

1 ENROLLED RESOLUTION 157-8

2  
3 ADOPT FIVE-YEAR CAPITAL PROJECTS PLAN  
4

5  
6 WHEREAS the Executive Committee has completed its review of capital projects proposed in  
7 the County Executive's 2003 budget submission and  
8

9 WHEREAS the committee has prepared a listing of recommended capital projects for adoption  
10 by the Waukesha County Board of Supervisors as the Waukesha County Five-Year (2003-2007)  
11 Capital Plan.  
12

13 NOW THEREFORE BE IT HEREBY RESOLVED BY THE WAUKESHA COUNTY BOARD  
14 OF SUPERVISORS that the Executive Committee's recommendations, attached hereto, as the  
15 Waukesha County Five-Year (2003-2007) Capital Plan shall be adopted.

Resolution 157-R-009 Adopt 5 Year Capital Plan

The following Item numbers were pulled for separate consideration:

10, 11, 12, 24, 30, 32, 45 and 54

The balance of the Resolution was adopted 34 – 0

Item 54 was adopted 34 – 0

Item 35 was adopted 32 – 2

Item 24 was adopted 34 – 0

Item 30 was adopted as recommended (which was to delete project) 30 – 4

Item 32 - Supervisor Harenda moved to amend as follows:

“Amend the Capital Five Year Plan Project 32 as follows: For Project 9709 (Line #32) CTH Y (Barker Road), Watertown Rd. to North Ave., modify project scope to identify a separate cost estimated at \$400,000 for intersection improvements at Barker Road and North Ave. (signalization or other traffic improvement, and delete \$8,800,000 for right of way acquisition and the reconstruction of the 1.8 miles of CTH Y from two lanes to four and to move the project from 2007 to 2005 in the plan. This intersection is to be designed and built to accommodate a four lane road in the future.”

Seconded by Supervisor Haukohl.

Amendment was adopted 28 – 6.

Item 32 is adopted as amended 28 – 6

Item 45 was deleted from the Resolution 14 – 20

Item 10 was adopted 24 – 10

Item 11 was adopted 19 – 13

Item 12 was deleted from the Resolution 18 - 14



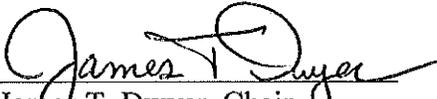
EXECUTIVE COMMITTEE RECOMMENDED 2003-2007 CAPITAL PROJECTS PLAN

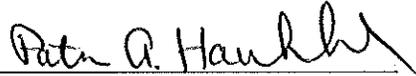
#	PROJECT TITLE	17-Oct-02	ND.	BUDGET ACTION	2003		2004		2005		2006		2007	
					MODIFIED	CO EXEC	CO BOARD	ADOPTED	CO EXEC	ADOPTED	CO EXEC	CO BOARD	CO EXEC	CO BOARD
<b>AIRPORT</b>														
40	SOUTHEAST HANGAR AREA Phase II		200021	As Planned	\$185,000	\$185,000			\$200,000	\$0	\$928,180	\$0	\$0	
41	CORPORATE HANGAR AREA PHASE II		200024	Drby > 5 Yr										
42	RUNWAY 18/36 Reconstruction		200008	New			\$135,000					\$305,000		
43	Storm Water Master Plan & Utility Mapping		200012	New-CB Accelerate			\$31,000					\$31,000		
59	Environment Assessment		200229	New		\$16,600								
<b>PARKS AND LAND USE</b>														
44	WANAUKI CAR PATH		9912	As Planned	\$192,000	\$192,000								
45	MOOROVINS G.C. REDEVELOPMENT		200222	New	\$745,000	\$0	\$0	\$745,000						
46	PVANNI MGMT PLAN IMPLMTN		9703	As Planned	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
47	BIKEWAY PAVEMENT IMPROVEMENTS		200014	As Planned	\$25,000	\$25,000	\$385,000	\$385,000	\$385,000	\$385,000	\$385,000	\$385,000	\$385,000	\$385,000
48	LOOSE COUNTRY TRAIL PHASE 3		200324	New					\$12,500				\$557,135	
<b>TREASURER/REGISTER OF DEEDS-INFORMATION SYSTEMS</b>														
49	TAX RECORDS REPLACEMENT		200205	As Planned	\$575,000	\$575,000	\$125,000	\$125,000						
<b>JUSTICE &amp; PUBLIC SAFETY-INFORMATION SYSTEMS</b>														
50	MOBILE DATA INFRASTRUCTURE UPGRADE		200201	As Planned		\$30,000	\$30,000	\$30,000	\$250,000	\$250,000				
<b>HEALTH AND HUMAN SERVICES-INFORMATION SYSTEMS</b>														
51	IMPLEMENT IHR AUTOMATED SYS		200109	C-Scope			\$150,000	\$150,000						
<b>DEPARTMENT OF ADMINISTRATION-INFORMATION SYSTEMS</b>														
52	ELEG DOCUMENT MGMT SYSTEM		200027	C-S Update	\$400,000	\$280,000	\$280,000	\$200,000	\$230,000	\$185,000	\$185,000	\$90,000	\$90,000	\$90,000
53	INTERNET & INTRANET INFRASTRUCTURE		200101	As Planned	\$350,000	\$350,000	\$350,000	\$350,000						
54	UPGRADE OFFICE SUITE FROM WINDOWS 2000		200319	New	\$50,000	\$50,000	\$50,000	\$50,000						
55	UPGRADE COLLECTIONS (CLBS) SYSTEM		200327	New	\$25,000	\$25,000	\$25,000	\$250,000						
<b>COUNTY-WIDE PROJECTS</b>														
56	PAYROLL SYSTEM UPGRADE		200204	As Planned	\$200,000	\$200,000	\$200,000	\$200,000						
57	FIBER FOR COUNTY CAMPUS		200205	As Planned	\$210,500	\$210,500	\$176,000	\$176,000						
58	TELECOMMUNICATIONS SYSTEM		200207	As Planned	\$500,000	\$500,000	\$95,000	\$95,000						
<b>FINANCING (Includes Adm Robbie/Discourt)</b>					\$182,000	\$182,000	\$170,000	\$170,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000



