

Capital Projects

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Mission

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

Policy

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

This budget maintains the emphasis on planning and funding for infrastructure and capital improvements projects, as they are needed rather than reacting to unplanned situations. Most new projects are to be requested in the last year of the five-year plan, unless circumstances require a more immediate time frame. County Code Section 7-16 (c) requires design and implementation for larger projects to be, at a minimum, in separate calendar years. Justification of projects includes costs versus benefits, return on investment analysis, and project need. A long-range goal to managing overall debt service is to use annual cash balances from tax levy, fund balance, and ongoing revenues to fund capital projects at a minimum of 20% of net capital expenditures. This "down payment" reduces the need to borrow additional funds and manages debt service growth in relationship to the operating budget to accommodate the policy for debt service of less than 10% of operating budget.

In the 2022 adopted budget, the county started to borrow for major vehicle replacements, which meet the traditional capital project definition of exceeding \$100,000 in total replacement cost and having a useful life of seven years or more on average. The Capital Project Fund pays for the initial acquisition, with principal repaid in the Debt Service Fund with departmental contributions collected through the Vehicle Replacement Plan. These expenses and related borrowing are broken out in the table below.

In this section, under "Operating Impacts by Functional Area," there is a summary of operational impacts resulting from implementation of the capital improvement program. Also, in this section are individual capital project sheets, which detail operational impacts. Impacts associated with new facility operations are included in planning for future funding needs for county operations (see individual project pages), but are only included in operating department budgets in the year they will be incurred; however, the county's five-year operating budget projection considers these impacts in the appropriate years.

Financial Summary

	2023 Budget	2024 Budget	2025 Budget	Change from 2024
Expenditures	\$43,103,000	\$49,120,900	\$39,545,400	(\$9,575,500)
Revenues-Project Specific	\$8,316,100	\$2,084,300	\$5,330,400	\$3,246,100
Enterprise Fund Balance (a)	\$1,008,500	\$693,000	\$829,500	\$136,500
Internal Service Fund Balance	\$0	\$615,000	\$0	(\$615,000)
Restricted Special Rev Fund Bal (a)	\$0	\$398,500	\$197,700	(\$200,800)
Net Expenditures	\$33,778,400	\$45,330,100	\$33,187,800	(\$12,142,300)
Other Financing Sources:				
Investment Earnings	\$280,000	\$594,000	\$850,000	\$256,000
Debt Issue Proceeds	\$10,000,000	\$17,000,000	\$25,000,000	\$8,000,000
Cash Balances from				
Governmental Fund Balance (b)	\$1,323,884	\$4,730,138	\$5,432,077	\$701,939
Other Fund Balance	\$0	\$0	\$0	\$0
Revenues-General (c)	\$20,672,401	\$22,006,704	\$1,510,465	(\$20,496,239)
Tax Levy	\$1,502,115	\$999,258	\$395,258	(\$604,000)
Total Cash Balances	\$23,498,400	\$27,736,100	\$7,337,800	(\$20,398,300)
Est. Use of Cash Balances				
as % Of Net Expenditures	70%	61%	22%	
VEHICLE REPLACEMENT PLAN FUNDED THROUGH BORROWING				
Expenditures	\$2,500,000	\$3,800,000	\$4,200,000	\$400,000
Debt Issue Proceeds	\$2,500,000	\$3,800,000	\$4,200,000	\$400,000
TOTAL EXPENDITURES AND BORROWING (CAPITAL IMPROVEMENT PLAN + VEHICLE REPLACEMENT)				
Expenditures	\$45,603,000	\$52,920,900	\$43,745,400	(\$9,175,500)
Debt Issue Proceeds	\$12,500,000	\$20,800,000	\$29,200,000	\$8,400,000

- (a) 2025 budgeted use of enterprise fund balance includes \$411,000 from the Golf Course Fund for Golf Course Infrastructure Improvements (#202208) and \$418,500 from the Airport Fund for the Runway 10/28 Safety Zones (#200310). Restricted special revenue fund balance is from the Parkland Management and Land Acquisition (Tarmann) Fund for Ice Arena Facility Improvements (#202409).
- (b) 2025 budgeted use of governmental fund balance of \$5,432,077 includes Jail Assessment Fund balance of \$304,000 for Jail Security Audio Upgrade (#202206), General Fund balance of \$1,500,000 allocated to address temporarily higher downpayment requirements, and Capital Project Fund balance of \$3,628,077.
- (c) General revenues include \$200,000 of existing state Shared Revenues, \$695,465 of state personal property aid for the tax exemption of machinery, tools, and patterns not used for manufacturing, and \$615,000 of federal American Rescue Plan Act funds.

Capital Projects

2025 Capital Projects

Summary

	<u>2023 Budget</u>	<u>2024 Budget</u>	<u>2025 Budget</u>	<u>24-25 Budget Change</u>
EXPENDITURES				
Justice and Public Safety	\$20,450,000	\$35,780,000	\$21,394,000	(\$14,386,000)
Health and Human Services	\$649,000	\$305,000	\$445,000	\$140,000
Parks, Env, Edu & Land Use	\$5,414,300	\$2,995,200	\$2,011,300	(\$983,900)
Public Works	\$13,939,700	\$8,140,700	\$15,080,100	\$6,939,400
County Wide Technology Projects	\$2,650,000	\$1,900,000	\$615,000	(\$1,285,000)
Vehicle Replacement	\$2,500,000	\$3,800,000	\$4,200,000	\$400,000
Total Gross Capital Expenditures	\$45,603,000	\$52,920,900	\$43,745,400	(\$9,175,500)

REVENUES-Project Specific

Local Municipal Share - County Highway	\$1,100,000	\$0	\$450,000	\$450,000
Donations/Contributions/Reimbursements	\$0		\$495,000	\$495,000
County Highway Improvement Program (CHIP)	\$430,000	\$350,000	\$350,000	\$0
CHIP-Discretionary	\$812,000	\$260,000	\$260,000	\$0
Surface Transportation Program (STP) & Other Fed Hwy Funding	\$1,059,200	\$905,600	\$527,800	(\$377,800)
State Supplemental Local Road Improvement Program (LRIP)	\$2,552,000		\$3,100,000	\$3,100,000
Federal, State, & Municipal Funding for PLU Projects	\$2,162,900	\$568,700	\$147,600	(\$421,100)
Community Development Block Grant Funding	\$0			\$0
Landfill Siting Revenues	\$200,000			\$0
Subtotal: Revenues-Project Specific	\$8,316,100	\$2,084,300	\$5,330,400	\$3,246,100

REVENUES-General

Existing State Shared Revenue/Utility Payment	\$200,000	\$200,000	\$200,000	\$0
Supplemental Shared Revenue		\$1,996,239	\$0	(\$1,996,239)
State Aid for Computer Equipment Property Tax Exemption	\$625,000	\$625,000	\$0	(\$625,000)
State Aid for Tax Exemption of Personal Property	\$713,401	\$695,465	\$695,465	\$0
American Rescue Plan Act	\$19,134,000	\$18,490,000	\$615,000	(\$17,875,000)
Subtotal: Revenues-General	\$20,672,401	\$22,006,704	\$1,510,465	(\$20,496,239)

FUND BALANCE APPROPRIATIONS:

Airport Fund Balance	\$108,500		\$418,500	\$418,500
Golf Course Fund Balance	\$900,000	\$693,000	\$411,000	(\$282,000)
End User Technology Fund Balance		\$615,000	\$0	(\$615,000)
Parkland Mgmt and Land Acquisition (Tarmann) Fund Balance.	\$0	\$398,500	\$197,700	(\$200,800)
Subtotal: Proprietary Fund Balance	\$1,008,500	\$1,706,500	\$1,027,200	(\$679,300)

General Fund Balance	\$0	\$4,085,000	\$1,500,000	(\$2,585,000)
Gen Fund - Assigned: Jail Assessment Revenue Reserves	\$50,000	\$400,000	\$304,000	(\$96,000)
Capital Project Funds Assigned	\$1,273,884	\$245,138	\$3,628,077	\$3,382,939
Subtotal: Cash Balances from Governmental Fund Balance	\$1,323,884	\$4,730,138	\$5,432,077	\$701,939
Total Fund Balance Uses For Capital Projects	\$2,332,384	\$6,436,638	\$6,459,277	\$22,639

Investment Earnings	\$280,000	\$594,000	\$850,000	\$256,000
Debt Proceeds - For Capital Improvement Plan	\$10,000,000	\$17,000,000	\$25,000,000	\$8,000,000
Debt Proceeds - For Vehicle Replacement Plan	\$2,500,000	\$3,800,000	\$4,200,000	\$400,000

Tax Levy	\$1,502,115	\$999,258	\$395,258	(\$604,000)
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Pg #	PROJECT TITLE	Project Number	2025 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
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PUBLIC WORKS - AIRPORT

502	RUNWAY 10/28 SAFETY ZONES	200310	\$418,500	\$418,500	(a)	\$0
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PUBLIC WORKS - BUILDINGS

503	COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE	201705	\$20,350,000			\$20,350,000
506	LAW ENFORCEMENT CTR WINDOW REPLACEMENT	202211	\$20,000			\$20,000
507	COMMUNICATIONS CENTER UPS UPGRADE	202310	\$200,000			\$200,000
508	COMMUNICATION CTR ROOF REPLACEMENT	202209	\$270,000			\$270,000
509	HIGHWAY/FLEET BLDG ROOF REPLACEMENT	202210	\$100,000			\$100,000
510	HIGHWAY SALT DOME REPLACEMENT	202510	\$1,540,000	\$465,000	(b)	\$1,075,000
511	JAIL EXPANSION PROJECT STUDY	202536	\$250,000			\$250,000

PUBLIC WORKS - HIGHWAYS

513	CTH O, CTH ES TO CTH D REHABILITATION	201803	\$5,195,800	\$450,000	(c)	\$4,745,800
514	CTH O, CTH D TO STH 59 REHABILITATION	202013	\$90,000			\$90,000
515	CTH O, CTH HH TO GRANGE AVE	202102	\$330,000	\$264,000	(d)	\$66,000
517	CTH I, CALHOUN CREEK BRIDGE	202201	\$21,000			\$21,000
518	CTH EF, BARK RIVER BRIDGE	202202	\$72,000			\$72,000
519	CTH VV, WESTBOUND BRIDGE OVER MENOMONEE RIVER	201802	\$190,400			\$190,400
520	CTH I, MUKWONAGO RIVER BRIDGE	202203	\$23,000			\$23,000
521	CTH Y - CTH L to CTH HH REHABILITATION	202301	\$300,000	\$240,000	(e)	\$60,000
522	CTH F - CTH K INTERSECTION	202304	\$24,600			\$24,600
523	CTH T - CTH JJ INTERSECTION	202305	\$75,000			\$75,000
524	CTH F - BUSSE ROAD INTERSECTION	202401	\$12,300			\$12,300
525	CTH D - SUNNY SLOPE ROAD INTERSECTION	202402	\$10,000			\$10,000
526	SIGNAL CONTROLLER REPLACEMENT	202403	\$30,000	\$23,800	(f)	\$6,200
527	CTH ES, SCOTLAND DRIVE TO CTH U	202404	\$75,000			\$75,000
528	CTH S - STH 67 TO STH 59	202502	\$50,000			\$50,000
529	CTH D - CTH X INTERSECTION	202509	\$10,000			\$10,000
530	CTH K - CTH JK TO CTH Y	202514	\$200,000			\$200,000
532	CTH BB - US 18 TO CTH DR	202515	\$97,500			\$97,500
533	CTH KE - CTH E INTERSECTION	202520	\$195,000			\$195,000
534	CULVERT REPLACEMENT PROGRAM 2023-2027	201901	\$200,000			\$200,000
535	REPAVING PROGRAM 2023-2027	201906	\$5,820,000	\$3,710,000	(g)	\$2,110,000

- (a) Airport Fund balance of \$418,500.
- (b) Insurance reimbursement revenue from the collapse of the previous Highway Ops salt dome of \$465,000 is applied.
- (c) Municipal contribution funding from the City of New Berlin.
- (d) Federal Surface Transport Program (STP) funding for utility relocation.
- (e) Federal Surface Transport Program (STP) funding for land acquisition.
- (f) Federal Carbon Reduction Program funding.
- (g) Includes state Local Road Improvement Program- Supplemental (LRIP-S) funding of \$3,100,000, County Highway Improvement Program (CHIP) funding of \$350,000, and CHIP-Discretionary funding of \$260,000.

Capital Projects

2025 Capital Projects

Project Listing

Pg #	PROJECT TITLE	Project Number	2025 Project Budget	Fund Balance & Revenue Applied		Net \$'s Needed After Revenues Applied
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PARKS AND LAND USE

536	FOX RIVER BEND WETLAND RESTORATION PROJECT	202408	\$106,400	\$106,400	(h)	\$0
537	GOLF COURSE INFRASTRUCTURE PROJECT	202208	\$411,000	\$411,000	(i)	\$0
538	ICE ARENA FACILITY IMPROVEMENT PLAN	202409	\$238,900	\$238,900	(j)	\$0
539	PARK SYSTEM ROOF REPLACEMENTS	202524	\$25,000			\$25,000
540	RETZER NATURE CENTER COVERED SHELTER	202525	\$30,000	\$30,000	(k)	\$0
541	PAVEMENT MANAGEMENT PLAN 2023 - 2027	201908	\$1,200,000			\$1,200,000

SHERIFF - IT

542	JAIL SECURITY AUDIO UPGRADE	202206	\$304,000	\$304,000	(l)	\$0
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HEALTH AND HUMAN SERVICES - IT

543	MYEVOLV	202533	\$445,000			\$445,000
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COUNTYWIDE - IT

545	ERP SYSTEM IMPLEMENTATION	202215	\$615,000		(m)	\$615,000
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VEHICLE REPLACEMENT

(n)	VEHICLE REPLACEMENT	N/A	\$4,200,000			\$4,200,000
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TOTAL EXPENDITURES/Fund Balance & Revenues Applied/Net \$ Needed			\$43,745,400	\$6,661,600		\$37,083,800
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ADDITIONAL REVENUES & FUND BALANCE-GENERALLY APPLIED

STATE COMPUTER EQUIPMENT EXEMPTION	\$0
EXISTING STATE SHARED REVENUE/UTILITY PAYMENT	\$200,000
SUPPLEMENTAL SHARED REVENUE	\$0
STATE PERSONAL PROPERTY AID FOR EXEMPT MACHINE, TOOLS, & PATTERNS (NON-MFG)	\$695,465
AMERICAN RESCUE PLAN ACT FUNDING (ARPA) (l)	\$615,000
GENERAL FUND BALANCE (o)	\$1,500,000
CAPITAL PROJECT FUND BALANCE	\$3,628,077
DEBT ISSUE PROCEEDS - FOR CAPITAL IMPROVEMENT PLAN	\$25,000,000
DEBT ISSUE PROCEEDS - FOR VEHICLE REPLACEMENT	\$4,200,000
INVESTMENT INCOME EARNED ON DEBT ISSUE	\$850,000
TOTAL FROM OTHER FUNDING SOURCES	\$36,688,542

TAX LEVY	\$395,258
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- (h) Funding from the state DNR Waterfowl Stamp Program, Southeast Wisconsin Fox River Commission Grant, and state Department of Agriculture, Trade, and Consumer Protection Soil and Water Resource Management Grant.
- (i) Golf Course Fund Balance of \$411,000.
- (j) Parkland Management and Land Acquisition (Tarmann) Fund Balance of \$197,700 and Energy Efficiency and Conservation Block Grant funding of \$41,200.
- (k) Funding from Friends of Retzer Nature Center (FORNC) donations of \$30,000.
- (l) Jail Assessment Fund balance.
- (m) Project is funded in 2025 with federal American Rescue Plan Act revenues allocated to the capital plan.
- (n) Description of planned vehicle replacements can be found in the capital project highlights in the following pages and in the Public Works functional area for the Vehicle Replacement Fund.
- (o) General Fund balance of \$1,500,000 is allocated to address temporarily higher downpayment requirements, primarily due to the Courthouse Project Step 2 – Renovate 1959 Courthouse.

GENERAL SUMMARY

Capital project expenditures in 2025 decrease about \$9.5 million from the 2024 Adopted Budget to \$43.4 million. Changes are identified by functional areas below.

Justice and Public Safety

Projects in this functional area total \$21.4 million, which is a decrease of \$14.4 million from the prior-year budget. The 2025 budget includes funding of \$20.4 million to continue construction of the second phase of a two-phase project to modernize and expand the courthouse. The first phase was completed in 2021. Phase two entails the renovation of the existing courthouse building to include installation of new state of the art mechanical, electrical, fire protection, window systems, and new wall, floor, and ceiling finishes in all renovated areas. The budget also includes \$270,000 for the construction phase to replace the Communication Center roof and \$200,000 for the Communications Center UPS (Uninterruptible Power Supply) upgrade. Additionally, the 2025 budget includes \$250,000 for the Jail Expansion Project study to evaluate options to address higher inmate populations. Also in the plan is \$304,000 to complete the Jail Audio Security Upgrade project.

