facilities at the University of Wisconsin–Waukesha (UWW) campus. The four main UWW campus facilities Northview/Library, Southview/Fine Arts, Commons/Administration/Westview and Fieldhouse are 49-years-old and constructed in 1966. The useful life of a roof ranges from 15 to 40 years depending on roof type. A 60 mil EPDM (rubber) roof usually lasts between 15 and 20 years. An asphalt ballasted roof has a useful life of 25 to 40 years. Extensive roof patching was undertaken in 2009 and tuckpointing completed in 2009 and 2010.

In the 2015-2019 capital plan, a portion of project funding originally planned for 2016 was delayed until 2018 to accommodate other priorities in the five-year capital plan. Funding remaining for 2015 and 2016 is budgeted to help ensure the roofs requiring more immediate attention are addressed in a timely manner. The roofs will continue to be monitored - and patched and repaired on an as needed basis.

Location

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

Analysis of Need

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

Alternatives

Continue to patch the roof as leaks occur.

Ongoing Operating Costs

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

Previous Action

- 2012-2016 capital plan: approved as a new project
- 2013-2017 capital plan: delay
- 2014-2018 capital plan: approved as planned
- 2015-2019 capital plan: cost update, delay

Project Title:	CTH I, CTH ES To CTH O Rehab	Project #:	201005
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Beloit Road
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	August 27, 2015		

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

Project Scope & Description

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

Location

City of New Berlin

Analysis of Need

The roadway vertical and horizontal alignments are substandard. Additionally, many of the side ditches, shoulders, and clear zones are below current standards. This segment of highway also has a high accident rate. The eastern portion is quickly becoming developed and traffic on CTH I is increasing due to a new Children's Hospital facility and retail development which is being constructed at the corner of Moorland Road and CTH I. Other development is planned between Calhoun Road and Moorland Road. The 2012 traffic volume is 4,950 vehicles per day.

Alternatives

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

Ongoing Operating Costs

Operating costs are not expected to change.

Previous Action

- 2011-2015 capital plan: approved as a new project.
- 2012-2016 capital plan: project approved as planned.
- 2013-2017, 2014-2018, 2015-2019 Capital Plans: project approved as planned

Project Title:	CTH Q. Oconomowoc River Bridge	Project #:	201201
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	County Line Road
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	August 26, 2015		

CAPITAL BUDGET SUMMARY				
Year	2016	2017	2018	Total
Project Phase	Design	Right of Way	Construction	Project
Expenditure Budget	\$119,000	\$22,000	\$112,000	\$253,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$119,000	\$22,000	\$112,000	\$253,000
COST DOCUMENTATION		REVENUE		
Design	\$97,000	Federal Bridge Aid		\$450,000
State Review for Design	\$22,000	(Anticipated)		
Land Acquisition	\$22,000			
Construction	\$472,000			
Construction Management	\$66,000			
Contingency	\$24,000			
Total Project Cost	\$703,000	Total Revenue		\$450,000
EXPENDITURE BUDGET	\$253,000	REVENUE BUDGET		\$0

Project Scope & Description

This project is a replacement of the CTH Q bridge over the Oconomowoc River. A single span slab bridge is anticipated, but various structure types will be investigated. The roadway will remain two lanes over the bridge and will be constructed to current standards. The roadway profile will likely need to be raised in elevation at the bridge to provide adequate navigational clearance. This will require reconstruction of additional approach roadway to match the profile. Right of way was purchased to the ultimate width of 100 feet in the 1960's for most of the expected project limits. Additional right of way and easements will be acquired as needed. Federal bridge aid is anticipated to be used on this project and at 80% of construction phase is estimated at \$450,000.

Location

Towns of Merton and Erin

Analysis of Need

The existing bridge (P-67-0078) is a single-span steel deck girder structure constructed in 1925. The concrete deck was replaced and widened in 1981. The deck is in fair condition, though the deck edges are now spalling. The girder paint system has failed and girders have deteriorated with the loss of section near the abutments and on the outermost girders. The abutments are deteriorating with areas of delamination and spalling. The bridge is considered both "structurally deficient" and "functionally obsolete". The structure sufficiency number is 35.9, which indicates that structure replacement is warranted according to WisDOT guidelines and makes the bridge eligible for federal bridge replacement funding with a sufficiency below 50. The 2013 traffic volume on this roadway segment was 3,120 vehicles per day.

Alternatives

Rehabilitation, which does not address all structural and geometric deficiencies.

Ongoing Operating Costs

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

Previous Action

- Approved as a new project in the 2012-2016 capital plan.
- Approved as planned in the 2013-2017 capital plan.
- Approved with a cost update in the 2014-2018 capital plan.
- Approved as planned in the 2015-2019 capital plan.

Project Title:	Waukesha West Bypass	Project #:	200917
Department:	Public Works - Highways	Project Type:	Jurisdictional Plan Implementation
Phase:	Construction	Road Name:	Meadowbrook Road/Merrill Hills Road
Budget Action:	C – Scope, C - \$ Update, C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	August 30, 2015		

CAPITAL BUDGET SUMMARY							
Year	2009	2010	2011 *	2012 *	2013	2016	Total
Project Phase	Design	Design	Right of Way	Right of Way	Construction	Construction	Project
Expenditure Budget	\$250,000	\$1,750,000	\$2,000,000	\$3,600,000	\$1,220,000	\$2,137,000	\$10,957,000
Revenue Budget	<u>\$250,000</u>	<u>\$0</u>	<u>\$1,400,000</u>	<u>\$3,600,000</u>	<u>\$0</u>	<u>\$200,000</u>	<u>\$5,450,000</u>
Net County Cost	\$0	\$1,750,000	\$600,000	\$0	\$1,220,000	\$1,937,000	\$5,507,000
COST DOCUMENTATION			REVENUE				
Design	\$3,382,000						\$3,200,000
Land Acquisition	\$5,600,000						\$2,600,000
Construction	\$4,500,000						(State 100%)
Construction Management	\$450,000						STP - (Right of Way Acq.) budgeted
Contingency	<u>\$225,000</u>						State ROW reimbursement
Total Project Cost	\$14,157,000						STP - (Right of Way Acq.) budgeted
							County ROW reimbursement
							Capital project fund balance
							WisDOT final Design reimbursement
							Total Revenue
EXPENDITURE BUDGET	\$10,957,000						\$5,450,000
							REVENUE BUDGET

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

Project Scope & Description

Waukesha County has signed a memorandum of understanding (MOU) with the Wisconsin Department of Transportation (WisDOT) and City of Waukesha for completion of the West Waukesha Bypass, which clearly defines each party's responsibility for the completion of the corridor.

Under the terms of the MOU, Waukesha County is responsible for the completion of the environmental Impact Statement (EIS) and the preliminary design for the entire corridor. This capital project will complete the preliminary design for the West Waukesha Bypass from STH 59 to I-94, real estate acquisition for the entire corridor south of Northview Rd and the final design and construction of the West Bypass from USH 18 to Northview Rd. The roadway will be designed as a 4 lane facility.

The MOU further states that the City of Waukesha will construct the portion north of Northview Road. The Wisconsin Department of Transportation will construct the bypass between STH 59 and USH 18 and contribute toward the cost of real estate. Waukesha County will be responsible for real estate acquisition south of Northview Road up to the cost of \$3 million (offset with 80% Federal funding) and the State of Wisconsin will reimburse the County for up to an additional \$2.6 million for total land acquisition costs of \$5.6 million. Waukesha County will also be responsible for the construction of the new roadway between USH 18 and Northview Road

As the Bypass will become a State Trunk Highway, a jurisdictional transfer agreement has been signed with WisDOT. STH 74 between STH 190 in Pewaukee and Menomonee Avenue in Lannon will be transferred to Waukesha County. CTH TT, Sunset to Northview and the new highway goes to the State jurisdiction.

The EIS is now complete and the project is progressing into final design and real estate acquisition. To make the construction of the USH 18 and West Bypass intersection simpler, the Wisconsin Department of Transportation has requested that the final design and construction of this intersection be included into Waukesha County's project to build the bypass from just north of USH 18 to Northview Rd. Hence the Wisconsin DOT will reimburse Waukesha County for the cost to design the USH 18 project - estimated at \$200,000. A project agreement will be required for the design work. Design costs have been changed to account for actual design fees as well as a WisDOT request to include the final design of the USH 18 in the County's final design contract. Other cost increases reflect a \$3,200,000 Federal funding cap for construction and the latest construction estimates, which use the latest bid unit prices to build the estimate.

Project Title:	Waukesha West Bypass	Project #:	200917
Department:	Public Works - Highways	Project Type:	Jurisdictional Plan Implementation
Phase:	Construction	Road Name:	Meadowbrook Road/Merrill Hills Road
Budget Action:	C – Scope, C - \$ Update, C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	August 30, 2015		

Location

City and Town of Waukesha

Analysis of Need

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

Alternatives

Rehabilitate CTH TT which may address some of the geometric needs of the roadway, but does not meet the long term capacity requirements of the corridor.

Ongoing Operating Costs

Waukesha County will lose 3.4 miles of two-lane highway but gain 4.9 miles of two-lane roadway and 3.6 miles of four-lane road, a net gain of 17.4 lane miles. The total annual operating cost increase is estimated at \$114,000. Potential revenue offsets include about \$22,000 in state revenue associated with more miles in the overall CTH system to maintain. Additional lane miles from this project may qualify for federal funding for future capital projects as needed. These estimates are based on full implementation of jurisdictional transfers that are expected to take place over multiple years.

Previous Action

Project 200009, widen CTH TT between USH 18 and Northview was approved in previous budgets but was removed from the 2009 capital plan pending negotiations with the State of Wisconsin and the City of Waukesha. This project for the construction of the entire Waukesha West Bypass includes project 200009 but has had no previous County Board action. Approved as a new project by ordinance in 2009 in conjunction with approval of memorandum of understanding. Project expenditures have been modified for cost update in the 2011-2015 Plan. 2012-2016 capital plan: approved with cost and revenue updates. Approved with cost updates in 2013-2017 capital plan. Approved with cost updates in 2015-2019 capital plan.