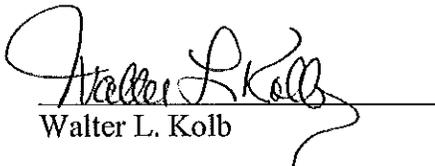
ADOPT FIVE-YEAR CAPITAL PROJECTS PLAN

Presented by:  
Executive Committee

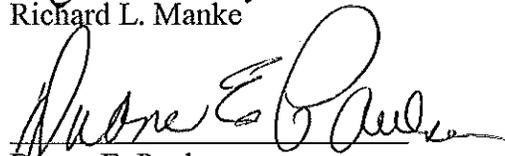
  
James T. Dwyer, Chair

  
Patricia A. Haukohl

  
Kenneth C. Herro

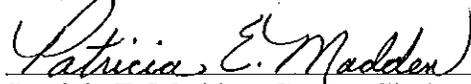
  
Walter L. Kolb

(absent)  
Richard L. Manke

  
Duane E. Paulson

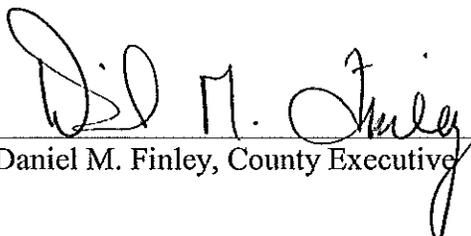
  
Duane Stamsta

The foregoing legislation adopted <sup>as amended</sup> by the County Board of Supervisors of Waukesha County, Wisconsin, was presented to the County Executive on:

Date: October 25, 2002,   
Patricia E. Madden, County Clerk

The foregoing legislation adopted <sup>as amended</sup> by the County Board of Supervisors of Waukesha County, Wisconsin, is hereby:

Approved:  \_\_\_\_\_  
Vetoed: \_\_\_\_\_

Date: 10-29-02,   
Daniel M. Finley, County Executive

<b>Project #</b>	200318	<b>Project Title:</b>	UWW Switch/Transformer/Cable Replacement
<b>Department:</b>	Public Works	<b>Sponsor:</b>	Dean – Brad Stewart
<b>Phase:</b>	Design	<b>Manager:</b>	Richard A. Bolte, Dir.
<b>Budget Action:</b>	New	<b>Date:</b>	September 11, 2002, 10:10 AM

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2003	2004	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$40,000	\$420,000	\$460,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$40,000	\$420,000	\$460,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Architect	\$39,000		
Construction	\$388,800		
Contingency	\$31,200		
Total Project Cost	\$459,000	Total Revenue	\$0
<b>EXPENDITURE BUDGET</b>	\$460,000	<b>REVENUE BUDGET</b>	\$0

**Project Scope & Description**

Replace five (5) oil filled transformer switches located in various buildings at UW- Waukesha including the replacement of the 5kV cabling that connects the power to the system. All work will need to be completed when classes are not in session or during evenings and weekends.

**Location**

University of Wisconsin – Waukesha  
1500 University Drive  
Waukesha, WI

**Analysis of Need**

The transformer switches and cabling are all over 30 years old and are part of the original campus electrical system. The switches are no longer used in the industry because they have become obsolete and dangerous to operate, have track record of leaking oil and are an ineffective disconnect. Also, parts are no longer available. In one of the switches we are unable to check the amount of oil during routine maintenance. Near another one of the switches, during the last maintenance check, a small amount of oil was discovered. A failure could cause a fire or explosion.

**Alternatives**

#1 – Do nothing until the switches fail, replace them and repair collateral damage.

**Ongoing Operating Costs**

None. This is a safety improvement project.

**Previous Action**

Regular maintenance and inspection of switches costs approximately \$9,000 every three years.

9E

Project #	FAC-200108	Project Title:	Justice Facility Project Phase I
Department:	Public Works - Buildings	Sponsor:	Sheriff
Phase:	Construction	Manager:	Richard A. Bolte, Dir.
Budget Action:	As Planned	Date:	September 11, 2002, 2:34 PM

CAPITAL BUDGET SUMMARY							
Year	2001	2002*	2003	2004	2005	2006	
Project Phase	Budget & Concept	Architect & Engineering	Construction	Construction	Construction	Funds trnsfed to separate project	Total
Expenditure Budget	\$75,000	\$3,650,000	\$8,500,000	\$14,000,000	\$7,800,000		\$34,025,000
Revenue Budget	\$75,000	\$0	\$1,500,000	\$4,200,000	\$900,000		\$6,675,000
Net County Cost	\$0	\$3,650,000	\$7,000,000	\$9,800,000	\$6,900,000		\$27,350,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>				
Budget & Concept	\$	Phase I 75,000		Jail Assessment			
Architect & Engineering and Construction Manager	\$	2,850,000		Revenue from prior years		\$4,975,000	
Construction	\$	28,800,000		Federal Prisoner revenue from prior years		\$1,700,000	
Contingency	\$	2,300,000		Total Revenue		\$6,675,000	
Total Project Cost		\$34,025,000		REVENUE BUDGET		\$6,675,000	
EXPENDITURE BUDGET		\$34,025,000					

\* The 2002 budget for \$4.7 million in jail assessment fees was modified by ordinance to re-allocate the revenue to 2003 and reduce 2003 planned borrowing. The 2002 reduction was offset with an increase in the planned borrowing from \$9.9 million to \$14.6 million to take advantage of historically low interest rates in 2002.

#### Project Scope & Description

The project scope for the Phase I Jail Expansion will consist of a new 5-story jail structure (including basement) and result in the addition of approximately 272 new beds of capacity. The new jail structure will be built to the east of the existing Justice center. Phase I will include attendant jail support areas i.e. public visiting area, medical area, laundry. A firing range alternate will be bid for possible inclusion. The garage on the south side of the main jail will be demolished to make room for the Phase I addition. Renovation during Phase I will be concentrated in the existing Justice Center. The renovations will enlarge the kitchen, enlarge the staff locker areas, and simplify movement through corridors by eliminating unnecessary walls and doors, updating the existing security electronics, and integrating the system with the new jail addition.

#### Location

The project will be located east of the existing Justice facility on the main campus grounds of the Waukesha County Governmental Center located to the south of Moreland Boulevard.

#### Analysis of Need

Current Jail population exceeds present Jail facility capacities during peak periods. The situation is not expected to improve without additional capacity. Movement of inmates to off-site housing will be utilized to maintain safety and security until increased capacity is available. The need for this expansion is also supported based on inspections conducted by the Wisconsin DOC and through staffing input concluded with the Consultant team, the results of which are recorded in the Consultant's Executive Summary Report dated August 3, 2000. Lower inmate census in 2001, reflecting new programming efforts including changes in the federal prisoner population, provide an indication for the delay for additional beds that had previously been included in Phase II.