Health and Human Services

Projects in this functional area total \$445,000, which is an increase of \$140,000 from the prior-year budget, and includes Health and Human Services technology enhancements that focus on creating efficiencies within their electronic health records system.

Parks, Environment, Education and Land Use

Projects in this functional area total about \$2.0 million, a decrease of \$1.0 million from the 2024 budget. The five-year Pavement Management Plan is budgeted at \$1.2 million in 2025. The budget includes \$411,000 to continue golf course improvements at the Naga-Waukee War Memorial and Moor Downs golf courses. The improvements will include irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path maintenance, a new clubhouse and irrigation well, clubhouse roof replacement, pedestrian bridge upgrades, clubhouse restroom renovations, and patio pavement maintenance. Similarly, infrastructure improvements of \$238,900 are budgeted as part of a multi-year effort to replace aging mechanical, HVAC, and refrigeration systems at the Naga-Waukee and Eble ice arenas.

The 2025 budget also includes \$106,400 for the construction phase for the Fox Bend Wetland Restoration project, which will restore approximately 20 acres of this undeveloped county park in the Village of Vernon to its natural condition, resulting in higher quality wetlands, better flood plain storage, and increased beneficial native wildlife and vegetation at the site through control of invasive vegetation and new plantings. The design phase for the Retzer Nature Center Covered Shelter and park system roof replacements are budgeted at \$30,000 and \$20,000.

Public Works

Project expenditures in the public works functional area total \$15.1 million, an increase of about \$6.9 million from the 2024 budget. County dollars leverage an additional \$7.2 million of state/federal funds for highway projects that are budgeted by the Wisconsin Department of Transportation and not accounted for in the county's capital budget. Projects include the airport, buildings, and highways as follows:

Buildings/Land Improvements

The major focus for building improvements in the five-year capital plan is the second phase of a two-phase project to upgrade and modernize the county courthouse (discussed previously under the Justice and Public Safety functional area). Outside of facility projects budgeted in other functional areas, there is \$1.5 million to replace a salt dome that collapsed in 2024 and \$100,000 for the design phase to replace the Highway Operations/Central Fleet building roof.

Airport

The 2025 capital budget includes \$418,500 for construction of the Runway Safety Zones project at the Waukesha County Airport. For this project, the 2025 county contribution leverages state funds of \$8.4 million that are budgeted by the Wisconsin Bureau of Aeronautics (BOA) and are not accounted for in the county's capital budget.

Highways

The 2025 capital budget for roadways continues priorities established in three categories to provide a balanced plan. Projects and funding priorities are identified below.

Repaving/Priority Corridors

A funding level of \$5.8 million is budgeted for the annual County Trunk Highway (CTH) Repaving Program. In addition, the budget includes \$5.2 million for the construction phase of CTH O (Moorland Road), from CTH ES (National Avenue) to CTH D (Cleveland Avenue), in the city of New Berlin. For CTH O, CTH HH (College Avenue) to Grange Avenue, \$330,000 is budgeted for utility relocation (construction planned for 2027). The land acquisition phase is budgeted at \$300,000 for CTH Y (Racine Avenue), from CTH L (Janesville Road) to CTH HH, in the cities of New Berlin and Muskego (construction planned for 2027). A planning study for CTH K (Lisbon Road), from CTH JK (Lynndale Road) to CTH Y (Lannon Road), in the villages of Lisbon, Sussex, and Menomonee Falls, of \$200,000 is also budgeted in 2025. The design phase for multiple projects are

budgeted for in 2025, including \$97,500 for CTH BB (N. Golden Lake Road), from US 18 to CTH DR, in the Village of Summit; \$90,000 for CTH O, from CTH D to STH 59 (Greenfield Avenue), in the City of New Berlin; \$75,000 for CTH ES, from Scotland Drive to CTH U (Guthrie Drive) in villages of Vernon and Big Bend; and \$50,000 for CTH S, from STH 67 to STH 59, in the Town of Eagle.

Bridges/Culverts

The Culvert Replacement Program continues with an annual budget of \$200,000. The budget includes \$23,000 for the design phase for CTH I (Beloit Road), Mukwonago Creek Structure in the Town of Mukwonago and \$21,000 for the design phase for CTH I (Beloit Road), Calhoun Creek Bridge in the City of New Berlin. The construction phase is budgeted at \$190,400 for CTH V V (Silver Spring Road), Westbound Bridge over Menomonee River in the Village of Butler, and \$72,000 for CTH EF (Dorn Road), Bark River Bridge in the Town of Merton.

Signal & Safety Improvements

Decisions to initiate signal and safety spot improvements are based on safety, traffic congestion, and roadway safety audits to identify the use of lower-cost remediation strategies. The budget includes \$195,000 for the design phase for the CTH KE (Maple Avenue)/CTH E (North Shore Drive) intersection in the village of Hartland and town of Delafield. Also included is \$75,000 for the land acquisition phase for the CTH T (Grandview Boulevard)/CTH JJ (Bluemound Road) intersection in the city and village of Pewaukee. Other budgeted projects in the design phase include \$24,600 for CTH F (Redford Boulevard)/CTH K (Lisbon Road) intersection in the town of Lisbon and village of Sussex; \$12,300 for CTH F (Redford Boulevard)/Busse Road intersection in the in the city of Pewaukee; \$10,000 for CTH D (Cleveland Avenue)/Sunny Slope Road intersection in the city of New Berlin; and \$10,000 for CTH D (Sunset Drive)/CTH X (Genesee Road) intersection in the city of Waukesha.

The budget also includes \$30,000 for an additional year in the design phase of a project to replace aging and out-of-date traffic signal equipment with modern technology to improve traffic flow at intersections throughout the county (replacements updated to 2026-27).

Countywide Technology

The 2025 capital budget includes \$615,000 for the final year of funding to implement an enterprise resource planning (ERP) system, which is expected to include functionality for human resources/payroll, time and attendance, and financial management. Implementation is expected to be completed in 2026.

Vehicle Replacement

The county borrows for some major vehicle replacements, which meet the traditional capital project definition of exceeding \$100,000 in total replacement costs and having a useful life of seven years or more on average. The Capital Project Fund will pay for the initial acquisition, with principal repaid in the Debt Service Fund with contributions collected through the Vehicle Replacement Plan. Borrowing for vehicles is budgeted at \$4.2 million, an increase of \$400,000 from 2024.

Project Revenue Funding

Revenues and various fund balance appropriations for project funding decrease by about \$17.0 million to \$14.2 million for the 2025 Budget. This is primarily due to the phase-out of ARPA funds from the Step 2 courthouse project.

Project specific revenues increase by \$3,246,100 to \$5,330,400. For highway projects, this budget includes \$450,000 of municipal funding from the City of New Berlin for the CTH O (Moorland Road), CTH ES (National Avenue) to CTH D (Cleveland Avenue), project. Also included are state revenues of \$264,000 to cover a portion of the utility relocation costs for the CTH O (Moorland Road), CTH HH (College Avenue) to Grange Avenue, as well as \$240,000 to cover a portion of the land acquisition costs for the CTH Y (Racine Avenue), CTH L (Janesville Road) to CTH HH, project. Another \$23,800 is budgeted to offset most of the design costs for the traffic signal controller replacement project. The budget also includes state Local Road Improvement Plan – Supplemental (LRIP-S) or \$3,100,000 County Highway Improvement Program (CHIP) funding of \$350,000 and CHIP-Discretionary funding of \$260,000 to help fund the County Highway Repaving Program.

The Highway Operations Salt Dome Replacement project also includes \$465,000 of insurance reimbursement revenue from the collapse of the former structure.

For Parks and Land Use projects, the budget includes \$106,400 of various state and outside funding sources for the Fox Bend Wetland Restoration project, \$41,200 in Energy Efficiency and Conservation Block grant funding for the Ice Arena Facility Improvement Plan project, and \$30,000 of donation revenue for the Retzer Nature Center Covered Shelter project.

Current Funding Sources

The budget includes \$200,000 of existing state Shared Revenues and state personal property aid for the tax exemption of machinery, tools, and patterns (not used in manufacturing) is budgeted at \$695,465. New supplemental Shared Revenue that had been budgeted at \$2.0 million in 2024 is reallocated to departments, including \$1.2 million to offset the elimination of American Rescue Plan Act (ARPA) funding toward the implementation of the compensation study and higher. The remaining

Capital Projects

Capital Projects

Operating Impact

\$0.8 million, along with \$625,000 of Computer Aid for the tax exemption of computers and the \$604,000 reduction in levy (mentioned below) is reallocated to free up \$2.0 million of additional resources for higher jail operating costs.

Use of fund balances in 2025 totals about \$6.5 million, which is an increase of \$22,600 from the 2024 budget. **Airport Fund balance** is budgeted at \$418,500 for the Runway Safety Zones project. **Golf Course Fund balance** is budgeted at \$411,000 to fund the golf course improvements at Naga-Waukee War Memorial and Moor Downs golf courses. **Parkland Management and Land Acquisition (Tarmann) Fund balance** of \$197,700 is budgeted for the Ice Arena Facility Improvement Plan project. **Jail Assessment Fund balance** is budgeted at \$304,000 for the Jail Audio Security Upgrade project. **General Fund balance** of \$1,500,000 is budgeted which is used as a portion of the debt issuance downpayment. **Capital Project Fund balance** of about \$3,628,100 is budgeted in 2025.

The 2025 budget includes \$615,000 of American Rescue Plan Act (ARPA) funding, a decrease of \$17.9 million. ARPA funds of \$615,000 are being used for the ERP System Implementation in 2025.

Borrowed funds are budgeted at \$29.2 million, which is \$8.4 million higher than in 2024. This includes \$25.0 million budgeted for capital projects, an increase of \$8.0 million from 2024, and \$4.2 million budgeted for vehicle replacements, an increase of \$400,000 from 2024. Investment income is budgeted at \$850,000, which is \$256,000 higher than in 2024. Property tax levy funding decreases \$604,000 to \$395,200. Tax levy, the use of governmental fund balance, and other revenues generates the county's "down payment" at 22% of net capital expenditures, above the policy target of 20%.

OPERATING IMPACTS BY FUNCTIONAL AREA

Justice and Public Safety/Public Works

Regarding the Courthouse Project: Based on information gathered through the design review process, there will be operating impacts related to staffing and facility maintenance. Consolidating office space and moving operations within departments closer together, is expected to result in greater operational efficiencies for most affected departments.

Step 1 of this project was completed in 2021. Step 2 of this project will renovate the existing courthouse building to enhance security at the courthouse; upgrade the fire protection system; install staff and public announcement systems to provide notifications during emergencies; and redesign the security entrance to improve the flow of courthouse visitors. The renovation will also include the installation of state-of-the-art mechanical, electrical, plumbing, and window systems; and new wall, floor, and ceiling finishes in all renovated areas. This new project is expected to reduce energy consumption through the installation of energy efficient equipment, systems, and windows. Consolidating office space and moving department operations closer together are expected to improve operational efficiency.

Regarding the Jail Expansion Study, the operating costs are not all currently known and will depend on design options. There will be an increased need for correctional officers as it relates to the additional housing areas created by this project, which will result in a significant increase in operating costs. These housing areas will need to be staffed by at least one to two correctional officers 24 hours per day. Depending on the additional housing, there may be a need for additional supervisory staff and clerical staff in the jail. An expansion will also increase annual utility, contracted maintenance, and facility maintenance staffing costs. The study will help determine the ongoing operating costs.

Public Works - Highways

Annual operating costs for additional lane miles are estimated at approximately \$8,300 per lane mile. The county's goal is to maintain or improve the current overall pavement condition index (1-100 scale) for county highways, which is estimated at 69 in 2023. Regarding bridges, the county follows Wisconsin Department of Transportation guidelines for bridge replacement. Structure rehabilitation is warranted when the sufficiency number drops below 80, and a structure replacement is warranted when the sufficiency number drops below 50. The Highway Engineering Division continues to work to maintain an average sufficiency index rating of 80 or higher for all county bridges. The overall bridge sufficiency index for 2023 was 86.4.

Health and Human Services

Transitioning to the MyEvolv system for some electronic health records is expected to generate operational efficiencies through improved billing processes, case management, and quality control. The Department anticipates that the new licensing costs for the MyEvolv system will be offset by an equal or greater reduction in licensing costs from the current system used for this work (MyAvatar). Though, there may be instances where staff requires both licenses, which would increase net costs.

Countywide Information Technology

Ongoing annual maintenance costs for the new Enterprise Resource Planning (ERP) system are estimated to be approximately \$600,000 to \$800,000. These new costs are expected to be partially offset by savings from discontinuing use of the current systems (e.g., HRIS, time and attendance, financial management), and from elimination of other third-party contracts (e.g., vendor for Affordable Care Act reporting), which total approximately \$410,000 in annual costs, and other operating efficiencies.

Project Title:	Runway 10/28 Safety Areas	Project #:	A-200310
Department:	Public Works - Airport	Project Type:	Airport
Phase:	Preliminary Design	Sponsor:	
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	August 20, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY					
Year	2007	2013	2014	2025	Total
Project Phase	Design	Construction	Construction	Construction	Project
Expenditure Budget	\$356,500	\$260,000	\$180,000	\$418,500	\$1,215,000
Revenue Budget	<u>\$356,500</u>	<u>\$260,000</u>	<u>\$180,000</u>	<u>\$418,500</u>	<u>\$1,215,000</u>
Net County Cost	\$0	\$0	\$0	\$0	\$0

COST DOCUMENTATION		REVENUE	
Construction	\$19,926,000	WI BOA 5%	\$1,215,000
Design	\$1,944,000	FAA 90%	\$21,870,000
Construction Admin	\$2,430,000	Project dependent on available Federal and/or State Funding	
Total Project Cost	<u>\$24,300,000</u>	Total Revenue	\$23,085,000
EXPENDITURE BUDGET	\$1,215,000	REVENUE BUDGET	\$1,215,000
		(Airport Fund Balance)	

Project Scope & Description

To improve the currently non-compliant runway 10/28 safety area (RSA) and object free area (OFA) to provide for standard RSA and OFA dimensions by adding 400 feet of pavement on the West end of Runway 10/28, relocating navigational equipment, realigning Silvernail Rd., and implementing declared distances for arriving and departing aircraft. The previous scope involved implementing declared distances, but only on existing pavement, which would shorten the runway. The project is being updated for higher anticipated expenses due to inflationary cost increases since the last project update. The increase in expenses will be funded with Airport Fund balance. The county cost share remains at 5% of the increase. The current Federal timeline is for design in 2024 and construction beginning in 2025 with anticipated completion in 2027.

Location: Safety Areas off the west end of runway 10/28.

Analysis of Need

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

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

Alternatives

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

Ongoing Operating Costs

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

Previous Action

Approved for design, initial request for construction. Approved with an updated scope in the 2016-2020 capital plan.

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY							
Year	2021	2022	2023	2024	2025	2026	Total Project
Project Phase	Budget & Concept Design	Design & Construction	Construction	Construction	Construction	Construction	
Expenditure Budget	\$1,200,000	\$16,000,000	\$20,400,000	\$35,350,000	\$20,350,000	\$20,500,000	\$113,800,000
Revenue Budget	\$0	\$6,000,000	\$14,000,000	\$20,000,000	\$0	\$0	\$40,000,000
Net Cost After Revenues Applied	\$1,200,000	\$10,000,000	\$6,400,000	\$15,350,000	\$20,350,000	\$20,500,000	\$73,800,000
COST DOCUMENTATION				REVENUE			
Architect	\$4,634,000				American Rescue Plan Act (ARPA)		
Construction Management	\$4,634,000				Coronavirus State and Local Fiscal Recovery Funds		\$36,000,000
Construction	\$96,790,000				General Fund Balance		\$4,000,000
Contingency	\$7,742,000						
Total Project Cost	\$113,800,000				Total Revenue		\$40,000,000
EXPENDITURE BUDGET	\$113,800,000				REVENUE BUDGET		\$40,000,000

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), 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. The courthouse building infrastructure is approaching the end of its useful life.

This project will enhance security at the courthouse by improving video surveillance; upgrading fire protection; installing staff and public announcement systems to provide notifications during emergencies; and redesigning the security entrance to improve the flow of courthouse visitors.

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. This study was completed in 2013, and Zimmerman recommended a two-step design approach (below). This project is intended to address step 2 (renovation of the existing courthouse facility as outlined in the aforementioned study).

Step 1: This step was completed in 2021 and included the construction of a new four-story, eight-courtroom facility and relocation of eight existing courtrooms to the new facility. This work also included the demolition of the existing 1959 jail (capital project #201418 Secure Courtroom Construction).

Step 2: This capital project would renovate the existing courthouse building in a multi-phase vertical segment approach to provide newly renovated facilities for all divisions, except the secure courtrooms addressed in step 1. 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 offsite relocation of courthouse personnel.