Project Title:	CTH NN, STH 83 to CTH ES	Project #:	201006
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Construction	Road Name:	CTH NN
Budget Action:	C – Scope, C - \$ Update, C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	September 9, 2015		

CAPITAL BUDGET SUMMARY					
Year	2013	2014	2015	2016	Total
Project Phase	Design	Design	Land/const	Const.	Project
Expenditure Budget	\$288,000	\$0	\$818,000	\$1,798,000	\$2,904,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,762,000</u>	<u>\$1,762,000</u>
Net County Cost	\$288,000	\$0	\$818,000	\$36,000	\$1,142,000
COST DOCUMENTATION			REVENUE		
Design	\$50,000		CHIP - D		\$544,000
Land Acquisition	\$619,000		Mukwonago Agreement		\$1,218,000
Construction	\$1,950,000				
Construction Management	\$190,000				
Contingency	<u>\$95,000</u>				
Total Project Cost	\$2,904,000		Total Revenue		\$1,762,000
EXPENDITURE BUDGET	\$2,904,000		REVENUE BUDGET		\$1,762,000

Project Scope & Description

Rehabilitate 1.1 miles of CTH "NN" to meet Wisconsin Department of Transportation (WisDOT) design standards and provide a two-lane facility with a two-way-left-turn-lane throughout. At the request of the Village of Mukwonago, the project has been re-scoped to provide an urbanized roadway section, which consists of additional widening, curb and gutter, storm sewer, sidewalks and the need for a stormwater retention pond. An agreement to provide \$1,218,000 in funding for these additional amenities for the Village will be required. Real estate acquisition is anticipated to 40 feet from the centerline, and additional easement and access rights may need to be purchased. The Department has allocated \$544,000 in State CHIP-D funding (County Highway Improvement Program – Discretionary) for the project.

A Jurisdictional Transfer Agreement is planned between the Village of Mukwonago and the County for this segment of CTH NN. The Village is also in discussion with Wisconsin Department of Transportation to then transfer the roadway to WisDOT. WisDOT's ultimate plans may include the possibility of rerouting STH 83 to CTH NN. County staff is participating in those discussions and has communicated to the parties the County's intent to improve CTH NN while staying within the County's expenditure budget.

Location: Village of Mukwonago

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

Operating costs may decrease in the early years following reconstruction.

Previous Action

- 2010-2014, 2013-2017 capital plan: approved as planned.
- 2012-2016 capital plan: revenue source modified.
- 2014-2018 capital Plan: Delayed
- 2015-2019 capital plan: Change in scope, Cost and revenue update.

Project Title:	CTH M, CTH YY to East County Line	Project #:	201008
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Preliminary Design	Road Name:	North Avenue
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	August 26, 2015		

CAPITAL BUDGET SUMMARY						
Year	2014	2015	2016	2017	2018	Total
Project Phase	Design	Design	Design/Land	Land	Const	Project
Expenditure Budget	\$0	\$1,098,000	\$1,200,000	\$1,800,000	\$2,861,000	\$6,959,000
Revenue Budget	\$0	\$0	\$0	\$0	\$210,000	\$210,000
Net County Cost	\$0	\$1,098,000	\$1,200,000	\$1,800,000	\$2,651,000	\$6,749,000
COST DOCUMENTATION			REVENUE			
Design	\$1,090,000	STP - M (Anticipated)				\$10,607,000
WisDOT Design Review	\$208,000	Local Municipality				\$210,000
Land Acquisition	\$2,800,000					
Construction	\$11,712,000					
Construction Management	\$1,170,000					
Contingency	\$586,000					
Total Project Cost	\$17,566,000	Total Revenue				\$10,817,000
EXPENDITURE BUDGET	\$6,959,000	REVENUE BUDGET				\$210,000

Project Scope & Description

This project involves the reconstruction and widening of 2.1 miles of CTH M (North Avenue) from CTH YY (Pilgrim Road) to 124th Street to four lanes and the replacement of a bridge over Underwood Creek. The use of a median or a two-way left turn lane to provide for left turn movements will be evaluated during the design phase of this project. The roadway alignment will stay at its present location. Land will be acquired to a distance of 60 feet from the roadway centerline and additional grading easements and vision corners may be required. Federal aid is anticipated to be used on this project and at 80% is estimated at \$10,607,000. Additional revenue of \$210,000 from the City of Brookfield and Village of Elm Grove is anticipated as the local share for sidewalk and other requested amenities. The cost update includes \$200,000 moved from a related project (201202 CTH M, Calhoun Road to CTH YY) to provide funds for a single environmental document and other reports encompassing both projects. Also, construction management is updated to reflect standard road cost estimates.

Location

City of Brookfield, Village of Elm Grove

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 2010 -2014 capital plan: approved as a new project.
- 2011-2015, 2012-2016, 2013-2017 capital plans: approved with a cost update.
- 2014-2018, 2015-2019: As Planned

Project Title:	CTH M, Calhoun Rd – CTH YY	Project #:	201202
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Preliminary Design	Road Name:	North Avenue
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	August 27, 2015		

CAPITAL BUDGET SUMMARY						
Year	2016	2017	2018	2019	2020	Total
Project Phase	Design	Design/Land	Land	Construction		Project
Expenditure Budget	\$324,000	\$1,732,000	\$0	\$1,309,000	\$0	\$3,365,000
Revenue Budget	\$0	\$0	\$0	\$90,000	\$0	\$90,000
Net County Cost	\$324,000	\$1,732,000	\$0	\$1,219,000	\$0	\$3,275,000
COST DOCUMENTATION			REVENUE			
Design		\$228,000	STP - M			\$4,878,000
WisDOT Design Review		\$96,000				
Land Acquisition		\$1,732,000	City of Brookfield			\$90,000
Construction		\$5,406,000				
Construction Management		\$511,000				
Contingency		\$270,000				
Total Project Cost		\$8,243,000	Total Revenue			\$4,968,000
EXPENDITURE BUDGET		\$3,365,000	REVENUE BUDGET			\$90,000

Project Scope & Description

This project involves the reconstruction and expansion of approximately one mile of CTH M (North Avenue) from Calhoun Road to CTH YY (Pilgrim Road) to four lanes. The use of a median or a two-way left turn lane will be evaluated during the design phase of the project. The roadway alignment will stay at its present location. Land will be acquired to a distance of 60 feet from the roadway centerline with additional easements and vision corners as may be required. Federal aid of \$4,878,000 and local funds of \$90,000 are anticipated to be used on this project. Local funds are to be included to pay for sidewalks and additional amenities as requested by the City. The expenditure budget is decreased \$200,000 to transfer funding to a related project (201008 CTH M, YY to East County Line) for environmental documentation that will accommodate both projects.

Location

City of Brookfield

Analysis of Need

CTH M or North Avenue has been identified as a priority corridor for widening to four lanes by the Department of Public Works. This portion of CTH M is shown as a four-lane roadway in the 2035 SEWRPC Jurisdictional Highway Plans for Waukesha County. Traffic volumes recorded in 2011 along this portion of CTH M are approximately 14,400 vehicles per day (VPD). These volumes indicate that the existing two-lane roadway is beyond the operating capacity, and is in need of widening.

Alternatives

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

Ongoing Operating Costs

Operating costs are expected to increase by approximately \$13,700 per annum for the additional lane miles, after the planned 2019 construction is completed.

Previous Action

Approved as a new project in 2012-2016 plan

Approved with cost update in 2013-2017, 2014-2018, 2015-2019 plans

Delayed in 2015-2019 plan

Project Title:	CTH C, Mill Street to Oakwood Road	Project #:	201116
Department:	Public Works - Highways	Project Type:	Rehab/Jurisdictional Transfer
Phase:	Construction	Road Name:	Genesee Street
Budget Action:	C – Scope, C - \$ Update, C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	September 9, 2015		

CAPITAL BUDGET SUMMARY				
Year	2014	2015	2016	Total
Project Phase	Design	Design/Land	Land/Const	Project
Expenditure Budget	\$130,000	\$103,000	\$2,128,000	\$2,361,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$741,000</u>	<u>\$741,000</u>
Net County Cost	\$130,000	\$103,000	\$1,387,000	\$1,620,000
COST DOCUMENTATION			REVENUE	
Design	\$208,000		City of Delafield	\$741,000
Land Acquisition	\$83,000			
Construction	\$1,800,000			
Construction Management	\$180,000			
Contingency	<u>\$90,000</u>			
Total Project Cost	\$2,361,000		Total Revenue	\$741,000
EXPENDITURE BUDGET	\$2,361,000		REVENUE BUDGET	\$741,000

Project Scope & Description

The City of Delafield passed a resolution dated July 28, 2008 requesting a jurisdictional transfer of this segment of roadway. The jurisdictional agreement will need to be finalized and approved by both parties. As part of this agreement, Waukesha County would enter into an agreement for cost-sharing of the reconstruction. Between Mill Street and Church Street, the project includes the reconstruction of the existing two-lane roadway to an urban section with bypass lanes as needed. The existing culvert structure will be replaced by a bridge and to improve the hydraulic capacity. Storm sewer, sidewalks and curb and gutter will be added. From Church Street to Oakwood Road, the pavement will be resurfaced and widened to provide on street bicycle accommodations and a path along the east side of the roadway. The road will remain a two-lane rural roadway. The City of Delafield's share of the project consists of the additional costs to incorporate the City-requested amenities, such as sidewalks, storm sewers, bypass lanes, streetscaping and landscaping, street lights, bike paths, decorative railings, etc. Additional funds are being requested because the costs for design and the city amenities are more than originally budgeted.

Location

City of Delafield

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 2011-2015 capital plan: approved as a new project.
- 2012-2016, 2013-2017, and 2014-2018 capital plan: approved as planned.
- 2015-2019 capital plan: approved with cost update.