#### Alternatives

Continue to ship inmates to external facilities and provide support staff to conduct this process.  
Abandon current Jail and courts and construct a new facility off-site.

#### Ongoing Operating Costs

At this time, preliminary operating impacts are estimated at \$3.5 million offset with a reduction for prisoner transport costs expected to occur during the construction period. Estimated debt service on borrowed funds for the project is estimated at \$2.4 million per year for first phase. These estimates include initial phase implementation only.

#### Previous Action

Contracted architectural and engineering services were provided in the operating budget to complete an operational review including analysis of jail expansion siting options, building size and occupancies. Approved as a new project in the 2001-2005 Capital Plan. Approved with cost updates in 2002-2006 Plan. The Consultant's Schematic Design Report was presented to the Board on April 16, 2002. The balance of 2002 design funds was approved May 28, 2002.

10 R

<b>Project #</b>	FAC-200326	<b>Project Title:</b>	Justice Facility Project, Phase II
<b>Department:</b>	Public Works - Buildings	<b>Sponsor:</b>	Courts/Sheriff
<b>Phase:</b>	Design	<b>Manager:</b>	Richard A. Bolte, Dir.
<b>Budget Action:</b>	As Planned	<b>Date:</b>	September 12, 2002, 1:56 PM

CAPITAL BUDGET SUMMARY						
Year	2002	2006	2007	2008	2009	
Project Phase	Architect & Engineering	Architect & Engineering	Construction	Construction	Construction	Total
Expenditure Budget	\$250,000	\$1,625,000	\$8,000,000	\$4,700,000	\$	- \$ 14,575,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$250,000	\$1,625,000	\$8,000,000	\$4,700,000	\$0	\$14,575,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>		
		Phase II				
Budget & Concept	\$	100,000				
Architect & Engineering and Construction Manager	\$	1,775,000				\$0
Construction	\$	10,900,000				\$0
Contingency	\$	1,800,000				
Total Project Cost	\$	14,575,000				Total Revenue \$0
EXPENDITURE BUDGET	\$	14,575,000				REVENUE BUDGET \$0

**Project Scope & Description**

The design and construction of the Justice Center facility expansion is a two-phased project. Phase II will include demolition of the existing main jail and the construction of new secure courts building. This building features a replacement intake court, up to eight courtrooms (2 hearing rooms and 6 criminal courts), a new court holding center for jail inmates and a new vertical transition tower that helps connect the new courts facility to the existing floor levels of the existing courthouse.

**Location**

The new courts building will be located to the north and immediately adjacent and contiguous to the completed Phase I Justice Facility.

**Analysis of Need**

The present courtroom circulation patterns are not in compliance with Supreme Court standards. The new court facility will separate public and inmate circulation ensuring public safety and also provide immediate accessibility from the new Phase I Justice Facility into the new secure courts facility.

**Alternatives**

Continue to operate the courts facilities in a potentially unsafe manner.

**Ongoing Operating Costs**

No additional courts positions are anticipated at this time.

**Previous Action**

Contracted architectural and engineering services was provide in the operating budget to complete an operational review including analysis of the jail and secure courts expansion siting options, building size and occupancies. Approved as a new project in the 2001-2005 Capital Plan. The Consultant's Phase I and Phase II Schematic Design Report was presented to the Board on April 16, 2002. The balance of design funds was approved May 28, 2002.

11-R

<b>Project #</b>	DOA-200210	<b>Project Title:</b>	Communications Center
<b>Department:</b>	County-wide	<b>Co-Sponsor</b>	Department of Administration
<b>Phase:</b>	Construction	<b>Manager:</b>	Sean Sander
<b>Budget Action:</b>	C-scope, \$ Update	<b>CO-Sponsor</b>	Department of Public Works
		<b>Manager:</b>	Richard A. Bolte, Director
<b>Date:</b>	October 15, 2002		1 of 2

CAPITAL BUDGET SUMMARY				
Year	2002	2003	2004	Total
Project Phase	Startup/Design	Construct	Implement	Project
Expenditure Budget	\$240,000	\$6,100,000	\$354,000	\$6,694,000
Municipal Revenue	\$0	\$155,469	\$155,468	\$310,937
General Fund Loan-Municipal	\$0	\$1,975,625	\$0	\$1,975,625
Gen. Fund Contributed Cap.	<u>\$240,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$240,000</u>
Net County Tax Levy	\$0	\$3,968,906	\$198,532	\$4,167,438
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>	
<u>Building Costs</u>				
Startup/Design	\$244,000		General Fund Loan -Muni	\$1,975,625
Construction	\$2,800,000		(Repayment over 8 years)	
Furniture	\$100,000		Muni. Revenue (2003-04)	\$310,937
Moving	\$10,000		General Fund Loan	
Building Contingency	<u>\$115,000</u>		Contributed Capital	<u>\$240,000</u>
<u>Subtotal Building Costs</u>	\$3,269,000			
<u>Equipment Costs</u>			Total Revenue	\$2,526,562
Equipment	\$3,150,000			
Training	\$25,000			
System interfaces	\$150,000			
Project Contingency	<u>\$100,000</u>			
<u>Subtotal Equipment Costs</u>	\$3,425,000			
Total Project Costs	\$6,694,000			
<b>EXPENDITURE BUDGET</b>	\$6,694,000		<b>REVENUE BUDGET</b>	\$2,526,562

**Project Scope & Description**

The Waukesha County Communications Center Project and the Department of Public Safety will benefit the citizens of Waukesha County with an overall higher level of service at a lower cost. Consolidation of dispatch operations standardizes service delivery, staffing, supervision and training and provides economies of scale by centralizing staff and eliminates duplication of equipment at multiple sites. The project is planned as a collaborative infrastructure cost-sharing with municipalities. Participating communities will provide funding for the County's infrastructure cost as identified in County Board Ordinance 156-138. The County will provide interest free infrastructure financing over an eight-year period to initial charter member municipalities committing by December 31, 2002. This project includes; hiring of an architect to design the WCCC and a consultant to direct the purchase and installation of equipment needed to operate the center including development of a network to interface activity data with user/owning communities and provide for a VHF simulcast fire dispatch paging system. - and provides funding for office space for the Director of Public Safety and the Emergency Management Coordinator at the Administration Center.