As part of the 2021 Design and Budget Concept phase, the county retained Kueny and Wold Architects as design consultants to provide an updated analysis of space requirements, design needs, and conceptual budget of step 2 from the 2013 study. There are a number of factors that may impact the design and the construction costs of this project, including, but not limited to, incorporating additional operations to the courthouse space, future economic conditions, and the maturing of the design process for the remaining phases of work that are part of step 2.

The step 2 project scope will continue with the renovation of the existing building and include an additional 27,000 square foot build out (for a new total of 191,000 square feet), inclusion of juvenile court services, and achieve three-way separation in all court rooms. The build out will allow the continuation of courtroom layout and three-way separation from step 1 into step 2. This step eliminates the existing prisoner transport tunnel and creates new prisoner transport and holding areas to better achieve courtroom and overall building security. In addition, this step will expand the entrance to improve security,

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 8, 2024	Map / Image:	Click Here

traffic flow patterns, and wayfinding. This step will include new state of the art mechanical, electrical, fire protection, window and roof systems and new wall, floor, and ceiling finishes as previously planned.

During the 2022-2026 Capital Plan review process, county staff indicated that there were still decisions to be made about the location of the future County Board room and office space. This project scope was updated in the 2023-2027 Capital Plan to relocate the County Board room to the Administration Center near the current County Board office space to provide appropriate space for Judicial/Courts, Sheriff, and District Attorney staffing.

Based on initial 2023 construction bid results, the project costs were increased \$15,000,000. Project costs are higher due to the complexity and multi-year phasing of construction, rising costs of materials, consumer demand and limitation of supply, inflation, overseas conflicts, and shipping delays. This increase is covered through three funding sources: \$6,000,000 in additional funds from the American Rescue Plan Act (ARPA) – Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) program, \$5,000,000 from additional planned debt issuance (accounted for in the capital budget summary table on the first page within the “net costs after revenues applied”), and \$4,000,000 from General Fund balance use.

This project includes federal American Rescue Plan Act (ARPA) funding to partially offset the costs of this core infrastructure project that is expected to serve public safety and other governmental operations for at least the next 50 years. Targeting ARPA funds for this project offsets borrowing needs, saving the county taxpayers. Project expenses are eligible through ARPA’s Coronavirus State and Local Fiscal Recovery Funds program, which provides funding to local governments to compensate them for revenue loss due to the COVID-19 pandemic, according to a formula developed by the U.S. Treasury.

Locations

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

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.

The existing courthouse is in need of complete replacement of its mechanical, electrical, plumbing, fire protection, window and roof systems. The need for these replacements will coincide with the completion of the courts building (step 1) and the vacating of eight 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 previously in the project scope and description.

Alternatives

1. The currently-approved project scope.
2. The project was bid with alternates to reduce scope/cost by deferring third floor completion to a future capital project and eliminating the southern vertical prisoner transport corridor (discussed in more detail below). These alternatives were included because of the possibility that total project costs could exceed budget. Bid alternatives did not produce significant cost reductions, in part due to the economic conditions and the complexity of the project/specifications. Rebidding the project, with clarified alternatives may have resulted in more defined alternative cost reductions. These alternatives include:
 - a. Deferring most or all of the third-floor build out. This would mean that the third floor would be shelled unfinished space, which would be part of a later capital project. This modification would be accommodated by maintaining current Juvenile Court operations at the Juvenile Center. In addition, the construction of a large-capacity courtroom and conference room would be deferred until the future capital project. If the bid had been re-issued, the cost savings were estimated at \$3 million to \$5 million. However, delaying this phase of the project would likely have increased the total project costs due to inflation and remobilization of construction efforts
 - b. Removing the southern vertical prison transport corridor. The functionality of the courtrooms that would be affected by this corridor do not currently require prisoner transport (e.g., Civil and Family). This corridor had been built into the existing project to provide maximum flexibility for the judicial process, which may be needed in the future. If the bid had been re-issued, the cost savings were estimated at less than \$1 million.

Project Title:	Courthouse Project Step 2 – Renovate 1959 Courthouse	Project #:	201705
Department:	Public Works - Buildings	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 8, 2024	Map / Image:	Click Here

Additionally, the County can choose to do nothing and continue to operate all County functions and services at their present location utilizing existing facilities, risking HVAC failure, and without gaining future HVAC, utility, and staffing efficiencies.

Ongoing Operating Costs

The new project is expected to reduce energy consumption through installation of energy efficient equipment and windows. Consolidation of office space and moving departmental operations closer together are expected to improve operational efficiency.

Previous Action

The Courthouse Study was completed in August, 2013. Step 1 (Project 201418): Approved as a new capital project in the 2014-2018 capital plan. Approved as planned in the 2015-2019, 2016-2020, 2017-2021 capital plans. Approved with a cost and revenue update in the 2018-2022 capital plan. Approved as planned in the 2019-2023 and 2020-2024 capital plans. Approved with a cost update in the 2021-2025 capital plan. Step 2 (Project 201705): Approved as a new project in the 2017-2021 capital plan. Approved as planned in the 2018-2022 and 2019-2023 capital plans. Approved with a schedule update in the 2020-2024 capital plan. Approved as planned in the 2021-2025 capital plan. Approved with a cost, revenue, and scope update in the 2022-2026 capital plan. Approved with a scope update in the 2023-2027 capital plan. Approved with a cost and revenue update through enrolled ordinance 178-8 in April 2023. Approved as planned in the 2024-2028 capital plan.

Project Title:	Law Enforcement Center Window Replacement	Project #:	202211
Department:	Public Works - Buildings	Project Type:	Mechanicals/Bldg Systems
Phase:	Formation	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Design	Construction	Construction			Project
Expenditure Budget	\$20,000	\$200,000	\$875,000	\$0	\$0	\$1,095,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$20,000	\$200,000	\$875,000	\$0	\$0	\$1,095,000
COST DOCUMENTATION			REVENUE			
Architect (Budget Concept & Design)		\$20,000				
Construction		\$1,000,000				
Contingency		\$75,000				
Total Project Cost		\$1,095,000		Total Revenue		\$0
EXPENDITURE BUDGET		\$1,095,000		REVENUE BUDGET		\$0

Project Scope & Description

This project will repair and replace the existing exterior windows in the jail pods. The law enforcement center was constructed in 1993 and windows are original. The windows are 31 years old and will be 33 years old at time of replacement.

Location

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

Analysis of Need

The existing exterior windows in the Law Enforcement Center jail pods are 31 years old and will be 33 years old at time of replacement. The window glazing and vacuum insulation seals have failed over time. The average life expectancy of a commercial grade aluminum window is 20 years. The window system aids in heating and cooling, sound control, and protection from the elements.

Alternatives

Patch around the windows as repairs are needed.

Ongoing Operating Costs

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

Previous Action

Approved as a new project in the 2022-2026 capital plan. Approved as planned in the 2023-2027 and the 2024-2028 capital plans.

Project Title:	Communications Center UPS Upgrade	Project #:	202310
Department:	Public Works - Buildings	Project Type:	Mechanicals/Bldg Systems
Phase:	Formation	Sponsor:	Public Works
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY			
Year	2024	2025	Total
Project Phase	Design	Construction	Project
Expenditure Budget	\$20,000	\$200,000	\$220,000
Revenue Budget	\$0	\$0	\$0
Net Costs After Revenues Applied	\$20,000	\$200,000	\$220,000
COST DOCUMENTATION		REVENUE	
Design		\$20,000	
Construction		\$185,000	
Contingency		\$15,000	
Total Project Cost		\$220,000	Total Revenue \$0
EXPENDITURE BUDGET		\$220,000	REVENUE BUDGET \$0

Project Scope & Description

This project will upgrade the existing uninterruptible power supply or UPS at the Communications Center.

Location

1621 Woodburn Road, Waukesha WI 53086

Analysis of Need

The communications center was constructed in 2003 and has the original UPS system. UPS systems have a useful life of 10 to 15 years. The critical components of the system, cap and fans, were replaced in 2017 to extend the life of the system another 7 years. The system will be 22 years old at the time of replacement. The UPS system is critical for the 911 dispatch center in the event of a power outage to maintain power without interruption.

Alternatives

Delay the project and continue to repair and replace parts until the system breaks down. Delaying replacement will have potential impact on the critical operations of the 911 call center as it will shut down the call center in the event of a power glitch or failure.

Ongoing Operating Costs

Replacing the UPS system will not impact the ongoing preventive maintenance measures.

Previous Action

Approved as a new project in the 2023-2027 capital plan. Approved as planned in the 2024-2028 capital plan.

Project Title:	Communications Center Roof Replacement	Project #:	202209
Department:	Public Works - Buildings	Project Type:	Roof Replacement
Phase:	Preliminary Design	Sponsor:	Public Works
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total
Project Phase		Design	Construction			Project
Expenditure Budget	\$0	\$10,000	\$270,000	\$0	\$0	\$280,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$0	\$10,000	\$270,000	\$0	\$0	\$280,000
COST DOCUMENTATION			REVENUE			
Architect (Budget & Concept Design)		\$10,000				
Construction		\$252,000				
Contingency		\$18,000				
Total Project Cost		\$280,000		Total Revenue		\$0
EXPENDITURE BUDGET		\$280,000		REVENUE BUDGET		\$0

Project Scope & Description

This project is to replace 11,800 GSF (gross square feet) of 60 mil EPDM (rubber) roofing on the Communications Center building.

Location

1621 Woodburn Road, Waukesha, WI 53188

Analysis of Need

The Communications Center was constructed in 2003 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 currently 21 years old and has been patched and deteriorated due to sun exposure.

The project cost has increased \$27,000 based on the design consultant's updated 2024 cost estimate.

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

Approved as a new project in the 2022-2026 capital plan. Approved with a cost update in the 2023-2027 capital plan. Approved as planned in the 2024-2028 capital plan.

Project Title:	Highway/Fleet Roof Replacement	Project #:	202210
Department:	Public Works - Buildings	Project Type:	Roof Replacement
Phase:	Formation	Sponsor:	Public Works
Budget Action:	C - \$ Update	Manager:	Allison Bussler
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	Total		
Project Phase	Design	Construction	Construction	Project		
Expenditure Budget	\$100,000	\$714,000	\$1,125,000	\$0	\$0	\$1,939,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$100,000	\$714,000	\$1,125,000	\$0	\$0	\$1,939,000
COST DOCUMENTATION			REVENUE			
Design (Budget & Concept)		\$100,000				
Construction		\$1,720,000				
Contingency		\$119,000				
Total Project Cost		\$1,939,000	Total Revenue			\$0
EXPENDITURE BUDGET		\$1,939,000	REVENUE BUDGET			\$0

Project Scope & Description

This project will replace 102,980 GSF (gross square feet) of 60 mil EPDM (rubber) roofing on the highway and fleet operations building.

Location

Highway/Fleet Building, 1641 Woodburn Road, Waukesha, WI 53188

Analysis of Need

The main highway building was constructed in 1997, and the fleet building was constructed in 1998. They both have their original roofs. EPDM roofs are typically under warranty for 15 years and have a useful life expectancy between 15 and 20 years. As of 2023, the highway roof is 27 years old, and the fleet roof is 26 years old. The roofs will both be 27 and 26 years old, respectively, at the time of replacement. Extensive patching has occurred over the years which has aided in extending the life of the roof. A March 2020 roof survey was completed on the highway/fleet facility that indicated that significant roofing upgrades are required to maintain the integrity of the roofs. The roof will continue to be monitored and patched and repaired on an as needed basis.

The project cost has increased \$240,000 based on the design consultant's updated 2024 cost estimate.

Alternatives

Patch roof as leaks develop.

Ongoing Operating Costs

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

Previous Action

Approved as a new project in the 2022-2026 capital plan. Approved with a cost update in the 2023-2027 capital plan. Approved as planned in the 2024-2028 capital plan.

Project Title:	Highway Salt Dome Replacement	Project #:	202510
Department:	Public Works - Buildings	Project Type:	Mechanicals/Bldg Systems
Phase:	Formation	Sponsor:	Public Works
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Construction					Project
Expenditure Budget	\$1,540,000	\$0	\$0	\$0	\$0	\$1,540,000
Revenue Budget	<u>\$465,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$465,000</u>
Net Costs After Revenues Applied	\$1,075,000	\$0	\$0	\$0	\$0	\$1,075,000
COST DOCUMENTATION			REVENUE			
Architect (Budget Concept & Design)		\$28,000				\$28,000
Construction		\$1,400,000				\$437,000
Contingency		\$112,000				
Total Project Cost		\$1,540,000				\$465,000
EXPENDITURE BUDGET		\$1,540,000				REVENUE BUDGET
						\$465,000

Project Scope & Description

The project will consist of the demolition of the 4,500-ton salt dome concrete footings and the construction of a new 6,000-ton salt shed. Since this is a one-year project, funds for construction will not be spent until a standing committee of the County Board approves the project bid process. Due to the unexpected nature of the facility collapse, professional design services will be funded out of DPW consulting appropriations in 2024.

Location

Main Highway Shop 1641 Woodburn Road, Waukesha, WI 53086

Analysis of Need

On January 23, 2024 the 4,500 ton salt dome, constructed in 1986, collapsed due to the weight of snow accumulation on the west side of the structure. The structure was demolished down to the concrete foundation walls for safety reasons. The new salt shed will be constructed within the footprint of the existing salt dome. When the dome was constructed, it was a 60/40 split State DOT/county salt storage. The state DOT has since constructed a separate 100% state 9,000-ton salt dome. Additionally, in 2021 state DOT constructed a 15,000-ton regional salt shed at a 90/10 State DOT/County split. This means the Waukesha main shop has 22,500 tons of State capacity and Waukesha County has 1500 tons of capacity. Waukesha County total capacity including substations at one time is 7,200 compared to the state DOT 28,200 tons.

Waukesha County would benefit to construct a 6,000 ton shed to separate site salt, meaning tracking and inventory would become less confusing. Waukesha County holds contracted salt sales to local municipalities, schools, and Waukesha County Parks for seasonal orders around 5,000 tons. Refill salt orders typically range five to ten business days out, meaning the more salt storage, we have the less frequently time is spent refilling our capacity.

Alternatives

Do not reconstruct salt dome, which would require the county to cease municipal salt sales, which is a revenue source and allows municipalities to benefit from the state's salt bid process that the county participates in. The county would have to constantly be ordering and waiting on salt delivery and stocking materials meaning less time performing road maintenance.

Another alternative is to construct a 4,500-ton shed versus a 6,000-ton shed, which poses some operational challenges: 1) Operations would continue as normal, however having the additional capacity would be beneficial for having enough space to complete routine maintenance and to have the ability to completely empty a site for any work to be performed. 2) Due to unpredictable weather patterns, the county submits seasonal salt order by April 30 for the following year, making additional salt storage capacity crucial for the county and for local municipality back-up. 3) Additional capacity makes tracking and reporting salt use and sales easier, due to the need to separate state vs county inventories.

Ongoing Operating Costs

Operating costs will be reduced for labor and materials associated with time spent refilling to capacity.

Previous Action

None

Project Title:	Jail Expansion Study	Project #:	202536
Department:	Sheriff's Department	Project Type:	Facility Expansion Study
Phase:	Formation	Sponsor:	Public Works
Budget Action:	New	Manager:	Eric Severson, Sheriff
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Study					Project
Expenditure Budget	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$250,000	\$0	\$0	\$0	\$0	\$250,000
COST DOCUMENTATION			REVENUE			
Study	\$250,000					
Design	TBD					
Construction	TBD					
Contingency	TBD					
Total Project Cost	\$250,000					Total Revenue \$0
EXPENDITURE BUDGET	\$250,000					REVENUE BUDGET \$0

Project Scope & Description

Evaluate options for expanding capacity of the current Jail facility to address current and future inmate population levels, special needs inmates, and the potential impact on population levels from implementing an electronic monitoring system that replaced Huber work release facility operations.

There are several possibilities for expansion of the Waukesha County Jail including adding an additional floor to the top of the building and expanding into a parking lot adjacent to the Jail. The Sheriff's Department is requesting funding for a consulting firm complete a building, staffing, and projected needs analysis to best address the Jail capacity and inmate housing concerns.

The Jail currently has a severe lack of special needs housing and have been housing inmates in other areas not properly equipped to handle them. An area of significant need is to expand this type of housing to properly care for and supervise these inmates. This increase in housing will come with an increase in the need for correctional officers due to the acute needs of this inmate population.

Due to the changing needs of housing inmates, when the jail has 80% of the rated number of inmates, it is at capacity. Classification of inmates is a critical part of running and maintaining a safe and secure facility. The department is required by state statute to have an objective prisoner classification system and consistently maintaining capacity over 80% means this classification system is not functioning as it should. On average, the jail has been over its capacity for many years. During the 2023 calendar year, the average capacity of the Jail was 87.5% and six days in 2023 were over 100% capacity. Another goal of this project is to increase the rated capacity of the jail to account for fluctuations in inmate population and allow for proper inmate classification. This will decrease liability and possible issues with inmates not in an appropriate housing location due to lack of available beds.

