

ENROLLED ORDINANCE 177-64

MODIFY THE 2022 CAPITAL PROJECT BUDGET TO APPROPRIATE ADDITIONAL EXPENDITURES FOR CAPITAL PROJECT #201611 CTH C, HASSLINGER DRIVE INTERSECTION, FUNDED WITH PRIOR-YEAR PROJECT REVENUES

WHEREAS, the County owns and operates a system of county trunk highways (CTH); and

WHEREAS, the County undertakes projects for improvement of traffic safety at various locations when conditions warrant; and

WHEREAS, the CTH C intersection with Hasslinger Drive in the Village of Chenequa and Town of Merton was selected as a high-accident location whereby safety, operation and pavement condition would be greatly improved by realigning the existing intersection, correcting deficiencies in the existing horizontal and vertical profiles, and replacing pavement; and

WHEREAS, the project was approved for federal Highway Safety Improvement Program (HSIP) funding through the Wisconsin Department of Transportation (WisDOT), which covers 90% of most costs, including Engineering and Construction; and

WHEREAS, Department of Public Works – Engineering Services Division staff began performing engineering services in-house for some capital projects to earn federal HSIP revenues and offset position costs, beginning in the 2015 budget; and

WHEREAS, for capital projects with in-house engineering, there is still sometimes a need to contract with outside consulting firms for specialized services, such as environmental documentation, drainage design, and specialty reports; and

WHEREAS, HSIP revenue for in-house staff time was supposed to be accounted for in the Transportation Fund where the personnel costs were incurred, and revenue for outside consultants was supposed to be accounted for within the capital project, with the county paying the net expense; and

WHEREAS, capital project #201611 was an early project using in-house engineering, and HSIP revenues intended for outside consulting services were inadvertently recognized in the Transportation Fund in prior years; and

WHEREAS, because the funding was not netted against the capital project expenses, the county paid the gross expenses for those services, using up budget authority meant for the construction phase of the project; and

WHEREAS, all excess revenues received in the Transportation Fund are deposited in the General Fund at the end of each year, due to general county tax levy supporting much of that fund; and

WHEREAS, the department is requesting that the excess funds received in the General Fund for outside consulting services in prior years be appropriated to provide sufficient budget authority to complete payments and close the project.

THE COUNTY BOARD OF SUPERVISORS OF THE COUNTY OF WAUKESHA ORDAINS that 2022 Capital Project budget for Project #201611 CTH C, Hasslinger Drive Intersection be modified to appropriate additional expenditure authority by \$47,000 and increase use of General Fund balance by \$47,000.

MODIFY THE 2022 CAPITAL PROJECT BUDGET TO APPROPRIATE ADDITIONAL EXPENDITURES FOR CAPITAL PROJECT #201611 CTH C, HASSLINGER DRIVE INTERSECTION, FUNDED WITH PRIOR-YEAR PROJECT REVENUES

