

ENROLLED RESOLUTION 168-3

RESOLUTION TO ADOPT THE FIVE-YEAR CAPITAL PROJECTS PLAN

WHEREAS, the County Board's Executive Committee completed its review of capital projects proposed in the County Executive's (2014-2018) Capital Projects Plan, and

WHEREAS, the Executive Committee prepared a listing of recommended capital projects for adoption by the Waukesha County Board of Supervisors as the Waukesha County Five-Year (2014-2018) Capital Projects Plan, and

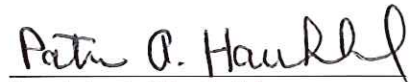
WHEREAS, the Waukesha County Board of Supervisors has completed its review and made any changes through amendments to the (2014-2018) Capital Projects Plan.

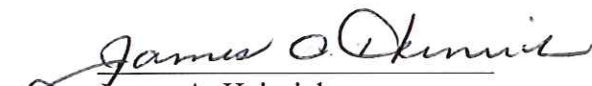
NOW THEREFORE BE IT HEREBY RESOLVED BY THE WAUKESHA COUNTY BOARD OF SUPERVISORS that the Waukesha County Five-Year (2014-2018) Capital Projects Plan on file in the Office of the County Clerk is hereby adopted.

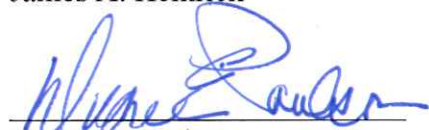
RESOLUTION TO ADOPT THE FIVE-YEAR CAPITAL PROJECTS PLAN

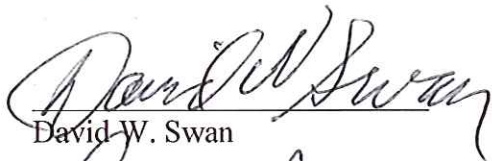
Presented by:
Executive Committee


Paul L. Decker, Chair


Patricia A. Haukohl


James A. Heinrich



Duane E. Paulson


David W. Swan


Peter M. Wolff



Gilbert W. Yerke

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

Date: 10/22/2013, 
Kathleen Novack, County Clerk

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

Approved: X
Vetoed: _____

Date: 10-24-13, 
Daniel P. Vrakas, County Executive

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

CAPITAL BUDGET SUMMARY				
Year	2007 Design	Phase I -2013 Construction	Phase II - 2014 Construction	Total Project
Expenditure Budget	\$356,500	\$260,000	\$180,000	\$796,500
Revenue Budget	<u>\$356,000</u>	<u>\$260,000</u>	<u>\$180,000</u>	<u>\$796,000</u>
Net County Cost	\$500	\$0	\$0	\$500
COST DOCUMENTATION			REVENUE	
Construction	\$13,234,200		WI BOA 5%	\$796,500
Design	\$1,191,100		FAA 90%	\$14,288,100
Construction Admin	\$1,455,800		Project dependent on available Federal and/or State Funding	
Total Project Cost	<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. Doing this requires the implementation of Declared Distances on runway 10/28, which can be built with no effect to Pewaukee Road or to Silvernail Road. A state Bureau of Aeronautics (BOA) study conducted on May 13, 2005 states that the condition of the pavement for runway 10/28 will reach the minimum service level in 2012, which will require substantial rehabilitative maintenance to the runway. The BOA states that this will more than likely be the triggering event that causes the Federal Aviation Administration (FAA) to withhold federal funding for the rehabilitation if the safety areas are not in compliance with federal regulations.

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

Approved for design, initial request for construction.

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

CAPITAL BUDGET SUMMARY				
Year	2013	2014	2015	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$11,000	\$59,000	\$540,000	\$610,000
Revenue Budget	<u>\$11,000</u>	<u>\$59,000</u>	<u>\$540,000</u>	<u>\$610,000</u>
Net County Cost	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE	
Architect	\$70,000		Airport Fund Balance	\$610,000
Construction	\$500,000			
Contingency	<u>\$40,000</u>			
Total Project Cost	\$610,000		Total Revenue	\$610,000
EXPENDITURE BUDGET	\$610,000		REVENUE BUDGET	\$610,000

Project Scope & Description

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

Location

Terminal and control tower buildings at the Waukesha County Airport.

Analysis of Need

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

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

Project #	201401	Project Title:	Replace Brine Maker/Construct Overhang Roof
Department:	Public Works-Hwy Operations	Sponsor:	Public Works
Phase:	Formation	Manager:	Peter Chladil, Highway Operations Manager
Budget Action:	New	Date:	April 12, 2013

CAPITAL BUDGET SUMMARY				
Year	2015	2016	2017	Total
Project Phase	Budget & Concept Design	Construction	Construction	Project
Expenditure Budget	\$10,500	\$0	\$313,200	\$323,700
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$10,500	\$0	\$313,200	\$323,700
COST DOCUMENTATION		REVENUE		
Design	\$10,500			
Equipment	\$190,000			
Construction	\$100,000			
Contingency	<u>\$23,200</u>			
Total Project Cost	\$323,700	Total Revenue		\$0
EXPENDITURE BUDGET	\$323,700	REVENUE BUDGET		\$0

Project Scope & Description

Replace existing brinemaker originally purchased in 2007 by Wisconsin DOT. Purchase of replacement brinemaker and five (5) additional 6,000 gallon tanks for salt brine storage and liquid blending of de-icing chemicals. Construct overhang roof off back of Highway Operations to shelter truck wash, liquid loading area and additional storage tanks.

Location

Highway Operations, 1641 Woodburn Road, Waukesha, WI 53188. Two of the five additional 6,000 gallon tanks will be located at the New Berlin and Sussex substations.

Analysis of Need/Return on Investment

The useful life of this type of equipment has not been established. We estimate that the existing brinemaker could have a useful life of 10 years. The Highway Operations Division has 100% of its trucks applying pre-wet to its salt as it comes off the salt spinner. Additionally, we anti-ice prior to storms and sell approximately 150,000 gallons of salt brine to other municipalities within Waukesha County and to Jefferson County Highway Department.

It is essential that we continue to be able to produce salt brine as not using it as a pre-wet would increase our salt usage by at least 20%. County has used on average 16,532 tons of salt over the last 5 winter seasons. A 20% increase by not being able to pre-wet salt causing more bounce and scatter would add an additional 3,300 tons of salt use annually. At an average of \$56 a ton, this would amount to an additional \$184,880 cost on salt. Under this scenario, replacing the brinemaker would pay for itself in approximately 1.5 years.

The project includes the construction of an overhang roof to the Highway Operations building. The additional roofing is intended to provide cover from the elements while county staff refill trucks with salt brine during snow storms.

Alternatives

- Do nothing. This alternative does not address the identified deficiencies. The existing brinemaker will at some point breakdown leaving us with no way to prewet our salt.
- Replace equipment individually as it breaks down.

Ongoing Operating Costs

The current brinemaker continues to run with minimal costs to maintain at this point. We have spent approximately \$500-700 per year on parts and sensors. This will continue to increase as the brinemaker ages.

Previous Action

None.

Project #	201415	Project Title:	Fuel Tank Replacement and Infrastructure Project
Department:	Public Works–Central Fleet	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, DPW Director
Budget Action:	New	Date:	August 29, 2013

CAPITAL BUDGET SUMMARY				
Year	2018	2019	2020	Total
Project Phase	Construction	Construction	Construction	Project
Expenditure Budget	\$700,000	\$800,000	\$0	\$1,500,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$700,000	\$800,000	\$0	\$1,500,000
COST DOCUMENTATION			REVENUE	
Design	\$0			
Construction	\$1,400,000			
Contingency	<u>\$100,000</u>			
Total Project Cost	\$1,500,000		Total Revenue	\$0
EXPENDITURE BUDGET	\$1,500,000		REVENUE BUDGET	\$0

Project Scope & Description:

The project will replace existing fuel infrastructure, as monitoring systems indicate loss of integrity or failure, including tanks, dispensers, fuel card readers and monitoring controls as a result of aging systems. The majority of Waukesha County fuel tanks were installed in the early 1990's. These tanks will be approximately 25 years old or older at the time of replacement. Fuel card reader and tank monitors were installed in 1998 in preparation for Y2K contingencies. The budget estimate of \$1,500,000 is based on current configuration of Above Ground (14 total) and Under Ground (3 total) tanks.

Installation costs will vary significantly if a decision is made to replace under ground tanks (UGT) with above ground tanks (AGT). Costs may increase as a result of fire set-back requirements at each Above Ground site which may require the purchase of additional land. The goal to reduce the number of Under Ground Tanks will be evaluated against the cost to convert the sites from UGT to AGT. The budget strategy for the project is to fully fund the project and to utilize funds only as needed to complete improvements when necessitated by aging infrastructure. This strategy is similar to the method used in the Highway Paving program where funds are allocated to paving but not specifically to a location.

Note: all underground tanks are monitored with sensors designed to shut-off system operations immediately at time of detection thus eliminating the loss of fuel into the ground.

Location:

All 16 fuel sites that are utilized by Waukesha County Departments will require some form of replacements, upgrades and/or modifications. Sites include Highway Operations Center, Nashotah Substation, North Prairie Substation, Sussex Substation, New Berlin Substation, Nagawaukee Golf Course, Wanaki Golf Course, Moor Downs Golf Course, Nagawaukee Park, Nashotah Park, Menonomee Park, Fox Brook Park, Minooka Park, Fox River Park, Muskego Park, and Mukwonago Park.

Analysis of Need:

A comprehensive analysis will determine the best strategy for replacement of tanks. The project goal would be to replace all Under Ground tanks (3 sites) with Above Ground tanks thus significantly reducing annual operating costs and potential ground water contamination. The over-arching question for approving the project is whether to replace all tanks at the existing 16 sites based upon a specific tank life cycle, ie. 25-years, or replace them at the point of failure. In the case of underground fuel tanks, monitoring systems exist to detect trace fuel leaks and then shut-down all pumping operations and notify Central Fleet/Parks staff of potential loss. Waukesha County fuel sites pump over 425,000 gallons annually.

Project #	201415	Project Title:	Fuel Tank Replacement and Infrastructure Project
Department:	Public Works–Central Fleet	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, DPW Director
Budget Action:	New	Date:	August 29, 2013

Alternatives:

Three alternative options exist at this time: close the site(s), fuel off-site in the local area or consolidate Fuel Sites with other governmental agencies. Neither is an effective option given the nature of daily departmental operating procedures and emergency operation requirements.

Ongoing Operating Costs:

Waukesha County currently spends \$40k annually to maintain all 16 of the vehicle fuel sites. The funding is contained within the Central Fleet Division’s fuel budget. The annual maintenance budget was increased in 2011 to \$40K in order to capture increased operating costs associated with new inspection regulations associated with State of Wisconsin “Comm 10” statutes.

Previous Action:

Regulatory requirements associated with the State of Wisconsin “Comm 10” statutes necessitated a fuel capital project in 2012-13 totaling \$232K (project # 201211). The project focused on upgrading fuel dispenser spill containment and monitoring systems. The work contained in the 2012-13 project will not be duplicated in the 2018 and therefore, no funds are anticipated to be duplicated in the future project.

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

CAPITAL BUDGET SUMMARY			
Year	2014		Total
Project Phase	Design/Construction		Project
Expenditure Budget	\$300,000		\$300,000
Revenue Budget	<u>\$300,000</u>		<u>\$300,000</u>
Net County Cost	\$0		\$0
COST DOCUMENTATION		REVENUE	
Architect	\$25,000		
Construction	\$255,000	Jail Assessment	\$300,000
Contingency	<u>\$20,000</u>	Fund Balance	
Total Project Cost	\$300,000	Total Revenue	\$300,000
EXPENDITURE BUDGET	\$300,000	REVENUE BUDGET	\$300,000

Project Scope & Description

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

Location

Waukesha County Jail: Negative Pressure Cells near Pod 1

Analysis of Need

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

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

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

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

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

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

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

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

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

Alternatives

1. Do nothing: As previously mentioned, the overflow special needs inmates are currently housed in the intake area until a cell in the special needs pod becomes available. The concern is that these inmates require staff intensive supervision due to serious medical and mental health problems. Intake staff is responsible for booking and releasing inmates and do not have the time necessary to provide adequate supervision to these high need inmates. Housing inmates in the intake area is also a violation of Department of Correction administrative code.
2. Shipping inmates has also been considered. In 2009, the Department was provided with \$200,000 to ship inmates to other counties. The Department did not utilize the available funding in 2009 but may not have that option in future years if the population continues to rise. This project could be delayed, however, if inmate populations require the Department to ship inmates to other counties, the shipping will have an impact to the operating budget which the department may not be able to absorb. In addition, there is no assurance that other jails would even agree to house this type of special needs inmate.

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

Ongoing Operating Costs

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

Previous Action

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

2013-2017 capital plan: approved as planned.

Project #	200808	Project Title:	Communications Center Expansion
Department:	Public Works -Buildings	Sponsor:	Gary Bell
Phase:	Formation	Manager:	Allison Bussler
Budget Action:	As Planned	Date:	August 29, 2013

CAPITAL BUDGET SUMMARY				
Year	2015	2016	2017	Total
Project Phase	Budget & Concept	Design	Construction	Project
Expenditure Budget	\$20,000	\$90,000	\$2,000,000	\$2,110,000
Revenue Budget	\$0	\$0	\$708,400	\$708,400
Net County Cost	\$20,000	\$90,000	\$1,291,600	\$1,401,600
COST DOCUMENTATION		REVENUE		
Architect	\$110,000	Municipal Cost Share per ordinance*		\$350,000
Construction	\$1,630,000	New Berlin Joining fee for		\$358,400
Contingency	\$130,000	infrastructure received in 2012		
Survey/Soil Test/Permits/Etc	\$25,000	and reserved in General Fund Balance		
Furniture	\$215,000	Total Revenue		\$708,400
Total Project Cost	\$2,110,000	REVENUE BUDGET		\$708,400
EXPENDITURE BUDGET	\$2,110,000	*Future new large member that requires expansion		

Project Scope & Description

Originally, this project was proposed in 2008 to add approximately 2,800 square feet to the Waukesha Communications Center (WCC) to accommodate additional Waukesha County police and fire agencies, and 1,280 square feet to the Emergency Operations Center (EOC) to better handle countywide emergencies. Based on further research and actual experience with a large incident, the project will expand the EOC and add storage and administrative space to free up existing space in the current facility to accommodate additional dispatch positions 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 supervisors 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.