12-R

<b>Project #</b>	DOA-200210	<b>Project Title:</b>	Communications Center
<b>Department:</b>	County-wide	<b>Co-Sponsor</b>	Department of Administration
<b>Phase:</b>	Construction	<b>Manager:</b>	Sean Sander
<b>Budget Action:</b>	C-scope, \$ Update	<b>C0-Sponsor</b>	Department of Public Works
		<b>Manager:</b>	Richard A. Bolte, Director
<b>Date:</b>	October 15, 2002		2 of 2

### Location

The location of the approximate 12,000 sf. Communications Center will be on the campus of the Department of Public Works Highway Operations /Central Fleet facility. Located within the center will be a 1,500 sq. ft. Emergency Operations Center (EOC).

### Analysis of Need

The Waukesha County Cooperation Council retained a consultant to examine alternatives and determine the feasibility and potential cost savings of a consolidated shared dispatch operation. The consultant found citizens of Waukesha County are spending in excess of \$5 million in direct costs for E9-1-1 and public safety dispatch services with the existing PSAP/Dispatch Centers. Citizens are receiving disparate levels of service, in some cases, centers are understaffed, and in others police services are dispatched from one center and fire/ambulance services from another. There is currently little coordination among centers and staffing policies, training and supervision vary greatly. With a consolidated center fewer personnel would be required. Staffing, supervision and training would be standardized and staff would be more proficient. Coordination of multi-jurisdictional incidents would be facilitated. The continued growth and need for Emergency Medical Dispatch (EMD) will be met and addressed uniformly. Access to enhanced features and technology, which is currently fiscally improbable, becomes affordable in an unified consolidated operation.

### Alternatives

Continue to operate county-wide with 10 decentralized public safety answering points (PSAPs) which is more costly, less efficient and results in duplication.

### Ongoing Operating Costs

At such time as all communities participate, it is estimated that the total annual operating cost for a consolidated operation will be \$4,700,000 (excluding infrastructure) versus the current estimated direct cost of \$5,850,000 as based on the consultant's comparative cost analysis.

### Previous Actions

Feasibility study in 1998. Financial plan in 2000.

### Project Phasing

**2002 Startup/Design** includes consulting, legal, and architectural costs associated with the planning, siting, design, and implementation of the new entity and its operation.

**2003/2004 Construction/Implement** includes construction of the new facility after initial deadline has passed for municipal resolutions and promissory notes from all participating municipalities. Installation of dispatch center equipment including CAD system, dispatch consoles, E911 equipment, logging recordings and office furniture and development of network in interface data with user/owning communities records management systems. Upon system testing and acceptance and training of staff a start date of second quarter 2004 is desired.

Conditions for Opening Communications Center per County Executive memo dated Sept 10, 2002

1. The Records Management System (RMS) is populated with conversion data from existing Sheriff Department records and local police management capability is available. This specifically includes:
  - a. The wide area network is in place with RMS and CAD
  - b. Locals will have available to them the software agent allowing that agent to use the County RMS as their records management system.
2. The Computer Aided Dispatch (CAD) is operational
3. The staff is trained.

Satisfaction of these conditions will be determined by the Dispatch Operations Committee.

12a-R

<b>Project #</b>	FAC-200328	<b>Project Title:</b>	Crthse/Admin Center Security
<b>Department:</b>	Public Works - Buildings	<b>Sponsor:</b>	Public Works/Public Safety
<b>Phase:</b>	Implementation	<b>Manager:</b>	Richard A. Bolte, Dir.
<b>Budget Action:</b>	New	<b>Date:</b>	October 15, 2002, 3:28 PM

CAPITAL BUDGET SUMMARY			
Year	2003		2004
Project Phase	Construction/Procurement		Procurement
			Total
Expenditure Budget	\$60,000		\$60,000 \$ 120,000
Revenue Budget	\$60,000		\$60,000 \$ 120,000
Net County Cost	\$0		\$0 \$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
		Project will not proceed without	
		Grant funding-(Federal Terrorism or	
		Domestic Preparedness Equipment	
Equipment Costs	\$ 115,000	Grant )	
Contingency	\$ 5,000	To be determined	
Total Project Cost	\$ 120,000	Total Revenue	
EXPENDITURE BUDGET	\$ 120,000	REVENUE BUDGET	
			\$120,000

**Project Scope & Description**

It is anticipated that this project will be implemented using the following action plan. In 2003, access to the courthouse/administration center for the public will be directed to two access doors (Courthouse main entrance door and Administration Center main entrance door). These doors will be equipped with VCR/digital recording devices. Access by employees will be through the public access doors as well as through "Employee Only" doors that are equipped with card readers. During non business hours, employees will access the facilities through doors equipped with card readers. In 2004, two public access doors will have metal detectors available to be used on a situational basis in periods of alert, if they occur, and to be utilized for testing and training purposes.

**Location**

County Courthouse and Administration Buildings

**Analysis of Need**

There are increasing numbers of "...adversarial business and cases that are potentially volatile in nature" in the courts and other areas of the Courthouse and Administration Building. Reducing the possibility of violence in these facilities is a goal of the courts, administration and law enforcement. The greatest concern to all these groups is the introduction of weapons into the facility, which greatly increases the risk of injury or death to the participants and the public at large. See Courthouse and Administration Complex Security Plan adopted by the Security and Facilities Committee August, 2002

**Alternatives**

Increased Reduced level of screening personnel at entrances; reduce number of entrances allowed to be accessed by staff from the proposed 16.

**Ongoing Operating Costs**

For 2004 implementation

Personnel Costs: (based on 1 sworn and 2 non-sworn screeners, 10 hours per day, two entrances) \$258,472

Maintenance, Equipment: \$2,000

Badges 500

Total \$2,500

**Previous Action**

Campus Security Position (Sworn) full time, 1996. Installation of additional emergency response notification devices. Non-sworn security during non-business hours, 1999. Facility security committee, ongoing since 1998.