Presented by:
Executive Committee

Approved by:
Public Works Committee

Approved by:
Finance Committee



Paul L. Decker, Chair

Absent

Keith Hammitt, Chair

Absent

James A. Heinrich, Chair

Absent

Keith Hammitt



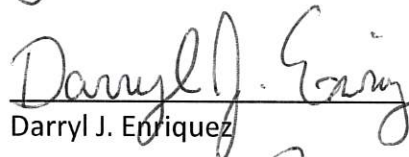
James Batzko



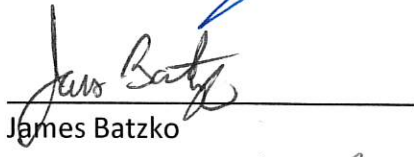
Larry Bangs

Absent

James A. Heinrich



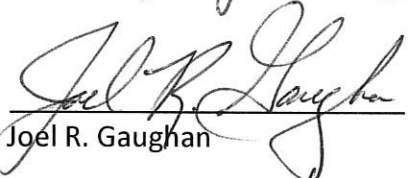
Darryl J. Enriquez



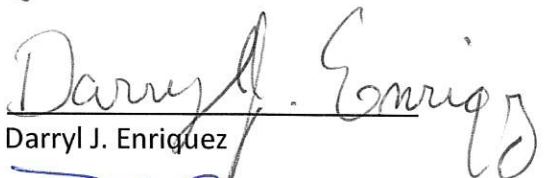
James Batzko



Jacob LaFontain



Joel R. Gaughan



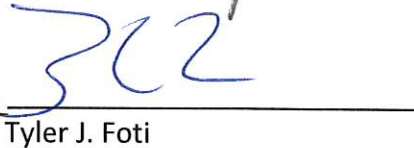
Darryl J. Enriquez



Thomas A. Michalski



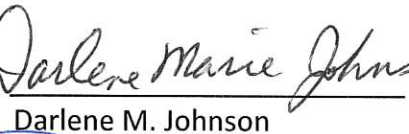
Christine M. Howard



Tyler J. Foti



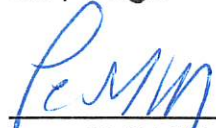
Larry Nelson



Darlene M. Johnson



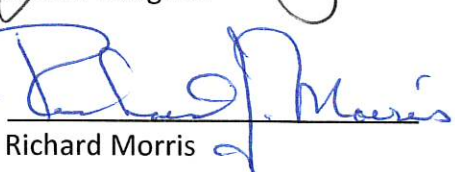
Joel R. Gaughan



Peter M. Wolff



Richard Morris



Richard Morris

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, was presented to the County Executive on:

Date: 11/28/2022, Margaret Wartman
Margaret Wartman, County Clerk

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, is hereby:

Approved: X
Vetoed: _____

Date: 11/28/2022, Paul Farrow
Paul Farrow, County Executive

FISCAL NOTE

MODIFY THE 2022 CAPITAL PROJECT BUDGET TO APPROPRIATE ADDITIONAL
EXPENDITURES FOR CAPITAL PROJECT #201611 CTH C, HASSLINGER DRIVE
INTERSECTION, FUNDED WITH PRIOR-YEAR PROJECT REVENUES

This ordinance increases the 2022 capital project budget for project #201611 CTH C, Hasslinger Drive Intersection and funds it with excess prior-year project revenues received in the General Fund.

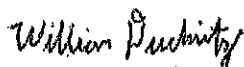
The Department of Public Works (DPW) – Engineering Services Division performs in-house design and engineering services for some capital projects to help offset position costs. The federal Highway Safety Improvement Program (HSIP) provides 90% funding for most costs for projects awarded under that program, including design and engineering.

For projects relying on in-house design and engineering work, there is still sometimes a need to use outside consultants for specialized services. Both in-house and outside consulting services are eligible for federal funding through HSIP, but they are accounted for differently. For in-house work, the revenues are accounted for in the Transportation Fund operating budget where the staffing costs are incurred. For outside consulting services, the county recognizes the net costs of expenditures (after applying federal revenue) in the capital project fund along with the other normal capital project costs (e.g., construction). Only net consulting expenditures are recognized and budgeted to be consistent with how the county accounts for other federally funded highway projects, where the Wisconsin Department of Transportation incurs the gross consulting costs and bills the county for the net amount after revenues are applied (i.e., the county only pays 10% of HSIP-funded design and engineering services).

The problem that this ordinance seeks to address is that \$47,000 of federal revenue associated with design and engineering in this project was recognized in the Transportation Fund instead of being used to offset costs in the Capital Project Fund, resulting in the county recognizing the gross costs instead of the net. As a result, there is not enough expenditure authority remaining to pay final construction invoices. This ordinance seeks authorization to use the excess project revenues received in the transportation fund operating budget in prior-years to fund additional expenditure authority and make the project whole.

Please note that this project is not “over budget” from a total project cost perspective, but requires an adjustment to correct how expenses and revenues were accounted for in previous years. DPW management has worked with the Department of Administration to identify the issue and establish procedures going forward to help ensure proper accounting.

This ordinance does not result in a direct tax levy impact.



William Duckwitz
Budget Manager
11/2/2022
JE#2022-00008437

Project Title:	CTH C, Hasslinger Drive Intersection	Project #:	201611
Department:	Public Works - Highways	Project Type:	Spot Improvement
Phase:	Construction	Road Name:	Kettle Moraine Drive
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	October 28, 2022		

CAPITAL BUDGET SUMMARY						
Year	2018	2019	2020	2021	2022	Total
Project Phase	Design	Design/Land	Design/Land	Construction	Ordinance	Project
Expenditure Budget	\$18,100	\$165,000	\$82,900	\$74,800	\$47,000	\$387,800
Revenue Budget	\$0	\$0	\$0	\$0	\$47,000	\$47,000
Net Cost After Revenues Applied	\$18,100	\$165,000	\$82,900	\$74,800	\$0	\$340,800
COST DOCUMENTATION			REVENUE			
Design	\$207,000					
WisDOT Review	\$20,000					
Land Acquisition	\$165,000					\$165,600
Construction	\$550,000					\$471,600
Construction Management	\$55,000					\$47,000
Contingency	\$28,000					
Total Project Cost	\$1,025,000					\$684,200
EXPENDITURE BUDGET	\$387,800					REVENUE BUDGET
						\$47,000

Project Scope & Description

The purpose of this proposed project is to correct the safety problems along the curved segment of CTH C (Kettle Moraine Drive) at Hasslinger Drive. Proposed improvements addressing the conditions described above and other existing potential hazards include:

1. Realign approximately 2,200' of CTH C with one gradual horizontal curve.
2. Realign and combine Hasslinger Drive, the private Oakland Road, and the driveway as one common intersection approach aligned perpendicular to CTH C. Include a right turn-only lane and acceleration taper along CTH C at this reconfigured 'T'-intersection. Combining the driveways will remove the visual effect for north bound traffic whereby the road appears to be straight – not curved.
3. Widen the CTH C lane widths from 11' to 12', its paved shoulders from 1' to 3', and clear zones along this curve. Add new pavement edges.
4. Add center line and shoulder rumble strip pavement markings to alert motorists approaching and driving through this curved highway segment.
5. Add intersection area highway lighting.