Project Title:	CTH I, Fox River Bridge	Project #:	201601
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	River Road
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	August 26, 2015		

CAPITAL BUDGET SUMMARY					
Year	2016	2017-19	2020	2021	Total
Project Phase	Concept	Budget	Design	Construction	Project
Expenditure Budget	\$6,000	\$0	\$79,000	\$96,000	\$181,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$6,000	\$0	\$79,000	\$96,000	\$181,000
COST DOCUMENTATION			REVENUE		
Budget/concept	\$6,000		Federal Bridge Aid		\$384,000
Design	\$57,000				
State review for Design	\$22,000				
Land Acquisition	\$0				
Construction	\$403,000				
Construction Management	\$57,000				
Contingency	<u>\$20,000</u>				
Total Project Cost	\$565,000		Total Revenue		\$384,000
EXPENDITURE BUDGET	\$181,000		REVENUE BUDGET		\$0

Project Scope & Description

This project is a rehabilitation of the CTH I bridge over the Fox River and is expected to include concrete deck replacement. In addition, the scope is expected to include railing replacement, approach paving, approach guardrail replacement, repair of riprap slope paving, and painting of the pier columns. The roadway will remain two lanes over the bridge. Right of way acquisition is not anticipated. The Waukesha County Bicycle Plan shows a proposed trail along the Fox River at the site of this project. This project does not include bridge widening for purpose of bicycle trail. A bridge rehabilitation report will be necessary to verify the cost effectiveness of the proposed rehabilitation scope. Following WisDOT approval of the rehabilitation report, Waukesha County will apply for an estimated \$384,000 in federal bridge aid.

Location

Town of Waukesha

Analysis of Need

The existing bridge (B-67-097) is a two-span, pre-stressed concrete girder structure that was constructed in 1965. A concrete overlay was placed on the deck in 1996. The substructure and girders are generally in good condition. The bridge is considered "structurally deficient" due to the condition of the deck. The deck edges and soffit underside are spalling. A thermal infrared scan of the wearing surface in 2014 indicates the concrete overlay is 22% delaminated. The riprap slope paving beneath the bridge has missing stone, and should be repaired. The paint system is in poor condition on the cast-in-place pier columns. The structure sufficiency number is 77.2, which indicates that structure rehabilitation is warranted according to WisDOT guidelines and makes the bridge eligible for federal bridge funding (rehabilitation) with a sufficiency below 80. The 2013 traffic volume on this roadway segment was 2,325 vehicles per day

Alternatives

Reconstruct the existing bridge, but will not be eligible for federal bridge aid.

Ongoing Operating Costs

Maintenance costs will be reduced in the early years after construction beyond 2021.

Previous Action

None

Project Title:	Bridge Aid Program	Project #:	9131
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Program Project	Road Name:	
Budget Action:	As Planned	Manager:	Allison Bussler, Director DPW
Date:	August 27, 2015		

CAPITAL BUDGET SUMMARY							
Year	Previous	2016	2017	2018	2019	2020	Total Project
Project Phase							
Expenditure Budget	\$180,000	\$100,000	\$100,000	\$0	\$0	\$0	\$380,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$180,000	\$100,000	\$100,000	\$0	\$0	\$0	\$380,000
COST DOCUMENTATION				REVENUE			
Previous		\$180,000					
2016 Appropriation		\$100,000					
2017 Appropriation		\$100,000					
2018 Appropriation		\$0					
2019 Appropriation		\$0					
2020 Appropriation		\$0					
Total Project Cost		\$380,000					\$0
EXPENDITURE BUDGET		\$380,000					REVENUE BUDGET
							\$0

Project Scope & Description

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

Location

Various

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 1996-2000 capital plan: approved as on going program project as planned.
- 1997-1999: funding suspended.
- Approved as planned in subsequent five-year plans.
- 2001-2005 to 2009-2013 capital plans: approved with additional years.
- 2010-2014 through 2014-2018 capital plans: funding suspended.
- Approved with cost update in 2015-2019 capital plan.

Project Title:	Repaving Program 2013-2017	Project #:	200911
Department:	Public Works - Highways	Project Type:	Repaving
Phase:	Program Project	Road Name:	
Budget Action:	C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	August 27, 2015		

CAPITAL BUDGET SUMMARY						
Year	2013	2014	2015	2016	2017	Total
Project Phase						
Expenditure Budget	\$1,200,000	\$2,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,200,000
Revenue Budget	\$0	\$330,000	\$330,000	\$600,000	\$600,000	\$1,860,000
Net County Cost	\$1,200,000	\$1,670,000	\$2,670,000	\$2,400,000	\$2,400,000	\$10,340,000
COST DOCUMENTATION				REVENUE		
	Paver Study UWW Pav.	Hwy Paving & shouldering	County Highway Improvement Program (CHIP) and County Highway Improvement Program - Discretionary (CHIP-D)			
2013	\$20,000	\$50,000	\$1,130,000			
2014	\$70,000	\$50,000	\$1,880,000			
2015	\$50,000	\$50,000	\$2,900,000	2014	CHIP \$330,000	CHIP-D \$330,000
2016	\$50,000	\$50,000	\$2,900,000	2015	\$330,000	\$330,000
2017	\$50,000	\$50,000	\$2,900,000	2016	\$300,000	\$300,000
				2017	\$300,000	\$300,000
Total Project Cost	\$240,000	\$250,000	\$11,710,000	Total Revenue	\$1,260,000	\$600,000
EXPENDITURE BUDGET		\$12,200,000	REVENUE BUDGET			\$1,860,000

Project Scope & Description

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

Location

Various locations throughout the county.

Analysis of Need

The Department of Public Works presently maintains about 400 centerline miles of asphalt-surfaced roadways on the county trunk system and the parking lots at UW Waukesha. The typical useful life of pavement is 15 years. The Department reconstructed existing two-lane roadways to four-lane facilities. These four-lane facilities are now coming to the end of their design life and need repaving. As asphalt pavements age, the surface tends to rut and crack due to vehicle loads and weathering of the asphalt. The Department has initiated a pavement management program, using Cartegraph's Pavementview software to rate pavement conditions and manage pavement projects. The average Overall Condition Index (OCI) of asphaltic pavements in 2014 was 65. It is the county's goal to maintain an average OCI rating of 70 with less than 10% of roadways under a PCI of 40. Resurfacing projects take into consideration the OCI of existing pavements and classification of the road. The OCI ratings are updated on a rolling three-year schedule.

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 2009-2013 capital plan: approved as a new project.
- 2010-2014 and 2011-2015 capital plans: approved as planned.
- 2014-2018 capital plan: approved with revenue update.
- 2015-2019 capital plan approved as planned

Project Title:	Signals & Safety Improvements	Project #:	200427
Department:	Public Works - Highways	Project Type:	Spot Improvement
Phase:	Program Project	Road Name:	
Budget Action:	Scope Change – Add New Projects, Revenue Update	Manager:	Allison Bussler, DPW Director
Date:	August 30, 2015		

CAPITAL BUDGET SUMMARY							
Year	2014	2015	2016	2017	2018	2019	Total Project
Expenditure Budget	\$950,000	\$842,400	\$1,250,000	\$1,250,000	\$0	\$0	\$4,292,400
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$950,000	\$842,400	\$1,250,000	\$1,250,000	\$0	\$0	\$4,292,400
COST DOCUMENTATION				REVENUE			
2014 Appropriation*	\$950,000						
2015 Appropriation	\$842,400						
2016 Appropriation	\$1,250,000						
2017 Appropriation	\$1,250,000						
2018 Appropriation	\$0						
2019 Appropriation	\$0						
Total Project Cost	\$4,292,400						
					Federal HSIP (Highway Safety Improvement Program)		\$4,914,000
					Total Revenue		\$4,914,000
EXPENDITURE BUDGET	\$4,292,400						REVENUE BUDGET
							\$0

*At year-end 2014, \$250,000 of unspent appropriations were allowed to lapse since \$250,000 of budgeted County Highway Improvement Program – Discretionary funding was not available for these projects, as originally budgeted.

Project Scope & Description

This program addresses roadway safety needs in two specific areas. Firstly, there are upgrades to existing traffic signals and new locations where traffic signals are warranted. Secondly, there are locations where there are significant safety issues, these may occur at intersections, or where there is poor roadway geometry. For the intersections that meet 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. Where safety is the concern the Department will conduct safety studies and proceed with the solution which best addresses the observed needs. The following projects will be studied, designed and constructed over the next two years (2016-17). Others may be added if funding allows. Beginning in 2018, intersection and safety projects will be introduced separately and evaluated on their merits against all other capital projects.

Intersection	Location	Year	COST ESTIMATE		
			County Share (In Co. Budget)	HSIP Funded (Not in Co. Budget)	Total Cost Estimate
**CTH I, between Her DR and Pint Dr: realign roadway to remove substandard curve.	Town of Vernon	Design in 2016, Construction in 2017	\$176,000	\$1,016,000	\$1,192,000
CTH YY and Burleigh Rd - Intersection: Upgrade existing signals and improve turn lanes and approaches (Revised increase of \$251,000).	City of Brookfield	Design in 2014/15, Construction in 2016	\$1,619,000	\$0	\$1,619,000
CTH V V, CTH E Intersection: Install roundabout to reduce crashes.	Town of Merton	Design in 2015/16, Complete construction in 2017	\$316,000	\$1,043,000	\$1,359,000
CTH JJ and Silvernail: Improve intersection to address high crash rates (Revised decrease of \$257,000).	City of Pewaukee	Design 2014/15, Construction 2016	\$105,000	\$495,000	\$600,000
**CTH CI, County line to STH 67, safety project to improve signing, marking, improve lateral clearances	Towns of Eagle and Ottawa	Design in 2016 & 2017, Construction in 2018	\$46,000	\$276,000	\$322,000
CTH V V, Lilly Rd intersection: realign left turn lanes and upgrade traffic signal.	Village of Menomonee Falls	Design in 2015/16, Construction in 2017	\$114,000	\$716,000	\$830,000
CTH KF/JK intersection: Add traffic signal and turn lanes to improve safety.	City of Pewaukee	Design in 2015/16, Construction in 2017	\$200,000	\$860,000	\$1,060,000