13-R \$

<b>Project #</b>	HWY-9901	<b>Project Title:</b>	CTH J, Rockwood Drive – STH 190
<b>Department:</b>	Public Works - Highways	<b>Road Name:</b>	Pewaukee Road
<b>Phase:</b>	Construction	<b>Project Type:</b>	Jurisdictional Transfer
<b>Budget Action:</b>	Delay – 1 year	<b>Manager:</b>	Richard A. Bolte, Dir.
<b>Date:</b>	September 11, 2002, 10:23 AM		

CAPITAL BUDGET SUMMARY						
Year	2000	2001	2002	2003	2004	Total
Project Phase	Design	Design	Design/Acq.	Construction	Construction	Project
Expenditure Budget	\$736,000	\$0	\$2,418,000	\$850,000	\$838,000	\$4,842,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$736,000	\$0	\$2,418,000	\$850,000	\$838,000	\$4,842,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Preliminary Design	\$400,000		STP-Urban ( Const.)			\$6,057,000
Final Design	\$510,000		STP-Urban (80% Fed. Land Acq.)			\$1,934,000
Land Acquisition	\$2,418,000		(Will be applied for on a reimbursement basis)			
Construction	\$6,527,000					
Construction Management	\$783,000					
Contingency	\$261,000					
Total Project Cost	\$10,899,000		Total Revenue			\$7,991,000
<b>EXPENDITURE BUDGET</b>	\$4,842,000		<b>REVENUE BUDGET</b>			\$0

**Project Scope & Description**

This 2.0 mile long project involves the reconstruction of CTH J to a multi-lane section. The project typical section will consist of a raised grass median, two driving lanes in each direction, and an outer auxiliary lane. Traffic signals are proposed at the intersection of CTH M, Green Road, and Avondale Boulevard. The roadway alignment may be moved slightly to reduce impacts on adjacent properties. Additional lands will be purchased to a minimum distance of 60 feet from the roadway centerline. The CTH J and CTH M intersection will be improved to meet current and future traffic demands. The existing grade separation over the Canadian Pacific Railroad will remain. The existing bridge will serve as the southbound roadway. A new bridge will be constructed to the east to accommodate the northbound roadway. This project includes 5 residential relocations. A Jurisdictional Transfer Agreement calling for CTH J to become a part of STH 164 has been signed and the transfer will take place upon completion of the project. Construction will be funded with 80% Federal funds and 20% County funds. Waukesha County will receive Federal reimbursement for 80% of the project land acquisition costs. Waukesha County will front the land acquisition costs.

**Location**

City of Pewaukee

**Analysis of Need**

The SERWPC Jurisdictional plan for Waukesha County calls for CTH J to become a State Trunk Highway from I-94 to the North County Line. During negotiations with the Wisconsin D.O.T. for the transfer of CTH J to WisDOT jurisdiction it was agreed that Waukesha County would construct the portion of CTH J between Rockwood Drive and Capital Drive (STH 190). The SEWRPC jurisdictional plan for 2020 calls for CTH J to be widened to a 4-lane highway. Traffic volumes of nearly 16,000 vehicles per day taken in 1999 indicate that 4 lane warrants have already been met, since they exceed the 13,000 vehicles per day threshold which triggers a four lane facility.

**Alternatives**

1. Do nothing. This alternative does not address the identified deficiencies.
2. Reconstruct CTH J as described above.

**Ongoing Operating Costs**

Operating costs are expected to increase by approximately \$20,000 per annum for the additional lane miles. However, these costs will be paid by WisDOT after the jurisdictional transfer.

**Previous Action**

Approved in past capital plans as two separate projects, but was removed due to uncertainties during Jurisdictional Transfer negotiations. County Board approved the transfer agreement. Approved as new project in 1999-2003 Capital Plan. Approved as planned in 2000-2004 Plan. Approved as planned in 2001-2005 Plan. Approved with Cost updates in 2002-2006 Plan.

<b>Project #</b>	200314	<b>Project Title:</b>	CTH SR, Watertown Rd Signals
<b>Department:</b>	Public Works- Highways	<b>Road Name:</b>	Springdale Road
<b>Phase:</b>	1-Year Project	<b>Project Type:</b>	Spot Improvement
<b>Budget Action:</b>	New	<b>Manager:</b>	Richard A. Bolte, Dir.
<b>Date:</b>	September 26, 2002,3:52 PM		

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2003		Total
Project Phase	Design/Construction		Project
Expenditure Budget	\$617,000		\$617,000
Revenue Budget	\$300,000		\$300,000
Net County Cost	\$317,000		\$317,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design	In House		
Land Acquisition	\$173,000	CHIP -D	\$300,000
Construction	\$388,000		
Construction Management	\$40,000		
Contingency	\$16,000		
Total Project Cost	\$617,000	Total Revenue	\$300,000
<b>EXPENDITURE BUDGET</b>	\$617,000	<b>REVENUE BUDGET</b>	\$300,000

**Project Scope & Description**

This project involves the installation of signals at the intersection of CTH SR and Watertown Road. The roadways on both CTH SR and Watertown Road will be improved to provide adequate through lanes and turn lanes. A fully actuated traffic signal will be constructed to improve safety and reduce intersection delay. This is the 2003 selected location from the intersection signalization program project 9817.

**Location**

City of Pewaukee, Town of Brookfield

**Analysis of Need**

This intersection has approximately 18,000 vehicles entering each day and meets more warrants for the installation of signals than any other location in Waukesha County.

**Alternatives**

1. Do nothing. This alternative does not address the identified deficiencies at the intersection.
2. Add Traffic Signals at the intersection.

**Ongoing Operating Costs**

Approximately \$5,000 per annum for the traffic signals.

**Previous Action**

Uses Intersection Signal Program Funds.