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 supervisor's workstations to 9-1-1/dispatch positions, but room for support staff, storage, meeting rooms, etc. is in short supply.

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: cash update.

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

CAPITAL BUDGET SUMMARY			
Year	2014	2016	Total
Project Phase	Budget & Concept Design	Construction	Project
Expenditure Budget	\$36,000	\$575,000	\$611,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$36,000	\$575,000	\$611,000
COST DOCUMENTATION		REVENUE	
Architect	\$36,000		
Construction	\$530,000		
Contingency	<u>\$45,000</u>		
Total Project Cost	\$611,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$611,000	REVENUE BUDGET	\$0

Project Scope & Description

HVAC equipment controls and upgrades at the four Highway Division substations.

Locations

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

Analysis of Need

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

Alternatives

Repair or replace equipment when it breaks down.

Ongoing Operating Costs

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

Previous Action

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

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

CAPITAL BUDGET SUMMARY			
Year	2014	2015	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$11,000	\$211,000	\$222,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$11,000	\$211,000	\$222,000
COST DOCUMENTATION		REVENUE	
Architect	\$11,000		
Construction	\$196,000		
Contingency	\$15,000		
Total Project Cost	\$222,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$222,000	REVENUE BUDGET	\$0

Project Scope & Description

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

Location

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

Analysis of Need

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

Alternatives

Patch the roof when leaks develop.

Ongoing Operating Costs

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

Previous Action

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

Project #	201206	Project Title:	HWY Ops-Fleet HVAC Upgrades
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler Director
Budget Action:	As Planned	Date:	August 29, 2013

CAPITAL BUDGET SUMMARY				
Year	2015		2017	Total
Project Phase	Budget & Concept	Design	<u>Construction</u>	Project
Expenditure Budget		\$45,000	\$718,000	\$763,000
Revenue Budget		\$0	\$0	\$0
Net County Cost		\$45,000	\$718,000	\$763,000
COST DOCUMENTATION			REVENUE	
Design		\$45,000		
Construction		\$663,000		
Contingency		<u>\$55,000</u>		
Total Project Cost		\$763,000	Total Revenue	\$0
EXPENDITURE BUDGET		\$763,000	REVENUE BUDGET	\$0

Project Scope & Description

This project will upgrade the HVAC infrastructure including pumps, motors, air handling units and heaters at the Highway Operations and Fleet Facilities.

Location

Highway Operations and Fleet Facilities, 1641 Woodburn Road, Waukesha, WI 53188

Analysis of Need

The Highway Operations Center was constructed in 1997 and the Fleet Garage was constructed in 1998. The LAW study is a planning document to help the county plan for equipment replacement at the end of a piece of equipments useful life, but before it fails. The study identified approximately 63 individual pieces of HVAC-related equipment that should be upgraded or replaced at these facilities.

Alternatives

- Do nothing. This alternative does not address the identified deficiencies.
- Replace equipment individually as it breaks down.

Ongoing Operating Costs

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

Previous Action

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

Project #	201214	Project Title:	MHC Chiller Upgrades
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Design	Manager:	Allison Bussler, DPW Director
Budget Action:	As Planned	Date:	Aug-13

CAPITAL BUDGET SUMMARY			
Year	2013	2015	Total
Project Phase	Budget & Concept, Design	Construction	Project
Expenditure Budget	\$48,000	\$583,000	\$631,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$48,000	\$583,000	\$631,000
COST DOCUMENTATION		REVENUE	
Architect	\$48,000	Energy rebates will be identified prior to construction year.	
Construction	\$542,000		
Contingency	<u>\$41,000</u>		
Total Project Cost	\$631,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$631,000	REVENUE BUDGET	\$0

Project Scope & Description

This project is for the replacement of the chillers and controls at the Mental Health Center (MHC) . This project would include variable frequency drives (VFD) for energy efficiency that should qualify for Focus on Energy rebates.

Location

Mental Health Center, 1501 Airport Road, Waukesha, WI 53188

Analysis of Need

Normal life expectancy for mechanical equipment is approximately 25 years. The chiller units at the MHC have experienced equipment problems needing repairs to coils, compressors and pumps 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 healthcare facility it is imperative that the County provide a properly conditioned environment for Mental Health patients and Health and Human Services staff. The facility was constructed in 1994, and the new chiller and related equipment will be operating 24/7 for the next 22 years to the end of its useful life.

Alternatives

Delay the project and replace equipment only when it can no longer be repaired; breaks down frequently and/or operation interruptions can not 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 replacement will allow for minimal operations interruptions and equipment down time.

Ongoing Operating Costs

The updated equipment is estimated to be 10% to 20% more efficient, per manufacturer specifications, than existing equipment and provide more reliable service to the Mental Health Center. The MHC uses 996,000 kWh of energy use per year based on a three year average. If 20% of the electrical load was attributed to the chiller operation, between 20,000 and 40,000 kWh could be saved per year equaling \$2,000 to \$4,000 in utility costs. The return on investment is minimal as an end of its useful life mechanical equipment replacement.

Previous Action

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

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

CAPITAL BUDGET SUMMARY					
Year	2012	2013	2014	2015	Total
Program Project	Design & Construction	Design & Construction	Design & Construction	Design & Construction	Project
Expenditure Budget	\$372,000	\$333,000	\$215,200	\$75,000	\$995,200
Revenue Budget	\$0	\$333,000	\$215,200	\$75,000	\$623,200
Net County Cost	\$372,000	\$0	\$0	\$0	\$372,000
COST DOCUMENTATION			Cost	Revenue	
Architect/Consultant			\$84,750	General Fund Balance	\$448,200
Construction			\$843,000	Ice Arena Fund Balance	\$100,000
Contingency			\$67,450	Golf Course Fund Balance	\$75,000
Total Project Cost			\$995,200		
EXPENDITURE BUDGET			\$995,200	REVENUE BUDGET	\$623,200

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

Project Scope & Description

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

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

1. Installation of digital controls on all HVAC equipment at the high energy use County facilities such as Retzer Nature Center, Eble and NagaWaukee Ice Arenas and Expo Arena to enable monitoring, troubleshooting and adjustment of the equipment through a central computer system. This enterprise energy management system maximizes the efficiencies of the HVAC system and saves significant staff cost in trouble shooting issues at remote locations. Currently the Department of Public Works – Facility Management Division has the Government Campus buildings on the system. Adding the additional buildings would save additional staff time and further leverage the existing technology.
2. The lighting projects designed by Leedy and Petzold Associates that were not able to be funded under the Energy Efficiency and Conservation Block Grant (EECBG) grant. These projects include interior and exterior lighting at NagaWaukee and Wanaki Golf Courses.

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

Project Examples and projected ROI

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

Location

Various Waukesha County owned facilities.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

Project #	201412	Project Title:	MHC Roof Replacement
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, DPW Director
Budget Action:	New	Date:	Aug-13

CAPITAL BUDGET SUMMARY			
Year	2017	2018	Total
Project Phase	Budget & Concept, Design	Construction	Project
Expenditure Budget	\$15,000	\$238,000	\$253,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$15,000	\$238,000	\$253,000
COST DOCUMENTATION		REVENUE	
Architect	\$15,000	Energy rebates will be identified prior to construction year.	
Construction	\$222,000		
Contingency	<u>\$16,000</u>		
Total Project Cost	\$253,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$253,000	REVENUE BUDGET	\$0

Project Scope & Description

This project is to replace 55,000 GSF (gross square feet) of 60 mil EPDM (rubber) roofing on the Mental Health Center.

Location

Mental Health Center, 1501 Airport Road, Waukesha, WI 53188

Analysis of Need

This Mental Health Center was constructed in 1994 and has the original roofing system. EPDM roofs are typically under warranty for 15 years and have a useful life expectancy between 15 and 20 years. The roof is 20 years old and has been patched and deteriorated due to sun exposure. At time of replacement the roof will be 24 years old.

Alternatives

Patch the roof when leaks develop.

Ongoing Operating Costs

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

Previous Action

None

Project #	201413	Project Title:	LEC Mechanical Upgrades
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, DPW Director
Budget Action:	New	Date:	Aug-13

CAPITAL BUDGET SUMMARY			
Year	2017	2018	Total
Project Phase	Budget & Concept, Design	Construction	Project
Expenditure Budget	\$60,000	\$921,000	\$981,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$60,000	\$921,000	\$981,000
COST DOCUMENTATION		REVENUE	
Architect	\$60,000	Energy rebates will be identified prior to construction year.	
Construction	\$853,000		
Contingency	<u>\$68,000</u>		
Total Project Cost	\$981,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$981,000	REVENUE BUDGET	\$0

Project Scope & Description

This project will upgrade the HVAC infrastructure including chillers, air handling units, 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. 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 25 years old.

Alternatives

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

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 2017.

Previous Action

None

Project #	201417	Project Title:	On-Site Medical Clinic, Retrofit Facility
Department:	Public Works	Sponsor:	Jim Richter, HR Manager
Phase:	One-Year Project	Manager:	Allison Bussler, DPW Director
Budget Action	New	Date:	September 23, 2013

CAPITAL BUDGET SUMMARY			
Year	2014		Total
Project Phase	Design/Construction		Project
Expenditure Budget	\$243,000		\$243,000
Revenue Budget	<u>\$243,000</u>		<u>\$243,000</u>
Net County Cost	\$0		\$0
COST DOCUMENTATION		REVENUE	
Architect	\$24,000	Health Insurance Fund Balance*	\$243,000
Construction	\$203,000		
Contingency	<u>\$16,000</u>		
		* Project Costs are to be funded up-front by the County, with the City of Waukesha and the Waukesha School District repaying their share over five years.	
		Repayment will be dependent upon the final intergovernmental agreement approved by the County Board, but is expected to be based on the proportion of eligible members from each organization.	
EXPENDITURE BUDGET	\$243,000	REVENUE BUDGET	\$243,000

Project Scope & Description

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

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

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

None. This is a new project.

Project #	200615	Project Title:	Health & Human Services Building
Department:	Public Works--Buildings	Sponsor:	Health & Human Services
Phase:	Construction	Manager:	Allison Bussler, DPW Director
Budget Action:	Delete	Date:	Aug-13

The \$1,000,000 originally planned for construction in 2014 is not anticipated to be needed, so this project is deleted from the Capital Plan.

CAPITAL BUDGET SUMMARY						
Year	2010	2011	2012	2013	2014	Total
Project Phase	Budget & Concept	Design	Construct	Construct	Construct	Project
Expenditure Budget	\$302,500	\$5,616,500	\$18,000,000	\$10,261,000	\$0	\$34,180,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$302,500	\$5,616,500	\$18,000,000	\$10,261,000	\$0	\$34,180,000
COST DOCUMENTATION			REVENUE			
Cost summary						
Design	\$2,355,000					
Construction	\$25,710,000					
Contingency	\$1,195,000					
Misc/Permits/Fees	\$82,000					
Furniture Equipment	\$2,340,000					
Technology	\$2,498,000					
Total Project Cost	\$34,180,000					\$0
EXPENDITURE BUDGET	\$34,180,000					REVENUE BUDGET
						\$0

Scope & Description

The work involves the design and construction of a new building to house the Department of Health and Human Services, Veterans Services and the Aging and Disability Resource Center (ADRC). The new building would replace the present Health and Human Services Center and the Public Health Center. The building is estimated to replace 97,000 square feet of Health and Human Services space including Veteran's Services, 14,255 square feet of Public Health Center space and 5,000 square feet of ADRC space. In addition, the feasibility of relocating the 9,200 square feet of records storage from Northview to the new HHS building location is also under consideration and will be evaluated. A building program has been prepared by County staff. The identified space needs currently total approximately 139,000 square feet. The County expects to invest \$2.1 million in sustainable design features which will be determined during the budget and concept phase. The budget estimate also includes technology infrastructure such as voice/data systems. Since the County is also considering utilizing the vacant HHS Building as temporary relocation space for the Courts staff during the Courthouse project, the demolition/preservation costs are not in this project, but will be reintroduced as a separate capital project in the future. County staff continues to work with the City of Waukesha Landmarks Commission and the State Historical Society to ensure compliance with any required preservation standards. In the event that the front portion of the building was not deemed historical, the costs for eventual removal of the front portion of the building would be provided. The project will include the demolition of the existing maintenance building and construction of a new maintenance building on a site to be determined. Any project cost adjustments will be identified at the completion of the budget and concept study and design phase in 2011. Funding was advanced to 2011 to cover the demolition of the existing maintenance building, new maintenance building construction and site utility work and to allow both buildings to be bid at the same time. Required zoning change has been approved, favorable bids have been received and approved at the Public Works Committee. Due to the favorable bidding climate in 2011, \$1,000,000 of budget is being reduced from the 2013 construction budget. Another \$1,000,000 is being reallocated from the 2013 budget to the 2014 budget to provide cash flow funds for final project close out.

Location

The building will be located at the southeast corner of the grounds of the existing Health and Human Service Center Campus.

Analysis of Need

The Health and Human Services Center was rehabbed in 1996 at a cost of \$1,275,000. That work was anticipated to extend the life of the building 10 – 15 years. That time horizon has been reached. The building, constructed in 1911, has served the county's needs for many years. However, it was never meant to be an office building. For example, twenty-three air-handling units serve the HHS building. Replacing these units and providing the necessary duct-work is estimated to cost several million dollars. But just replacing these units will do nothing to improve the energy efficiency and comfort levels in the building.

Similarly, the Public Health Center has undergone numerous renovations over its life. It was never designed for the use currently required of it. For example, the front door is in the back of the building. Additionally, the building has historically been an obstacle to the adjacent golf course. Finally, it makes organizational sense to include the ADRC and Veterans Administration in the new HHS building, since both populations would be better served.

Alternatives

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

Ongoing Operating Costs

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

Previous Action

Approved as new project in 2006-2010 Plan. Approved as planned in 2007-2011 Plan. Cost update in 2009-2013 Plan. Cost update, accelerated, and scope change in 2011-2015 Plan. Cashflow updates in 2012-2016 Plan. Cost and cashflow update in 2013-2017 Plan.