****New project**

Project Title:	Signals & Safety Improvements	Project #:	200427
Department:	Public Works - Highways	Project Type:	Spot Improvement
Phase:	Program Project	Road Name:	
Budget Action:	Scope Change – Add New Projects, Revenue Update	Manager:	Allison Bussler, DPW Director
Date:	August 30, 2015		

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 2004-2008 capital plan: approved as a combined program.
- 2005-2009, 2006-2010, 2007-2011, 2008-2012 and 2011-2015 capital plans: approved as planned.
- 2009-2013 capital plan: cost update.
- 2010-2014 capital plan: approved use of stimulus funds.
- 2013-2017 capital plan: Cost update. Addition of HSIP funded project.
- 2014-2018 capital plan: add new projects, revenue update
- 2015-2019 capital plan: add new projects, revenue update

Project Title:	Energy Efficiency Improvements	Project #:	201208
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Program Project	Sponsor:	
Budget Action:	Accelerate, C – Scope, C - Rev Update	Manager:	Dale Shaver, PLU Director
Date:	August 26, 2015		

CAPITAL BUDGET SUMMARY						
Year	Previous	2014	2015	2016	2017	Total
Phase:	Design &					
Program Project	Installation	Installation	Installation	Installation	Installation	
Expenditure Budget	\$705,000	\$215,200	\$75,000	\$180,000	\$260,000	\$1,435,200
Revenue Budget	\$0	\$100,000	\$75,000	\$65,000	\$0	\$240,000
Net County Cost	\$705,000	\$115,200	\$0	\$115,000	\$260,000	\$1,195,200
COST DOCUMENTATION					REVENUE	
Architect/Consultant				\$50,000	*To fund non-enterprise, General Fund	\$823,200
Construction				\$425,000	improvements	
Contingency				\$40,000		
Previous: 2012 through 2014				\$920,200	Ice Arenas Fund Balance	\$100,000
Total Project Cost				\$1,435,200	Golf Course Fund Balance	\$140,000
EXPENDITURE BUDGET				\$1,435,200	REVENUE BUDGET	\$240,000

Project Scope & Description

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

Energy efficiency improvements for Years 2012 and 2013 consisted primarily of government center campus building lighting upgrades at the Courthouse and Mental Health Center. Year 2014 projects included: Installation of digital controls on all HVAC equipment at the high energy use County facilities such as Retzer Nature Center, Eble and Naga-Wauke 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 staff time and further leverage the existing technology. Funding for 2015 and 2016 will be used to install LED lighting at Wanaki and Naga-Wauke Golf Course and at the Retzer Nature Center.

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

Project Examples and projected ROI

2014	Eble Ice Arena	Facility HVAC Automation	2.6 years ROI
2014	Nagawaukee Ice Arena	Facility HVAC Automation	3.0 years ROI
2014	Retzer Nature Center	Facility HVAC Automation	6.0 years ROI
2014	Expo Arena, Eble Park Drive (Lighting)	Facility HVAC Automation	4.5 years ROI
2015-16	Wanaki GC, Naga-Wauke GC, Retzer Nature Center	Lighting LED upgrade	5.0 years ROI
2017	Parks:FoxR,FoxB,Muk, Mus, Nag, Nas	Lighting LED upgrade	5.5 years ROI

Location

Various Waukesha County owned facilities.

Analysis of Need

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

Alternatives

Reconsider in a future capital plan.

Ongoing Operating Costs

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

Previous Action

Capital Project 200805 Energy Conservation completed in 2008 and 2009. Capital Project 200918 Energy Efficiency and Conservation Block Grant completed in 2010 and 2011. 2012-2016 capital plan: approved as a new project. 2013-2017 capital plan: approved as planned. 2014-2018 capital plan: approved with scope and cost updates. 2015-2019 capital plan: approved with scope and cost updates.

Project Title:	Minooka Restroom Shelter	Project #:	201602
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Preliminary Design	Sponsor:	
Budget Action:	Delay, C - \$ Update	Manager:	Dale Shaver, PLU Director
Date:	August 30, 2015		

CAPITAL BUDGET SUMMARY			
Year	2016	2017	Total
Project Phase	Planning/Design	Construction	Project
Expenditure Budget	\$50,000	\$447,200	\$497,200
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$50,000	\$447,200	\$497,200
COST DOCUMENTATION			REVENUE
Planning/Design	\$50,000		
Construction - Building	\$300,000		
Construction - Site Work	\$130,000		
Contingency	<u>\$17,200</u>		
Total Project Cost	\$497,200		Total Revenue \$0
EXPENDITURE BUDGET	\$497,200		REVENUE BUDGET \$0

Project Scope & Description

This project is for the construction of a new restroom and shelter at picnic area 3 at Minooka Park. The new restroom and shelter would be consistent with the park system standard design, similar to the new restrooms and shelters at Naga-Waukeez, Minooka, Muskego, Nashotah and Mukwonago parks. The features include; restrooms and an open shelter, and grilling area. This project was originally identified as a part of Capital Improvement Plan Project 200505, Park Restroom Renovations. In 2016, this project is being introduced as a separate project so that the former multi-year project can be closed. This proposed project will offer sufficient space to accommodate larger groups to serve the area's multi-purpose field regularly used for sporting events and activities.

Location

Shelter 3 at Minooka Park: 1927 E Sunset Drive, Waukesha, WI 53186

Analysis of Need

The original shelter was constructed in the 1960's, the existing concrete is failing and does not meet current standards or codes. The Department of Parks and Land Use is proposing a new pavilion be constructed to meet the needs of the park patrons. Minooka Park has been a success and there exists a demand to add a reserve pavilion in Picnic Area 3. The location would take advantage of the current infrastructure of the existing parking lot.

Alternatives

Do not construct a new shelter or delay construction. However, there would be more opportunities to rent the shelter, which would increase revenue for the park.

Ongoing Operating Costs

Currently on the site there is a pit toilet and open shelter. Operation of the proposed building would be similar in costs to the existing facilities. However, revenue based on rental reservation and park entrance fees are projected to increase.

Previous Action

Formerly part of Restroom Project number 200505. Minooka Pavilion Bathroom is now a new project and 200505 is being closed out.

Project Title:	Retzer Nature Center Remodeling	Project #:	201606
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	One-Year Project	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, PLU Director
Date:	September 9, 2015		

CAPITAL BUDGET SUMMARY				
Year	2015	2016	2016	Total
Project Phase	Planning	Design	Construction	Project
Expenditure Budget	\$0	\$35,000	\$321,000	\$356,000
Revenue Budget	\$0	\$35,000	\$321,000	\$356,000
Net County Cost	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE	
Planning/Design	\$35,000			
Building Remodeling	\$297,000			
Contingency	\$24,000			
Total Project Cost	\$356,000		MRF Fund Balance	\$356,000
EXPENDITURE BUDGET	\$356,000		REVENUE BUDGET	\$356,000

Project Scope & Description

This project is a remodeling of an original section of the existing Retzer Nature Center Learning Center to incorporate classroom and exhibit space for Waukesha County recycling education program that was displaced when the Material Recycling Facility was moved to the City of Milwaukee. The project would include remodeling an older meeting room to accommodate both classroom and meeting functions, moving the nature center supervisor's office to create an exhibit space, improving the existing storage space to be more efficient and remodeling or relocating the staff lunchroom and kitchen for event use. The remodeling project would include live video feed to the joint recycling facility and the environmental education focus to be incorporated into the activities and programming at the Nature Center. Since this is a one-year project, funds for construction will not be spent until a standing committee of the County Board approves the request for proposal process.

Location

Retzer Nature Center, S14 W28167 Madison St., Waukesha, WI 53188. This remodeling would be in the original section of the Nature Center and does not affect the 2005 addition.

Analysis of Need

In 2014, Waukesha County recycling function was moved to Milwaukee through an intergovernmental agreement with the City of Milwaukee. The Waukesha County-owned MRF is currently unoccupied and is in process of being sold. The new combined facility with the City of Milwaukee does not have a classroom or exhibit space.

Alternatives

1. Do not have an exhibit space and continue to rent space from Retzer for programing as it available.
2. Rent space from Keep Milwaukee Beautiful, the adjacent building to the MRF in Milwaukee.

Ongoing Operating Costs

This project calls for reallocation of existing space with operating costs project to remain the same. Utility costs are expected to decrease with more energy effective appliances in the kitchen and lighting.

Previous Action

None

Project Title:	Lake Country Trail STH 67 Underpass	Project #:	201607
Department:	Parks & Land Use	Project Type:	Trail System
Phase:	Preliminary Design	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, PLU Director
Date:	August 30, 2015		

CAPITAL BUDGET SUMMARY				
Year	2015	2016	2017	Total
Program Project	Design/ Engineering		Construction	Project
Expenditure Budget	\$0	\$229,000	\$962,000	\$1,191,000
Revenue Budget	\$0	\$50,000	\$914,000	\$964,000
Net County Cost	\$0	\$179,000	\$48,000	\$227,000
COST DOCUMENTATION		REVENUE		
2015 WisDOT Underpass Box - In State Budget		\$500,000	<u>Not in County Budget</u>	
2015 Half of Utility Relocation Costs - In Ocon. Budget		\$129,000	WisDOT Underpass Box	\$500,000
2016 Half of Utility Relocation Costs - In County Budget		\$129,000	Ocon. Share of Utility Relocation	\$129,000
2016 Design and Engineering - In County Budget		\$100,000	<u>Budgeted by County</u>	
2017 Construction - In County Budget		\$962,000	80% Fed/State WisDOT Grant	\$770,000
			10% State WDNR Grant	\$96,000
			Ocon. Share of Engineering/Constru	\$98,000
Total Project Cost		\$1,820,000	Total Revenue	\$1,593,000
EXPENDITURE BUDGET		\$1,191,000	REVENUE BUDGET	\$964,000

Project Scope & Description

The south side of the City of Oconomowoc is seeing considerable growth as new residential, commercial and retail development in and around the Pabst Farms area continues to move forward. It is projected that as the growth continues, use will increase on the popular multi-use Lake Country Trail. As a component of the growth in the area, the major north-south connection from the City of Oconomowoc to Interstate 94, State Trunk Highway 67, is being improved and widened to three lanes in each direction to accommodate increased traffic. In order to create a safe crossing of this major roadway for trail users, a box tunnel will be installed by WisDOT in 2015 as part of the STH 67 construction project, for future conversion into a trail underpass.