Location

Waukesha County Jail

Analysis of Need

The Jail population continues to require an increased level of attention due to mental health concerns, general health concerns, and concerns related to the use of drugs and alcohol. The special needs housing area currently has room for 27 inmates. Since there are more inmates who require this level of supervision than spots for appropriate housing, they need to be held elsewhere. The average number of inmates per day that should have been housed in special needs housing but needed to be housed elsewhere was 11.8 in 2022, 16.1 in 2023, and 18.5 year-to-date 2024. The August 2022 annual inspection report for the Waukesha County Jail received a recommendation about space needs in relation to the special needs housing.

This has caused a constant need for the department to hire overtime to appropriately monitor these inmates. Most frequently, these inmates are housed in areas of the Jail that are not meant to house inmates on more than a temporary basis. For example, inmates are being housed in the intake and release center for long periods of time. This area is not approved for long term housing and has many constraints that put a significant burden on correctional staff to monitor these inmates appropriately.

Project Title:	Jail Expansion Study	Project #:	202536
Department:	Sheriff's Department	Project Type:	Facility Expansion Study
Phase:	Formation	Sponsor:	Public Works
Budget Action:	New	Manager:	Eric Severson, Sheriff
Date:	July 8, 2024	Map / Image:	Click Here

There is a significant need to expand the overall housing capability of the Jail so that the maximum limits of the Jail are not constantly pressed in the near future. The liability significantly increases as the limits of correctional facilities are met and exceeded. This will leave many inmates without appropriate housing and the attention they need.

Alternatives

Continue to house inmates in areas not appropriate for their needs within the facility. This is not a long-term solution to the problem of inmates housed in not appropriate areas. This alternative is also not safe for the inmates or the corrections staff supervising the inmates.

An alternative to the overall population could be to allow inmates out on electronic home detention devices. This comes with increased costs for administering a program that the Jail currently does not run on a consistent basis. This also comes with a significant increase in patrol requirements. There is increased liability when inmates sentenced to Jail are released to be monitored by an electronic device.

The Waukesha County Jail could contract with other county jails or detention facilities to house inmates that we are not able to accommodate. This would add significant costs to the department with the average rates currently charged around \$60 per inmate per day. This would also put a significant strain on the patrol division transporting these individuals throughout the state depending on their location. Other detention facilities are also seeing strains on their special needs housing so it is likely that these inmates would be very difficult or impossible to properly house elsewhere.

Ongoing Operating Costs

The operating costs are not all currently known and will depend on design options. There will be an increased need for correctional officers as it relates to the additional housing areas created by this project, which will result in a significant increase in operating costs. These housing areas will need to be staffed by at least one to two correctional officers 24 hours per day. Depending on the additional housing, there may be a need for additional supervisory staff and clerical staff in the jail. An expansion will also increase annual utility, contracted maintenance, and facility maintenance staffing costs. The study will help determine the ongoing operating costs.

Previous Action

None

Project Title:	CTH O, CTH ES to CTH D Rehabilitation	Project #:	201803
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Moorland Road
Budget Action:	C - Rev Update C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2021	2022	2023	2024	2025	Total
Project Phase	Design	Design	Land Acq	Des/Land	Construction	Project
Expenditure Budget	\$112,200	\$208,300	\$641,400	\$43,300	\$5,195,800	\$6,201,000
Revenue Budget	\$0	\$0	\$630,400	\$0	\$450,000	\$1,080,400
Net Cost After Revenues Applied	\$112,200	\$208,300	\$11,000	\$43,300	\$4,745,800	\$5,120,600
COST DOCUMENTATION			REVENUE			
Design	\$740,000					
WisDOT Design Review	\$15,000					\$477,800
Land Acquisition	\$788,000					\$630,400
Construction	\$9,200,000					\$5,459,200
Construction Management	\$920,000					\$450,000
Contingency	\$460,000					
State Review	\$15,000					
Total Project Cost	\$12,138,000					\$7,017,400
EXPENDITURE BUDGET	\$6,201,000					REVENUE BUDGET
						\$1,080,400

Project Scope & Description:

This 1.2-mile long project involves the rehabilitation/reconstruction of CTH O to bring it up to current standards. Improvements will include: replacing the existing concrete pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, and storm water improvements. Access to other businesses and residences adjacent to Moorland Road will need to be maintained during construction. Therefore, traffic control will be a major challenge for this project. This project will use federal funds to partially offset the cost of design, land acquisition, and construction. The department applied for and was awarded \$6,567,400 in federal STP funds for this project. The City of New Berlin will be contributing an estimated \$450,000 for locally requested scope. Design costs have increased by \$60,000 due to additional consultant work to complete traffic signal fiber interconnect and final traffic signal plans.

Location: City of New Berlin

Analysis of Need:

The concrete pavement along this portion of Moorland Road (CTH O) is in poor condition; the transverse and longitudinal joints show signs of significant deterioration, and several slabs have failed requiring significant investment in maintenance. The roadway was first built in 1978 and was rehabilitated in 2006. That rehabilitation will be at the end of its useful life by 2025, and the concrete pavement will need to be replaced. Pavement issues are further compounded by the fact that this portion of Moorland Road is one of the busiest on the county system with over 30,000 vehicles per day. The corridor serves as a major access road between I-43 and I-94.

Alternatives: Attempt further rehabilitation. This alternate is not recommended because it is not considered cost-effective due to the poor condition of the existing pavement and the high cost of traffic control needed to maintain traffic for this roadway.

Ongoing Operating Costs: Operating costs are not expected to change.

Previous Action: Approved as a new project in the 2018-2022 capital plan; approved as planned in the 2019-2023 plan. Delayed with a change of scope and a cost update in the 2020-2024 capital plan. This project initially extended from CTH ES to STH 59 as a single project but was split into two projects (see #202013, CTH O, CTH D to STH 59) in the 2020-2024 capital plan. Accelerated with cost and revenue updates in the 2021-2025 capital plan. Approved with a cost update in the 2022-2026 capital plan. Approved with a cost update and delayed in the 2023-2027 capital plan. Approved with a cost update in the 2024-2028 capital plan.

Project Title:	CTH O, CTH D to STH 59 Rehabilitation	Project #:	202013
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Moorland Road
Budget Action:	C - Rev Update C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2024	Map / Image:	Click Here

Year	2022	2023	2024	2025	2026	Total
Project Phase	Design		Des/Land	Design	Construction	Project
Expenditure Budget	\$206,000	\$0	\$988,000	\$90,000	\$4,122,600	\$5,406,600
Revenue Budget	\$0	\$0	\$802,400	\$0	\$1,208,600	\$2,011,000
Net Cost After Revenues Applied	\$206,000	\$0	\$185,600	\$90,000	\$2,914,000	\$3,395,600
COST DOCUMENTATION			REVENUE			
Design	\$1,030,000				Federal Surface Transportation Program (STP) - Design	\$727,000
WisDOT Design Review	\$15,000				STP Funding - Land	\$802,400
Land Acquisition	\$1,003,000				STP Funding - Construction	\$11,782,400
Construction	\$18,100,000				City of New Berlin Local Scope Development Agreement	\$1,208,600
Construction Management	\$1,800,000				Congressional Direct Spending	\$5,000,000
Contingency	\$900,000				Total Revenue	\$19,520,400
State Oversight	\$68,000					
Total Project Cost	\$22,916,000					
EXPENDITURE BUDGET	\$5,406,600				REVENUE BUDGET	\$2,011,000

Project Scope & Description

This 1.5-mile long project involves the rehabilitation/reconstruction of CTH O to bring it up to current standards. Improvements will include replacing the existing concrete pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, and storm water improvements. Access to businesses and residences adjacent to Moorland Road will need to be maintained during construction. This project will use federal funds to partially offset the cost of design and construction. The department was awarded \$1,529,400 in STP funds for the design and real estate phases of the project. The remainder of the funding for construction has been awarded in the 2022-23 STP cycle in the amount of \$11,782,400, an increase of \$882,400 from what was previously assumed. The City of New Berlin cost share for requested local scope has increased to \$1,208,600. Design costs have increased by \$90,000 due to additional consultant work to complete the plat and retaining wall designs. The county has applied for \$5,000,000 in congressionally directed spending to bring the total project county cost share closer to the standard 20%. The congressionally directed spending request is for federal fiscal year 2025 and the county anticipates a successful grant approval based on support from Rep. Fitzgerald. The county is coordinating Traffic Impact Analysis (TIA) improvements that will be constructed with the project as part of a mixed-use development between Greenfield Avenue and the Union Pacific Railroad. A project agreement is being drafted that will summarize added development construction costs with an equal and offsetting developer cost share.

Location: City of New Berlin

Analysis of Need: The concrete pavement along this portion of Moorland Road (CTH O) is in poor condition; the transverse and longitudinal joints show signs of significant deterioration. The roadway was first built in 1978 and was rehabilitated in 2006, but that rehabilitation is nearing the end of its useful life, and the concrete pavement will need to be replaced. Pavement issues are further compounded by the fact that this portion of Moorland Road is one of the busiest on the county highway system with nearly 40,000 vehicles per day. The corridor serves as a major access road between I-43 and I-94.

Alternatives: Attempt further rehabilitation. This alternate is not recommended because it is not considered cost-effective due to the poor condition of the existing pavement and the high cost of traffic control needed to maintain traffic for this roadway.

Ongoing Operating Costs: Operating costs are not expected to change.

Previous Action: Originally, the rehabilitation for this stretch of highway was included in capital project #201803, but is being split out into this separate project. Approved as a new project in the 2020-2024 capital plan. Accelerated in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan. Accelerated through ordinance 176-104 in 2022. Approved with a cost and revenue update in 2023-2027 capital plan. Approved with a cost and revenue update in 2024-2028 capital plan.

Project Title:	CTH O, CTH HH to Grange	Project #:	202102
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Preliminary Design	Road Name:	Moorland Rd.
Budget Action:	Delay C - \$ Update C - Rev C - Scope Update	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2022	2023	2025	2026	2027	Total
Project Phase	Design	Dsgn/Land	Utility Relo	Utility Relo	Construction	Project
Expenditure Budget	\$123,000	\$614,200	\$330,000	\$1,644,000	\$4,786,000	\$7,497,200
Revenue Budget	\$0	\$428,800	\$264,000	\$1,315,200	\$1,275,000	\$3,283,000
Net Costs after Revenues Applied	\$123,000	\$185,400	\$66,000	\$328,800	\$3,511,000	\$4,214,200
COST DOCUMENTATION			REVENUE			
			Federal Surface Transportation Program (STP) Funding			
			Design			
Design		\$1,005,800		Land		\$804,600
Land Acquisition		\$536,000		*Utility Relocation		\$428,800
Utility Relocation-TC Energy/ANR Pipeline		\$1,974,000		*Construction		\$1,579,200
Construction		\$12,500,000		*Anticipated STP funding to be awarded		\$9,634,000
Construction Management		\$1,250,000		City of New Berlin Project Agreement		\$1,000,000
Contingency		\$650,000		Developers Contribution		\$75,000
WisDOT Construction Review		\$20,000		City of New Berlin Local Scope		\$200,000
Total Project Cost		\$17,935,800		Total Revenue		\$13,721,600
EXPENDITURE BUDGET		\$7,497,200		REVENUE BUDGET		\$3,283,000

Project Scope & Description: This project will add the additional lanes to CTH O, between CTH HH (College Avenue) and Grange Avenue (1.2 miles) to create the planned 4-lane roadway. The road will have a median to provide for separation of opposing movements. The roadway will stay on its current alignment and will be situated within the existing 130-foot wide corridor and, although most of the right-of-way has been previously acquired, some additional land acquisition and grading easements will be needed. There is a significantly substandard vertical curve just south of the intersection with Small Road/Grange Avenue. This is due to a shallow 12-inch TC Energy/ANR natural gas pipeline that was constructed prior to the initial highway construction. The project will relocate the pipeline to accommodate correcting the substandard vertical curve and improving stopping sight distance and overall safety. This project is the final CTH O segment to be widened and rehabilitated and will allow the county to complete operational, safety and condition improvements along the entire CTH O corridor. Waukesha County applied for and was awarded Federal STP funding for the project. The City of New Berlin has signed an agreement with the County to contribute \$1,000,000 as a city contribution for the construction phase of the project. The developer has provided a contribution of \$75,000 towards the project. The project was awarded an additional \$10,740,280 of federal STP funding in the 2028-29 funding cycle. Federal STP funding now totals \$12,446,600. The City of New Berlin has requested the addition of City funded local scope, estimated to cost \$200,000 and noted as additional project revenue.

The county is waiting for an updated cost estimate from WisDOT for the additional STP funding. The additional funding may cause a construction schedule delay due to scheduling of federal funding statewide. The current information assumes a 1-year delay of construction (from 2026 to 2027) and utility relocation scheduled in 2025 and 2026, ahead of construction.

Location: City of New Berlin

Analysis of Need: When CTH O was constructed between Janesville Road and Grange Avenue in 1997, it was designed so that the 2 lane roadway that was built would become the north bound lanes of a future 4-lane roadway. At that time the SEWRPC jurisdictional plan called for CTH O to be a 2-lane highway. Since then traffic has increased significantly along the route, and the latest SEWRPC jurisdictional plan calls for CTH O to be a 4-lane highway. In 2009 the City of Muskego, as part of a Tax Incremental Financing (TIF) District, created the planned 4-lane roadway between Janesville Road and College Avenue by building the new south bound lanes. The portion of CTH O between College Avenue and Grange Avenue remains a 2-lane roadway although traffic volumes recorded in 2018 along this portion of CTH O were approximately 17,500 vehicles per day, and development along the project route is in progress. It's expected that this area will continue to develop. This development is the reason that New Berlin will contribute to this project through a new TIF District. In addition to the traffic growth, this section of CTH O is in between two four-lane segments, causing congestion and confusion due to lane drops and bottlenecks of traffic.

Alternatives:

1. Do nothing. This alternate does not address the long-term needs for the corridor.
2. Reconstruct CTH O as described above.

Ongoing Operating Costs: Operating costs are expected to increase by approximately \$10,400 per year for the additional lane miles.

Project Title:	CTH O, CTH HH to Grange	Project #:	202102
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Preliminary Design	Road Name:	Moorland Rd.
Budget Action:	Delay C - \$ Update C - Rev C - Scope Update	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

Previous Action: This project was formerly submitted in the 2010-2014 Capital Plan as Project 201007. The project was removed from the Capital Plan in the 2015-2019 Capital Plan due to lack of funding (federal funds were denied and the local municipality was expected to create a TIF District which did not happen). The project is resubmitted as a new project in the 2021-2025 Capital Plan. Approved as a new project in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan. Approved with a cost and revenue update in the 2023-2027 capital plan. Funding for this project transferred to project #201610 CTH O, CTH I (Beloit Road) to CTH ES (National Avenue), during March 2023 (enrolled ordinance 177-101). Approved with a cost and revenue update and delayed in the 2024-2028 capital plan.

Project Title:	CTH I, Calhoun Creek Bridge	Project #:	202201
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	Beloit Road
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2022	2023-24	2025	2026	2027	Total
Project Phase	Design	Design	Design	Design/Land	Const	Project
Expenditure Budget	\$6,000	\$0	\$21,000	\$45,000	\$98,000	\$170,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$6,000	\$0	\$21,000	\$45,000	\$98,000	\$170,000
COST DOCUMENTATION			REVENUE			
Design Prelim		\$6,000				
Design		\$77,000				\$474,000
WisDOT Design Review		\$28,000				
Land Acquisition		\$45,000				
Construction		\$390,000				
Construction Management		\$78,000				
Contingency		\$20,000				
Total Project Cost		\$644,000				\$474,000
EXPENDITURE BUDGET		\$170,000				REVENUE BUDGET
						\$0

Project Scope & Description: This project is a rehabilitation of the CTH I bridge over Calhoun Creek. The scope of the project consists of structural lining the three existing culvert barrels. This will maintain the integrity of the barrels and extend their useful life. The existing concrete headwalls and the roadway over the structure will remain in-place. There is adequate right-of-way width and permanent easement at this bridge site. However, additional temporary easements will likely be required for construction to begin. The project will be constructed with the roadway open to through traffic. An Independent Study Report was completed in 2023. Waukesha County applied for federal funding in 2023 and was awarded \$474,000 in 2024.

Location: City of New Berlin

Analysis of Need: The existing bridge (B-67-318) is a three-barrel corrugated steel culvert structure. The culvert barrels are six feet in diameter. Two barrels were constructed in 1976 with a CTH I roadway project. In 2009, a developer added a third barrel and constructed the existing headwalls. The two original barrels are corroding with significant section loss in the low flow portion of the pipes. The third barrel has some rust beginning in the low flow area. The roadway over the structure is in good condition and was re-built in 2018. The roadway is functionally classified as a 'minor arterial.' The bridge is considered 'structurally deficient' due to its current condition rating. The structure sufficiency number is 26.8. This indicates that structure replacement is warranted according to Wisconsin Department of Transportation (WisDOT) guidelines, which makes the bridge eligible for federal bridge replacement or rehabilitation funding when the sufficiency index is below 50. Rehabilitation by culvert lining will address the structure deficiencies while avoiding the need to excavate the roadway. An independent engineering study report was prepared for this project prior to application for federal bridge funding. The purpose of the report is to verify that the proposed project scope is a cost-effective rehabilitation strategy. The 2018 traffic volume on this roadway segment was 7,300 vehicles per day.