Project #	201418	Project Title:	Courthouse Project – Step 1
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, Director
Budget Action:	New	Date:	September 30, 2013

CAPITAL BUDGET SUMMARY					
Year	2017	2018	2019	2020	Total
Project Phase	Budget & Concept	Design/Constr	Construction	Construction	Project
Expenditure Budget	\$700,000	\$8,000,000	\$14,000,000	\$13,700,000	\$36,400,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$700,000	\$8,000,000	\$14,000,000	\$13,700,000	\$36,400,000
COST DOCUMENTATION			REVENUE		
Design	\$2,275,000				
Construction Management	\$2,275,000				
Construction	\$30,450,000				
Contingency	\$1,400,000				
Total Project Cost	\$36,400,000		Total Revenue		\$0
EXPENDITURE BUDGET	\$36,400,000		REVENUE BUDGET		\$0

Project Scope & Description

The existing courthouse, located at 515 W. Moreland Blvd., was constructed in 1959 and remains structurally sound. The Courthouse currently houses the Judiciary, Clerk of Courts, Family Court Counseling, District Attorney's Offices (including Victim/Witness), County Board Office, The County Board Room, Information Technology and other miscellaneous functions. Throughout the life of the Courthouse, extensive remodeling has taken place to add additional courtrooms and reconfigure interior space to meet the expanding needs of the services located in the Courthouse. Operational and business inefficiencies, particularly for the courts systems, have been created due to both space and building limitations. In addition, existing courtrooms do not meet current design standards. Also, the Courthouse building infrastructure is approaching the end of its useful life.

The County retained Zimmerman Architectural Studios to develop a "Courthouse Study", (capital project #200914), to provide a comprehensive analysis of Courthouse space requirements and design needs. Zimmerman was asked to present an analysis for both Waukesha County needs alone and an analysis of needs for a joint Waukesha County and City of Waukesha partnership. This study has been completed, and Zimmerman recommended a two-step design approach (below). This project is intended to address step 1. A separate future capital project will need to address step 2. While approving this project in the plan does not obligate future County Boards for step 2 (renovation of the existing courthouse facility as outlined in the aforementioned study), it does reflect the County's future guidance for the overall courthouse project.

Step 1: Construction of a new 4 story, 8 courtroom facility and relocation of 8 existing courtrooms to the new facility. This work also includes the demolition of the existing the 1959 jail.

Step 2: This future capital project would renovate the existing Courthouse facility in a 3 stage vertical segmented approach to provide newly renovated facilities for all divisions, except the criminal courtrooms and the commissioner courtroom addressed in Step 1, and to also possibly provide space for the City of Waukesha facilities and services. Courthouse renovation will also include the installation of new state of the art mechanical, electrical, fire protection, window systems and new wall, floor and ceiling finishes in all renovated areas. This approach will not require temporary relocation of Courthouse personnel.

Location

Waukesha County Courthouse, 515 West Moreland Blvd., Waukesha, WI 53188.

Project #	201418	Project Title:	Courthouse Project – Step 1
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, Director
Budget Action:	New	Date:	September 30, 2013

Analysis of Need

The existing Courthouse building, constructed in 1959, remains structurally sound. Over the years, extensive remodeling has taken place to add additional courtrooms and reconfigure interior space. Public access to the building is now limited to the main entrance (door #2) where security screening takes place. Customer circulation has been identified for improvement, particularly the Courts area. Due to the remodeling, some courtrooms are considered inadequate since the space and/or security does not measure up to current courtroom design standards.

Based on the needs identified by the County and analyzed by the consultant, the consultant has recommended the construction of a new 4-story Courts building adjacent and contiguous to the existing Courthouse and the relocation of 8 existing courtrooms to this building. This will address courtroom security needs, prisoner transport needs, and customer circulations needs. Due to the design of this new building, it will not be necessary to temporarily relocate any courtrooms or staff during construction.

The existing Courthouse is in need of complete replacement of its mechanical, electrical, plumbing, fire protection and window systems. The need for these replacements will coincide with the completion of the Courts Building and the vacating of 8 courtrooms in the existing Courthouse. The space left vacant by the courtrooms will be used in consideration with the consultant's recommendation for Step 2, as described above in the Project Scope and Description.

At this time, there are a number of factors that may impact the design and the construction costs of future courthouse modernization projects. These factors make it difficult to provide detailed cost estimates for these projects. Those factors include but are not limited to: partnership with the City of Waukesha, future economic conditions and the maturing of the design process for the remaining 3 stages of work that are part of step 2. Additional design work will be performed to finalize the staging of the remaining work during the design phase of the step 1 effort.

Alternatives

Continue to operate all County functions and services at their present location utilizing existing facilities.

Ongoing Operating Costs

Continue at the present energy consumption and maintenance required.

The new project is expected to reduce energy costs given the opportunity to increase operational efficiency that state of the art equipment and windows provide.

Previous Action

The Courthouse Study was completed in August, 2013.

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

CAPITAL BUDGET SUMMARY					
Year	2011	2013	2014	2015	Total
Project Phase	Budget & Design & Const. Concept	Design & Const. Chillers	Design & Const. Chillers	Design & Const. Boilers	Project
Expenditure Budget	\$20,000	\$947,000	\$1,007,000	\$1,386,000	\$3,360,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$20,000	\$947,000	\$1,007,000	\$1,386,000	\$3,360,000
COST DOCUMENTATION			REVENUE		
	Chiller & Grant Work	Boiler & Controls	UW-Waukesha has qualified for funding from the State based on the investment grade audit and energy report identifying a return on investment up to 16 years. The State will be funding up to \$2 million through the Department of Facilities Development(DFD) Energy Efficiency Program. With the adoption of this Capital Project the County will be committing \$1,750,000 towards the \$3.75 million partnership with UW.		
Current Project scope	\$1,750,000	\$1,472,000			
Additional Project scope* (Air handling units, electrical motors, Plumbing, Bldg Envelope	\$1,943,000	\$0			
Contingency	\$77,000	\$118,000			
Total Project Cost	\$3,770,000	\$1,590,000			
* funded with state grant			Total Revenue	\$2,000,000	
EXPENDITURE BUDGET	\$3,360,000		REVENUE BUDGET	\$0	

Project Scope & Description

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

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

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

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

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

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

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

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

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

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

Previous Action

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

Project #	201210	Project Title:	UWW Roofing Upgrades
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Construction	Manager:	Allison Bussler, DPW Director
Budget Action:	As Planned	Date:	Aug-13

CAPITAL BUDGET SUMMARY						
Year	2012	2013	2014	2015	2016	Total
Project Phase	Design			Design & Construction	Design & Construction	Project
Expenditure Budget	\$67,000	\$0	\$0	\$1,442,000	\$2,632,000	\$4,141,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$67,000	\$0	\$0	\$1,442,000	\$2,632,000	\$4,141,000
COST DOCUMENTATION			REVENUE			
Architect	\$67,000					
Construction	\$3,789,000					
Contingency	<u>\$285,000</u>					
Total Project Cost	\$4,141,000			Total Revenue		\$0
EXPENDITURE BUDGET	\$4,141,000			REVENUE BUDGET		\$0

Project Scope & Description

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

The UWW Roofing Upgrades have been delayed to 2015 and 2016 due to the availability of State funding in 2013 for the UWW Boilers, Chillers, and Controls replacement project. The roofs will continue to be monitored over the next two years 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.

Project #	201414	Project Title:	UWW Roof Top Unit Replacements
Department:	Public Works-Buildings	Sponsor:	Public Works
Phase:	Formation	Manager:	Allison Bussler, DPW Director
Budget Action:	New	Date:	Aug-13

CAPITAL BUDGET SUMMARY			
Year	2015	2016	Total
	Budget & Concept, Design	Construction	Project
Project Phase			
Expenditure Budget	\$46,000	\$324,000	\$370,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$46,000	\$324,000	\$370,000
COST DOCUMENTATION		REVENUE	
Architect	\$46,000	Energy rebates will be identified prior to construction year.	
Construction	\$300,000		
Contingency	<u>\$24,000</u>		
Total Project Cost	\$370,000	Total Revenue	\$0
EXPENDITURE BUDGET	\$370,000	REVENUE BUDGET	\$0

Project Scope & Description

This project is for the replacement of the 9 roof top air handling units (RTU) at the University of Wisconsin Waukesha campus (UWW) . This project would include energy efficiency that should qualify for Focus on Energy rebates.

Location

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

Analysis of Need

The UWW Campus was constructed in 1965. Most of the hvac equipment is from the original construction and much of the existing equipment experienced equipment problems needing repairs to belts, motors and controls in the last few years. Mechanical equipment usually has a useful life expectancy of 25 to 30 years. Many times the useful life can be extended with a good preventative maintenance program. The roof top units and related equipment are outdated, use significantly more energy than new high efficiency models and have reached the end of their useful life. In addition to the rising cost of energy, it is prudent to replace older inefficient mechanical equipment and controls with new high efficiency equipment.

Alternatives

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

Ongoing Operating Costs

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

Previous Action

None

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

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

Project Scope & Description

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

Location

Village of Mukwonago and Town of Mukwonago

Analysis of Need

The existing bridge (B-67-147) is a two-span, pre-stressed concrete girder structure that was constructed in 1971. A concrete overlay was placed on the deck in 1995. The abutments and girders are generally in good condition. The bridge is considered "structurally deficient" due to the condition of the deck which includes deterioration and spalling on the underside of the deck along both edges. The roadway over the structure is narrow with minimal shoulders, causing the bridge to be classified as "functionally obsolete". The structure sufficiency number is 59.3, which indicates that structure rehabilitation is warranted according to WisDOT guidelines and makes the bridge eligible for Federal Bridge Aid (rehabilitation). The 2012 traffic volume at the site is 10,500 vehicles per day.

Alternatives

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

Ongoing Operating Costs

Initial maintenance costs may be reduced following construction.

Previous Action

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

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

CAPITAL BUDGET SUMMARY				
Year	2014	2015	2016	Total
Project Phase	Design	Land	Land/Const	Project
Expenditure Budget	\$130,000	\$83,000	\$1,850,000	\$2,063,000
Revenue Budget	\$0	\$0	\$463,000	\$463,000
Net County Cost	\$130,000	\$83,000	\$1,387,000	\$1,600,000
COST DOCUMENTATION			REVENUE	
Design	\$130,000		City of Delafield	\$463,000
Land Acquisition	\$83,000			
Construction	\$1,600,000			
Construction Management	\$185,000			
Contingency	\$65,000			
Total Project Cost	\$2,063,000		Total Revenue	\$463,000
EXPENDITURE BUDGET	\$2,063,000		REVENUE BUDGET	\$463,000

Project Scope & Description

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

Location

City of Delafield

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

Initial and future costs will be reduced.

Previous Action

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

Project #	201302	Project Title:	CTH YY, Underwood Creek Structure
Department:	Public Works-Highways	Road Name:	Pilgrim Road
Phase:	Formation	Project Type:	Bridge
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY				
Year	2017	2018	2019	Total
Project Phase	Design	Land	Construction	Project
Expenditure Budget	\$170,000	\$179,000	\$1,017,000	\$1,366,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$170,000	\$179,000	\$1,017,000	\$1,366,000
COST DOCUMENTATION		REVENUE		
Design	\$170,000			\$0
Land Acquisition	\$179,000			
Construction	\$877,000			
Construction Management	\$105,000			
Contingency	\$35,000			
Total Project Cost	\$1,366,000			Total Revenue \$0
EXPENDITURE BUDGET	\$1,366,000			REVENUE BUDGET \$0

Project Scope & Description

This project is a replacement of the CTH YY structure over Underwood Creek. The roadway will remain two lanes over the structure but the substandard shoulder width will be improved to current standards. The project is not straight-forward due to a number of site constraints which include: Underwood Creek runs parallel to the highway for 300 feet, site is adjacent to a city park (Wirth Park), structure is in close proximity to a public street and park entrance, project site is near a railroad crossing, school, and cemetery). The 2035 Regional Transportation Plan calls for CTH YY to become a 4-lane facility. Design of the project will include study of various alignments of future 4-lane expansion to determine best location for a 2-lane bridge. Various structure types will be considered. The project may require stream relocation, bridge site relocation, park entrance relocation, an additional stream crossing structure at park entrance, relocation of an existing pedestrian bridge, removal of existing retaining wall, and changes to roadway vertical alignment. Right-of-way acquisition to the ultimate width of 120 feet is required. Significant additional easements are anticipated.

Location

City of Brookfield

Analysis of Need

The existing structure is a single-span, concrete slab that spans approximately 18 feet. Also, the structure was widened to its current width using pre-stressed girders. Dates of initial construction and widening are unknown. The roadway and bridge transferred from City of Brookfield to county jurisdiction in 2006. The abutments and superstructure are in poor condition, per the 2012 structure inspection report. The roadway over the structure is narrow, with minimal shoulders. Structure replacement is recommended. The structure has a span of 18 feet and is not classified as a bridge per FHWA standards, and therefore is not eligible for federal bridge aid. Traffic volume on CTH YY in 2011 was 14,100 vehicles per day.

Alternatives

- Do nothing which does not address the identified deficiencies.
- Rehabilitate the existing bridge, which does not address all structural and geometric deficiencies.
- Reconstruct the existing bridge.

Ongoing Operating Costs

Initial maintenance costs may be reduced.

Previous Action

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

Project #	201304	Project Title:	CTH Y, Pilak Creek Tributary Bridge Rplc
Department:	Public Works-Highways	Road Name:	Racine Avenue
Phase:	Formation	Project Type:	Bridge
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY				
Year	2017	2018	2019	Total
Project Phase	Design	Land	Construction	Project
Expenditure Budget	\$90,000	\$24,000	\$520,000	\$634,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$90,000	\$24,000	\$520,000	\$634,000
COST DOCUMENTATION		REVENUE		
Design	\$90,000			\$0
Land Acquisition	\$24,000			
Construction	\$448,000			
Construction Management	\$18,000			
Contingency	\$54,000			
Total Project Cost	\$634,000			
			Total Revenue	\$0
EXPENDITURE BUDGET	\$634,000		REVENUE BUDGET	\$0

Project Scope & Description

This project is a replacement of the CTH Y structure over an un-named tributary to Pilak Creek. The roadway will remain a two lane rural section over the structure. Various structure types will be considered. The City of Muskego is planning a bicycle facility along the west side of the highway. Accommodation of the bicycle facilities may require additional culvert length, as well as some land acquisition. Additional acquisition of easements may be required to construct this project.