<b>Project #</b>	HWY-9715	<b>Project Title:</b>	Repaving
<b>Department:</b>	Public Works	<b>Road Name:</b>	
<b>Phase:</b>	Program Project	<b>Project Type:</b>	Repaving
<b>Budget Action:</b>	As Planned	<b>Manager:</b>	Richard A. Bolte, Dir.
<b>Date:</b>	September 11, 2002, 10:25 AM		

CAPITAL BUDGET SUMMARY							
Year	2002	2003	2004	2005	2006	2007	Total
Project Phase	Construction	Construction	Construction	Construction	Construction	Construction	Project
Expenditure Budget	\$1,990,000	\$2,040,000	\$2,090,000	\$2,140,000	\$2,190,000	\$2,240,000	\$12,690,000
Revenue Budget	\$650,000	\$750,000	\$400,000	\$400,000	\$400,000	\$400,000	\$3,000,000
Net County Cost	\$1,340,000	\$1,290,000	\$1,690,000	\$1,740,000	\$1,790,000	\$1,840,000	\$9,690,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
			Hwy Paving Paver Study UWW Pav. & shouldering			CHIP Rev Transp Aids	
2002	\$20,000	\$50,000	\$1,920,000			2002	\$450,000 \$200,000
2003	\$20,000	\$50,000	\$1,970,000			2003	\$150,000 \$600,000
2004	\$20,000	\$50,000	\$2,020,000			2004	\$0 \$400,000
2005	\$20,000	\$50,000	\$2,070,000			2005	\$0 \$400,000
2006	\$20,000	\$50,000	\$2,120,000			2006	\$0 \$400,000
2007	\$20,000	\$50,000	\$2,170,000			2007	\$0 \$400,000
Total Project Cost	\$120,000	\$300,000	\$12,270,000	Tot. Revenue			\$600,000 \$2,400,000
<b>EXPENDITURE BUDGET</b>			\$12,690,000	<b>REVENUE BUDGET</b>			\$ 3,000,000

**Project Scope & Description**

The project involves the resurfacing of County Trunk Highways to remove distressed areas and provide an improved riding surface. It is the Department's goal to resurface approximately 20 miles of roadway, and to crush, relay and surface approximately 3 miles of roadway on a yearly basis. The project includes the cost of the ongoing Paver Inspection Program which determines the sections of highways to be repaved, the cost of shouldering, and the cost of the paving program at U.W. Waukesha.

**Location**

Various

**Analysis of Need**

The Department presently maintains about 365 centerline miles of asphalt surfaced roadways on the County Trunk System and the parking lots at U.W. Waukesha. 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 which uses the PAVER software system. The average pavement condition index (PCI) of asphalt pavements in 2001 was 74.6. Our goal is to achieve an average PCI rating of 70 with less than 10% under a PCI of 40. Resurfacing projects take into consideration the PCI of the existing pavements and the classification of the road. The PCI ratings will be updated on a rolling three-year schedule.

**Alternatives**

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

**Ongoing Operating Costs**

The cost of maintaining a two-lane roadway in good condition is approximately \$11,000 per mile.

**Previous Action**

Approved as planned in the 2001-2005 Plan. Approved as planned in the 2002-2006 Plan.

<b>Project #</b>	A-200021	<b>Project Title:</b>	Southeast Hangar Area Phase II
<b>Department:</b>	Airport	<b>Manager:</b>	Keith Markano
<b>Phase:</b>	Construction		
<b>Budget Action:</b>	As Planned	<b>Date:</b>	September 11, 2002, 10:27 AM

<b>CAPITAL BUDGET SUMMARY</b>				
Year	2001	2002	2003	Total
Project Phase	Design	Construction	Construction	Project
Expenditure Budget	\$60,000	\$355,000	\$185,000	\$600,000
Revenue Budget	\$0	\$200,000	\$0	\$200,000
Net County Cost	\$60,000	\$155,000	\$185,000	\$400,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>		
Construction	\$1,280,915	State of Wisconsin		\$940,497
Design/Construction Admin.	\$230,565	80% of Airfield Costs		
Administration	\$25,618	50% of Roadway Costs		
		0% of Utility Costs		
		Project dependent on available state funding		
Total Project Cost	\$1,537,098	Total State/Fed		\$940,497
<b>EXPENDITURE BUDGET</b>	\$600,000	<b>REVENUE BUDGET</b>	(Airport Fund Bal)	\$200,000

**Project Scope & Description**

Grade hangar area for SE Hangar area Phase II, construct taxilanes, utilities, and access road(s). Material that needs to be removed will be deposited in Runway 18/36 Safety area.

**Location**

South of Phase I development, North of Northview Road, West of Pewaukee Road.

**Analysis of Need**

Multiple-Unit hangar and T-hangar construction has been projected to be needed by the Airport Layout Plan. Phase I of the SE Hangar area was completed in 1996 and is anticipated to be completely full (developed) by the end of 2001. Currently there is a waiting list for available T-hangar space.

**Alternatives**

Do nothing - this would lead to hangar development at other airports and/or a lack of capacity for available demand.

**Ongoing Operating Costs**

The only operating costs will be snow removal and maintenance costs. It is anticipated that some of the snow removal expense for the area will be offset by a reduction in grass cutting expenses. Depreciation costs and the balance of the snow removal and future maintenance costs will be made up through land lease fees.

**Previous Action**

Approved as new project in 2000-2004 plan. Design approved for 2001 (\$60,000) and construction approved for 2002 (\$355,000). Project accelerated in the 2001-2005 Plan. Cost updated in 2002-2006 Plan with an additional \$185,000 allocated for 2003.

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<b>Project #</b>	A-200308-A	<b>Project Title:</b>	Runway 18/36 Reconstruction
<b>Department:</b>	Airport	<b>Manager:</b>	Keith Markano
<b>Phase:</b>	Formation		
<b>Budget Action:</b>	New	<b>Date:</b>	September 11, 2002, 10:28 AM

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2004	2006	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$135,000	\$305,000	\$440,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$135,000	\$305,000	\$440,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Construction	\$1,758,121	State of Wisconsin 20%	\$439,530
		FAA 60%	\$1,318,591
Design/Construction Admin.	\$263,718	Project dependent on available Federal	
Administration	\$175,812	and/or State funding	
Total Project Cost	\$2,197,651	Total Revenue	\$1,758,121
<b>EXPENDITURE BUDGET</b>	\$440,000	<b>REVENUE BUDGET</b>	\$0

#### Project Scope & Description

Reconstruct the existing runway in its current configuration, grade runway safety area for regulatory compliance, replace the runway edge light system, relocate the old storm sewer from underneath the runway and install edge lighting on taxiway C (the east parallel taxiway).

#### Location

East of the terminal building and west of the control tower.