Waukesha County Department of Parks & Land Use (PLU) will collaborate with the City of Oconomowoc to construct appropriate entrances and exits to the box tunnel installed by WisDOT for an underpass for the Lake Country Trail. Funding will be secured from multiple sources. It is anticipated that 80% of the project construction costs will be funded through the Federal Transportation Alternatives Program (TAP) and 50% of remaining costs funded by the State Stewardship Grant program. Remaining costs for construction, utility relocation and engineering are anticipated to be split 50/50 with the City of Oconomowoc. The County was able to take advantage of a significant cost savings opportunity when The Wisconsin Department of Transportation agreed to contribute up to \$500,000 up front in order to install the box tunnel during the STH 67 construction project. The collaboration with the City of Oconomowoc will also help to realize additional cost savings because the underpass project can be bid as a component of the City's annual road reconstruction bid package.

Location

Lake Country Trail intersection with State Trunk Highway 67 in the City of Oconomowoc.

Analysis of Need

The underpass will provide a safe and unimpeded crossing of the major roadway for trail users. It will also help to maintain efficient traffic flow by reducing congestion and time delays for motorists caused by substantial pedestrian and bicyclist clearance times when trail users are crossing the roadway.

Alternatives

- A. Construct in early 2017 to coincide with the completion of the STH 67 construction project.
- B. Construct in 3-5 years.
- C. Maintain as an at-grade crossing, but would be across six lanes of traffic, which is a safety issue.

Ongoing Operating Costs

The project will require maintenance for a new tunnel underpass along the Lake Country Trail. The maintenance will include the removal of debris, cleanup of vandalism, and monitoring of the operational condition of light fixtures. The underpass facility will be maintained by the City of Oconomowoc. Current staff at Naga-Waukee Park who maintain the Lake Country Trail will maintain the trail approaches and signage.

Previous Action

None.

Project Title:	Naga-Waukeee Park Ice Arena Dasher Board Replacement Project	Project #:	201608
Department:	Parks & Land Use	Project Type:	Equipment Replacement
Phase:	One-Year Project	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, P&LU Director
Date:	August 30, 2015		

CAPITAL BUDGET SUMMARY						
Year	2016	2017	2018	2019	2020	Total
Phase	Installation					Project
Expenditure Budget	\$216,800	\$0	\$0	\$0	\$0	\$216,800
Revenue Budget	<u>\$216,800</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$216,800</u>
Net County Cost	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
Removal of Existing System	\$5,000					
Dasher Board System Furnish/Insta	\$195,800					
Contingency	\$16,000					
Total Project Cost	\$216,800					\$216,800
EXPENDITURE BUDGET	\$216,800					REVENUE BUDGET
						\$216,800

Project Scope & Description

The Naga-Waukeee Park Ice Arena, constructed in 1996, serves approximately 150,000 users each year. The ice arena perimeter dasher boards are original to the building, and are exhibiting signs of deterioration and failure in approximately 75% of the sections. Several sections of the existing dasher boards have been patched or repaired to extend their useful life. Typical useful life of dasher boards in this type of setting is 20 to 25 years. The dasher boards also include safety glass panel to protect spectators and protective netting. The proposed project will be to remove the existing dasher board system, and install new galvanized steel dasher boards and polyethylene dasher facing panels. New tempered glass protective panels and safety netting will be installed. The old metal dasher boards and damaged glass and plexi-glass sections will be removed and the materials recycled. Since this is a one-year project, project funds for installation will not be spent until a standing committee of the County Board approves the request for proposal process for this project.

Location

Naga-Waukeee Park Ice Arena is located at 2699 Golf Road in the City of Delafield.

Analysis of Need

Approximately 50, or 75%, of the total number of dasher board sections have been patched or repaired. The dasher boards are nearing the end of their useful life. Dasher boards that are not smooth, have holes or irregularities in the surface can create a safety issue for the players. Some of the sections of 1/2-inch thick tempered glass do not meet the new standards for glass thickness, which is now a 5/8-inch thickness requirement.

Alternatives

Delay replacement and continue to extend the life of the existing dasher board sections by patching and spot-repairing.

Ongoing Operating Costs

Staff perform repair work on the deteriorating panels on an on-going basis. A new system of dasher boards will reduce this repair time and cost. No additional operational costs are anticipated with the installation of a new dasher board system.

Previous Action

None

Project Title:	Pavement Management Plan 2013-2017	Project #:	200824
Department:	Parks & Land Use	Project Type:	Repaving
Phase:	Program Project	Sponsor:	
Budget Action:	C - \$ Update	Manager:	Dale Shaver, PLU Director
Date:	August 27, 2015		

CAPITAL BUDGET SUMMARY						
Year	2013	2014	2015	2016	2017	Total
Program Project						Project
Expenditure Budget	\$0	\$500,000	\$800,000	\$500,000	\$600,000	\$2,400,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$0	\$500,000	\$800,000	\$500,000	\$600,000	\$2,400,000
COST DOCUMENTATION			REVENUE			
2013	\$0					
2014	\$500,000					
2015	\$800,000					
2016	\$500,000					
2017	\$600,000					
Total Project Cost	\$2,400,000		Total Revenue			\$0
EXPENDITURE BUDGET '16	\$500,000		REVENUE BUDGET			\$0

Project Scope & Description

In cooperation with the Public Works Department, retained consultant services to update the Pavement Management Plan, originally done for the Parks System in 1995. The Plan establishes a uniform procedure for pavement maintenance by establishing a Pavement Condition Index (PCI). The PCI is a rated scale of 1-100 based on the state of the asphalt. Pavement repairs are scheduled based on rating. A PCI rating of 86-100 is good and 71-85 satisfactory; pavements with these ratings need routine maintenance or repairs. A rating of 56-70 is fair and 41-55 poor, needing routine maintenance, repairs, major repairs or overall reconstruction. A rating of 26-40 is very poor needing major repairs or overall reconstruction. A rating of 11-25 is serious and 0-10 failed, needing overall reconstruction. The goal is to maintain an average pavement PCI rating of 70 ("satisfactory"). The Expo center is not included in the current scope for major project or PCI calculation pending the completion of the Expo master plan. Money may be allocated at the Expo Center for minor repairs as necessary.

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

Location

The Waukesha County Department of Parks and Land Use is responsible for the pavement management of the Government Center Complex, Expo, Parks, Ice Arenas, Golf Courses, Boat Launches and various other Waukesha County Facilities. The Department maintains 21 miles of road, 40 miles of paved trails, and 421,000 square yards of parking area.

Analysis of Need

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

Approximately 80% of the budget will be used for major rehabilitation on sections selected with a PCI below 40. The remaining budget allocation is first utilized for preventative maintenance on sections with a PCI between 67 and 75, selected on best-first basis, concrete repairs and consulting. The goal of these practices is to maintain an average PCI of 70. The priority for major projects in 2016 include, but are not limited to, Minooka area 5, Landsburg Center and Muskego Campground. Anticipated projects may be adjusted due to project coordination efficiencies or accelerated deterioration.

Alternatives

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

Ongoing Operating Costs

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

Previous Action

Approved as a new program project in the 1997-2001 Capital Plan, continued in the 1998-2002 Plan and 1999-2003 Capital Plan. Approved with a change in scope to include additional pavement in the 2000-2004 plan. Approved as planned in the 2001-2005 plan, 2002-2006 plan, 2003-2007 plan, 2004-2008 plan, 2005-2009 plan, 2006-2010 plan, 2007-2011 plan, and the 2008-2012 plan. Cost update in the 2009-2013 plan. Cost update in the 2010-2014 and 2012-2016 plan. Approved as planned in the 2013-2017 and 2014-2018 plans. Approved with cost update in the 2015-2019 plan.

Project Title:	Security System Recording & Display Equipment Replacement & Video Visitation Study	Project #:	201615
Department:	Sheriff's Department	Project Type:	Equipment Replacement
Phase:	Formation	Sponsor:	Sheriff's Department
Budget Action:	New	Manager:	Mike Biagioli, IT Manager
Date:	August 28, 2015		

Location

Waukesha County Jail

Analysis of Need

The security electronics system is vital to the daily operations of the jail. Without the security electronics system, additional staff would be required to monitor movement into, out of, and throughout the jail in order to ensure that only authorized individuals are in the facility. This would result in significant additional personnel costs to provide necessary levels of operational and facility security.

Alternatives

The security electronics system is critical to the operation of the jail. As previously noted there are over 320 cameras in the jail to monitor doors, elevators, halls, pods, medical services, kitchen, laundry, program areas, etc.

Utilize overtime to monitor the building. The camera system is so vital to the daily operation of the jail that when portions of the system are down, additional staff are brought in on overtime to provide the monitoring ability that the cameras provide until the system is operational. Monitoring using personnel is extremely cost prohibitive. A correctional officer currently costs about \$45 per hour of overtime on average (including WRS and Social Security) so the money budgeted for this project would only purchase about 6,000 hours of overtime, which would not even be enough funding for one person to monitor one post for an entire year so it is the option of last resort.

Replace the current DVR system with another DVR system. When the jail security electronics system was installed in 2005, digital security electronic systems were not the norm in the corrections field. Now, digital systems are becoming the industry standard. Although the current DVR equipment can accept both digital and analog camera equipment, when these replacement projects become necessary, it makes financial sense to upgrade the equipment so that it will be supported for the rest of the life of the equipment. The concern is that if the Department were to just replace the current DVR equipment with the same DVR equipment in 2019, the equipment might not be supported through the full useful life of the equipment or the Department might not be able to purchase replacement parts if the DVR equipment breaks.