Location

City of Muskego

Analysis of Need

The existing structure is a two-barrel corrugated steel plate arch. The structure was initially constructed in 1968 with a single barrel (84"x61"). A second barrel (103"x71") was added in 1989. Both barrels are rusted through near the water line. The existing two-lane roadway over the structure has adequate shoulder width, and is consistent with the 2035 Regional Transportation Plan. The structure is not a bridge, and therefore is not eligible for federal bridge aid. The 2011 traffic volume on CTH Y was 13,100 vehicles per day.

Alternatives

- Do nothing which does not address the identified deficiencies.
- Rehabilitate the existing structure, which is likely not cost effective.
- Reconstruct the existing structure.

Ongoing Operating Costs

Initial maintenance costs may be reduced.

Previous Action

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

Project #	200011	Project Title:	CTH L, CTH Y to Moorland Road
Department:	Public Works- Highways	Road Name:	Janesville Road
Phase:	Construction	Project Type:	Priority Corridor
Budget Action:	C-\$ Update, Revenue	Manager:	Allison Bussler, DPW Director
Date:	August 29, 2013		

CAPITAL BUDGET SUMMARY									
Year	2007	2008	2009	2010	2011	2012	2013	2014	Total
Project Phase	Design	Land	Land	Land	Land Acq.	Des/Const	Des/Const	Const	Project
Expenditure Budget	\$1,000,000	\$3,500,000	\$3,850,000	\$600,000	\$900,000	\$7,984,000	\$3,377,000	\$1,484,000	\$22,695,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$2,013,000	\$400,000	\$4,013,000
Net County Cost	\$1,000,000	\$3,500,000	\$3,850,000	\$600,000	\$900,000	\$6,384,000	\$1,364,000	\$1,084,000	\$18,682,000
COST DOCUMENTATION	Project Wide	Phase I	Phase II					Phase I	Phase II
		County only	Fed Aid						
Design	\$1,505,000								
Land Acquisition	\$9,230,000								
Construction		\$5,900,000	\$6,889,000						
Construction Mgmt.		\$385,000	\$689,000					\$1,920,000	\$1,693,000
Contingency		\$302,000	\$345,000						
City of Muskego (street scaping)		\$1,920,000	\$1,693,000						\$400,000
WDOT Design Review			\$175,000						
Project Subtotal		\$8,507,000	\$9,791,000					\$1,920,000	\$8,431,000
Total Project Cost		\$29,033,000							
EXPENDITURE BUDGET		\$22,695,000						\$1,920,000	\$2,093,000
						REVENUE BUDGET		\$1,920,000	\$2,093,000

Project Scope & Description

This project involves the reconstruction of 2.5 miles of CTH L (Janesville Road) from Moorland Road to CTH Y (Racine Avenue) from a two-lane to a four-lane roadway. The project has been designed as one project with construction in two phases: Phase I: Moorland Road to Lannon Drive and Phase II: Lannon Drive to Racine Avenue. Land will be acquired to a width of 60 feet between Lannon Drive and Moorland Road and 110 feet between Racine Avenue and Lannon Drive. The smaller width will provide significant savings in land purchase costs and reduced the number of business and residential relocations from 22 to 16. At the request of the City of Muskego, Waukesha County will include sidewalks, landscaping, street lighting and other aesthetic improvements. The City of Muskego will reimburse the County for these additional expenses with a project agreement prior to construction. Phase II construction will be a federal aid project through WDOT, as such, WDOT will pay 80% of eligible construction costs - anticipated to be approximately \$6,338,000. Updated costs reflect: actual design cost to date; land acquisition costs including environmental remediation; WDOT design review cost for Phase II; Phase I construction cost and estimated Phase II construction cost. Revenue update for Phase II land sales and (estimated) construction costs.

Location

City of Muskego

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

Operating costs are expected to increase by approximately \$33,350 per annum for the additional lane miles after the 2014 construction phase is completed.

Previous Action

- 2001-2005 capital plan: approved as a new project.
- 2003-2007 capital plan: delayed.
- 2002-2006, 2008-2012 and 2009-2013 capital plans: approved as planned.
- 2004-2008, 2005-2009, 2007-2011, 2010-2014, 2013-2017 capital plans: approved with cost updates.
- 2006-2010 capital plan: approved as two projects.
- 2007-2011 capital plan: approved as combined projects 200011 and 200603 with a cost update.
- 2010-2014 capital plan: approved with cost and revenue updates.
- 2011-2015, 2012-2016 capital plans: approved with cost and cash flow updates.

Project #	200511	Project Title:	CTH D, Calhoun Road–Intersection
Department:	Public Works-Highways	Road Name:	Cleveland Avenue
Phase:	Land/Const	Project Type:	Intersection
Budget Action:	C- Scope, \$ Update, Revenue	Manager:	Allison Bussler, DPW Director
Date:	September 23, 2013		

CAPITAL BUDGET SUMMARY						
Year	2010	2011	2012	2013	2014	Total
Project Phase	Design	Design	Design	Design/Land	Const/Land	Project
Expenditure Budget	\$100,000	\$1,100,000	\$300,000	\$590,000	\$495,000	\$2,585,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$100,000	\$1,100,000	\$300,000	\$590,000	\$495,000	\$2,585,000
COST DOCUMENTATION				REVENUE		
Design	\$200,000					
Land Acquisition	\$460,000					
Construction	\$1,685,000					
Construction Management	\$160,000					
Contingency	\$80,000					
	<hr/>					
Total Project Cost	\$2,585,000			Total Revenue		\$0
EXPENDITURE BUDGET	\$2,585,000			REVENUE BUDGET		\$0

Project Scope & Description

This project provides funding to fully reconstruct the intersection of CTH D (Cleveland Avenue) and Calhoun Road in New Berlin. The work will involve reconstructing the entire intersection and pavement core and widening the intersection to provide for future traffic volumes and to accommodate the ultimate 4-lane section on Cleveland Ave. A conventional intersection consisting of two through traffic lanes, a left turn lane on all four approaches and a roundabout were considered as alternatives for the intersection. In coordination with the City of New Berlin, the alternative of choice will be a signalized intersection. The increased costs include the current design costs, increased real estate needs, and construction costs mainly due the identified need for a retention pond and reflect the extension of the limits to match at existing logical and safe locations.

Location

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

Analysis of Need:

This intersection controls traffic on two heavily used roadways, Calhoun Road and Cleveland Avenue. Cleveland Avenue is intended to become 4-lanes in the future and this intersection design will allow the 4-lanes without additional effort in the future. This project will improve travel through the intersection and be compatible with future County and SEWRPC road widening plans.

Alternatives

- Do nothing which does not address the identified deficiencies.

Ongoing Operating Costs

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

Previous Action

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

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

CAPITAL BUDGET SUMMARY			
Year	2012	2014	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$395,000	\$915,000	\$1,310,000
Revenue Budget	\$0	\$0	\$0
Net County Cost	\$395,000	\$915,000	\$1,310,000
COST DOCUMENTATION		REVENUE	
Design	\$300,000	Surface Transportation Program -	\$3,718,000
WisDOT Design Fee	\$80,000		
Construction	\$4,042,000		
Construction Management	\$404,000		
Contingency	<u>\$202,000</u>		
Total Project Cost	\$5,028,000	Total Revenue	\$3,718,000
EXPENDITURE BUDGET	\$1,310,000	REVENUE BUDGET	\$0

Project Scope & Description

CTH F (Redford Blvd) is a six-lane urban roadway north to Duplainville Road, and a four-lane rural roadway to STH 190 (Capitol Drive). The roadway transferred from state to county jurisdiction in 2004. This project includes the rehabilitation of CTH F (Redford Blvd) from 0.25 miles south of the I-94 ramps north to the STH 190 ramps and consists of several pavement segments. The majority of this roadway is nine-inch concrete pavement constructed in 1988. The rehabilitation of this segment will include concrete repairs, dowel bar retrofit and diamond grinding. In the vicinity of I-94, the existing pavement is an older nine-inch concrete pavement constructed around 1971 and will be replaced in-kind. The northbound lanes of CTH F north of Duplainville Road are asphalt pavement constructed in the late 1960s. This pavement will be pulverized in place and overlaid with fresh asphalt. With the project, turn lane improvements will be made at the DuPlainville Road, CTH M, and Ridgeview Parkway intersections. Traffic signal improvements will be made at the DuPlainville Road and Ridgeview Road intersections. The need for turn lane improvements and addition of traffic signals were investigated at the Westwood Drive intersection and found not necessary. The traffic signal system will be interconnected to optimize traffic flow. Neither land acquisition or significant bridge work is anticipated on this project. Bicycle and pedestrian accommodations will be considered during project design. The County will discuss possible WisDOT participation to address the pavement within the I-94 right of way. Federal aid will be used on this project.

Location

City of Pewaukee

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 2009-2013 capital plan: approved as a new project.
- 2010-2014 capital plan: approved with cost update.
- 2011-2015 capital plan: approved as planned.
- 2012-2016 capital plan: approved with delay (const phase).
- 2013-2017 capital plan: approved as planned.

Project #	201005	Project Title:	CTH I, CTH ES-CTH O Rehab
Department:	Public Works-Highways	Road Name:	Beloit Road
Phase:	Formation	Project Type:	Rehabilitation
Budget Action	C- \$ Update	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

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	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
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	<u>\$119,000</u>				
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. 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

- Do nothing which will not address identified deficiencies.
- Reconstruct/rehabilitate CTH I as described above.

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 Capital Plan: project approved as planned

Project #	201006	Project Title:	CTH NN, STH 83 to CTH ES
Department:	Public Works–Highways	Road Name:	CTH NN
Phase:	Design	Project Type:	Rehabilitation
Budget Action:	C - Delay	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY					
Year	2013	2014	2015	2016	Total
Project Phase	Design	Design	Land	Const.	Project
Expenditure Budget	\$288,000	\$0	\$818,000	\$580,000	\$1,686,000
Revenue Budget	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net County Cost	\$288,000	\$0	\$818,000	\$580,000	\$1,686,000
COST DOCUMENTATION			REVENUE		
Design	\$288,000		Surface Transportation Program -		\$2,320,000
Land Acquisition	\$818,000		<u>Urban-Mukwonago</u>		
Construction	\$2,540,000				
Construction Management	\$255,000				
Contingency	<u>\$105,000</u>				
Total Project Cost	\$4,006,000		Total Revenue		\$2,320,000
EXPENDITURE BUDGET	\$1,686,000		REVENUE BUDGET		\$0

Project Scope & Description

Rehabilitate 1.1 miles of CTH “NN” to meet current design standards. Study providing a center left turn lane to replace the bypass lanes. Bring vertical geometry up to standard where warranted, improve side ditch and cross culvert drainage, rehabilitate the pavement and provide adequate shoulders. The project will make use of \$2,320,000 of STP-Urban-Mukwonago funds. A project agreement with the Wisconsin Department of Transportation will be needed for this project to proceed. The project will be delayed one year as WisDOT and The Village of Mukwonago negotiate a potential reroute of STH 83 which would encompass this portion of CTH NN.

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 and acts 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

- Do nothing which does not address the identified deficiencies.
- 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.

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

CAPITAL BUDGET SUMMARY				
Year	2013	2014	2015	Total
Project Phase	Design	Design/Land	Const.	Project
Expenditure Budget	\$351,000	\$140,000	\$1,657,000	\$2,148,000
Revenue Budget	\$0	\$0	\$1,000,000	\$1,000,000
Net County Cost	\$351,000	\$140,000	\$657,000	\$1,148,000
COST DOCUMENTATION		REVENUE		
Design	\$351,000	Surface Transportation Program		\$2,627,000
WisDOT Review	\$75,000			
Land Acquisition	\$65,000	Business/TIF		\$1,000,000
Const, DOT oversight	\$3,725,000			
Construction Mgmt	\$373,000			
Contingency	\$186,000			
Total Project Cost	\$4,775,000	Total Revenue		\$3,627,000
EXPENDITURE BUDGET	\$2,148,000	REVENUE BUDGET		\$1,000,000

Project Scope & Description

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

Location

New Berlin

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

Project #	201008	Project Title:	CTH M, CTH YY to East County Line
Department:	Public Works- Highways	Road Name:	North Avenue
Phase:	Formation	Project Type:	Priority Corridor
Budget Action:	C-\$ Update, Delay	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY						
Year	2014	2015	2016	2017	2018	Total
Project Phase	Design	Design	Land	Land	Const	Project
Expenditure Budge	\$0	\$1,098,000	\$1,000,000	\$1,800,000	\$2,792,000	\$6,690,000
Revenue Budget	\$0	\$0	\$0	\$0	\$210,000	\$210,000
Net County Cost	\$0	\$1,098,000	\$1,000,000	\$1,800,000	\$2,582,000	\$6,480,000
COST DOCUMENTATION			REVENUE			
Design		\$890,000	STP - M (Anticipated)			\$10,326,000
WisDOT Design Review		\$208,000				
Land Acquisition		\$2,800,000	Local Municipality			\$210,000
Construction		\$11,712,000				
Construction Management		\$820,000				
Contingency		\$586,000				
Total Project Cost		\$17,016,000	Total Revenue			\$10,536,000
EXPENDITURE BUDGET		\$6,690,000	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 the east county line (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 \$10,326,000. Additional revenue of \$210,000 from the City of Brookfield is anticipated as the local share for sidewalk and other requested amenities.

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 2010 and 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 16,000 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

- Do nothing. This alternate does not address the identified deficiencies.
- Reconstruct CTH M as described above.

Ongoing Operating Costs

Operating costs are expected to increase by approximately \$28,800 per annum for the additional lane miles after the 2017 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.

Project #	201202	Project Title:	Expand CTH M, Calhoun Rd – CTH YY
Department:	Public Works- Highways	Road Name:	North Avenue
Phase:	Formation	Project Type:	Priority Corridor
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY				
Year	2016	2017	2018	Total
Project Phase	Design	Land	Land/Const	Project
Expenditure Budget	\$524,000	\$1,732,000	\$1,309,000	\$3,565,000
Revenue Budget	\$0	\$0	\$90,000	\$90,000
Net County Cost	\$524,000	\$1,732,000	\$1,219,000	\$3,475,000
COST DOCUMENTATION			REVENUE	
Design		\$428,000	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		\$8,443,000	Total Revenue	\$4,968,000
EXPENDITURE BUDGET		\$3,565,000	REVENUE BUDGET	\$90,000

Project Scope & Description

This project involves the reconstruction and widening 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 to provide for left turn movements 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 and additional grading easements, drainage easements and vision corners 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 requested by the City.