#### Analysis of Need

Based on past records it appears the last time the runway was reconstructed was some time during the 1960's. An overlay of the pavement was completed in 1986 and is nearing the end of its 20 year design life. Based on pavement maintenance plans done in 1994 and 1997 the pavement was determined to reach its design life in 2001 (a new plan is currently being done). The annual maintenance, which was outlined in the plan has been completed following the proposed schedule. The pavement is currently in poor to fair condition. Some transverse cracks have appeared and they were patched in the fall of 2000. The patching done to date has begun to fail due to water infiltration below grade. From past borings done on the airport, it is possible that much of the runway was originally constructed on unsuitable material. Additionally, 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. The RSA for runway 18/36 does not meet the FAA requirements with respect to grading. The north end of the runway is several feet higher than the surrounding terrain and has a steep drop off at the end of the pavement. There are also trees and utility poles on the County land just across Bluemound Road, which need to be removed. Also, the existing storm sewer, which serves the County Expo Grounds flows under the runway. This system is very old and may include clay pipes in many areas under the runway. This system has collapsed in the past and it is recommended that it be replaced. Reconstruction of the runway would allow replacement of this system and also allow us to redirect the flow along the runway rather than underneath it, making future maintenance easier and less costly. Finally, the lighting system for the runway is very old (assumed last done in the 1960's) and is becoming an increasing

<b>Project #</b>	A-200308-A	<b>Project Title:</b>	Runway 18/36 Reconstruction
<b>Department:</b>	Airport	<b>Manager:</b>	Keith Markano
<b>Phase:</b>	Formation		
<b>Budget Action:</b>	New	<b>Date:</b>	September 11, 2002, 10:28 AM

maintenance problem. Several of the isolation transformers have failed to date and the jacketing on the cable has failed in many spots. There are several electrical ducts which pass underneath the runway, these ducts and the cable would be accessible during the reconstruction. Finally, taxiway C does not have any edge lighting, currently there are edge reflectors which do not afford the greatest visibility under adverse conditions. Many of these reflectors are damaged and/or faded and will require replacement. Some of the intersections along the taxiway do not have guidance signs, which is a safety issue. Where there are guidance signs, the signs are old and are becoming a maintenance problem and most of the legends are faded and need to be replaced.

**Alternatives**

Do nothing -- we could continue to patch the runway on annual basis. If the rate of water infiltration into the sub-base continues or accelerates it would require closure of the runway to do a full depth repair on only those portions of the runway affected. These repairs would be very costly and would not guarantee the problem would not re-occur if the issue of water infiltration is not fully addressed. In essence, we could continue to operate as we are now for the short term but we could possibly see increased maintenance costs for the pavement and the lighting.

**Ongoing Operating Costs**

The operating costs would essentially be the same as they are now for snow removal. We would see a reduction in the maintenance costs but this is difficult to quantify, as there is no way to judge the current rate of deterioration statistically. Additionally, we would see some reduction in electrical related repairs as new lights and transformers would be installed.

**Previous Action**

None

<b>Project #</b>	A-200312	<b>Project Title:</b>	Storm Water Master Plan & Utility Mapping
<b>Department:</b>	Airport	<b>Manager:</b>	Keith Markano
<b>Phase:</b>	Formation		
<b>Budget Action:</b>	New	<b>Date:</b>	October 11, 2002, 10:16 AM

CAPITAL BUDGET SUMMARY		
Year	<u>2004</u>	Total
Project Phase	Design/Construction	Project
Expenditure Budget	\$31,000	\$31,000
Revenue Budget	\$0	\$0
Net County Cost	\$31,000	\$31,000
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>
Design/Construction Admin.	\$155,000	State of Wisconsin 20% \$31,000 FAA 60% \$93,000 Project dependent on available Federal and/or State funding
Total Project Cost	\$155,000	Total Revenue \$124,000
<b>EXPENDITURE BUDGET</b>	<b>\$31,000</b>	<b>REVENUE BUDGET \$124,000</b>

**Project Scope & Description**

To detail the storm water sewer network and utility locations on the Airport in an effort to develop a comprehensive management study to determine the best course of action for this infrastructure.

**Location**

Entire Airport grounds.

**Analysis of Need**

Stormwater runoff originating from as far southwest as the intersection of Northview Road and Grandview Boulevard flows directly to the Airport and is channelized through the Airport via an estimated 50-60 year old storm sewer network. This runoff, in addition to the runoff from the Expo grounds, results in this system flowing at or above capacity during periods of peak flow. The system is undersized and dilapidated and has failed in the recent past. The situation is compounded during times of flooding when runoff, no longer able to enter the storm sewer network, begins to sheet flow to the north, resulting in flooding of the parcels north of the Airport. It is significant to note that much of the runoff volume originates from off-Airport sources and merely passes through the Airport.

**Alternatives**

Do nothing: We would still not know exactly how the old system is configured nor have a plan to best manage, repair and upgrade what is in place. We would continue as we do now by treating the symptoms and not working toward a cure.

**Ongoing Operating Costs**

None.

**Previous Action**

None

43 R\$

<b>Project #</b>	PLU-200322	<b>Project Title:</b>	Moor Downs G.C. Redevelopment Project
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	1-Year Project	<b>Manager:</b>	James Kavemeier, Park Sys Manager
<b>Budget Action:</b>	New	<b>Date:</b>	October 15, 2002, 3:34 PM

<b>CAPITAL BUDGET SUMMARY</b>			
Year	<u>2004</u>	<u>2004</u>	Total
Project Phase	<u>Design</u>	<u>Construction</u>	Project
Expenditure Budget	\$17,500	\$727,500	\$745,000
Revenue Budget	<u>\$17,500</u>	<u>\$727,500</u>	<u>\$745,000</u>
Net County Cost	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design - Architect Fees	\$17,500	Golf Course Retained	
Building Renovation		Earnings	\$745,000
Construction	\$695,300		
Contingency	<u>\$32,200</u>		
Total Project Cost	\$745,000	Total Revenue	\$745,000
<b>EXPENDITURE BUDGET</b>	<b>\$745,000</b>	<b>REVENUE BUDGET</b>	<b>\$745,000</b>

**Project Scope & Description**

Moor Downs Golf Course is an existing 9-hole golf course located in the City of Waukesha originally built in 1915 as an addition to the renowned Moor Bath Hotel and Spa. The purpose of this project is to redevelop Moor Downs golf course to be consistent with the Master Plan for the Waukesha County Grounds adopted through Ordinance 156-0-007. Three concepts were explored, ranging in price from \$3/4 million to \$2.5 million, the most cost effective option was chosen. The project will include the construction of 3 new tees, 3 new greens, grading of 1 fairway, construction of a pond, sand traps, irrigation, vegetative screening, and car path to 1<sup>st</sup> and 3<sup>rd</sup> tees. and renovation of the clubhouse.