Alternatives: Reconstruct the existing bridge and roadway approaches to current WisDOT standards. This alternative, while addressing the deficiencies, is not warranted.

Ongoing Operating Costs: Maintenance costs will be reduced in the early years after construction beyond 2027.

Previous Action:

Approved as a new project in the 2022-2026 capital plan. Approved as planned in the 2023-2027 capital plan. Approved with a cost and revenue update in the 2024-2028 capital plan.

Project Title:	CTH EF, Bark River Bridge	Project #:	202202
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	Rybeck Road
Budget Action:	As Planned	Manager:	Allison Bussler
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2022	2023	2024	2025		Total
Project Phase	Design	Design	Land	Const		Project
Expenditure Budget	\$6,000	\$16,000	\$29,800	\$72,000	\$0	\$123,800
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$6,000	\$16,000	\$29,800	\$72,000	\$0	\$123,800
COST DOCUMENTATION			REVENUE			
Prelim Design		\$6,000				
Design		\$75,000				
WisDOT Design Review		\$15,000				
Land Acquisition		\$28,000				
Construction		\$297,000				
Construction Management		\$45,000				
Contingency		\$17,000				
Total Project Cost		\$483,000				\$359,200
EXPENDITURE BUDGET		\$123,800	REVENUE BUDGET			\$0

Project Scope & Description: This project is an overlay of the CTH EF bridge over the Bark River. A concrete overlay will be constructed. Concrete repairs will be made to the spalled and deteriorated culvert ends. Stainless steel flashing will be installed on the ends of the culvert roof. Wingwall strapping will be installed. Existing railing will be replaced with a long span guardrail system. Approach guardrail will be replaced to meet current standards. The immediate asphalt bridge approaches will be repaved. The existing right-of-way at the bridge matches the ultimate width of 66 feet on CTH EF. No additional fee acquisition is anticipated, though grading easements are necessary. Waukesha County completed an independent study report and received approval for Local Bridge Program funding in 2022 (BIL funded) resulting in anticipated federal aid of \$359,200. The state municipal agreement with WisDOT was updated at start of design in 2023 to reflect final design cost.

Location: Town of Merton

Analysis of Need: The existing bridge (B-67-210) is a two-span box culvert that was constructed in 1984. The roof of the box culvert serves as the roadway driving surface. Most of the structure is in good condition. However, an estimated 8% of the top deck surface is delaminated. The delamination is due to corrosion of the top mat of bar steel. At the two culvert ends, the pier wall and roof underside are deteriorating, with delamination and spalling. The approach guardrail is in poor condition and does not meet current standards. The roadway is functionally classified as a 'minor arterial.' The bridge is considered 'structurally deficient' due to its current condition rating. The structure sufficiency number is 57.0. This indicates that structure rehabilitation is warranted according to Wisconsin Department of Transportation (WisDOT) guidelines, which makes the bridge eligible for federal bridge rehabilitation funding when the sufficiency index is below 80. An independent engineering study report was prepared for this project in 2022, prior to application for federal bridge funding. The purpose of the report is to verify that the proposed project scope is a cost-effective rehabilitation strategy. The 2018 traffic volume on this roadway segment was 3,200 vehicles per day.

Alternatives: Reconstruct the existing bridge and roadway approaches to current WisDOT standards. This alternative, while addressing the deficiencies, is not warranted.

Ongoing Operating Costs: Maintenance costs will be reduced in the early years after construction.

Previous Action:

Approved as a new project in the 2022-2026 capital plan. Approved accelerated with a cost and revenue update in the 2023-2027 capital plan. Approved with a cost and revenue update in the 2024-2028 capital plan.

Project Title:	CTH V V, W.B. Bridge over Menomonee River	Project #:	201802
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Preliminary Design	Road Name:	Silver Spring Drive
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	August 20, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2018	2019-2022	2023	2024	2025	Total
Project Phase	Design		Design	Design	Construction	Project
Expenditure Budget	\$6,000	\$0	\$197,000	\$0	\$190,400	\$393,400
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$6,000	\$0	\$197,000	\$0	\$190,400	\$393,400
COST DOCUMENTATION			REVENUE			
Design Report			\$6,000			
Design			\$177,000			
WisDOT Design Review			\$20,000	Fed Aid Design (SMA)		\$149,600
Land Acquisition			\$0	Fed Aid Const Phase (SMA)		\$1,039,200
Construction			\$1,457,000	Fed Const Increase		\$320,800
Construction Management			\$145,000	(Anticipated)		
WisDOT Construction Review			\$25,000			
Contingency			\$73,000			
Total Project Cost			\$1,903,000	Total Revenue		\$1,509,600
EXPENDITURE BUDGET			\$393,400	REVENUE BUDGET		\$0

Project Scope & Description

This project is a rehabilitation of the westbound (W.B.) CTH V V bridge over the Menomonee River. The scope includes concrete deck and railing replacement. Repairs will be completed to the abutments including epoxy crack injection and grouting of the void beneath the abutment. In addition, concrete approach slabs will be replaced, and approach guardrail upgraded to current standards. The roadway will remain two travel lanes on the bridge. Right of way acquisition is not anticipated. During construction, the bridge will be closed with traffic detoured onto the eastbound CTH V V bridge (with one lane in each direction). A bridge rehabilitation report has been completed, which was necessary to verify the cost effectiveness of the proposed rehabilitation scope. In 2022, Waukesha County received WisDOT's approval of the rehabilitation report and was awarded \$1,188,800 in federal/state bridge aid. The state municipal agreement (SMA) was executed in 2022, and design began in 2023. Expected construction cost has grown due to required girder strengthening, swallow netting, traffic handling with temporary cross-overs, and increased approach length. Waukesha County will apply for additional \$320,800 fed aid for the construction phase through WisDOT's change management process. The expected county cost increase for construction phase is \$80,200.

Locations

Village of Butler

Analysis of Need

The existing bridge (B-67-85) is a three-span concrete deck girder structure that was constructed in 1964. A concrete overlay was placed on the deck in 1994. The bridge girders and substructure are in fair to good condition. The deck is beginning to spall, and a 2021 thermal infrared scan of the deck wearing surface indicates 37.3% delamination or debonding of the previous overlay. In addition, the sidewalk and railings are deteriorating, with spalling and exposed bar steel. The abutments have active cracking and there is a void beneath the east abutment exposing the steel piling. The structure sufficiency number is 72.8 and is eligible for federal bridge aid. The 2018 traffic volume on the westbound bridge was 14,250 vehicles per day.

Alternatives

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

Ongoing Operating Costs

Maintenance costs may be reduced in the early years after construction.

Previous Action

New project in the 2018-2022 capital plan. Approved as planned in the 2019-2023 capital plan. Delayed with a cost update in the 2020-2024 capital plan. Approved as planned in the 2021-2025, 2022-2026 and 2023-2027 capital plans. Approved with a cost and revenue update and delayed in the 2024-2028 capital plan.

Project Title:	CTH I, Mukwonago River Bridge	Project #:	202203
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Beloit Road
Budget Action:	C - Scope C - \$ Update	Manager:	Allison Bussler
Date:	July 3, 2024	Map / Image:	Click Here

Year	2022	2023-24	2025	2026	2027	Total
Project Phase	Pre. Design		Design	Land	Const	Project
Expenditure Budget	\$6,000	\$0	\$23,000	\$45,000	\$98,000	\$172,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$6,000	\$0	\$23,000	\$45,000	\$98,000	\$172,000
COST DOCUMENTATION			REVENUE			
Preliminary Design	\$6,000					
Design	\$95,000		Fed Aid Bridge (Anticipated)			\$484,000
WisDOT Design Review	\$20,000					
Land Acquisition	\$45,000					
Construction	\$383,000					
Construction Management	\$88,000					
Contingency	\$19,000					
Total Project Cost	\$656,000		Total Revenue			\$484,000
EXPENDITURE BUDGET	\$172,000		REVENUE BUDGET			\$0

Project Scope & Description: This rehabilitation of the CTH I bridge over the Mukwonago River is rescoped from concrete overlay to concrete deck repairs. The spalls and delaminations in the deck will be repaired with concrete patching, using sacrificial anodes. Concrete repairs will be made to the spalled slab edges. Galvanized steel flashing will be installed on the slab edges. Existing bridge railing may be modified/remounted or completely replaced with this project. Railing replacement with concrete parapet will be investigated. Approach guardrail will be replaced to meet current standards. The immediate asphalt approaches will be repaved. The existing right-of-way width is 66 feet, whereas the ultimate right-of-way width is 100 feet. The county does not anticipate purchasing the ultimate right-of-way width. However, some land acquisition is anticipated to relocate one or two driveways for guardrail construction. At construction, it is anticipated that the bridge will be closed to traffic with a detour in-place. An independent study report was completed in 2023, and application was made to WisDOT for federal funding. WisDOT did not concur with our recommended concrete overlay and the independent study report was revised using a modified scope, which was approved by WisDOT. Though scope is modified, total project cost is reduced only slightly, mostly due to inflationary increases in the revised independent study report.

Locations: Town of Mukwonago

Analysis of Need: The existing bridge (B-67-202) is a single span flat slab structure that was constructed in 1981. The bridge wearing surface is an estimated 8% delaminated and is beginning to spall. The delamination is due to corrosion of the top mat of bar steel. The slab underside is spalled along both edges. The approach guardrail is in poor condition and does not meet current standards. The roadway is functionally classified as a 'minor arterial.' The structure sufficiency number is 59.2. This indicates that structure rehabilitation is warranted according to WisDOT guidelines, which makes the bridge eligible for federal bridge rehabilitation funding when the sufficiency index is below 80. An independent engineering study report will be prepared for this project prior to application for federal bridge funding. The purpose of the report is to verify that the proposed project scope is a cost-effective rehabilitation strategy. The 2018 traffic volume on this roadway segment was 1,200 vehicles per day.

Alternatives: Reconstruct the existing bridge and roadway approaches to current WisDOT standards. This alternative, while addressing the deficiencies, is not warranted.

Ongoing Operating Costs: Maintenance costs will be reduced in the early years after construction beyond 2027.

Previous Action:

Approved as a new project in the 2022-2026. Approved as planned in the 2023-2027 capital plan. Approved with a cost and revenue update in the 2024-2028 capital plan.

Project Title:	CTH Y – CTH L to CTH HH	Project #:	202301
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Racine Avenue
Budget Action:	Delay	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY							
Year	2024	2025	2026	2027		Total	
Project Phase	Design	Land Acq		Const		Project	
Expenditure Budget	\$76,600	\$300,000	\$0	\$900,000	\$0	\$1,276,600	
Revenue Budget	\$0	\$240,000	\$0	\$0	\$0	\$240,000	
Net Costs After Revenues Applied	\$76,600	\$60,000	\$0	\$900,000	\$0	\$1,036,600	
COST DOCUMENTATION		REVENUE					
Design		\$348,000			STP and BIL	\$3,906,400	
WisDOT Design Review		\$35,000					
Land Acquisition		\$300,000			STP Land Acquisiton	\$240,000	
Construction		\$3,900,000					
Construction Management		\$400,000					
Contingency		\$200,000					
Total Project Cost		\$5,183,000			Total Revenue	\$4,146,400	
EXPENDITURE BUDGET		\$1,276,600			REVENUE BUDGET	\$240,000	

Project Scope & Description: This 2.1-mile-long project involves the pavement replacement and rehabilitation of CTH Y (Racine Avenue) to bring it up to current standards. Improvements may include replacing the existing asphalt pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, and storm water improvements. Access to businesses and residences adjacent to CTH Y (Racine Avenue) will need to be maintained during construction. The roadway will be open to local traffic during construction. This project will use federal funds to partially offset the cost of design, land acquisition, and construction. The department received a combined total of \$4,146,400 in federal Surface Transportation Program (STP) funds and Bipartisan Infrastructure Law (BIL) funds. Construction has been delayed to 2027 to provide adequate time for design and land acquisition. CTH Y is part of the proposed detour route for the CTH O (CTH HH to Grange Avenue) project. If the CTH O (CTH HH to Grange Avenue) project is delayed due to the new SMA, CTH Y construction will need to move from 2027 to 2028.

Locations: City of New Berlin and City of Muskego.

Analysis of Need: CTH Y (Racine Avenue) is a heavily traveled North-South facility. The highway serves industrial parks in the city of Muskego, residential development in both Muskego and New Berlin and isolated commercial uses along the corridor. It provides a north-south connection to the City of Waukesha, City of New Berlin, City of Muskego and Interstate 43.

The pavement along this stretch of roadway is deteriorating and in poor condition. The county's 2020 pavement inspection reports the Pavement Condition Index (PCI) of the section of CTH Y from CTH L (Janesville Road) to CTH HH (College Avenue) varies from 26 to 46. The existing pavement has reached the end of its service life and is in need of resurfacing/rehabilitation. The pavement deficiencies include transverse and longitudinal cracking, alligator cracking, rutting and minor settlement/heaving. There is edge raveling and failure in the rural sections

Drainage in the urban section, between CTH L and Hillendale Dr, is not functioning due to paved over flow lines, non-existent gutter sections and damaged curb sections.

Alternatives: Do Nothing, which does not address the pavement condition or intersections.

Ongoing Operating Costs: Operating costs are not expected to change.

Previous Action: Approved as a new project in the 2023-2027 capital plan. Approved with cost and revenue updates in the 2024-2028 capital plan.

Project Title:	CTH F – CTH K Intersection	Project #:	202304
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Formation	Road Name:	Redford Blvd.
Budget Action:	C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY				
Year	2025	2026	2027	Total
Project Phase	Design	Land	Construct	Project
Expenditure Budget	\$24,600	\$100,000	\$219,600	\$344,200
Revenue Budget	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$24,600	\$100,000	\$219,600	\$344,200
COST DOCUMENTATION			REVENUE	
Design	\$230,600		Federal Highway Safety Improvement Program (HSIP) Funding	
WisDOT Design Rev	\$15,000			
Land Acquisition	\$100,000		Design	\$221,000
Construction	\$1,952,000		Construction	\$1,977,000
Construction Management	\$136,600			
WisDOT Construction Review	\$10,000			
Contingency	\$98,000			
Total Project Cost	\$2,542,200		Total Revenue	\$2,198,000
EXPENDITURE BUDGET	\$344,200		REVENUE BUDGET	\$0

Project Scope & Description

The intersection of CTH F (Redford Blvd) and CTH K (Lisbon Road) handles a high percentage of truck traffic due to area industry and quarries. The purpose of this project is to improve the traffic signal equipment and geometry of the intersection. Changes to the existing CTH F and CTH K intersection will provide safer traffic signal control, reduce collisions, and improve visibility for turning vehicles. Improvements include:

- Realign CTH F left turn lanes to improve visibility of opposing traffic.
- Replace all existing traffic signal equipment, installing monotubes and adding retroreflective backplates over each approach lane.
- Replace intersection induction loop detectors with new video detection.
- Reconfigure medians, corner islands, and curve radii to accommodate lane realignment if warranted.
- Conduct a traffic study to determine any appropriate modifications to turning bay capacity and signal timing and whether railroad preemption is needed.
- Investigate whether upgrading street lighting would improve the safety of the intersection.

Waukesha County has been awarded Federal HSIP Funding. Costs and revenues are updated based on the WisDOT SMA. Overall expenditure budget is increased by \$74,700.

Locations – Town of Lisbon and Village of Sussex.

Analysis of Need

Of the intersections reviewed in a 2022 safety screening study, the intersection of CTH F and CTH K had the highest number of recorded accidents and the highest crash rate with respect to its traffic volume. The left turning movements of the northbound and southbound traffic have the second and third highest frequency of accidents for single turn movements. Eighty-two (82) crashes have occurred over a 5-year period with vehicles turning left onto CTH K accounting for thirty-one (31) of them. The existing lane alignment of CTH F restricts visibility of oncoming traffic. Complete replacement of traffic signal equipment is warranted. This intersection has significant numbers of night-time crashes and crashes that occurred under slippery conditions, indicating that a study into improving visibility with improved street lighting is warranted.

Alternatives – The do nothing alternative does not address an identified high accident rate intersection.

Ongoing Operating Costs - It is anticipated that improvements to signal equipment would result in a minor operational cost increase.

Previous Action – Approved as a new project in the 2023-2027 capital plan. Approved with cost and revenue updates in the 2024-2028 capital plan.