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 2010 and 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 therefore in need of widening.

Alternatives

- Do nothing which does not address the identified deficiencies.
- 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 new project in 2012-2016 capital plan.
Approved with cost update in 2013-2017 capital plan.

Project #	201201	Project Title:	CTH Q, Oconomowoc River Bridge
Department:	Public Works-Highways	Road Name:	County Line Road
Phase:	Formation	Project Type:	Bridge
Budget Action:	C-\$ Update	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

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 (Anticipated)	\$450,000
State Review for Design	\$22,000			
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 remains in fair condition. 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 46.3, 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 2011 traffic volume on this roadway segment was 3,280 vehicles per day.

Alternatives

- Do nothing which does not address the identified deficiencies.
- Rehabilitation, which does not address all structural and geometric deficiencies.
- Reconstruct the existing bridge and roadway approaches to current WisDOT standards.

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.

Project #	201303	Project Title:	CTH D, Deer Creek Bridge
Department:	Public Works-Highways	Road Name:	Cleveland Avenue
Phase:	Formation	Project Type:	Bridge
Budget Action:	C-\$ Update	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY				
Year	2013	2017	2018	Total
Project Phase	Concept	Design-R/W	Construction	Project
Expenditure Budget	\$5,000	\$110,000	\$116,000	\$231,000
Revenue Budget	\$0	\$0	\$0	\$0
Net County Cost	\$5,000	\$110,000	\$116,000	\$231,000
COST DOCUMENTATION		REVENUE		
Budget/Concept	\$5,000	Federal Bridge Aid		\$462,000
Design	\$65,000	(Anticipated)		
Land Acquisition	\$21,000			
WDOT Plan Review	\$24,000			
Construction	\$486,000			
Construction Management	\$68,000			
Contingency	\$24,000			
Total Project Cost	\$693,000	Total Revenue		\$462,000
EXPENDITURE BUDGET	\$231,000	REVENUE BUDGET		\$0

Project Scope & Description

This project is a rehabilitation of the CTH D bridge at Deer Creek. Anticipated scope includes culvert lining and grouting, headwall reconstruction, and approach ditch re-grading. Structure rehabilitation will effectively extend the life of the structure, while avoiding the need to close the highway and excavate the deep roadway embankment for a stream diversion. However, the proposed rehab does not address structure widening that may be needed for highway expansion. Under this project, the roadway will remain two lanes over the bridge. The acquisition of temporary easements is anticipated to construct this project. An independent engineering study report is being completed to verify the cost effectiveness of the proposed rehabilitation strategy. Waukesha County will apply for an estimated \$462,000 in Federal Bridge Aid to help fund the project.

Location

City of New Berlin

Analysis of Need

The existing bridge (P-67-779) is a triple-barrel corrugated steel pipe culvert. Each barrel is 72-inch in diameter. The structure was initially constructed in 1959 with two culvert barrels. The culverts were lowered, and a third culvert barrel added in 1969 by a developer along with re-grading of Deer Creek. The structure now sits under a 30-foot high roadway embankment. The two original barrels are rusting through at the normal water line. The stone masonry headwalls are in poor condition. The riprap ditch at the northeast bridge approach is eroding. The existing structure appears to have adequate hydraulic capacity. The structure sufficiency number is 43.4, which indicates that structure replacement or rehabilitation is warranted according to WisDOT guidelines and makes the bridge eligible for Federal Bridge Aid (replacement or rehabilitation). The 2010 traffic volume on CTH D was 14,100 vehicles per day.

Alternatives

- Do nothing which does not address the identified deficiencies.
- Rehabilitate the existing bridge to address structural deficiencies. This is the recommended alternative.
- Reconstruct the existing bridge.

Ongoing Operating Costs

Initial maintenance costs may be reduced following construction.

Previous Action

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

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

CAPITAL BUDGET SUMMARY						
Year	2014	2015	2016	2017	2018	Total
Project Phase	Concept		Design	R/W	Construction	Project
Expenditure Budget	\$5,000	\$0	\$48,000	\$11,000	\$33,000	\$97,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$5,000	\$0	\$48,000	\$11,000	\$33,000	\$97,000
COST DOCUMENTATION				REVENUE		
Budget/Concept	\$5,000				Federal Bridge Aid	\$133,000
Design	\$37,000				(Anticipated)	
State Review For Design	\$11,000					
Land Acquisition	\$11,000					
Construction	\$133,000					
Construction Management	\$26,000					
Contingency	\$7,000					
Total Project Cost	\$230,000				Total Revenue	\$133,000
EXPENDITURE BUDGET	\$97,000				REVENUE BUDGET	\$0

Project Scope & Description

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

Location

Town of Waukesha

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- None

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

CAPITAL BUDGET SUMMARY							
Year	Previous	2014	2015	2016	2017	2018	Total Project
Project Phase							
Expenditure Budget	\$1,700,000	\$120,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,220,000
Revenue Budget	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Net County Cost	\$1,700,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,200,000
COST DOCUMENTATION						REVENUE	
Previous	\$1,700,000						
2014 Appropriation	\$100,000					Village of Pewaukee	
2015 Appropriation	\$100,000					Reimbursement	\$20,000
2016 Appropriation	\$100,000						
2017 Appropriation	\$100,000						
2018 Appropriation	\$100,000						
Total Project Cost	\$2,200,000					Total Revenue	\$20,000
EXPENDITURE BUDGET	\$2,200,000					REVENUE BUDGET	\$20,000

Project Scope & Description

Provide annual funding for a countywide culvert replacement program.

Location

Various

Analysis of Need

The Public Works Department replaces a number of culverts every year because of deterioration. This program is designed to address larger culvert structures that require extensive design, more land acquisition and higher construction costs. Generally the individual cost of culvert replacements is approximately \$50,000 and do not warrant capital projects, however when grouped together the annual costs exceed \$100,000. The County averages one to two culvert replacements per year under this program. Individual culvert locations are not normally known until the year they are to be replaced. For 2014, the Village of Pewaukee is requesting a water main relocation as part of culvert replacement project on CTH M, and plans to reimburse the County for these costs, estimated at \$20,000.

Alternatives

- Schedule individual projects as needed.

Ongoing Operating Costs

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

Previous Action

- 1998-2002 capital plan: project approved as a new program.
- 2001-2005 capital plan: approved as planned.
- 2002-2006 to 2013-2017 capital plans: approved with additional years.

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

CAPITAL BUDGET SUMMARY						
Year	Previous	2013	2014	2015	2016	2017
Project Phase						
Expenditure Budget	\$0	\$1,200,000	\$2,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Revenue Budget	\$0	\$0	\$330,000	\$330,000	\$0	\$0
Net County Cost	\$0	\$1,200,000	\$1,670,000	\$2,670,000	\$3,000,000	\$3,000,000
COST DOCUMENTATION			REVENUE			
			Hwy Paving & shouldering	County Highway Improvement Program (CHIP)		
	Paver Study	UWW Pav.				
2013	\$20,000	\$50,000	\$1,130,000			
2014	\$20,000	\$50,000	\$1,930,000	2014		\$330,000
2015	\$20,000	\$50,000	\$2,930,000	2015		\$330,000
2016	\$20,000	\$50,000	\$2,930,000			
2017	\$20,000	\$50,000	\$2,930,000			
Total Project Cost	\$100,000	\$250,000	\$11,850,000	Total Revenue		\$660,000
EXPENDITURE BUDGET			\$12,200,000	REVENUE BUDGET		\$660,000

Project Scope & Description

The project involves resurfacing or rehabilitation of county trunk highways to remove distressed areas and provide improved riding surfaces. It is the Department of 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.

Location

Various locations throughout the county.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

Project #	201416	Project Title:	Repaving Program 2018–2022
Department:	Public Works-Highways	Road Name:	
Phase:	Program Project	Project Type:	Repaving
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	Aug-13		

CAPITAL BUDGET SUMMARY						
Year	Previous	2018	2019	2020	2021	2022
Project Phase						
Expenditure Budget	\$0	\$3,100,000	\$3,100,000	\$3,150,000	\$3,150,000	\$3,200,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$0	\$3,100,000	\$3,100,000	\$3,150,000	\$3,150,000	\$3,200,000
COST DOCUMENTATION				REVENUE		
	Paver Study	UWW Pav.	Hwy Paving & shouldering			
2018	\$30,000	\$55,000	\$3,015,000			
2019	\$30,000	\$55,000	\$3,015,000			
2020	\$30,000	\$55,000	\$3,065,000			
2021	\$30,000	\$55,000	\$3,065,000			
2022	\$30,000	\$55,000	\$3,115,000			
Total Project Cost	\$150,000	\$275,000	\$15,275,000	Tot. Revenue	\$0	
EXPENDITURE BUDGET			\$15,700,000	REVENUE BUDGET		\$0

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.

Location

Various locations throughout the county.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- New

Project #	201119	Project Title:	2015 Orthophotography
Department:	Parks and Land Use	Sponsor:	
Phase:	5 years–Program Project	Manager:	Dale Shaver, P&LU Director
Budget Action:	C - Revenue	Date:	Aug-13

CAPITAL BUDGET SUMMARY			
Year	2011	2015	Total
Project Phase	Project Work	Project Work	Project
Expenditure Budget	\$204,520	\$195,500	\$400,020
Revenue Budget	<u>\$204,520</u>	<u>\$195,500</u>	<u>\$400,020</u>
Net County Cost	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE	
Contract Costs	\$400,020	CDBG-EAP	\$204,520
Contingency	<u>\$0</u>	<u>Land Information System</u>	
Total Project Cost	\$400,020	<u>Fund Balance</u>	\$195,500
EXPENDITURE BUDGET	\$400,020	REVENUE BUDGET	\$400,020

Project Scope & Description

Aerial images were acquired for Waukesha County in 1963, 1970, 1975, 1980, 1985 and 1990 under programs administered by the Southeastern Wisconsin Region Planning Commission (SEWRPC). Higher precision orthophotography (images that have been “ortho-rectified” to correct for distortion caused by changes in terrain) were acquired in 1995, 2000 and 2005. Capital project 200614 created new orthophotography for the County in 2010.

Orthophotography requires that a Digital Terrain Model (DTM) be created to allow the ortho-rectification process to be completed. The DTM contains data that allows a computer to generate a model of the land surface. The DTM required for the creation of orthophotography is not as precise as the model that is required to generate the two foot contour topographic base maps usually required for regulation and analysis. Waukesha County Capital projects ROD9900 and 200508 each contributed funds to create the higher precision DTM that was used to generate a countywide two foot contour topographic base map in 2005 and to ortho-rectify the 2005 and 2010 orthophotography products. This DTM was later used by FEMA to refine floodplain boundaries in Waukesha County under a federal matching project that credited the County with \$600,000 in local match due to the existence of the DTM.

This project will fund the acquisition of new orthophotography in 2015 to continue the series and provide high quality imagery to support regulatory and planning activities in the county. In addition, new Light Detection and Ranging (LiDAR) technology will be used to create a new high precision DTM, a new two foot topographic base file to capture changes in the terrain of the county that have occurred since 2005, and monitor changes in floodplain elevations. A grant was received through the Community Development Block Grant (CDBG)–Emergency Assistance Program for the collection of LIDAR data. In order to take advantage of this grant, the expenditure for the LIDAR portion of this project was advanced to 2011. The LIDAR data collected at this time will still provide precise base data for the anticipated orthophotography of this project in 2015. It is anticipated that the LIDAR based DTM and contour files will provide for less costly updating in the future. It is also anticipated that this project would be done in conjunction with the SEWRPC’s planned collection of new orthophotography for this region which includes Waukesha County.

Location

Parks and Land Use Department, 515 W. Moreland Boulevard, Waukesha, WI 53188

Analysis of Need

The orthophotography images, topographic maps and underlying DTM are used by the planning, parks, land conservation and transportation departments for planning and development. Without current consistent information, inaccurate assumptions could be made resulting in costly changes in planned activities.

Alternatives

- Do not create data.

Ongoing Operating Costs

None

Previous Action

- 2000 capital project ROD 9900.
- 2005 capital project 200508.
- 2006 capital project 200614.
- Modified by Enrolled Ordinance 166-5 in 2011 which moved \$204,520 of expenditure authority to 2011
- 2012-2016, 2013-2017 capital plans: project approved as planned.

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

CAPITAL BUDGET SUMMARY							
Year	2013	2014	2015	2016	2017	2018	Total
Program Project	Plan/Design	Construction	Construction	Construction	Construction	Construction	Project
Expenditure Budget	\$50,000	\$160,000	\$165,000	\$170,000	\$0	\$0	\$545,000
Revenue Budget	<u>\$50,000</u>	<u>\$160,000</u>	<u>\$165,000</u>	<u>\$170,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$545,000</u>
Net County Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			Cost	Item	Per Unit	#	
2013 Planning & Design			\$50,000	Soils Testing*	\$1,000	6	\$6,000
2014 Ped/Golf Course Bridge		1	\$160,000	Hydraulic Analysis/Design	\$80,000	1	\$80,000
2015 Ped/Golf Cart Bridge		1	\$165,000	Site work/removals	\$25,000	1	\$25,000
2016 Ped/Golf Cart Bridge		1	\$170,000	Foundation	\$20,000	3	\$60,000
				Bridges	\$95,000	3	\$285,000
				Cart paths	\$20,000	1	\$20,000
				Contingency			\$45,000
Total Project Cost			\$545,000	Construction Inflation (2014-2016)			\$24,000
				Total			\$545,000
EXPENDITURE BUDGET			\$545,000	Revenue: Golf Course Fund Balance			\$545,000

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

Project Scope & Description

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

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

Project #	200505	Project Title:	Park Restrooms Renovation
Department:	Parks & Land Use	Manager:	Dale Shaver, Parks & Land Use Director
Phase:	Construction		
Budget Action:	C - Scope	Date:	September 24, 2013

CAPITAL BUDGET SUMMARY								
Year	2009	2010	2011	2012	2013	2014	2015	Total
Program Project	Plan/Design	Construction	Construction	Construction	Construction	Construction	Construction	Project
Expenditure Budget	\$15,000	\$480,000	\$660,000	\$680,000	\$700,000	\$540,000	TBD	\$3,075,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	TBD	\$0
Net County Cost	\$15,000	\$480,000	\$660,000	\$680,000	\$700,000	\$540,000	TBD	\$3,075,000
COST DOCUMENTATION		# Restrooms	Cost	Item	Per Unit	#		
2009 Planning & Design Building			\$15,000	Soils Testing *	\$1,000	14		\$14,000
2010 Muskego Park		3	\$480,000	On-Site Sys *	\$20,000	14		\$280,000
2011 Men. (Nash. moved to 2012)		2	\$660,000	Well *	\$13,000	11		\$143,000
2012 Nashotah and Nag. Park		6	\$680,000	Restroom	\$120,000	14		\$1,680,000
2013 Minooka (moved to 2014)		0	\$700,000	Site work	\$29,518	14		\$413,300
2014 Min. and Mukwonago Park		3	\$540,000	Green Design				\$260,000
2015 Minooka		1	TBD	Contingency				\$103,000
Total Project Cost		15	\$3,075,000	Construction Inflation (2010-2014)				\$181,700
				Total				\$3,075,000
EXPENDITURE BUDGET			\$3,075,000	* Not all sites require.				