**Location**

The project is located at Moor Downs Golf Course, on Moorland Boulevard on the Waukesha County Government Center.

**Analysis of Need**

The Master Plan for the Waukesha County Grounds adopted through Ordinance 156-0-007 reconfigures the land utilized for Moor Downs Golf Course. The Waukesha County Jail Project, scheduled for construction in 2003, will encroach and utilize portions of hole number 5 for the jail expansion project. The adopted Waukesha County Grounds Master Plan and Jail Expansion Project result in the need to redevelop the Moor Downs Golf Course. The redevelopment will provide a better hole layout, a safer layout and provide interest to a variety of golfers.

**Alternatives**

- A. Continue as is. (Should Jail expansion not occur on golf course land)
- B. Discontinue Golf Course Operations.
- C. Relocate Golf Course to a new location

**Ongoing Operating Costs**

There is no appreciable change in operating expense. Improved conditions and layout would reduce maintenance time and therefore costs.

**Previous Action**

None.

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<b>Project #</b>	PLU-200322	<b>Project Title:</b>	Moor Downs G.C. Redevelopment Project
<b>Department:</b>	Parks and Land Use	<b>Sponsor:</b>	
<b>Phase:</b>	1-Year Project	<b>Manager:</b>	James Kavemeier, Park Sys Manager
<b>Budget Action:</b>	New	<b>Date:</b>	October 14, 2002, 3:16 PM

<b>CAPITAL BUDGET SUMMARY</b>			
Year	2004	2004	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$17,500	\$727,500	\$745,000
Revenue Budget	\$17,500	\$727,500	\$745,000
Net County Cost	\$0	\$0	\$0
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
Design - Architect Fees	\$17,500	Golf Course Retained Earnings	\$745,000
Building Renovation			
Construction	\$695,300		
Contingency	\$32,200		
Total Project Cost	\$745,000	Total Revenue	\$745,000
<b>EXPENDITURE BUDGET</b>	\$745,000	<b>REVENUE BUDGET</b>	\$745,000

**Project Scope & Description**

Moor Downs Golf Course is an existing 9-hole golf course located in the City of Waukesha originally built in 1915 as an addition to the renowned Moor Bath Hotel and Spa. The purpose of this project is to redevelop Moor Downs golf course to be consistent with the Master Plan for the Waukesha County Grounds adopted through Ordinance 156-0-007. Three concepts were explored, ranging in price from \$3/4 million to \$2.5 million, the most cost effective option was chosen. The project will include the construction of 3 new tees, 3 new greens, grading of 1 fairway, construction of a pond, sand traps, irrigation, vegetative screening, and car path to 1<sup>st</sup> and 3<sup>rd</sup> tees.

**Location**

The project is located at Moor Downs Golf Course, on Moorland Boulevard on the Waukesha County Government Center.

**Analysis of Need**

The Master Plan for the Waukesha County Grounds adopted through Ordinance 156-0-007 reconfigures the land utilized for Moor Downs Golf Course. The Waukesha County Jail Project, scheduled for construction in 2003, will encroach and utilize portions of hole number 5 for the jail expansion project. The adopted Waukesha County Grounds Master Plan and Jail Expansion Project result in the need to redevelop the Moor Downs Golf Course. The redevelopment will provide a better hole layout, a safer layout and provide interest to a variety of golfers.

**Alternatives**

- A. Continue as is. (Should Jail expansion not occur on golf course land)
- B. Discontinue Golf Course Operations.
- C. Relocate Golf Course to a new location

**Ongoing Operating Costs**

There is no appreciable change in operating expense. Improved conditions and layout would reduce maintenance time and therefore costs.

**Previous Action**

None.

45 R #B

Project #	A-200329	Project Title:	Environmental Assessment
Department:	Airport	Manager:	Keith Markano
Phase:	Implementation		
Budget Action:	Not Approved	Date:	October 17, 2002, 10:22 AM

CAPITAL BUDGET SUMMARY			
Year		2003	Total
Project Phase		Design	Project
Expenditure Budget		\$16,600	\$16,600
Revenue Budget		\$0	\$0
Net County Cost		\$16,600	\$16,600
<b>COST DOCUMENTATION</b>		<b>REVENUE</b>	
		State of Wisconsin 5%	\$16,600
		FAA 90%	\$296,800
Design/Construction Admin.	\$330,000	Project dependent on available Federal and/or State funding	
Total Project Cost	\$330,000	Total Revenue	\$313,400
<b>EXPENDITURE BUDGET</b>	<b>\$16,600</b>	<b>REVENUE BUDGET</b>	<b>\$313,400</b>

**Project Scope & Description**

An Environmental Assessment (EA), traffic study and preliminary engineering work to resolve the outstanding issues associated with non-standard safety areas so a final recommendation can be determined on how best to proceed. It is expected that this EA would include all the projects in the next 5 –7 years of the Master Plan provided the scope of the individual projects does not significantly change. Upon completion of the Environmental Assessment, a public hearing will be held.

**Location**

Safety areas on the east and west ends of Runway 10/28 in the area of Silvernail Road to the west and Pewaukee Road to the east.

**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. Silvernail Road penetrates the RSA from the southwest to the northeast at an angle. At the southwest corner it encroaches by approximately 200 feet and at the northeast edge by 700 feet. Phase 1 of the runway safety area (RSA) improvements requires the removal of Silvernail Road from the RSA by either relocating, tunneling or closing of the road. A number of issues, which were not within the scope of the Master Plan need to be resolved before a final recommendation can be made on which of the three options is the best way to remove Silvernail from the RSA. We currently have General Aviation (GA) Entitlement dollars from the FAA which could be used to offset some of the County share of this project. Instead of being eligible for funding on an 80/20 cost share this project would be eligible for a 95/5 cost share. The stipulation to this eligibility is that is only available for federal fiscal year 2002, there is no guarantee it will be available next year.

**Alternatives**

Do nothing: If we do nothing and still wish to receive federal aid for future runway related repairs or reconstruction we would be required to shorten the length of the runway by 1000 feet making it essentially useless to jet aircraft. If we do nothing and still wish to keep the existing 5850 feet of runway available for our based and transient jet customers, the County would be solely responsible for any future capital costs associated with the runway. In either scenario, the ability of the airport to meet the current needs of our existing tenants and the changing needs of the airport users in the future would be severely hampered.

**Ongoing Operating Costs**

None

**Previous Action**

None

59-R new \$