Project Title:	CTH T – CTH JJ Intersection	Project #:	202305
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Preliminary Design	Road Name:	Main Street
Budget Action:	C - \$ Update C - Rev Update Delay	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY					
Year	2024	2025	2026	2027	Total
Project Phase	Design	Land	Construction		Project
Expenditure Budget	\$16,000	\$75,000	\$0	\$94,100	\$185,100
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$16,000	\$75,000	\$0	\$94,100	\$185,100
COST DOCUMENTATION			REVENUE		
Design		\$135,000	Federal Highway Safety Improvement		
WisDOT design Review		\$25,000	Program (HSIP) Funding		
Land Acquisition		\$75,000	Design		\$144,000
Construction		\$843,700	Construction		\$846,600
Construction Management		\$54,000			
Contingency		\$43,000			
Total Project Cost		\$1,175,700	Total Revenue		\$990,600
EXPENDITURE BUDGET		\$185,100	REVENUE BUDGET		\$0

Project Scope & Description

The purpose of this project is to improve the traffic signal equipment and geometry of the intersection of CTH T (N Grandview Boulevard) and CTH JJ (Bluemound Road). Changes to the existing CTH T and CTH JJ intersection will provide safer traffic signal control, reduce collisions, and improve visibility for turning vehicles. Improvements include:

- Realign CTH T left turn lanes to improve visibility of opposing traffic.
- Replace all existing traffic signal equipment, installing monotubes and adding retroreflective backplates over each approach lane.
- Replace induction loops with new video detection.
- Reconfigure medians, corner islands, and curve radii to accommodate lane realignment if warranted.
- Conduct a traffic study to determine any appropriate modifications to turning bay capacity and signal timing and to determine if upgrading street lighting would improve the safety of the intersection.

Waukesha County received HSIP funding for the intersection improvements. Costs and revenues have been updated to reflect the signed SMA. The county share for expenses is reduced by \$45,600. Construction is delayed from 2026 to 2027 to better accommodate design and land acquisition schedules.

Location: City and Village of Pewaukee

Analysis of Need

Of the intersections reviewed in a 2022 safety screening study, the intersection of CTH T and CTH JJ had the second highest crash rate with respect to its volume. Thirty-seven (37) crashes have occurred over a 5-year period with southbound vehicles turning left onto CTH JJ accounting for twelve (12) of them. The existing lane alignment of CTH T restricts visibility of oncoming traffic. Complete replacement of traffic signal equipment is warranted. A significant number of accidents occurred in the night-time and under slippery conditions, indicating that a study into improving visibility with improved street lighting is warranted.

Alternatives: The do nothing alternative does not address an identified high crash rate intersection.

Ongoing Operating Costs: It is anticipated that improvements to signal equipment would result in a minor operational cost increase.

Previous Action: Approved as a new project in the 2023-2027 capital plan. Approved accelerated with a cost and revenue update in the 2024-2028 capital plan.

Project Title:	CTH F at Busse Road	Project #:	202401
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Formation	Road Name:	Redford Boulevard
Budget Action:	C - \$ Update Accelerate C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY				
Year	2025	2027	2028	Total
Project Phase	Design	Real Estate	Construction	Project
Expenditure Budget	\$12,300	\$50,000	\$83,400	\$145,700
Revenue Budget	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$12,300	\$50,000	\$83,400	\$145,700
COST DOCUMENTATION			REVENUE	
Design		\$115,000	Fed. Highway Safety Improvement Program (HSIP)	
WisDOT Design Review		\$10,000		
Land Acquisiton		\$50,000		
Construction		\$704,000	Design	\$112,700
Construct Mngmnt		\$86,000	Construction	\$751,600
WisDOT Construction Review		\$10,000		
Contiungency		\$35,000		
Total Project Cost		\$1,010,000	Total Revenue	\$864,300
EXPENDITURE BUDGET		\$145,700	REVENUE BUDGET	\$0

Project Scope & Description

The purpose of this project is to improve the traffic signal equipment and geometry of the intersection of CTH F (Redford Boulevard) and Busse Road. Changes to the existing CTH F and Busse Road intersection will provide safer traffic signal control, reduce collisions, and improve visibility for turning vehicles. Improvements include:

- Realign CTH F left turn lanes to improve visibility of opposing traffic.
- Replace all existing traffic signal equipment, installing monotubes and adding retroreflective backplates over each approach lane.
- Replace induction loops with new video detection.
- Reconfigure medians and curve radii to accommodate lane realignment if warranted.
- Conduct a traffic study to determine any appropriate modifications to turning bay capacity and signal timing and to determine if upgrading street lighting would improve the safety of the intersection.

Waukesha County has been awarded Federal HSIP Funding. Costs and revenues are updated based on the WisDOT SMA. The county share of the expenditure budget is reduced by \$55,800. The project schedule has been advanced by 1-year to accommodate the statewide HSIP Program schedule.

Location: City of Pewaukee

Analysis of Need

Of the intersections reviewed in a 2022 safety screening study, the intersection of CTH F (Redford Boulevard) and Busse Road had the fourth highest crash rate with respect to its volume. Forty-six (46) crashes have occurred over a 5-year period, with northbound vehicles turning left onto Busse Road accounting for seven (7) of them. The existing lane alignment of CTH F restricts visibility of oncoming traffic. Complete replacement of traffic signal equipment is warranted. A significant number of accidents occurred in the night-time and under slippery conditions, indicating that a study into improving visibility with improved street lighting is warranted.

Alternatives

The do nothing alternative does not address an identified high accident rate intersection

Ongoing Operating Costs

It is anticipated that maintenance costs will be reduced in the years immediately after improvements to signal equipment are completed

Previous Action

Approved as a new project in the 2024-2028 capital plan.

Project Title:	CTH D at Sunnyslope Road	Project #:	202402
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Formation	Road Name:	W Cleveland Ave/S Sunny Slope Rd
Budget Action:	C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY					
Year	2025	2027	2028	2029	Total
Project Phase	Design	Design	Land	Const	Project
Expenditure Budget	\$10,000	\$30,000	\$50,000	\$145,000	\$235,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$10,000	\$30,000	\$50,000	\$145,000	\$235,000
COST DOCUMENTATION			REVENUE		
Design		\$310,000	Highway Saefety Improvement Program (HSIP) anticipated		
Land Acquisiton		\$50,000	Design		\$270,000
Construction		\$1,260,000	Construction		\$1,305,000
Const Mngnt		\$125,000			
Contingency		\$65,000			
Total Project Cost		\$1,810,000	Total Revenue		\$1,575,000
EXPENDITURE BUDGET		\$235,000	REVENUE BUDGET		\$0

Project Scope & Description

The purpose of this project is to improve the traffic signal equipment and geometry of the intersection of CTH D (W Cleveland Avenue) and S Sunnyslope Road. Changes to the existing CTH D and S Sunnyslope Road intersection will provide safer traffic signal control, reduce collisions, and improve visibility for turning vehicles. Improvements include:

- Realign CTH D & S Sunnyslope Road left turn lanes to improve visibility of opposing traffic.
- Replace all existing traffic signal equipment, installing monotubes and adding retroreflective backplates over each approach lane.
- Replace induction loops with new video detection.
- Reconfigure medians and curve radii to accommodate lane realignment if warranted.
- Conduct a traffic study to determine any appropriate modifications to turning bay capacity and signal timing and to determine if upgrading street lighting would improve the safety of the intersection.

Waukesha County will apply for Highway Safety Improvement Program (HSIP) funding for this proposed project. \$10,000 was added in 2025 for design to account for development and submission of the HSIP application.

Location

City of New Berlin

Analysis of Need

At the intersection of CTH D (W Cleveland Avenue) and S Sunnyslope Road, fifty (50) crashes have occurred over a 5-year period. Left turning vehicles accounted for a significant portion of the crashes. The existing lane alignment of the intersection restricts visibility of oncoming traffic. Complete replacement of traffic signal equipment is warranted. A significant number of accidents occurred in the night-time and under slippery conditions, indicating that a study into improving visibility with improved street lighting is warranted.

Alternatives

The do nothing alternative does not address an identified high accident rate intersection

Ongoing Operating Costs

It is anticipated that maintenance costs will be reduced in the years immediately after improvements to signal equipment are completed.

Previous Action

Approved as a new project in the 2024-2028 capital plan.

Project Title:	Signal Controller Replacement	Project #:	202403
Department:	Public Works - Highways	Project Type:	Equipment Replacement
Phase:	Formation	Road Name:	Various
Budget Action:	Delay C - \$ Update C - Rev Update	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2024	2025	2026	2027	2028	Total
Project Phase	Design	Design	Construction	Construction		Project
Expenditure Budget	\$129,000	\$30,000	\$399,500	\$399,500	\$0	\$958,000
Revenue Budget	<u>\$103,200</u>	<u>\$23,800</u>	<u>\$320,000</u>	<u>\$320,000</u>	\$0	<u>\$767,000</u>
Net Costs After Revenues Applied	\$25,800	\$6,200	\$79,500	\$79,500	\$0	\$191,000
COST DOCUMENTATION			REVENUE			
Design		\$149,000	Federal Congestion Management and Air Quality (CMAQ) Anticipated			
WisDOT Design Review		\$10,000	Design			\$127,000
Construction		\$540,000	Construction			\$640,000
Construction Management		\$164,000				
WisDOT Construction Review		\$15,000				
Contingency		\$80,000				
Total Project Cost		\$958,000	Total Revenue			\$767,000
EXPENDITURE BUDGET		\$958,000	REVENUE BUDGET			\$767,000

Project Scope & Description

The purpose of this project is to replace obsolete and inefficient traffic signal controllers throughout Waukesha County. The county maintains 115 signals on highway intersections. The signal equipment is older technology with some being more than 30 years old. Improvements include:

- New traffic signal controllers
- Updated signal timing programs

Waukesha County has been awarded a Congestion Mitigation and Air Quality (CMAQ) grant for this proposed project. This grant covers 80% of eligible costs. Construction is delayed 1-year based on WisDOT grant approval timing and to allow adequate time for design. Construction is being phased over two years.

Location

Throughout Waukesha County

Analysis of Need

The older controllers make the signals less efficient and are not able to implement modern improvements like flashing-yellow-arrows or adaptive control, and upcoming technologies, such as connected vehicles, that can reduce the amount of time a vehicle spends idling at an intersection. New controllers provide better coordination along corridors with multiple traffic signals, so drivers see more green lights and spend less time stopped at red lights. New controllers are also more efficient and use less electricity. Poorly timed traffic signals increase carbon emissions and pollution. Studies show a typical car generates 1 lb of carbon dioxide (CO2) emissions for every 3 minutes of idling. Well-timed signals can have a significant impact on reduction of carbon emissions. This will reduce overall carbon emissions by increasing the efficiency of the highways. The county’s traffic signal controller vendor no longer sells the brand that is used at the majority of intersections.

Alternatives

The do nothing alternative leaves the county using aging and unsupported equipment.

Ongoing Operating Costs

It is anticipated that maintenance costs will be reduced in the years immediately after improvements to signal equipment are completed. The energy-efficient equipment is expected to reduce electrical consumption.

Previous Action

Approved as a new project in the 2024-2028 capital plan.

Project Title:	CTH ES Scotland Drive to CTH U	Project #:	202404
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Formation	Road Name:	National Avenue
Budget Action:	Accelerate C - \$ Update C - Scope	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Design		Construction			Project
Expenditure Budget	\$75,000	\$0	\$1,725,000	\$0	\$0	\$1,800,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$75,000	\$0	\$1,725,000	\$0	\$0	\$1,800,000
COST DOCUMENTATION			REVENUE			
Design	\$75,000					
Land Acquisition	\$0					
Construction	\$1,500,000					
Construction Management	\$150,000					
Contingency	\$75,000					
Total Project Cost	\$1,800,000					Total Revenue \$0
EXPENDITURE BUDGET	\$1,800,000					REVENUE BUDGET \$0

Project Scope & Description

CTH ES (National Avenue), from Scotland Drive to CTH U (Guthrie Drive), is 2.6-miles and is experiencing deteriorating pavement and needs reconditioning to address the condition. The project length has been extended 1.6 miles, from STH 164 westerly to Scotland Drive. The highway was last reconstructed 27 years ago in 1997, and the pavement surface is deteriorating and rated in poor condition. The proposed project will recondition the pavement.

The project did not receive STP funding in the 28-29 cycle. The project is being downscoped and county funded to address the pavement condition.

Location

Village of Vernon and Village of Big Bend

Analysis of Need

CTH ES is an east west highway running through the southern communities of Waukesha County. In the project area, it follows the north side of I43 providing an alternate route to the interstate highway. CTH ES serves multiple businesses, farms and residential properties in this growing part of Waukesha County. Current traffic counts show 7,700 vehicles per day on this stretch of highway, which is expected to increase. This highway was reconstructed in 1997 to add shoulders, modernized the existing substandard roadway and improve intersections. Currently there is an accident concern at CTH ES and CTH U, along with failing pavement along the entire project length.

Alternatives

- Continue to maintain the existing facility. This alternate is not recommended since it does not address the safety and conditional issues on this roadway.
- Rehabilitate the pavement surface and improve the CTH ES and CTH U intersection as described above.

Ongoing Operating Costs

Ongoing operating costs are not expected in change.

Previous Action

Approved as a new project in the 2024-2028 capital plan.

Project Title:	CTH S, STH 67 to STH 59	Project #:	202502
Department:	Public Works - Highways	Project Type:	Repaving
Phase:	Preliminary Design	Road Name:	CTH S
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Design	Const				Project
Expenditure Budget	\$50,000	\$362,000	\$0	\$0	\$0	\$412,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$50,000	\$362,000	\$0	\$0	\$0	\$412,000
COST DOCUMENTATION			REVENUE			
Design		\$50,000	Federal STP- Local Construction			\$500,000
Construction		\$715,000	(Anticipated)			
Construction Management		\$71,000				
WisDOT Construction Review		\$36,000				
Contingency		\$40,000				
Total Project Cost		\$912,000	Total Revenue			\$500,000
EXPENDITURE BUDGET		\$412,000	REVENUE BUDGET			\$0

Project Scope & Description

The existing asphalt pavement will be improved with cold in-place asphalt recycling (CIR) and a 2-inch asphalt overlay. Existing shoulders will be dressed with gravel, and new pavement markings installed. The project will be constructed open to traffic.

Waukesha County has applied for Surface Transportation Program –Local (STP-L) construction funding for \$500,000.

Location

Town of Eagle

Analysis of Need

CTH S is a minor collector that serves as an important connection between WIS 67 and WIS 59. CTH S runs through the Kettle Moraine State Forest and provides access to the Old World Wisconsin Historic Site, Ice Age National Scenic Trail's Stoney Ridge Segment Trailhead, equestrian ranches and rural residential properties. This highway includes a crossing of the Wisconsin & Southern Railroad. CTH S has last been resurfaced in 1998 with crack sealing maintenance having occurred in 2011. The current PCI is 45. The pavement deficiencies include transverse and longitudinal cracking, alligator cracking, rutting and minor settlement/heaving. There is also edge raveling and failure in the rural sections.

Alternatives

This section of County Trunk Highway was slated to be paved with the Waukesha County paving program in 2024. This section was identified as a potential location for STP-L federal project funding. Allowing further deterioration of the road surface is not advisable.

Ongoing Operating Costs

Operating costs are not expected to change.

Previous Action

None

Project Title:	CTH D,CTH X Intersection	Project #:	202509
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Formation	Road Name:	Sunset Dr & Genesee Rd
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Design	Design	Land Acq	Construction		Project
Expenditure Budget	\$10,000	\$29,500	\$50,000	\$255,500	\$0	\$345,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$10,000	\$29,500	\$50,000	\$255,500	\$0	\$345,000
COST DOCUMENTATION			REVENUE			
Design		\$280,000	Federal Highway Safety Improvement Program (HSIP) Funding (Anticipated)			
WisDOT Design Review		\$25,000				
Land Acquisition		\$50,000	Design			\$265,500
Construction		\$2,200,000	Construction			\$2,299,500
Construction Management		\$220,000				
WisDOT Construction Review		\$25,000				
Contingency		\$110,000				
Total Project Cost		\$2,910,000	Total Revenue			\$2,565,000
EXPENDITURE BUDGET		\$345,000	REVENUE BUDGET			\$0

Project Scope & Description

The purpose of this project is to improve safety and the intersection of CTH D (Sunset Drive) and CTH X (Genesee Road). Changes to the existing CTH D and CTH X intersection will provide safer traffic signal control, improve visibility for turning vehicles, reduce collisions and provide safer pedestrian crossings. Improvements include:

- Realign the CTH D left turn lanes to improve visibility of opposing traffic. Change the existing protected/permitted left turns to protected-only left turn operation.
- Replace all existing traffic signal equipment. Provide highway lighting at each corner of intersection area.
- Replace intersection detectors with new detection.
- Reconfigure corner islands for improving CTH X right turn views of cross-traffic along CTH D.
- Provide pedestrian countdown lights, pedestrian push buttons (PPB), new concrete curb ramps, non-elevated pedestrian median crossings and marked crosswalks for all intersection area existing sidewalks.