Project Scope and Description:

The plan identifies Capital Projects over 5 years (2010-2014) to be accomplished in order to bring the parks up to sanitary expectations of the park user. The project would build new restrooms in the reserved picnic areas of Muskego, Nashotah, Menomonee, Minooka, Naga-Waukeee, and Mukwonago parks. This project includes green initiatives such as low-flow fixtures, solar tube skylighting, and energy conserving motion detector/photocell switches for lighting and ventilation fans. Grants and financial incentives for incorporating energy efficiency and renewable energy elements may be available to offset additional costs of sustainable technology. Geothermal was mentioned in previous scoping, but is cost prohibitive for structures of this size. This project addresses only the reserved picnic areas. Golf course and park camping toilets projects are planned to be introduced after completion of this project. Due to the high bids and distance between Nashotah and Menomonee Park, it was decided to only rebid Menomonee Park in 2011 and moved Nashotah Park to 2012.

The original plan in 2005 was to construct 18 new restrooms to replace 22 existing open concrete vault toilets at these parks. However, during the design phase for the proposed Minooka and Mukwonago restrooms, and additional evaluation during the Master Plan update process for these parks, changes to the scope of the planned restrooms are recommended, reducing the total number of new restrooms to 14. Specifically, it is recommended to defer construction of two restrooms at Minooka Park and two restrooms at Mukwonago Park. At Minooka Park, one of the shelters that a restroom was to be added has unforeseen foundation structural issues. Therefore, options will be further analyzed for consolidation of shelters with consideration for accommodating larger user groups, and integrate the shelter structure with a restroom in the future. In year 2014, the Department will finalize a design for the replacement of the shelter at Minooka Park picnic area #3 in conjunction with the construction of the proposed restroom. The construction will be proposed in calendar year 2015. The existing beach bathhouse is being evaluated for renovation into a pavilion that can be used for year-round rental, thereby expanding the revenue potential at this location. This renovation would reduce the need for the second planned restroom at Minooka. At Mukwonago Park, as part of the park Master Plan process, one larger restroom building is proposed to be shared among three picnic areas due to proximity. In the future, road and parking lot modifications and a potential replacement of the late 1950's bathhouse/pavilion building would reduce the need for the second restroom.

Location: Various park locations as described in project scope.

Analysis of Need:

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

Alternatives:

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

Ongoing Operating Costs:

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

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

Project #	201406	Project Title:	Pavement Management Plan 2018-2022
Department:	Parks & Land Use	Sponser:	
Phase:	Program Project	Manager:	Dale Shaver, Parks & Land Use Director
Budget Action:	New	Date:	August 29, 2013

CAPITAL BUDGET SUMMARY						
Year	2018	2019	2020	2021	2022	Total
Program Project						Project
Expenditure Budget	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
COST DOCUMENTATION			REVENUE			
2018	\$500,000					
2019	\$500,000					
2020	\$500,000					
2021	\$500,000					
2022	\$500,000					
Total Project Cost	\$2,500,000					Total Revenue \$0
						REVENUE BUDGET \$0

Project Scope & Description

In cooperation with the Public Works Department, retain consultant services to update the Pavement Management Plan for county parks, highways and roads and to address the condition and maintenance schedule of parking lots, trails, curb and gutter, and sidewalks at county facilities. The projects consist of soil borings, pavement pulverization, stabilization fabric, culverts, stone base and asphalt pavement construction and concrete paving. The annual budget includes \$440,000 for asphalt repair, \$50,000 for concrete repair and \$10,000 for consulting services.

Location

Various locations determined by pavement conditions.

Analysis of Need

In 2007 the Parks and Land Use Department retained engineering services to evaluate the current paving system. As a result of the analysis, 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. The Paver rating process included field surveys of pavement conditions, development of deterioration models, and preparation of a 3 year pavement plan. The plan establishes a Pavement Condition Index (PCI). The PCI is a rated scale of 1-100 based on the state of the asphalt. Pavement repairs will be based on need. A PCI rating of 86-100 is good and 71-85 satisfactory; pavements with these ratings need routine maintenance or repairs. A rating of 56-70 is fair and 41-55 poor, needing routine maintenance, repairs, major repairs or overall reconstruction. A rating of 26-40 is very poor needing major repairs or overall reconstruction. A rating of 11-25 is serious and 0-10 failed, needing overall reconstruction. The goal is to maintain an average pavement PCI rating of 71 ("satisfactory"). In 2013 all pavement managed by the Department of Parks and Land Use is in process of being rerated using the PAVER system. The report will be completed by late fall.

Approximately 80% of the budget will be used for major rehabilitation on sections selected on a worst-first basis. The remaining budget allocation is first utilized for preventative maintenance on sections with a PCI between 67 and 75, selected on best-first basis. Any remaining funds are utilized for minor rehabilitation on sections with PCI values between 45 and 65, selected on a worst-first basis.

Alternatives

Spot repair with asphalt base patching or chip and seal road surface has been performed to maintain some function of the roadway. This could be continued on an annual basis, but will not achieve the desired surface performance. Reconstruction will be required sooner.

Ongoing Operating Costs

Maintenance of the existing road conditions requires frequent patching and chip and seal applications in order to provide usable conditions. Operating costs within the next 5 years will be minimal with the proposed pavement improvements.

Previous Action

Pavement management prior to 2018 covered in project 200824.

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

CAPITAL BUDGET SUMMARY					
Year	2014	2015	2016	2017	Total
Project Phase	<u>Prelim. Design</u>	<u>Design/Eng.</u>	<u>Construction</u>	<u>Construction</u>	Project
Expenditure Budget	\$50,000	\$450,000	\$1,240,200	\$1,240,200	\$2,980,400
Revenue Budget	\$0	<u>\$427,500</u>	<u>\$1,178,200</u>	<u>\$1,178,200</u>	<u>\$2,783,900</u>
Net County Cost	\$50,000	\$22,500	\$62,000	\$62,000	\$196,500
COST DOCUMENTATION			REVENUE		
Design	\$500,000		80% Fed/State WisDOT		\$2,344,340
Construction	\$2,380,400		10% State WDNR		\$293,040
Contingency	<u>\$100,000</u>		5% City of Brookfield		\$146,520
Total Project Cost	\$2,980,400		Total Revenue		\$2,783,900
EXPENDITURE BUDGET	\$2,980,400		REVENUE BUDGET		\$2,783,900

Project Scope & Description

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

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

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

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

Project #	201408	Project Title:	Minooka Park Beach Area Renovations
Department:	Parks & Land Use	Manager:	Dale Shaver, Parks & Land Use Director
Phase:	Preliminary Design		
Budget Action:	New	Date:	September 24, 2013

CAPITAL BUDGET SUMMARY						
Year	2014	2015	2016	2017	2018	Total
		Analysis		Analysis	Construction	Project
Expenditure Budget	\$0	\$15,000	\$0	\$88,000	\$901,000	\$1,004,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net County Cost	\$0	\$15,000	\$0	\$88,000	\$901,000	\$1,004,000
COST DOCUMENTATION			Cost	REVENUE		
Feasibility/Site Analysis			\$15,000			
Architecture/Engineering/Surveying			\$88,000			
Construction			\$834,000			
Contingency			\$67,000			
Total Project Cost			\$1,004,000			
EXPENDITURE BUDGET			\$1,004,000	REVENUE BUDGET		\$0

Project Scope and Description

This project would implement a component of proposed changes identified during the Minooka and Mukwonago Park Master Planning process. The overall goal for parkland management is to increase revenue potential while reducing operational costs through maintenance efficiencies and sustainability initiatives, while preserving/managing in a natural landscape 70 % of the park area, and designing and improving 30% of the park area for use areas. This At Minooka Park, the project is for the renovation of the beach house to include the code improvements and expansion to a picnic pavilion and update the pond area including a walking path, fishing pier and dog swim area. The expanded building includes provision for a beach guardroom, that could be converted to additional storage should the County decide in the future that the beach function in this park is discontinued. The project would include asbestos and lead paint abatement as necessary, ADA code compliance, and plumbing and electrical updates.

At Mukwonago Park, in 2015, the Department will conduct a feasibility/site analysis of the existing 1940's era beach house to relocate and/or renovate as a beach house, rental pavilion or a combination of both.

Location

Minooka Park: 1927 E Sunset Dr, Waukesha, WI 53186

Mukwonago Park: W325 S9945 Beulah Road, Mukwonago, WI 53149

Analysis of Need

Regarding Minooka Park, the original building was constructed as a beach house in the 1960's. The structure is in need of updating to meet use standards in addition to modernizing plumbing and electrical fixtures. As part of the master planning process for Minooka Park, staff analyzed beach water quality trends, use levels and the availability of newer aquatic facilities in the City of Waukesha. The Department of Parks and Land Use is proposing the renovation of the old beach house to provide use flexibility to meet beach use needs, which could include reduction in beach use or closure and provide for rentable pavilion space to accommodate larger groups.

Alternatives

Regarding Minooka Park:

1. Maintain the beach operation without change. A major remodel would be necessary to bring the building up to current ADA and use standards.
2. Raze the existing building and do not construct a new shelter.
3. Raze the existing structure and construct a new Pavilion. New construction versus remodeling the existing structure is estimated to increase the budget by approximately \$435,000.

Ongoing Operating Costs

Regarding Minooka Park, operation of the existing building would decrease due to new energy efficient lighting, plumbing, HVAC, and day lighting solutions. If beach operations are discontinued, operation costs are anticipated to decrease by \$20,000. Revenue based on rental reservation and park entrance fees is conservatively projected to increase by \$12,000. This would result in a net gain of \$32,000 per year. Estimated ongoing operating costs for Mukwonago Park will be addressed during the feasibility/site analysis phase.

Previous Action

None.

Project #	201409	Project Title:	Collaborative Materials Recycling Facility
Department:	Parks & Land Use	Manager:	Dale Shaver, Parks & Land Use Director
Phase:	One-Year Project		
Budget Action:	New	Date:	August 21, 2013

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

Project Scope & Description

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

Location

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

Analysis of Need

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

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

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

Alternatives

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

- A. Equip and privately operate the existing City of Milwaukee MRF building for material processing.
- B. Transfer and process materials at an existing MRF.
- C. Transfer and process materials at a new MRF facility, location to be determined.

Ongoing Operating Costs

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

Previous Action

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

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

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

Project Scope & Description

The migration from analog to digital technology is required because the vendor will no longer support analog systems, and the current analog system will have reached the end of its normal life cycle. All new trunked radio systems will be required to meet the new FCC standards or upgrade their current radios to the new platform. Originally, we planned on just replacing our own system, however, in 2012 we developed an MOU between Waukesha and Milwaukee Counties to study the feasibility and develop a RFP for a regional radio system that would serve both counties. This project does not include costs of agency radios.

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

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

- 2008: new project.
- 2010-2014 capital plan: approved as planned. An amendment to the original intergovernmental agreement was signed by all 37 communities.
- 2012-2016 capital plan: approved as planned.
- 2013-2017 capital plan: approved with change in scope.

Project #	201102	Project Title:	WCC Console Radio Equipment
Department:	Emergency Preparedness	Sponsor:	Waukesha County Communications
Phase:	Implementation	Manager:	Gary Bell
Budget Action:	As Planned	Date:	September 23, 2013

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

Project Scope & Description

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

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

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

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

CAPITAL BUDGET SUMMARY							
Year	2011	2012	2013*	2014*	2015*	2016*	Total
Project Phase	Implement	Implement	Backfile	Backfile	Backfile	Backfile	Project
Expenditure Budget	\$350,000	\$100,000	\$300,000	\$600,000	\$0	\$0	\$1,350,000
Revenue Budget	<u>\$350,000</u>	<u>\$100,000</u>	<u>\$300,000</u>	<u>\$600,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,350,000</u>
Net County Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION				REVENUE			
	Capital	Operating*					
Software	\$49,655		Statutory Redaction Fee-				\$1,450,000
Hardware	\$50,000		General Fund Reserved**				
Contracted Services	\$300,691						
Department Costs	<u>\$949,654</u>	<u>\$100,000</u>					
Total Project Cost	\$1,350,000	\$100,000	Total Revenue				\$1,450,000
EXPENDITURE BUDGET	\$1,350,000		REVENUE BUDGET				\$1,450,000
*Operating funds are reserved to offset costs incurred by in-house staff supporting vendor digitization work			**Reservation ends at end of 2013, when it is estimated sufficient revenues have been collected for this project.				

Project Scope & Description

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

The work for this project will proceed as follows:

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

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

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

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

Location

The project will take place in the ROD office.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

This project is self-funded by a fee of \$5 per document recorded, starting June 25, 2010. This fee, created by WI Act 314(SB 507), is specifically designated by the statute to be used only for making available a redacted electronic version of ROD documents that may contain social security numbers. The 2013-15 State biennial budget discontinues the use of this fee revenue for redaction work beginning in January of 2015, when this \$5 fee will instead be diverted by the State. It is estimated that sufficient fee revenue will be collected to cover project expenditures by the end of 2013. With the entire real estate record digitized back to 1935 as an end result of this project, greatly reduced foot traffic in our office is anticipated. As a result, savings in several areas, including reduced staff time dedicated to face-to-face contact with customers, lower repair costs for our physical record, and less staff time dedicated to researching in the physical record are anticipated. At the end of the project, maintaining 1-2 fewer FTEs in our ongoing budget is anticipated (reduction will take place through normal attrition).