Ongoing Operating Costs

The studies conducted in 2016 will help determine on-going costs associated with the security system recording equipment replacement as well as the replacement of the video visitation system. It should be noted that if the Department were to acquire digital cameras in the jail facility, the Department would need to pay a one-time software licensing cost for each camera that is installed in the security electronics system.

Previous Action

None

Project Title:	County Boardroom Technology Upgrade Project	Project #:	201619
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	One-Year Project	Sponsor:	Paul Decker, County Board Chair & Kathleen Novack, County Clerk
Budget Action:	New	Manager:	Mike Biagioli, Information Technology Manager
Date:	August 27, 2015		

PROJECT BUDGET SUMMARY		
Year	2016	Project Total
Project Phase	Design & Implementation	
Expenditure Budget	\$115,000	\$115,000
Revenue Budget	\$0	\$0
Net County Cost	\$115,000	\$115,000
Cost Documentation	Revenue	
Hardware \$60,000	General \$115,000	
Software Licenses \$40,000	Fund Balance	
Contingency \$15,000		
EXPENDITURE BUDGET	\$115,000	

Project Scope & Description

With this capital project, the Waukesha County boardroom technology environment will be upgraded to better support supervisor vote tracking on agenda items, audio transmission of floor debates, and visual presentation of vote tallies as well as visual presentation of supporting documents and public presentations.

The intent of the project is to replace the current vote tally board with a wireless voting system that will digitally present the supervisor vote selections, and digitally recording those vote selections. The current dot matrix printer, used to generate the physical tabulation of vote results, needs to be replaced. The printer, which is approximately 25-years-old, is rapidly becoming unserviceable and is a major priority for replacement. The current wired microphone environment will be replaced with an upgraded digital microphone system that will allow for the digital recording of the audio portion of the board meetings, and allow for a digital archive of the audio, making the audio available to the public for an appropriate period of time via the Internet. Live Internet audio transmission as well as Internet retrieval of archived meeting audio will also be accommodated by the system.

The wireless environment within the boardroom will be evaluated and upgraded to accommodate all required wireless access. An analysis of the best method for visual presentation will be conducted and the optimum solution will be installed (e.g., high-definition projections onto screens or flat surfaces).

All equipment purchased for this project will be modular in nature, making it portable in the event that the boardroom is relocated. The current vote tally board will be removed and replaced with a flat wall painted white for projection. The insert area on the south side of the chamber will be removed and the space filled with a matching white wall. Two ceiling-mounted projectors will be installed for projection of images to these two areas. All current microphone assemblies will be removed and the top panel will be replaced with a curved laminate strip. The new assemblies for the wireless microphones will be installed. The current cabinet holding the dot matrix printer will be removed and the laser printer will be installed where designated by the County Clerk. Since this is a one-year project, project funds for implementation will not be spent until an updated project plan is reviewed and approved by the County Board Executive Committee.

Location

County Boardroom

Project Title:	County Boardroom Technology Upgrade Project	Project #:	201619
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	One-Year Project	Sponsor:	Paul Decker, County Board Chair & Kathleen Novack, County Clerk
Budget Action:	New	Manager:	Mike Biagioli, Information Technology Manager
Date:	August 27, 2015		

Analysis of Need

Although adequate for actual board meetings, the current technology does not lend itself well to the requirements of the digital age of the Internet. The current dot matrix printer, has reached the end of its useful life and replacement parts are becoming increasingly unavailable. The current master control panel, for chair recognition of speakers from the floor is difficult to maintain for the same reason. The current audio microphone system produces a grainy sound track, does not lend itself to portability, and it is a distraction to anyone listening to the meetings over the Internet.

Alternatives

The current layout and technology used for the boardroom chambers could remain in place until the elements become unserviceable.

Ongoing Operating Costs

When the upgrade is completed, there will be operational budget impacts related to the server and software license maintenance, estimated at an annual cost of \$4,000 to \$6,000.

Previous Action

None

Project Title:	Payroll/Human Resources Information System Study	Project #:	201617
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	Preliminary Design	Sponsor:	HR Mgr, J. Richter & Accounting Services Mgr, L. Dahl
Budget Action:	New	Manager:	
Date:	September 9, 2015		

CAPITAL BUDGET SUMMARY						
Year	2016	2017	2018	2019	2020	Total
	Analysis	Implementation	Implementation	Implementation	Implementation	Project
Project Phase	Design					
Expenditure Budget	\$75,000					\$75,000
Revenue Budget	\$0					\$0
Net County Cost	\$75,000	\$0	\$0	\$0	\$0	\$75,000
COST DOCUMENTATION		REVENUE				
Software						
Hardware						
Interfaces						
Training						
Licenses						
Consulting/Implementation	\$75,000					
Contingency						
Total Project Cost	\$75,000					
EXPENDITURE BUDGET	\$75,000					

Project Scope & Description

This project funds a consultant study that will facilitate planning for and acquiring an upgraded Payroll System with improved payroll functionality, and an expanded Human Resources Information System with new capabilities for benefits administration (including interfaces with third-party benefit providers), HR Administration, Affordable Care Act management, new hire reporting to meet Federal requirements, recruiting, employee self-service, document management, performance management and dashboards.

The study will include a review of existing and required new functionality, development of a business and technical system requirements document, a market review of product solutions of potential candidate systems, assistance with the development of a project plan and budget, assistance with the development of a Request for Proposals and assistance with evaluating proposals received.

Location

All County departments.

Analysis of Need

The current version of the payroll system has been in use since 2004, and will need to be replaced at some point in the next few years. The primary reason for undertaking this project is to acquire a broad range of current and anticipated Human Resource information system functionality in an integrated package that is now done through a variety of manual and automated processes. This project will also transition payroll and HR information systems from self-hosted applications to a cloud-based solution, freeing up internal IT resources.

Alternatives

Continue with the current payroll system until replacement is required. Pursue the needed Human Resources functionality in a number of separate projects.

Ongoing Operating Costs

Ongoing cost impacts are expected to include annual software licensing and maintenance charges, partially offset by savings from operating efficiencies.

Previous Action

None

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Capital Projects Plan

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

Public Works–Highway projects are about 42% of the plan at \$45.2 million. In addition, Federal funds of \$49.3 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.

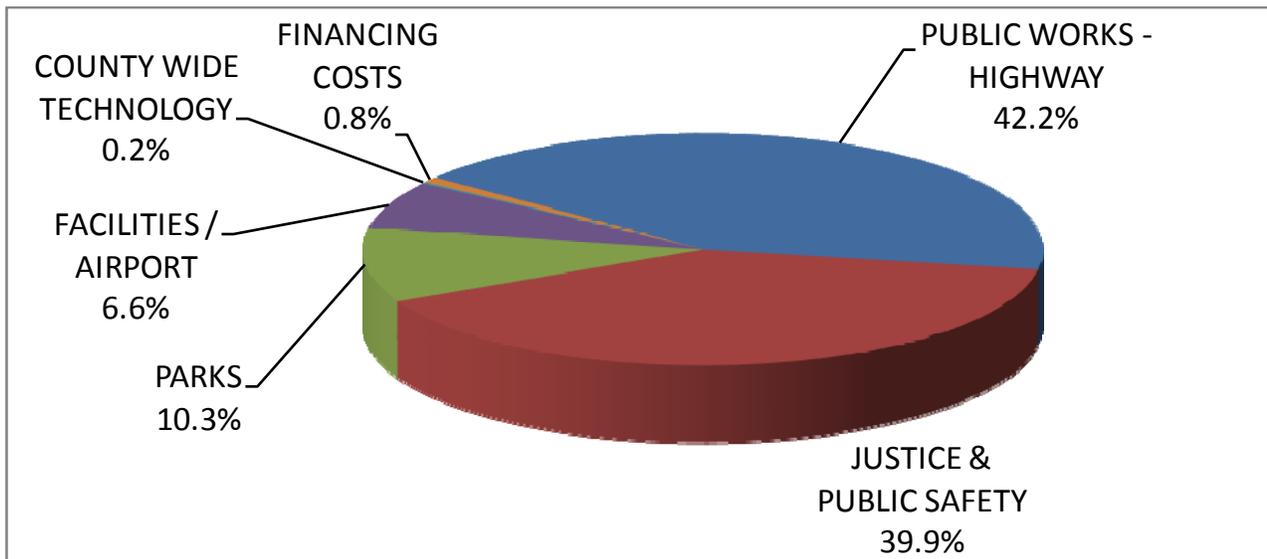
Justice and Public Safety projects total \$42.8 million or 40% of the plan. This includes a \$36.4 million project for the first phase of a multi-phase project to upgrade the courthouse to meet the County's future needs. In addition, \$3.7 million is planned for an expansion of the Waukesha County Communication Center (WCC) to accommodate additional, anticipated municipal partners joining County dispatch. The expansion will also allow for additional space for the County's Emergency Operations Center, needed to handle large-scale emergency events.

The Parks and Land Use functional area includes nearly \$11 million or about 10% of the plan, of which \$2.7 million is for park building projects and about \$8.3 million is for trails and parks pavement improvements. Trail project costs are partially funded with Federal, State and local dollars of about \$3.5 million.

Public Works-Facilities/Airport projects total about \$7.1 million or 7% of the plan. This includes \$4.4 million for County Buildings and \$2.7 million for University of Wisconsin-Waukesha campus buildings. The plan includes a change in scope for an existing Airport project (discussed later), but does not include additional funding.

County-wide technology projects total about \$190,000 or less than 1% of the plan, of which \$115,000 is to upgrade County Boardroom technology and \$75,000 for the first phase consultant study for a project to upgrade and expand the Payroll and Human Resources systems in 2017.

General Administration totals \$805,000 for financing costs over the five years.