Waukesha County will apply to the Wisconsin Department of Transportation (WisDOT) for Highway Safety Improvement Program (HSIP) funding for this intersection improvement.

Location

City of Waukesha

Analysis of Need

This intersection has one of the highest collision rates at signalized intersections along Waukesha County Trunk Highways. Visibility of oncoming traffic is somewhat restricted by the existing alignments of CTH D's turn lanes for safely completing left turns and right turns from CTH X onto CTH D. The traffic signals are owned by Waukesha County and operated by City of Waukesha.

Alternatives

The alternative is leaving the intersection as is.

Ongoing Operating Costs

There may be a minor operational cost increase anticipated due to increased signal equipment.

Previous Action

None

Project Title:	CTH K, CTH JK to CTH Y	Project #:	202514
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Formation	Road Name:	Lisbon Road
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2027	2030	2031	2032	Total
Project Phase	Planning Study	Design	Land Acq		Construction	Project
Expenditure Budget	\$200,000	\$568,000	\$3,000,000	\$0	\$6,322,000	\$10,090,000
Revenue Budget	\$0	\$0	\$2,400,000	\$0	\$0	\$2,400,000
Net Costs After Revenues Applied	\$200,000	\$568,000	\$600,000	\$0	\$6,322,000	\$7,690,000
COST DOCUMENTATION			REVENUE			
Planning Study	\$200,000					
Design	\$2,740,000			Federal STP-M Design		\$2,272,000
WisDOT Design Review	\$100,000			Federal STP-M Land Acquisition		\$2,400,000
Land Acquisition	\$3,000,000			Federal STP-M Construction		\$25,288,000
Construction	\$27,400,000			Federal RAISE Grant	TBD	
Construction Management	\$2,740,000			(All Anticipated)		
WisDOT Construction Review	\$100,000					
Contingency	\$1,370,000					
Total Project Cost	\$37,650,000			Total Revenue		\$29,960,000
EXPENDITURE BUDGET	\$10,090,000			REVENUE BUDGET		\$2,400,000

Project Scope & Description

The 5-mile project involves a preliminary planning study to evaluate reconstruction alternatives including reconstruction without additional capacity and a future 4-lane expansion of CTH K between CTH JK (Lynndale Road) and CTH Y (Lannon Road). The preliminary planning study will help determine staging and scheduling options, construction and land acquisition costs and identify project delivery risks. The preliminary planning study will also reevaluate whether a grade separation over the Canadian National Railroad is feasible and cost effective and will update a previous study that was completed in 2007. The preliminary planning study will include public involvement and coordination with the communities, businesses, property owners, railroad, emergency responders, and resource agencies. At the conclusion of the preliminary planning study, the county will have determined a project scope, schedule, and cost and will be prepared to apply for federal funding through STP in the 2030-31 program cycle and future RAISE Grant solicitations. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) is a federal discretionary grant opportunity. Project costs represent planning level estimates for a 2-lane urban divided roadway.

Location

Village of Lisbon, Village of Sussex and Village of Menomonee Falls

Analysis of Need

The original pavement was built in 1961-62 and is in poor condition. CTH K within the project segment has a current average annual daily traffic (AADT) of over 13,000 and a very high truck percentage of 20%. Traffic volume continues to increase along this important east-west arterial due to residential and commercial growth. There have been 3 fatal and 7 serious injury crashes along the project segment over the last 5-years. The 5-year crash rate is 235 and 2.6x the statewide average. The 5-year KAB crash rate is 43 and 2.3x the statewide average. The Canadian National (CN) Railroad has an at-grade crossing (US DOT crossing #692245A) in the project limits. CN Railroad runs 34 total trains per day (TTPD) across CTH K. The forecasted 2050 traffic volume on CTH K is 16,500. The combination of increasing traffic volume and existing train crossings will create an exposure factor of 527,000 by 2050. Including the CN Railroad crossing at CTH K, CTH VV and CTH F, there are 3-crossings within 1.5-miles with a combined exposure factor of 860,200 and projected to exceed 1.2 million by 2050. Additional traffic growth on CTH K will increase rail crossing conflicts and delay.

Alternatives

- Do Nothing. This alternative would continue pavement resurfacing through the paving program, but would not address growing level of service, safety and railroad crossing delay.
- Complete a preliminary planning study to determine reconstruction preferred alternative, segment staging, scheduling and cost estimates and apply for federal STP funding in the next program cycle (2026).

Project Title:	CTH K, CTH JK to CTH Y	Project #:	202514
Department:	Public Works - Highways	Project Type:	Priority Corridor
Phase:	Formation	Road Name:	Lisbon Road
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2024	Map / Image:	Click Here

Ongoing Operating Costs

Operating costs would be determined by the preferred alternative through the completion of a preliminary planning study. If capacity expansion is selected, operating costs would be expected to increase by \$8,300/lane mile or a total annual increase of \$74,700. If a grade separated crossing of the CN Railroad is selected, there would be an annualized operating cost increase for inspection and maintenance of the new structure, estimated to be \$5,000.

Previous Action

None

Project Title:	CTH BB, US 18 to CTH DR	Project #:	202515
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Formation	Road Name:	N. Golden Lake Road
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY							
Year	2025	2026	2027	2028	2029	Total	
Project Phase	Design		Construction				Project
Expenditure Budget	\$97,500	\$0	\$2,242,500	\$0	\$0	\$2,340,000	
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0	
Net Costs After Revenues Applied	\$97,500	\$0	\$2,242,500	\$0	\$0	\$2,340,000	
COST DOCUMENTATION				REVENUE			
Design	\$97,500						
Construction	\$1,950,000						
Construction Management	\$195,000						
Contingency	\$97,500						
Total Project Cost	\$2,340,000						
EXPENDITURE BUDGET	\$2,340,000						REVENUE BUDGET

Project Scope & Description

The 2.5-mile project will improve the existing asphalt pavement section and investigate improving shoulders and roadway safety clearance within the existing highway right-of-way. The project will improve subbase areas with significant deterioration and will investigate intersection geometrics and address intersection safety and operational performance within the existing highway right-of-way. It is recommended to consider widening the paved shoulders where feasible and adding shoulder and centerline rumble strips where appropriate to the corridor. These recommendations would be expected to decrease run-off-the-road crashes.

Location

Village of Summit

Analysis of Need

CTH BB (North Golden Lake Road) between US 18 and CTH DR has an existing PCI of 46 and requires pavement rehabilitation. The last pavement rehabilitation was completed in 2009 as part of the annual paving program. The existing pavement has over 17,000 SF of alligator cracking and requires subbase stabilization. The average annual daily traffic (AADT) on this roadway was 1,700 in 2022. In the past five years along this corridor, a total of 14 crashes have occurred, including three injury crashes involving vehicles running off the road.

Alternatives

The pavement will need to be rehabilitated either from the county funded annual pavement program or as a stand-alone county-funded project. The safety performance of the highway segment and the large amount of alligator cracking require a larger scope than is typically addressed within the annual pavement program, making this project a better candidate for a stand-alone county-funded project.

Ongoing Operating Costs

No change in operating costs is expected with the proposed project.

Previous Action

None

Project Title:	CTH KE – CTH E Intersection	Project #:	202520
Department:	Public Works - Highways	Project Type:	Intersection
Phase:	Formation	Road Name:	Maple Ave & North Shore Dr
Budget Action:	New	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map/Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Design	Land		Const		Project
Expenditure Budget	\$195,000	\$100,000	\$0	\$1,521,000	\$0	\$1,816,000
Revenue Budget	\$0	\$0	\$0	\$1,216,800	\$0	\$1,216,800
Net Costs After Revenues Applied	\$195,000	\$100,000	\$0	\$1,521,000	\$0	\$599,200
COST DOCUMENTATION			REVENUE			
Design		\$195,000	Federal CRP (Construction)*			\$1,216,800
Land Acquisition		\$100,000	*Anticipated			
Construction		\$1,300,000				
Construction Management		\$156,000				
Contingency		\$65,000				
Total Project Cost		\$1,816,000	Total Revenue			\$1,216,800
EXPENDITURE BUDGET		\$599,200	REVENUE BUDGET			\$1,216,800

Project Scope & Description

The purpose of this project is to build a single-lane compact roundabout at the intersection of CTH KE (North Shore Drive) and CTH E (Maple Avenue). This change to the existing CTH KE and CTH E intersection will provide safer traffic control, reduce collisions, improve visibility for turning vehicles, and reduce delays for the traveling public. Improvements would include:

- Build a central island with a diameter between 80 feet & 100 feet and a height of 4 to 10 inches with a traversable curb
- Build a lane width of 16 feet
- Build splitter islands on each approach with a traversable curb
- Add pedestrian accommodations
- Add 4-quadrant street lighting

DPW will apply for Federal Carbon Reduction Program (CRP) funding for construction or the compact roundabout. Federal CRP funding is not available for design.

Locations

Village of Hartland and Town of Delafield

Analysis of Need

The intersection is in a well-developed area with a mix of residential and commercial uses. On CTH KE (North Shore Drive) the intersection is uphill for both eastbound and west traffic. The residents use this area for exercise and some children walk across the intersection to reach school. The commercial uses attract heavy vehicle traffic that is often unfamiliar with the intersection. Being unfamiliar with the area, and approaching the intersection uphill, they often do not see the stop signs and run through the intersection.

Over the five-year period from January 2019 and December 2023 there have been 14 crashes at the intersection. At least 7 of these crashes could have been mitigated with the installation of a compact roundabout.

Alternatives

Leave the existing all way stop traffic control at the intersection in place.

Ongoing Operating Costs

Maintenance costs for the roundabout should be lower than for the existing all way stop. Some additional operational costs will be associated with street lighting utility cost.

Previous Action

None

Project Title:	Culvert Replacement Program 2023 - 2027	Project #:	201901
Department:	Public Works - Highways	Project Type:	Bridge
Phase:	Program Project	Road Name:	Various
Budget Action:	As Planned	Manager:	Allison Bussler, DPW Director
Date:	July 8, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total Project
Project Phase						
Expenditure Budget	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Cost After Revenues Applied	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
COST DOCUMENTATION				REVENUE		
2023 Appropriation	\$200,000					
2024 Appropriation	\$200,000					
2025 Appropriation	\$200,000					
2026 Appropriation	\$200,000					
2027 Appropriation	\$200,000					
Total Project Cost	\$1,000,000					
					Total Revenue	\$0
EXPENDITURE BUDGET	\$1,000,000				REVENUE BUDGET	\$0

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 have higher construction costs. These larger culvert sites do not meet "bridge" criteria, and therefore are not eligible for federal bridge aid. Projects in this program are 100% county funded. The county averages one culvert replacement per year under this program. Individual culvert locations are generally designed the year prior to construction.

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

- Approved as new in the 2019-2023 capital plan.
- Approved as planned in the 2020-2024, 2021-2025, and 2022-2026 capital plans.
- Approved with a cost update in the 2023-2027 capital plan.
- Approved as planned in the 2024-2028 capital plan.

Project Title:	Repaving Program 2023-2027	Project #:	201906
Department:	Public Works - Highways	Project Type:	Repaving
Phase:	Program Project	Road Name:	Various
Budget Action:	C - Scope C - Rev Update C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY									
Year	2023	2024	2025	2026	2027	Total			
Project Phase									
Expenditure Budget	\$4,300,000	\$5,510,000	\$5,820,000	\$4,300,000	\$5,200,000	\$25,130,000			
Revenue Budget	<u>\$1,242,000</u>	<u>\$610,000</u>	<u>\$3,710,000</u>	<u>\$2,510,000</u>	<u>\$610,000</u>	<u>\$8,682,000</u>			
Net Cost After Revenues Applied	\$3,058,000	\$4,900,000	\$2,110,000	\$1,790,000	\$4,590,000	\$16,448,000			
COST DOCUMENTATION			REVENUE						
		Crack Seal/Fill, Hwy Paving & Shouldering Reshouldering Preservation	Total	Local Road Improvement Program: County Highway Improvement Program (CHIP) CHIP-D (Discretionary) CHIP-S (Supplemental)					
	Paver Study			CHIP	CHIP-D	CHIP-S	Total		
2023	\$50,000	\$4,250,000	\$0	\$430,000	\$812,000	\$0	\$1,242,000		
2024	\$50,000	\$5,460,000	\$0	\$350,000	\$260,000	\$0	\$610,000		
2025	\$50,000	\$5,270,000	\$500,000	\$350,000	\$260,000	\$3,100,000	\$3,710,000		
2026	\$50,000	\$3,750,000	\$500,000	\$350,000	\$260,000	\$1,900,000	\$2,510,000		
2027	\$50,000	\$4,650,000	\$500,000	\$350,000	\$260,000	\$0	\$610,000		
Total Project Cost	\$250,000	\$23,380,000	\$1,500,000	\$25,130,000	Total Revenue	\$1,830,000	\$1,852,000	\$5,000,000	\$8,682,000
EXPENDITURE BUDGET			\$25,130,000	REVENUE BUDGET		\$8,682,000			

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's goal to pave approximately 20 lane 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, and parking lots at the Department's substation facilities.

The repaving program is being updated to include two 3-year cycles of asphalt pavement crack sealing/filling and reshouldering to extend the life of the pavement resurfacing/rehabilitation through improved pavement preservation and performance. The repaving program is the largest single reoccurring highway investment and adding two 3-year cycles of crack sealing/filling and reshouldering at a cost of \$500,000 per year will extend the life of the repaving investment. Crack sealing helps keep water out of the pavement subgrade, while shouldering helps protect the pavement edge. These preservation practices will help slow the rate of pavement deterioration. The county averaged 15-miles of annual repaving (2018-2023). Based on the previous 6-years of data, the county will repave a typical mile of county highway every 27-years, which is well beyond the expected performance life of pavement resurfacing/rehabilitation that is being completed in the repaving program.

Project costs and revenues are increased based on CHIP-S commitment to repaving program in 2025 and 2026. 2025 CHIP-S revenue includes carryover from 2022-23 CHIP-S program cycle. 2025 Hwy Paving & Shouldering costs are increased to account for 2022-23 CHIP-S program cycle carryover revenue.

Location: Various locations throughout the county.

Analysis of Need

The Department of Public Works presently maintains about 405 centerline miles of roadways on the county trunk system. The typical useful life of pavement is 15 years. The department reconstructed several existing two-lane roadways to four-lane facilities and many of 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 a pavement management program, using a pavement consultant, TransMAP, to drive and capture the entire county system once every three years and to rate pavement conditions each year allowing better management of pavement projects. The average Pavement Condition Index (PCI) of asphaltic pavements in 2023 is 69. It is the intention of this project to continue to maintain current pavement conditions. Resurfacing projects take into consideration the PCI of existing pavements and classification of the road. The PCI ratings are updated each year.

Alternatives

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

Ongoing Operating Costs

The cost of maintaining a two-lane roadway is projected to cost about \$8,300 per mile annually.

Previous Action

Approved as new in the 2019-2023 capital plan. Approved as planned in the 2020-2024 capital plan. Approved with a schedule and revenue update in the 2021-2025 capital plan. Approved with a revenue update in the 2022-2026 capital plan. Approved accelerated and with a revenue update in the 2023-2027 capital plan. Approved accelerated in the 2024-2028 capital plan.

Project Title:	Fox Bend Wetland Restoration Project	Project #:	202408
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Formation	Sponsor:	
Budget Action:	As Planned	Manager:	Dale Shaver, PLU Director
Date:	July 2, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2024	2025	2026	2027	2028	Total
Project Phase						Project
Expenditure Budget	\$6,000	\$106,400	\$10,000	\$0	\$0	\$122,400
Revenue Budget	<u>\$6,000</u>	<u>\$106,400</u>	<u>\$10,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$122,400</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE				
Design fees		\$6,000	DNR Waterfowl Stamp Program Grant			\$92,400
Construction costs		\$106,400	SE Wisconsin Fox River Commission			\$10,000
Site maintenance		\$10,000	DATCP Soil and Water Resource Management			\$20,000
Total Project Cost		\$122,400	Total Revenue			\$122,400
EXPENDITURE BUDGET		\$122,400	REVENUE BUDGET			\$122,400

Project Scope & Description

Fox Bend Park is currently an undeveloped park, but plans include managing the site for natural habitat and ecological restoration. This project proposes to convert ~20 acres of degraded marginal-quality agricultural land dominated by invasive reed canary grass and woody invasive species to a mosaic of high-quality native wetland and transitional habitats. The parcels included in this proposal are owned and managed by Waukesha County.

The project is a planned collaboration with a number of organizations to restore the ~ 20 acres to their natural, historic condition of the floodplain area along the Fox River. Since this portion of the property is very difficult to lease for agricultural use, this project will provide a multitude of benefits including the following: 1) restore higher quality wetlands for waterfowl and other wildlife, 2) potentially increase floodplain storage through the wetland scrapes, and 3) increase beneficial native wildlife and vegetation at the site through the control of invasive vegetation and new plantings.