Previous Action

County board approval of Redaction fee. 2011-2015 Approved as a new project. 2012-2016 capital plan: approved with a cost update. 2013-2017 capital plan: approved as planned.

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

CAPITAL BUDGET SUMMARY								
Year	2001-2006	2008	2009	2011	2013	2014	Phase II	Total
Project Phase	Phase I *	Devlpmnt	Implmnt	Implmnt	Implmnt	Implmnt	Subtotal	Project
Expenditure Budget	\$1,285,000	\$580,000	\$830,000	\$500,000	\$460,000	\$95,000	\$2,465,000	\$3,750,000
Revenue Budget	<u>\$1,285,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$500,000</u>	<u>\$460,000</u>	<u>\$95,000</u>	<u>\$1,055,000</u>	<u>\$2,340,000</u>
Net County Cost	\$0	\$580,000	\$830,000	\$0	\$0	\$0	\$1,410,000	\$1,410,000
* 2006 funds of \$110,000 lapsed at year end 2011.								
COST DOCUMENTATION				REVENUE				
	Phase I	Phase II	Total					
Software	\$830,000	\$1,990,000	\$2,820,000	State Funding (SACWIS) 2001-2006				\$180,000
Vendor Customization	\$105,000	\$0	\$105,000	Capital Project Fund Balance 2001-2006				\$60,000
Hardware	\$0	\$85,000	\$85,000	Human Services Fund Balance 2001-2006				\$1,045,000
Consulting Services*	\$240,000	\$250,000	\$490,000	Human Services Fund Balance 2005				\$500,000
Contingency	<u>\$0</u>	<u>\$250,000</u>	<u>\$250,000</u>	Capital Project Fund Balance 2013				\$110,000
Total Project Cost	\$1,175,000	\$2,575,000	\$3,750,000	General Fund Balance 2013				\$350,000
				General Fund Balance 2014				<u>\$95,000</u>
EXPENDITURE BUDGET	\$3,750,000			Total Revenue				\$2,340,000
				* \$110,000 reappropriated from 2006 HS fund balance				
				REVENUE BUDGET				\$2,340,000
				* To assist HHS & IT staff wih project/regular assignments workload				

Phase I

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

Phase II

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

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

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

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

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

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

Location

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

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

Analysis of Need

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

Alternatives

Alternatives to this project include:

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

Ongoing Operating Costs

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

Return on Investment

Return on Investment: 23%

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

To be measured in 2014 with follow up in 2016.

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

Previous Action

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

Project #	201310	Project Title:	Election System Upgrade
Department:	DOA-Information Technologies	Sponsor:	Kathy Novack County Clerk
Phase:	Analysis/Implementation	Manager:	Mike Biagioli, Information Technology Mgr
Budget Action:	C - Scope, \$ Update	Date:	September 23, 2013

CAPITAL BUDGET SUMMARY				
Year	2013	2014	2015	Total
Project Phase	Initial	Implementation	Implementation*	Project
Expenditure Budget	\$70,000	\$1,248,000	\$1,000,000	\$2,318,000
Revenue Budget	<u>\$70,000</u>	<u>\$248,000</u>	<u>\$0</u>	<u>\$318,000</u>
Net County Cost	\$0	\$1,000,000	\$1,000,000	\$2,000,000
COST DOCUMENTATION		REVENUE		
Hardware/Software - County Clerk Office/Munis		\$2,000,000	General Fund Balance*	\$318,000
Training		\$8,000		
Contract Services		\$70,000		
Contingency		<u>\$240,000</u>		
Total Project Cost		\$2,318,000		
EXPENDITURE BUDGET		\$2,318,000	REVENUE BUDGET	\$318,000

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

I. EXISTING SYSTEM BACKGROUND

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

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

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

II. PROJECT GOALS

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

III. SCOPE OF SERVICES

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

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

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

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

Project #	201310	Project Title:	Election System Upgrade
Department:	DOA-Information Technologies	Sponsor:	Kathy Novack County Clerk
Phase:	Analysis/Implementation	Manager:	Mike Biagioli, Information Technology Mgr
Budget Action:	C - Scope, \$ Update	Date:	September 23, 2013

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

PROJECT PHASE 2: Detailed System Design and System RFP Development Phase

Prepare detailed system design and RFP documents based on the decision of the County to proceed.

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

PROJECT PHASE 3: Election System Implementation (County Clerk Office/Municipalities)

The purpose of Project Phase 3 is to implement the new election system.

IV. PROJECT SCHEDULE

- Project Phase 1 (Budget & Concept/Preliminary Design) DRAFT shall be submitted for review and approval no later than November 1, 2013.
- Project Phase 1 (Budget & Concept/Preliminary Design) FINAL VERSION no later than November 30, 2013.
- Project Phase 2 (Detailed system design and system RFP) DRAFT shall be submitted no later than January 10, 2014.
- Project Phase 2 (Detailed system design and system RFP) FINAL VERSION shall be submitted no later than January 17, 2014.
- Project Phase 3 (Election System Implementation – County Clerk Office and Municipalities). **will commence upon completion of Project Phase 2 (vendor selection) no later than April 1, 2014.**—The selection of a new election system will occur in 2014, with hardware delivery, equipment testing, and system training (hardware and software) expected to begin after the November 4, 2014 General Election. Additional training (for municipal clerks and poll workers), business process reviews, and further testing will begin early in 2015, with a goal of using the new system in the February 2015 Spring Primary.

Location

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

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

To be determined with consultant study.

Previous Action

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

Project #	201307	Project Title:	Jail System Re-engineering & Upgrade
Department:	Waukesha County Sheriff Dept.	Sponsor:	Eric Severson, Inspector
Phase:	Implementation	Manager:	Michael Biagioli, Information Technology Mgr.
Budget Action:	C - Accelerate	Date:	September 25, 2013

CAPITAL BUDGET SUMMARY				
Year	2013	2014	2015	Total
Project Phase	Analysis/Implmntn*	Implementation*	Completion	Project
Expenditure Budget	\$120,000	\$305,000	\$0	\$425,000
Revenue Budget	\$120,000	\$305,000	\$0	\$425,000
Net County Cost	\$0	\$0	\$0	\$0
*Project expenditures of \$100,000, which were originally planned for 2014, are moved up to 2013,** in order to purchase, install and test a new server in late 2013. This is expected to make it possible to install and test the new server in time to support implementation and training for the Jail Division earlier, in the spring of 2014, and reduces the impact of implementation on local police agencies that experience higher workload activity during the summer months.				
**Ordinance will be forthcoming to the October 2013 County Board Meeting.				
COST DOCUMENTATION		REVENUE		
Software	\$61,000	Jail Assessment		\$425,000
Hardware	\$251,000	Fund Balance		
Consulting Services	\$75,000			
Contingency	\$38,000			
Total project cost	\$425,000			
EXPENDITURE BUDGET	\$425,000	Revenue Budget		\$425,000

Project Scope & Description

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

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

In 2010 we concluded the following:

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

Project #	201307	Project Title:	Jail System Re-engineering & Upgrade
Department:	Waukesha County Sheriff Dept.	Sponsor:	Eric Severson, Inspector
Phase:	Implementation	Manager:	Michael Biagioli, Information Technology Mgr.
Budget Action:	C - Accelerate	Date:	September 25, 2013

The reasons for this upgrade are:

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

Jail Module Upgrade (new module/features):

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

Locations

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

Analysis of Need

1. Allow Information Technology and the public safety system users to clearly make strategic decisions for the County, based on pre-established strategies and yet allow for variations dictated by evolving technologies. The ongoing, availability and use of a public safety system strategy will allow for emerging technologies to be incorporated into the overall strategy for the County, while allowing current efforts to be controlled under established standards.
2. Matching the public safety technology requirements for Waukesha County to the overall Strategic Plan for the County will insure dollars spent on technology are focused on areas where the most strategic value will be returned.
3. Establishing a public safety system strategy (4 to 5 year plan) will keep the focus on the long term goals of technology for the County and the outside users, while allowing the evolution of technology to be reflected and incorporated in the overall plans for the County on a measured and planned approach.

Alternatives

None

Ongoing Operating Costs

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

Impact on Other Projects

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

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

Previous Action

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

Project #	201410	Project Title:	Security Electronics Replacement--Jail
Department:	Sheriff's Department	Sponsor:	Sheriff's Department
Phase:	Formation	Manager:	
Budget Action:	New	Date:	August 13, 2013

CAPITAL BUDGET SUMMARY			
Year	2017	2018	Total
Project Phase	Analysis	Installation	Project
Expenditure Budget	\$25,000	\$151,000	\$176,000
Revenue Budget	<u>\$25,000</u>	<u>\$151,000</u>	<u>\$176,000</u>
Net County Cost	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE	
Analysis	\$25,000	Jail Assessment	
Matrix Replacement	\$116,000	Fund Balance	\$176,000
Network Cabling	<u>\$35,000</u>		
Total project cost	\$176,000		
EXPENDITURE BUDGET	\$176,000	Revenue Budget	\$176,000

Project Scope & Description

The Waukesha County Jail has a security electronics system that includes:

- approximately 320 analog cameras which send images through coaxial cable to master control and other staff monitoring stations;
- 20 DVRs (digital video recorders) which record and store camera images for approximately 30 days so staff can access video following an event;
- 175 intercoms; and
- 1 matrix which connects all off these devices so they can be utilized by staff to monitor the jail.

The current security electronics system was installed in 2005 when the jail was constructed so the technology that is utilized by corrections staff 24 hours a day is approximately eight years old. One of the major components of the security electronics system is a matrix, which is used by staff to switch the camera views from one camera location to another camera location. The camera switching ability is extremely important as individuals are allowed to move throughout the jail or into and out of the jail by master control's view and their release of doors, elevators, etc. Given the vital nature of this equipment to the jail operation and its constant use, the matrix equipment will need to be replaced in the near future so the Sheriff's Department is submitting a capital request for the replacement of this equipment.

As noted above, the camera system installed in the jail is analog. Analog systems are becoming more and more difficult to support because digital systems are becoming the security electronics industry standard. Recognizing a total replacement of the current analog system with a digital system is cost prohibitive, the Sheriff's Department is taking steps towards upgrading the current system with equipment that can function with analog and digital cameras so the Department can slowly transition into the newer technology. For example, the Sheriff's Department is in the process of utilizing approximately \$100,000 in jail equipment money to replace the DVR system in 2013 as the equipment is requiring significant repairs due to its age and the constant use. The Sheriff's Department is working with the security electronics vendor to purchase DVR equipment that can work with both analog and digital cameras. The DVR equipment can also function as an encoder to convert analog signals to digital signals should that need be necessary.

The current analog system has one matrix connected with coaxial cable to all of the cameras and monitors. The proposed replacement matrix will consist of 14 virtual matrices connected with either CAT 5 or CAT 6 cable to network switches, which is essentially a connection point for data from DVR equipment and cameras. This option allows the Department to continue to use the existing camera equipment, the DVR equipment, and does not require the department to re-wire each individual camera with the CAT 5 or CAT 6 cable. It does, however, provide the Department with the ability to utilize digital cameras if analog cameras are no longer available to be purchased.

Project #	201410	Project Title:	Security Electronics Replacement--Jail
Department:	Sheriff's Department	Sponsor:	Sheriff's Department
Phase:	Formation	Manager:	
Budget Action:	New	Date:	August 13, 2013

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 security.

Alternatives

Do Nothing: The Waukesha County Jail currently has approximately 320 cameras that are used by staff to monitor doors, elevators, halls, pods, kitchen, inmate medical area, etc. The camera system is so vital to the daily operation of the jail that when portions of the system are down, additional staff are often brought in to replace the monitoring ability the cameras provide. If the matrix breaks and staff cannot monitor the jail via the camera system, additional staff will be needed until it can be repaired. Given the age of the current equipment, the security electronics vendor is also concerned they will not be able to get replacement parts if it breaks.

Replace the entire security electronics system with a digital system instead of the hybrid analog/digital system. Installing a digital camera system would be expensive. The jail security system is wired with coaxial cable. For digital cameras to work, the jail security system would need to be re-wired with CAT 5 or CAT 6 cable or technology would need to progress to a point where the rewiring work would not be necessary (ex. wireless cameras). Digital camera systems also have significant on-going costs such as server support costs, software costs, and the equipment costs are more expensive than current analog equipment. The Sheriff's Department recognizes there may be a time when the current analog system will not be supported so the Department might not have an alternative to the digital technology in the future.

Ongoing Operating Costs

There are no additional on going costs associated with the replacement of the matrix with an analog/digital hybrid until the Department acquires digital cameras. At that point, the department will need to pay a one-time software licensing costs for each camera that is installed in the security electronics system.

Previous Action

No prior action taken. This is the first year that this capital project is being requested.

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

CAPITAL BUDGET SUMMARY				
Year	2008	2009 - 2010	2014	Project Total
Project Phase	Engineering	Implementation	Completion	
Expenditure Budget	\$50,000	\$750,000	\$375,500	\$1,175,500
Revenue Budget	\$50,000	\$750,000	\$375,500	\$1,175,500
Net County Cost	\$0	\$0	\$0	\$0
Cost Documentation		Revenue		
Contract Services	\$80,500	End User Technology Fund Balance-08-10		\$400,000
Hardware / Software for VOIP	\$660,000	Telecommunications Fund Balance- 08-10		\$400,000
Hand Sets	\$328,000	Telecommunications Fund Balance-2014		\$375,000
Contingency	\$107,000			
Total Project Cost	\$1,175,500	Revenue Budget		\$1,175,000

Project Scope & Description

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

Location

All departments within the County.

Analysis of Need

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

Alternatives

Alternatives to this project include:

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

Ongoing Operating Costs

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

Previous Action

New project in 2008-2012 capital plan.

Approved as planned in the 2013-2017 capital plan.