FUNCTIONAL AREA FOR TOTAL PLAN 2016-2020

FUNCTIONAL AREA	TOTAL 2016-2020	% OF TOTAL
PUBLIC WORKS - HIGHWAY	\$45,231,000	42.2%
JUSTICE & PUBLIC SAFETY	\$42,763,000	39.9%
PARKS	\$10,980,100	10.3%
FACILITIES / AIRPORT	\$7,089,200	6.6%
COUNTY WIDE TECHNOLOGY	\$190,000	0.2%
FINANCING COSTS	\$805,000	0.8%
TOTAL PLAN EXPENDITURES	\$107,058,300	100.0%

WAUKESHA COUNTY 2016-2020 CAPITAL PROJECT PLAN SUMMARY

FUNCTIONAL AREA:	2016 BUDGET	2017 PLAN	2018 PLAN	2019 PLAN	2020 PLAN	TOTAL FIVE- YEAR PLAN
JUSTICE & PUBLIC SAFETY						
Facility Projects	\$2,579,000	\$4,183,000	\$8,000,000	\$14,000,000	\$13,700,000	\$42,462,000
System Projects	<u>\$55,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$246,000</u>	<u>\$0</u>	<u>\$301,000</u>
Subtotal	\$2,634,000	\$4,183,000	\$8,000,000	\$14,246,000	\$13,700,000	\$42,763,000
PARKS, ENVIRONMENT, EDUCATION & LAND USE						
Parks, Facilities, Pavement, System Projects	\$1,531,800	\$2,580,700	\$4,576,500	\$700,000	\$1,591,100	\$10,980,100
PUBLIC WORKS						
Highways	\$9,162,000	\$4,726,000	\$3,565,000	\$4,676,000	\$4,552,000	\$26,681,000
Highways/Major Maintenance	<u>\$4,450,000</u>	<u>\$4,450,000</u>	<u>\$3,200,000</u>	<u>\$3,200,000</u>	<u>\$3,250,000</u>	<u>\$18,550,000</u>
Subtotal Highways	\$13,612,000	\$9,176,000	\$6,765,000	\$7,876,000	\$7,802,000	\$45,231,000
Facilities	\$1,985,000	\$1,366,200	\$638,000	\$200,000	\$200,000	\$4,389,200
UW-Waukesha	\$700,000	\$0	\$2,000,000	\$0	\$0	\$2,700,000
Airport	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Subtotal Public Works	\$16,297,000	\$10,542,200	\$9,403,000	\$8,076,000	\$8,002,000	\$52,320,200
GENERAL ADMINISTRATION COUNTY WIDE						
TECHNOLOGY PROJECTS	\$190,000	\$0	\$0	\$0	\$0	\$190,000
FINANCING	<u>\$130,000</u>	<u>\$150,000</u>	<u>\$175,000</u>	<u>\$175,000</u>	<u>\$175,000</u>	<u>\$805,000</u>
Subtotal	\$320,000	\$150,000	\$175,000	\$175,000	\$175,000	\$995,000
TOTAL GROSS EXPENDITURES	\$20,782,800	\$17,455,900	\$22,154,500	\$23,197,000	\$23,468,100	\$107,058,300
LESS PROJECT SPECIFIC REVENUES	<u>(\$3,353,000)</u>	<u>(\$2,222,400)</u>	<u>(\$3,090,300)</u>	<u>(\$215,500)</u>	<u>(\$375,000)</u>	<u>(\$9,256,200)</u>
NET EXPENDITURES	\$17,429,800	\$15,233,500	\$19,064,200	\$22,981,500	\$23,093,100	\$97,802,100
Cash Balances Excluding Property Tax Levy	<u>\$3,407,800</u>	<u>\$1,837,500</u>	<u>\$257,500</u>	<u>\$246,000</u>	<u>\$195,500</u>	<u>\$5,944,300</u>
NET EXPENDITURES BEFORE TAXES, DEBT BORROWING AND INTEREST APPLIED	\$14,022,000	\$13,396,000	\$18,806,700	\$22,735,500	\$22,897,600	\$91,857,800

The 2016-2020 Capital Plan identifies 54 projects at an estimated total cost of \$107.1 million over the five-year period. Projects in the first year of the plan represent the 2016 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 \$42.8 million. This includes \$36.4 million for a project to construct eight new courtrooms, which is the first phase of a multi-phase project to upgrade and improve the County Courthouse facility. The courthouse facility was originally built in 1959, and is approaching the end of its useful life. Design is planned for 2017, with construction from 2018 through 2020. The plan also continues a project to expand the existing Waukesha County Communications Center (WCC), which is home to the County's emergency 9-1-1 operations and houses the Emergency Operation Center (EOC). The expansion will allow new municipal partners to join countywide dispatch and provided needed space for the EOC to manage large-scale emergency events. Project design is planned for 2016, at an estimated cost of \$203,000, and construction is planned for 2017 at about \$3.5 million. Jail-related projects include about \$2.4 million to replace HVAC equipment at the Law Enforcement Center in 2016 and about \$300,000 to upgrade the security recording and display equipment (replacement planned for 2019). The project also includes funding to study options for replacing the Jail's video visitation system.

PARKS AND LAND USE

Projects in this functional area total nearly \$11 million, and includes \$3.2 million for park roadway maintenance improvements. The plan includes \$1.2 million in 2016 and 2017 for a project to construct an underpass for the Lake Country Trail where it crosses State Highway 67 in the City of Oconomowoc. Growth in that area, along with increased traffic, has necessitated the need for a safer way to cross the highway. This project is a cost-sharing collaboration with the City and State, with the County's share of costs estimated at \$227,000. The plan also includes \$2.7 million for another trail project to build a multi-use trail between Frame Park in the City of Waukesha to Mitchell Park in the City of Brookfield, with federal, state and municipal revenues covering about 95% of project costs. In 2016, the plan includes \$356,000 to partially remodel the Retzer Nature Center to allow for classroom and exhibit space for the Waukesha County recycling education program that was displaced when the Material Recycling Facility was moved to the City of Milwaukee.

Other Parks and Land Use projects in the Plan include \$957,000 to expand and renovate the Beach House at Menomonee Park; nearly \$700,000 to expand the Camp Pow Wow lodge at Menomonee Park, which is used through partnership with the Association for the Rights of Citizens with Handicaps (ARCh), to provide recreational activities for adults and children with disabilities; \$515,000 for bridge replacement at Wanaki Golf Course; about \$500,000 for a new park shelter and restroom at Minooka Park to complete a multi-year effort to upgrade restrooms throughout the parks system; \$440,000 for energy-saving investments at County park facilities (i.e., lighting upgrades); \$216,800 to replace the dasher boards at the Naga-Waukee Ice Arena; and nearly \$200,000 for orthophotography to update digitized maps for Land Information (GIS) Systems.

PUBLIC WORKS

Public works projects for highways and facilities combined are estimated at \$52.3 million and represent 49% of the total plan. This includes road projects totaling \$45.2 million. New and expanded road capacity construction is identified in priority corridors and is estimated to cost about \$13.6 million, including about \$9.2 million for about three miles of CTH M (North Avenue). The plan includes \$2.1 million to begin construction of the West Waukesha Bypass in 2016. In the last two years of the plan, \$2.2 million is included for design and land acquisition related to the eventual extension of CTH SR (Springdale Road), from State Highway 190 (Capitol Drive) to CTH K (construction in 2021). Road projects include \$23.3 million for major maintenance and roadway rehabilitation; nearly \$3.7 million for bridge improvements; and several spot safety improvements at an estimated cost of \$4.7 million, primarily for intersection and signal work.

Facility projects totaling \$7.1 million include \$2.7 million for roofing upgrades at the UW-Waukesha (UWW) Campus (in addition to about \$1.5 million already appropriated in previous budgets). A separate UWW project to replace rooftop air handling units is deleted from the plan and will instead be funded through the five-year Building Improvement Plan in the Department of Public Works operating budget to provide more flexibility in replacing units as they fail. The plan includes about \$2.1 million as part of a project to demolish the former Health and Human Services building in 2016-17. HVAC upgrades of \$918,000 are planned for the highway substations and Highway Operations/Fleet building in 2016 and 2017. For 2017, the plan includes about \$313,000 for replacement of a brinemaker and construction of a canopy roof at the Highway Operations/Fleet building. The plan includes \$253,000 to replace the roof at the Mental Health Center in 2017-2018. The last three years of the plan include \$800,000 for fuel tank replacement and another \$700,000 planned for out-years, for a total project cost estimated at \$1.5 million.

The plan does not include additional funding for Airport projects. However, the existing project to implement runway safety areas in accordance with Federal Aviation Administration rules includes a change in scope to add runway pavement, relocate navigational equipment, realign Silvernail Road and implement declared distances. The current federal timeline is for design in 2016 and construction in 2017.

GENERAL ADMINISTRATION – COUNTYWIDE TECHNOLOGY PROJECTS

Countywide technology projects total \$190,000, including \$115,000 to upgrade County Boardroom technology in 2016. The current system is approximately 25-years-old and becoming difficult to repair. The project will upgrade technology to better support Supervisor vote tracking on agenda items, audio transmission of floor debates and visual presentation of vote tallies as well as visual presentation of supporting documents and public presentations. The plan also includes \$75,000 in 2016 to study options for upgrading the Payroll and Human Resources information systems. The main purpose of this project is to develop strategies needed to acquire a system(s) that will offer greater functionality than the current systems, integrate and automate processes and facilitate new reporting requirements (e.g., Affordable Care Act).

DEBT FINANCING COSTS

Debt financing related costs on planned borrowing of \$70 million over the five year plan, include promissory note discounts and is currently estimated at \$805,000 over the five year plan period.