Waukesha County was originally awarded \$404,000 in Federal Highway Safety Improvement Program (HSIP) funding to help fund this project. In fall 2019, Waukesha County applied for additional federal HSIP revenue via WisDOT's change management process. The justification was based on additional public involvement and design effort to develop a design with an alternative access reconfiguration for the side streets. This change management was approved and resulted in an additional \$233,200 in HSIP funding for the project.

Ordinance: The ordinance increases the project budget by \$47,000 and funds it with excess prior-year project revenues received in the General Fund. The federal Highway Safety Improvement Program (HSIP) provides 90% of funding for most costs for projects awarded under that project, including design and engineering. Both in-house and outside consulting services are eligible for federal funding through HSIP, but they are accounted for differently. For in-house work, the revenues are accounted for in the Transportation Fund operating budget. For outside consulting services, the county recognizes the net costs of expenditures (after applying federal revenue) in the capital project fund along with the other normal project costs. This ordinance addresses the problem that \$47,000 of federal revenue associated with outside design and engineering in this project was recognized in the Transportation Fund instead of being used to offset costs in the Capital Project Fund. This ordinance seeks authorization to use the excess project revenues received in the operating budget in prior-years to fund additional expenditure authority and make it whole.

Location: Town of Merton and Village of Chenequa

Project Title:	CTH C, Hasslinger Drive Intersection	Project #:	201611
Department:	Public Works - Highways	Project Type:	Spot Improvement
Phase:	Construction	Road Name:	Kettle Moraine Drive
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	October 28, 2022		

Analysis of Need

A sharp curve along CTH C (Kettle Moraine Drive) has an awkwardly configured intersection with a residential street (Hasslinger Drive), a driveway and a private road (Oakland Road). Drivers must react suddenly to the changing curve radii of its existing alignment. This rural highway intersection has among the highest collision rates along Waukesha's County Trunk Highways. There have been twenty-two (22) crashes reported from 2001 through 2017 at this intersection where average daily traffic is approximately 3,800 vehicles/day for a crash rate of 1.174 per million vehicles. All of these crashes involved northbound vehicles running off the right side of CTH C at the midpoint of its curve. All but one had occurred with wet/snow pavement and/or dark conditions. One crash had a fatality and four others had severe injuries.

Alternatives

Changing this intersection to a full-way stop or a roundabout is not warranted and would not address the prevailing northbound traffic flow problem along CTH C.

Ongoing Operating Costs: None

Previous Action: Approved as a new project in the 2016-2020 Capital Plan. Approved with cost and revenue update in the 2017-2021 capital plan. Approved as planned in the 2018 – 2022 plan. Approved with scope, cost, and revenue updates in the 2019-2023 plan. Delayed with a cost update in the 2020 – 2024 capital plan. Approved with a revenue update in the 2021-2025 capital plan.

VOTE RESULTS

22 YES


0 NO

0 ABSTAIN

3 ABSEN

Ordinance 177-O-070

Ordinance 177-O-070: Modify the 2022 Capital Project Budget to Appropriate Additional Expenditures For Certain Projects, Funded With Prior-Year Project Revenues

 **Passed With 16 Yes Votes Needed**

D1 - Foti	AYE	D10 - Thieme	AYE	D19 - Enriquez	AYE
D2 - Weil	AYE	D11 - Howard	AYE	D20 - Schellinger	AYE
D3 - Morris	ABSENT	D12 - Wolff	AYE	D21 - Gaughan	AYE
D4 - Batzko	AYE	D13 - Decker	AYE	D22 - Vacant	ABSEN
D5 - Grant	AYE	D14 - Mommaerts	AYE	D23 - Hammitt	AYE
D6 - Walz	AYE	D15 - Kolb	AYE	D24 - Bangs	AYE
D7 - LaFontain	AYE	D16 - Crowley	AYE	D25 - Johnson	AYE
D8 - Michalski	ABSENT	D17 - Meier	AYE		
D9 - Heinrich	AYE	D18 - Nelson	AYE		

9th Meeting, 177th Year of the County Board Supervisors - November 22 2022 07:11:03 PM

November 22 2022