Project #	200910	Project Title:	Enterprise Content Management
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Implementation	Manager:	Mike Biagioli, Information Technology Mgr.
Budget Action:	C – Scope, \$ Update	Date:	Aug-13

CAPITAL BUDGET SUMMARY					
Year	2010	2011	2013	2015	Project Total
Project Phase	Implementation	Implementation	Implementation	Implementation	
Expenditure Budget	\$700,000	\$290,000	\$250,000	\$150,000	\$1,390,000
Revenue Budget	\$700,000	\$290,000	\$250,000	\$0	\$1,240,000
Net County Cost	\$0	\$0	\$0	\$150,000	\$150,000
Cost Documentation		Revenue			
Contract Services	\$341,700	End User Technology			\$1,240,000
Training	\$8,300	Fund Balance			
Hardware	\$649,000	Total Revenue			\$1,240,000
Software	\$304,000				
Project Contingency	\$87,000				
Total Project Cost	\$1,390,000				\$1,240,000
Total Project Cost	\$1,390,000	Revenue Budget			\$1,240,000

Project Scope & Description

The purpose of this project is to fund multiple aspects of the County’s electronic document management environment and to implement an automated process for storage and archival for electronic records. This is to include:

- The replacement of the County’s current optical scanning storage repository that uses optical laser disk storage with a technology environment that allows for the same write-once read-many requirement, but also allows for deletion of these records as the file retention “end of life” date is reached.
- To replace our Stellent Image storage environment, the County has transitioned to the Microsoft SharePoint environment, utilizing the KnowledgeLake software package as the front end to facilitate ease of use for image storage, retrieval and applied records retention discipline to this environment.
- Email archival and retention has transitioned to a dual Microsoft native Email Archiving environment coupled with Microsoft’s ability to retain emails and content directly into SharePoint. This allows for email deletion that is policy and date driven as well as totally within the control of the end user.
- An overall enterprise content management environment has been implemented that allows for policy-driven, user-controlled management of all electronic records and documents. This environment automates the retention and disposition of electronic records, utilizing the County’s records retention schedule; provides for automated record destruction based on scheduled retention, suspends destruction for “legal holds”; and provides end-user tools that simplify the retention and retrieval process.
- A 2013 budget adjustment of \$250,000 was made to allow for departments to contract for assistance in file conversion if needed to assist moving current documents to the new environment or develop departmental workflows.
- A 2015 budget adjustment of \$150,000 has been made to accommodate hardware/storage requirements and to address licensing required to make the SharePoint environment available to our citizens and customers.
- **Location**

All County departments.

Project #	200910	Project Title:	Enterprise Content Management
Department:	DOA-Information Technology	Sponsor:	DOA
Phase:	Implementation	Manager:	Mike Biagioli, Information Technology Mgr.
Budget Action:	C – Scope, \$ Update	Date:	Aug-13

Analysis of Need

1. The growing concern around the cost associated with e-Discovery, as well as the potential financial exposure for the County if a discovery request is mishandled, makes this project a high priority effort. Records management responsibilities, as it relates to the protection and non-disclosure of health and other protected information, makes an automated records management environment the most cost efficient and effective method for satisfying this requirement. This project will also greatly reduce the countless hours of staff time required to review electronic records to satisfy open records requests, by providing the ability to search electronic documents by selected key words or streams of characters and returning only those electronic documents that match that criteria.
2. The costs associated with system recovery and the rebuilding of the email environment need to be reduced. This is one major way to accomplish that goal.
3. Reducing our “foot print” for paper records retention will maximize space utilization for paper records retention, reduce the cost of retrieval for these documents, while allowing for greater availability, by the public, to documents retained by the county.

Alternatives

The alternative to this project would be to continue using the current technology environment, absorbing costs for open records requests, system rebuilds and e-Discovery requirements.

Ongoing Operating Costs

The End User Technology Fund will incur additional maintenance costs associated with the software and hardware estimated at \$58,000 per year beginning in budget year 2012.

Return on Investment

Return on investment: 67.50%

Return on investment break-even Period: 3.75 years, based on the project completion date.

Five-Year Forecast

Tangible Savings	\$24,500
Risk Reduction	\$970,000
Process Improvement	\$27,500
IT Savings	\$151,000
Personnel Time Savings	<u>\$398,000</u>
Total Non-Budgetary / Intangible Savings	\$1,526,500

**To be measured in 2015 with follow up in 2016.*

Previous Action

- 2009-2013 capital plan: approved as a new project.
- 2010-2014 capital plan: approved as planned.
- 2011-2015 capital plan: Approved with a change in scope.
- 2012-2016 capital plan: approved as planned.
- 2013-2017 capital plan: approved with change in scope and budget.

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

CAPITAL BUDGET SUMMARY								
Year	2010	2011	2012	2013	2014	2015	Total	
Project Phase	Design/Implement	Implementation	Implementation	Implementation	Implementation	Implementation	Project	
Expenditure Budget	\$268,000	\$150,000	\$200,000	\$275,000	\$300,000	\$100,000	\$1,293,000	
Revenue Budget	\$0	\$150,000	\$200,000	\$275,000	\$300,000	\$0	\$925,000	
Net County Cost	\$268,000	\$0	\$0	\$0	\$0	\$100,000	\$368,000	
COST DOCUMENTATION				REVENUE				
Software	\$762,000							General Fund Balance \$350,000
Hardware	\$140,000							End User Technology Fund \$575,000
Consultant Services	\$341,000							
Training	\$50,000							
Total Project Cost	\$1,293,000							Total Revenue \$925,000
EXPENDITURE BUDGET	\$1,293,000							REVENUE BUDGET \$925,000

Project Scope & Description

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

Location

This application is used by all County departments.

Analysis of Need

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

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

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

CAPITAL BUDGET SUMMARY			
Year	2014		2015
Project Phase	Design	Implementation	Project Total
Expenditure Budget	\$15,000	\$110,000	\$125,000
Revenue Budget	<u>\$15,000</u>	<u>\$0</u>	<u>\$15,000</u>
Net County Cost	\$0	\$110,000	\$110,000
Cost Documentation		Revenue	
Hardware	\$10,000		
Software Licenses	\$5,000	End User Technology	\$15,000
Consulting / Conversion Services	\$75,000	Fund Balance	
Training	\$20,000		
Contingency	\$15,000		
Total Project Cost	\$125,000	Revenue Budget	\$15,000

Project Scope & Description

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

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

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

Actions

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

Location

All County departments would be affected.

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

Analysis of Need

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

Alternatives

Alternatives to this project include:

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

Fiscal Impacts

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

Return on investment

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

Previous Action

No Previous Action

ITEMS 14, 16, 17, 46, 51 PULLED FOR INDIVIDUAL CONSIDERATION
WAUKESHA COUNTY BOARD OF SUPERVISORS

V

DATE-10/22/13

* RESOLUTION TO
ADOPT 5 YR. BUDGET

(RES) NUMBER-1680003

1 C. SLATTERY.....AYE	2 D. Zimmermann.....AYE
3 R. MORRIS.....AYE	4 J. BATZKO.....AYE
5 J. BRANDTJEN.....AYE	6 J. JESKEWITZ.....
7 J. GRANT.....AYE	8 P. HAUKOHL.....AYE
9 J. HEINRICH.....AYE	10 D. SWAN.....AYE
11 F. RUF.....AYE	12 P. WOLFF.....AYE
13 P. DECKER.....AYE	14 P. MEYER.....AYE
15 W. KOLB.....AYE	16 M. CROWLEY.....AYE
17 D. PAULSON.....AYE	18 L. NELSON.....AYE
19 C. CUMMINGS.....AYE	20 T. SCHELLINGER...AYE
21 W. ZABOROWSKI.....AYE	22 P. JASKE.....AYE
23 K. HAMMITT.....AYE	24 D. DRAEGER.....AYE
25 G. YERKE.....AYE	

TOTAL AYES-24

TOTAL NAYS-00

CARRIED _____

DEFEATED _____

UNANIMOUS X

TOTAL VOTES-24

CAP. 5 YR BUDGET - PROJECT #14
ON-SITE MEDICAL CLINIC

WAUKESHA COUNTY BOARD OF SUPERVISORS

V

DATE-10/22/13

(RES) NUMBER-1681403

- 1 C. SLATTERY.....NAY
- 3 R. MORRIS.....AYE
- 5 J. BRANDTJEN.....NAY
- 7 J. GRANT.....NAY
- 9 J. HEINRICH.....AYE
- 11 F. RUF.....AYE
- 13 P. DECKER.....AYE
- 15 W. KOLB.....AYE
- 17 D. PAULSON.....AYE
- 19 C. CUMMINGS.....NAY
- 21 W. ZABOROWSKI.....AYE
- 23 K. HAMMITT.....NAY
- 25 G. YERKE.....AYE

- 2 D. Zimmermann.....AYE
- 4 J. BATZKO.....NAY
- 6 J. JESKEWITZ.....
- 8 P. HAUKOHL.....AYE
- 10 D. SWAN.....AYE
- 12 P. WOLFF.....AYE
- 14 P. MEYER.....AYE
- 16 M. CROWLEY.....AYE
- 18 L. NELSON.....AYE
- 20 T. SCHELLINGER....AYE
- 22 P. JASKE.....NAY
- 24 D. DRAEGER.....AYE

TOTAL AYES-17

TOTAL NAYS-07

CARRIED X

DEFEATED _____

UNANIMOUS _____

TOTAL VOTES-24

CAP. 5 YR BUDGET PROJECT # 16
COURTHOUSE PROJECT

WAUKESHA COUNTY BOARD OF SUPERVISORS

V

DATE-10/22/13

(RES) NUMBER-1681603

1 C. SLATTERY.....AYE
3 R. MORRIS.....AYE
5 J. BRANDTJEN.....NAY
7 J. GRANT.....NAY
9 J. HEINRICH.....AYE
11 F. RUF.....AYE
13 P. DECKER.....AYE
15 W. KOLB.....AYE
17 D. PAULSON.....AYE
19 C. CUMMINGS.....AYE
21 W. ZABOROWSKI.....AYE
23 K. HAMMITT.....AYE
25 G. YERKE.....AYE

2 D. Zimmermann.....AYE
4 J. BATZKO.....AYE
6 J. JESKEWITZ.....
8 P. HAUKOHL.....AYE
10 D. SWAN.....AYE
12 P. WOLFF.....AYE
14 P. MEYER.....AYE
16 M. CROWLEY.....AYE
18 L. NELSON.....AYE
20 T. SCHELLINGER....AYE
22 P. JASKE.....AYE
24 D. DRAEGER.....AYE

TOTAL AYES-22

TOTAL NAYS-02

CARRIED X

DEFEATED _____

UNANIMOUS _____

TOTAL VOTES-24

CAF: 5 YR BUDGET - PROJECT # 17

UNW BOILER, CHILLER & CONTROLS REPLACEMENTS

WAUKESHA COUNTY BOARD OF SUPERVISORS

V

DATE-10/22/13

(RES) NUMBER-1681703

- 1 C. SLATTERY.....AYE
- 3 R. MORRIS.....AYE
- 5 J. BRANDTJEN.....NAY
- 7 J. GRANT.....AYE
- 9 J. HEINRICH.....AYE
- 11 F. RUF.....NAY
- 13 P. DECKER.....AYE
- 15 W. KOLB.....AYE
- 17 D. PAULSON.....AYE
- 19 C. CUMMINGS.....AYE
- 21 W. ZABOROWSKI.....AYE
- 23 K. HAMMITT.....AYE
- 25 G. YERKE.....AYE

- 2 D. Zimmermann.....AYE
- 4 J. BATZKO.....AYE
- 6 J. JESKEWITZ.....
- 8 P. HAUKOHL.....AYE
- 10 D. SWAN.....AYE
- 12 P. WOLFF.....AYE
- 14 P. MEYER.....AYE
- 16 M. CROWLEY.....AYE
- 18 L. NELSON.....AYE
- 20 T. SCHELLINGER....AYE
- 22 P. JASKE.....AYE
- 24 D. DRAEGER.....AYE

TOTAL AYES-22

TOTAL NAYS-02

CARRIED X

DEFEATED _____

UNANIMOUS _____

TOTAL VOTES-24

CAP. 5 YR BUDGET - PROJECT #46
COLLABORATIVE MATERIAL RECYCLING FACILITY

WAUKESHA COUNTY BOARD OF SUPERVISORS

V

DATE-10/22/13

(RES) NUMBER-1684603

1	C. SLATTERY.....	AYE	2	D. Zimmermann.....	AYE
3	R. MORRIS.....	AYE	4	J. BATZKO.....	AYE
5	J. BRANDTJEN.....	NAY	6	J. JESKEWITZ.....	
7	J. GRANT.....	NAY	8	P. HAUKOHL.....	AYE
9	J. HEINRICH.....	AYE	10	D. SWAN.....	AYE
11	F. RUF.....	AYE	12	P. WOLFF.....	AYE
13	P. DECKER.....	AYE	14	P. MEYER.....	AYE
15	W. KOLB.....	AYE	16	M. CROWLEY.....	AYE
17	D. PAULSON.....	AYE	18	L. NELSON.....	AYE
19	C. CUMMINGS.....	AYE	20	T. SCHELLINGER....	AYE
21	W. ZABOROWSKI.....	AYE	22	P. JASKE.....	AYE
23	K. HAMMITT.....	AYE	24	D. DRAEGER.....	AYE
25	G. YERKE.....	NAY			

TOTAL AYES-21

TOTAL NAYS-03

CARRIED X

DEFEATED _____

UNANIMOUS _____

TOTAL VOTES-24

CAP. 5 YR BUDGET - PROJECT # 51
ELECTION SYSTEM UPGRADE

WAUKESHA COUNTY BOARD OF SUPERVISORS

V

DATE-10/22/13

(RES) NUMBER-1685103

- | | |
|--------------------------|-------------------------|
| 1 C. SLATTERY.....NAY | 2 D. Zimmermann.....AYE |
| 3 R. MORRIS.....NAY | 4 J. BATZKO.....AYE |
| 5 J. BRANDTJEN.....NAY | 6 J. JESKEWITZ..... |
| 7 J. GRANT.....NAY | 8 P. HAUKOHL.....AYE |
| 9 J. HEINRICH.....AYE | 10 D. SWAN.....AYE |
| 11 F. RUF.....NAY | 12 P. WOLFF.....AYE |
| 13 P. DECKER.....AYE | 14 P. MEYER.....NAY |
| 15 W. KOLB.....NAY | 16 M. CROWLEY.....AYE |
| 17 D. PAULSON.....AYE | 18 L. NELSON.....AYE |
| 19 C. CUMMINGS.....NAY | 20 T. SCHELLINGER...NAY |
| 21 W. ZABOROWSKI.....AYE | 22 P. JASKE.....AYE |
| 23 K. HAMMITT.....AYE | 24 D. DRAEGER.....AYE |
| 25 G. YERKE.....AYE | |

TOTAL AYES-15

TOTAL NAYS-09

CARRIED X

DEFEATED _____

UNANIMOUS _____

TOTAL VOTES-24