PROJECT TITLE	NO.	CURRENT APPROP.	2016 BUDGET	2017 PLAN	2018 PLAN	2019 PLAN	2020 PLAN	TOTAL FIVE-YEAR PLAN
PUBLIC WORKS AIRPORT								
RUNWAY 10/28 SAFETY AREAS	200310	\$796,500						\$0
PUBLIC WORKS - FLEET & HIGHWAY OPS								
REPLACE BRINE MAKER/CONSTR CANOPY ROOF	201401	\$10,500		\$313,200				\$313,200
FUEL TANK REPLACEMENT AND INFRASTRUCTURE	201415	\$0			\$400,000	\$200,000	\$200,000	\$800,000
EMERGENCY PREPAREDNESS - BUILDINGS								
COMMUNICATIONS CENTER EXPANSION	200808	\$45,000	\$203,000	\$3,483,000				\$3,686,000
PUBLIC WORKS - FACILITIES								
HWY OPS-FLEET HVAC UPGRADES	201206	\$45,000		\$718,000				\$718,000
MHC ROOF REPLACEMENT	201412	\$0		\$15,000	\$238,000			\$253,000
LAW ENFORCEMENT CTR MECHANICAL UPGRADES	201413	\$220,000	\$2,376,000					\$2,376,000
COURTHOUSE-SECURE COURTROOM CONSTRUCT.	201418	\$0		\$700,000	\$8,000,000	\$14,000,000	\$13,700,000	\$36,400,000
HIGHWAY SUBSTATION HVAC UPGRADES	201109	\$36,000	\$200,000					\$200,000
DEMOLISH FORMER HHS BUILDING	201503	\$1,515,000	\$1,785,000	\$320,000				\$2,105,000
UW - WAUKESHA								
UWW ROOFING UPGRADES	201210	\$1,509,000	\$700,000		\$2,000,000			\$2,700,000
PUBLIC WORKS - HIGHWAYS								
CTH I, CTH ES TO CTH O REHAB	201005	\$353,000	\$1,164,000	\$681,000				\$1,845,000
CTH Q OCON RIVER BRIDGE	201201	\$0	\$119,000	\$22,000	\$112,000			\$253,000
CTH YY, UNDERWOOD CREEK STRUCTURE	201302	\$0		\$170,000	\$179,000	\$1,017,000		\$1,366,000
CTH D, DEER CREEK BRIDGE	201303	\$5,000		\$110,000	\$116,000			\$226,000
CTH Y, PILAK CREEK TRIBUTARY BRIDGE RPLCMNT	201304	\$0		\$90,000	\$24,000	\$520,000		\$634,000
CTH O, I-94 TO USH 18	201502	\$0				\$500,000	\$500,000	\$1,000,000
CHT P, BARK RIVER BRIDGE	200606	\$574,000	\$286,000					\$286,000
WEST WAUKESHA BYPASS	200917	\$8,820,000	\$2,137,000					\$2,137,000
CTH NN, STH 83 TO CTH ES	201006	\$1,106,000	\$1,798,000					\$1,798,000
CTH M, CTH YY TO EAST COUNTY LINE	201008	\$1,098,000	\$1,200,000	\$1,800,000	\$2,861,000			\$5,861,000
CTH M, CALHOUN RD TO CTH YY	201202	\$0	\$324,000	\$1,732,000		\$1,309,000		\$3,365,000
CTH C, MILL STREET TO OAKWOOD ROAD	201116	\$233,000	\$2,128,000					\$2,128,000
CTH XX, PEBBLE BROOK CREEK BRIDGE	201402	\$5,000		\$55,000	\$11,000	\$47,000		\$113,000
CTH SR - EXTENSION, STH 190 TO CTH K	201507	\$0				\$447,000	\$1,783,000	\$2,230,000
CTH I, FOX RIVER BRIDGE	201601	\$0	\$6,000				\$79,000	\$85,000
CTH O & I INTERSECTION RECONSTRUCTION	201603	\$0		\$45,000	\$50,000	\$414,000		\$509,000
CTH O, CTH I TO CTH ES	201610	\$0					\$923,000	\$923,000
CTH C, HASSLINGER DRIVE INTERSECTION	201611	\$0			\$152,000	\$214,000	\$827,000	\$1,193,000
CTH D, MORaine HILLS DRIVE INTERSECTION	201613	\$0				\$62,000	\$365,000	\$427,000
CTH E, WOODLAND DRIVE INTERSECTION	201614	\$0					\$75,000	\$75,000
CTH V V, MAIN STREET TO STH 74	201620	\$0		\$21,000	\$60,000	\$146,000		\$227,000
BRIDGE AID PROGRAM	9131	\$180,000	\$100,000	\$100,000				\$200,000
CULVERT REPLACEMENT PROGRAM THRU 2017	9817	\$1,920,000	\$100,000	\$100,000				\$200,000
CULVERT REPLACEMENT PROGRAM 2018-2022	201618	\$0			\$100,000	\$100,000	\$100,000	\$300,000
REPAVING PROGRAM 2013-2017	200911	\$6,200,000	\$3,000,000	\$3,000,000				\$6,000,000
REPAVING PROGRAM 2018-2022	201416	\$0			\$3,100,000	\$3,100,000	\$3,150,000	\$9,350,000
SIGNAL/SAFETY IMPROVEMENTS	200427	\$1,792,000	\$1,250,000	\$1,250,000				\$2,500,000

PROJECT TITLE	NO.	CURRENT APPROP.	2016 BUDGET	2017 PLAN	2018 PLAN	2019 PLAN	2020 PLAN	TOTAL FIVE-YEAR PLAN
PARKS AND LAND USE								
ENERGY EFFICIENCY IMPROVEMENTS	201208	\$995,200	\$180,000	\$260,000				\$440,000
WANAKI GOLF COURSE BRIDGE REPLACEMENT	201309	\$210,000		\$257,500	\$257,500			\$515,000
WAUKESHA-BROOKFIELD MULTI-USE TRAIL	201407	\$500,000			\$2,716,000			\$2,716,000
PARK BEACH AREA RENOVATIONS	201408	\$15,000						\$0
CAMP POW WOW EXPANSION	201504	\$54,400					\$695,600	\$695,600
MINOOKA RESTROOM SHELTER	201602	\$0	\$50,000	\$447,200				\$497,200
MEN. PARK BEACH HOUSE EXPAN. & RENOVATION	201605	\$0		\$54,000	\$903,000			\$957,000
RETZER NATURE CNTR MRF EDU SPACE RENOV.	201606	\$0	\$356,000					\$356,000
LAKE COUNTRY TRAIL STH 67 UNDERPASS	201607	\$0	\$229,000	\$962,000				\$1,191,000
NAGA-WAUKEE ICE ARENA DASHER BOARD PROJ	201608	\$0	\$216,800					\$216,800
2020 ORTHOPHOTOGRAPHY	201609	\$0					\$195,500	\$195,500
PAVEMENT MANAGEMENT PLAN 2013 - 2017	200824	\$1,300,000	\$500,000	\$600,000				\$1,100,000
PAVEMENT MANAGEMENT PLAN 2018 - 2022	201406	\$0			\$700,000	\$700,000	\$700,000	\$2,100,000

IT - SHERIFF

SEC REC/DISP EQUIP RPLCMNT/VIDEO VISIT STUDY	201615	\$0	\$55,000			\$246,000		\$301,000
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IT - COUNTY BOARD/COUNTY CLERK

COUNTY BOARDROOM TECH UPGRADE PROJ	201619	\$0	\$115,000					\$115,000
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IT - COUNTYWIDE

PAYROLL/HR INFORMATION SYSTEM	201617	\$0	\$75,000					\$75,000
EST. FINANCING (Includes Arb Rebate/Discount)	999999		\$130,000	\$150,000	\$175,000	\$175,000	\$175,000	\$805,000
GROSS EXPENDITURES			\$20,782,800	\$17,455,900	\$22,154,500	\$23,197,000	\$23,468,100	\$107,058,300

REVENUES

Golf Course Fund Bal - #201309 Wanaki Bridge Rplcmnt, #201208 Energy Efficiency		\$65,000	\$257,500	\$257,500				\$580,000
MRF Fund Balance - #201606 Retzer Nature Center Remodeling		\$356,000						\$356,000
Ice Arenas Fund Bal - #201608 Naga-Waukee Ice Arena Dasher Board Replcmnt		\$216,800						\$216,800
LIS Fund Balance #201609 Orthophotography						\$195,500		\$195,500
Municipal Cost Share for Communications Center #200808 Comm Center Expansion			\$708,400					\$708,400
Revenue - #200917 Waukesha West Bypass		\$200,000						\$200,000
CHIP D Revenue - #201006 CTH NN, STH 83 to CTH ES		\$544,000						\$544,000
Local Revenue - #201006 CTH NN, STH 83 to CTH ES		\$1,218,000						\$1,218,000
Local Revenue - #201008 CTH M, CTH YY to East County Line				\$210,000				\$210,000
Local Revenue - #201202 CTH M, Calhoun Rd to CTH YY					\$90,000			\$90,000
Local Reimbursement Project 201116 CTH C Mill St to Oakwood Rd		\$741,000						\$741,000
Developer Cost-Share - #201603 CTH O & I Intersection					\$125,500			\$125,500
CHIP D Revenue - #200911 Repaving Program 2013-2017		\$300,000	\$300,000					\$600,000
CHIP Revenue - #200911 Repaving Program 2013-2017		\$300,000	\$300,000					\$600,000
Revenue - #201407 Waukesha-Brookfield Multi-Use Trail				\$2,580,300				\$2,580,300
Partner (ARCh) share for #201504 Camp Pow Wow Expansion						\$375,000		\$375,000
Partner share for #201605 Menomonee Park Beach House Renovation				\$300,000				\$300,000
Revenue - #201607 Lake County Trail STH 67 Underpass		\$50,000	\$914,000					\$964,000
Subtotal Revenue, Proprietary and Restricted Special Rev Fund Balance		\$3,990,800	\$2,479,900	\$3,347,800	\$215,500	\$570,500		\$10,604,500
Net Expenditures			\$16,792,000	\$14,976,000	\$18,806,700	\$22,981,500	\$22,897,600	\$96,453,800
State Shared Revenue/Utility Payment		\$100,000	\$150,000					\$250,000
Personal Property Replacement - State Aid		\$600,000	\$600,000					\$1,200,000
General Fund and Capital Project Fund Balance		\$2,070,000	\$830,000	\$0	\$246,000	\$0		\$3,146,000
Subtotal		\$2,770,000	\$1,580,000	\$0	\$246,000	\$0		\$4,596,000
EXPENDITURES BEFORE TAXES, DEBT BORROWING AND INTEREST		\$14,022,000	\$13,396,000	\$18,806,700	\$22,735,500	\$22,897,600		\$91,857,800