The project will include County design and site preparation for the control of invasive vegetation in 2024 (no external costs). Contractor construction will occur in 2025 with additional vegetation control, drain tile disruption, grading, seeding/planting, and general site restoration. Contractor vegetative maintenance will continue into 2026 for the main wetland restoration area. County staff will then take over site monitoring and vegetative maintenance for the construction site starting in 2027.

Project funding includes a WDNR Waterfowl Stamp Program Grant (\$92,400) intended to help manage, preserve and restore wetland habitat. Waukesha County will also apply for funding from the Southeastern Wisconsin Fox River Commission (\$10,000), intended to improve water resource conditions in the Fox River basin, and a Soil and Water Resource Management Grant (\$20,000) from the Wisconsin Department of Agriculture, Trade and Consumer Protection intended to fund conservation practices.

Location

The Fox Bend Park property includes over six hundred acres of contiguous lands along the Fox River, and it is located in the Village of Vernon. The site includes ~50 acres of leased agricultural land, while the remaining ~175 acres is managed as natural habitat by Waukesha County Parks. The ~ 20 acres proposed for this project are on the north side of the property, adjacent to the Fox River. The property fronts CTH L on the south side.

Analysis of Need

The project will restore higher quality wetlands for waterfowl and other wildlife, potentially increase floodplain storage, and increase beneficial native wildlife and vegetation. This project will improve and expand hunting opportunities for Waukesha County residents and visitors by adding an additional 20 acres of huntable lands within the park system.

Alternatives

- 1) Maintain existing site conditions, which will encourage continual invasive growth and habitat degradation on the site. 100% alternate revenue-based funding for the beneficial improvements will be missed.
- 2) Repair the existing drain tile and attempt to bring the land back into agricultural production. This would require County funds to repair and maintain the broken tile, and success would be a challenge due to the low elevation and close proximity of the land to the floodplain. Additionally, this option would not provide any additional habitat for beneficial wildlife.

Ongoing Operating Costs

Ongoing maintenance by County staff will include infrequent mowing and prescribed burning to prevent re-establishment of invasive vegetation.

Previous Action:

Approved as a new project in the 2024-2028 capital plan.

Project Title:	Golf Course Infrastructure Plan	Project #:	202208
Department:	Parks & Land Use	Project Type:	Renovation/Upgrade
Phase:	Construction	Sponsor:	
Budget Action:	C - \$ Update C - Rev Update	Manager:	Dale Shaver, PLU Director
Date:	July 2, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY							
Year	2022	2023	2024	2024	2025	2026	Total
Project Phase	Design/Const.	Construction	Construction	Ordinance	Construction	Construction	Project
Expenditure Budget	\$862,000	\$1,055,000	\$778,000	\$235,000	\$411,000	\$250,000	\$3,591,000
Revenue Budget	<u>\$862,000</u>	<u>\$1,055,000</u>	<u>\$778,000</u>	<u>\$235,000</u>	<u>\$411,000</u>	<u>\$250,000</u>	<u>\$3,591,000</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION				REVENUE			
Design / Engineering	\$54,000						
Construction	\$3,218,000						Golf Course Fund Balance \$3,506,000
Contingency	\$319,000						General Fund Balance \$85,000
Total Project Cost	\$3,591,000						Total Revenue \$3,591,000
EXPENDITURE BUDGET	\$3,591,000						REVENUE BUDGET \$3,591,000

Project Scope & Description:

The Department of Parks and Land Use has completed an update of its projected golf course infrastructure maintenance program. The Golf Course Fund balance level has stabilized due to the elimination of operational losses from the sale of Wanaki Golf Course, along with the transfer of the proceeds from the sale of Wanaki Golf Course into the fund.

Based on the stabilization of the Golf Course Fund balance, this capital project will address major infrastructure maintenance needed at Naga-Waukee War Memorial Golf Course and Moor Downs Golf Course. Major maintenance projects at the courses include golf course irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path renovation, completion of a new clubhouse well and an irrigation well, replacement of the clubhouse roof, pedestrian bridge upgrades, clubhouse kitchen equipment upgrades, renovation of the clubhouse restrooms and patio pavement, and installation of a protective netting barrier between Moor Downs and the Waukesha Employee Health & Wellness Center. Project costs are increasing \$161,000 to fund a new clubhouse well and kitchen equipment upgrades at Naga-Waukee, and a new irrigation well at Moor Downs. All 2025 project costs will be funded from the Golf Course Fund Balance.

This project is mostly funded from the Waukesha County Golf Course fund balance. The capital project expenditure and revenue budgets will be evaluated annually for the duration of the project and adjusted accordingly based on the status of the golf course fund balance. General Fund balance of \$85,000 is budgeted as part of a 50/50 cost share for the cost of the protective netting barrier at Moor Downs, in recognition that general county operations also benefit from the installation.

Location: Naga-Waukee War Memorial Golf Course - Town of Delafield, City of Delafield; and Moor Downs Golf Course – City of Waukesha.

Analysis of Need: Implementation of the upgrades is necessary to address aging infrastructure and to maintain efficient operation of the Naga-Waukee War Memorial Golf Course and the Moore Downs Golf Course and to continue to provide a quality golf experience to Waukesha County residents.

Alternatives: Continue to perform minimum maintenance necessary to sustain golf operations, and rely on continued function of aging infrastructure systems and facilities that are well beyond the anticipated useful lifespan.

Ongoing Operating Costs: Ongoing maintenance will continue to be performed by the staff at Naga-Waukee and Moor Downs Golf Courses. Upgraded infrastructure will result in efficiencies and cost savings pertaining to usage of water and electricity, and fewer labor hours for maintenance and repairs. Costs will continue to be offset by golf course revenue.

Previous Action: Approved as a new project in the 2022-2026 capital plan. Approved with a cost and revenue update in the 2023-2027 capital plan. Approved with a cost and revenue update during 2023 through enrolled ordinance 178-55. Approved with a scope, cost, and revenue update in the 2024-2028 capital plan. Approved with a cost, revenue, and scope update during 2024 through enrolled ordinance 178-83.

Project Title:	Ice Arena Facility Improvement Plan	Project #:	202409
Department:	Parks & Land Use	Project Type:	Mechanicals/Bldg Systems
Phase:	Formation	Sponsor:	
Budget Action:	C - \$ Update C - Rev Update	Manager:	Dale Shaver, PLU Director
Date:	July 2, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2024	2025	2026	2027	2028	Total
Project Phase	Design/Const	Design/Cons		Design/ Construct	Design/ Construct	Project
Expenditure Budget	\$596,200	\$238,900	\$0	\$506,100	\$1,094,400	\$2,435,600
Revenue Budget	<u>\$596,200</u>	<u>\$238,900</u>	<u>\$0</u>	<u>\$506,100</u>	<u>\$1,094,400</u>	<u>\$2,435,600</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION		REVENUE				
Design/Engineering		\$238,900				
Construction		\$1,957,700			Tarmann Land Acquisition Fund	\$2,196,700
Contingency		\$239,000			Energy Efficiency & Conservation Block Grant	\$238,900
Total Project Cost		\$2,435,600			Total Revenue	\$2,435,600
EXPENDITURE BUDGET		\$2,435,600			REVENUE BUDGET	\$2,435,600

Project Scope & Description: Per Enrolled Ordinance 177-70 relating to the acceptance of the ice arena operational plan, the County Board approved that capital project funding will be allocated from the Parkland Management and Land Acquisition Fund (Tarmann Fund), placing a high priority on the maintenance of Ice Arenas as existing high-use recreational facilities, versus expansion of park system land holdings. The County has been awarded \$238,900 in Energy Efficiency & Conservation Block Grant funding, which will be used in 2025 to hire a consultant to design the 2028 improvements at Eble Ice Arena.

2024 (Naga-Waukee): Replace the Ballasted Roofing System that was installed in 1996 with a 20-year life expectancy.

2025 (Eble): Complete the design to replace the refrigeration skid system that was installed in 1988 and was scheduled to be replaced in 2027. The current system uses R-22 refrigerant that has been banned by the U.S. EPA; therefore, a new system will need to be installed for long-term sustainability.

2027(Naga-Waukee):

1. Replace Air distribution system: originally installed in 1996 with a scheduled replacement of 2015.
2. Replace compressors: originally installed in 1996 with a 25-year life expectancy, with a scheduled replacement in 2021.
3. Replace mechanical control and instrumentation system: originally installed in 1996 with a 25-year life expectancy and a scheduled replacement in 2021.

2028(Eble):

1. Replace the refrigeration skid system per the completed design.
2. Replace Air distribution system: originally installed in 1996 with a scheduled replacement of 2015.
3. Replace mechanical control and instrumentation system, originally installed in 1996 with a 25-year life expectancy and a scheduled replacement in 2021.

Location: Eble and Naga-Waukee Ice Arenas.

Analysis of Need: In 2021 the Park System contracted with Apex Facility Solutions to conduct a detailed facility condition assessment for both Eble and Naga-Waukee Ice Arenas, to aid in the planning and prioritization for facility maintenance including preventative maintenance, fixed assets, and facility improvements. The capital projects focus on critically essential equipment replacements that cannot be funded through operating budgets.

Alternatives: Wait for the mechanical systems to fail before replacing. A mechanical systems failure in 2021 at Eble Ice Arena required a temporary closure of the facility and cost the County over \$80,000 in lost revenue.

Ongoing Operating Costs: Ongoing maintenance will continue to be performed by the staff at Eble and Naga-Waukee Ice Arenas. Upgraded equipment and mechanical systems will result in efficiencies and cost savings pertaining to the usage of electricity, and fewer labor hours for maintenance and repairs. Costs will continue to be offset by ice arena revenue.

Previous Action: Approved as new in the 2024-2028 capital plan.

Project Title:	Park System Roof Replacements	Project #:	202524
Department:	Parks & Land Use	Project Type:	Roof Replacement
Phase:	Formation	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, PLU Director
Date:	July 2, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total Project
Project Phase	Design/Const	Construction			Construction	
Expenditure Budget	\$25,000	\$205,000	\$0	\$0	\$288,000	\$518,000
Revenue Budget	\$0	\$0	\$0	\$0	\$18,000	\$18,000
Net Cost After Revenues Applied	\$25,000	\$205,000	\$0	\$0	\$270,000	\$500,000
COST DOCUMENTATION			REVENUE			
2025	\$25,000		2025			\$0
2026	\$205,000		2026			\$0
2027	\$0		2027			\$0
2028	\$0		2028			\$0
2029	\$288,000		2029	Golf Course Fund Balance		\$18,000
Total Project Cost	\$518,000		Total Revenue			\$18,000
EXPENDITURE BUDGET	\$518,000		REVENUE BUDGET			\$18,000

Project Scope & Description

The Waukesha County Department of Parks & Land Use maintains roofs on 105 structures across the Park System. Roofs, like other assets to maintain, are tracked in the department’s asset management system. There are a number of roofs that are due for replacement in the next five-year cycle since the structures were built in the late 1990’s and early 2000’s, and the roofs are reaching the end of their usable lifespan. Typically, roof replacements are planned for and funded in the Park System Division’s 3-Year Maintenance Plan section of the operating budget. Due to the number of roofs and the asset maintenance demand on the 3-Year Maintenance Plan, this project will focus on the higher number of roofs to be replaced in the next five years.

2025: Lake Country Trail Restroom Building (CTH C)
 Fox River Park – Hiker Restroom Building, Entrance Hut

2026: Fox River Park – Picnic Pavilions 1,2,3, & Main Office
 Fox Brook Park – Picnic Pavilion

2029: Exposition Center – Northview Shed
 Minooka Park – Main Office
 Nashotah Park – Main Office
 Moor Downs Golf Course – Storage Garage

Location: Fox Brook Park (Brookfield), Fox River Park (Waukesha), Lake Country Trail (Summit), Exposition Center (Waukesha), Nashotah Park (Merton), Minooka Park (Waukesha)

Analysis of Need: The County prioritizes maintaining facilities consistent with industry standards for asset lifecycles. The asset management system is used to plan for necessary replacement and maintenance of infrastructure, and each of the roofs in this project is identified as needing to be replaced due to reaching or exceeding the projected useful lifespan. Replacing the roofs before they fail will allow the Park System to maintain operations and revenue generation without disruption. Incorporating the replacements in a capital project instead of the operating budget will allow for economy of scale in bidding, and it will also improve the capacity in the operating budget to complete other scheduled asset maintenance needs.

Alternatives: 1) Continue to perform spot repairs as leaks occur or roof sections fail and rely on continued function of aging roofs that are beyond the anticipated useful lifespan. This approach could lead to roof failures that also cause incidental costly damage to building interiors. 2) Continue to fund roof replacements through the 3-Year Maintenance Plan budget. This approach will increase the timeframe for completing the replacements considerably, which could also lead to roof failures and incidental building damage.

Ongoing Operating Costs: Ongoing maintenance of the roofs will continue to be performed by Parks & Land Use Carpentry staff. The roof replacements will result in cost savings due to greater energy efficiency, and fewer labor hours for maintenance and repairs.

Previous Action: None

Project Title:	Retzer Nature Center Covered Shelter	Project #:	202525
Department:	Parks & Land Use	Project Type:	Facility Expansion
Phase:	Formation	Sponsor:	
Budget Action:	New	Manager:	Dale Shaver, PLU Director
Date:	July 2, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Design	Const.				Project
Expenditure Budget	\$30,000	\$441,500	\$0	\$0	\$0	\$471,500
Revenue Budget	<u>\$30,000</u>	<u>\$441,500</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$471,500</u>
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
Design fees		\$30,000	Donations			\$388,760
Construction costs		\$401,500	Community Development Block Grant			\$82,740
Contingency		<u>\$40,000</u>	Total Revenue			\$471,500
Total Project Cost		\$471,500				
EXPENDITURE BUDGET		\$471,500	REVENUE BUDGET			\$471,500

Project Scope & Description

Once completed, this project would provide over 1,400 square feet of additional, covered and universally accessible space for outdoor environmental education and public enjoyment at Retzer Nature Center. Construction of this project includes preparation of the site, as well as adjacent access routes from parking and drop-off areas to provide an accessible, paved area upon which to construct the shelter. It also includes construction of the footings, assembly of the shelter structure and placement of the structure within the site. It is anticipated that fundraising by the Friends of Retzer Nature Center (FORNC), coupled with additional partnerships, grants and donations would fund the design, bidding, and construction of this project.

Location

Retzer Nature Center, S14 W28167 Madison St, Waukesha, WI 53188. The site selected for the facility expansion is the underutilized space adjacent to the west end of the existing maintenance building, north of the existing parking lot, and near the existing restrooms housed within the maintenance building.

Analysis of Need

Retzer Nature Center (RNC) is a 483-acre, community resource for exploration and science education. Indoor and covered/protected spaces at RNC are at a premium, requiring rotation of groups through multiple spaces/stations for different topics. There were over 10,893 education program attendees in 2023, an increase of 14% from 2022. The size of groups that visit Retzer for their programs is also increasing and can be entire grade levels with over 100 children, requiring multiple spaces to be available at one time to maximize the learning experience with several smaller groups. Patronage of all the spaces and programming at Retzer Nature Center continues to increase, and a large reason for this is the safe, accessible, and program-specific rooms and spaces available at the facility. There is a need for additional learning space outdoors for persons of all abilities with protection from weather.

Alternatives

1. Do nothing, keep facility as it is.
2. Retrofit existing programmed patio area for use as outdoor classroom/covered shelter, at an undetermined cost.
3. Construct outdoor classroom/covered shelter and supporting infrastructure in another part of the 483-acre facility, with expected higher costs associated to provide access from parking.

Ongoing Operating Costs

Ongoing maintenance and snow removal will be performed by existing Retzer staff as a component of the care for the Retzer Nature Center grounds. Any additional prep work to support and maintain the new space for programming will be conducted by the existing staff at Retzer.

Previous Action

None

Project Title:	Pavement Management Plan 2023-2027	Project #:	201908
Department:	Parks & Land Use	Project Type:	Repaving
Phase:	Program Project	Sponsor:	
Budget Action:	As Planned	Manager:	Dale Shaver, PLU Director
Date:	July 2, 2024	Map / Image:	Click Here

CAPITAL BUDGET SUMMARY						
Year	2023	2024	2025	2026	2027	Total
Project Phase						Project
Expenditure Budget	\$1,347,300	\$1,365,000	\$1,200,000	\$1,822,000	\$1,200,000	\$6,934,300
Revenue Budget	<u>\$1,347,300</u>	<u>\$1,065,000</u>	<u>\$0</u>	<u>\$622,000</u>	<u>\$0</u>	<u>\$3,034,300</u>
Net Cost After Revenues Applied	\$0	\$300,000	\$1,200,000	\$1,200,000	\$1,200,000	\$3,900,000
COST DOCUMENTATION					Other State/ Fed Funding	Landfill
2023	\$1,347,000					
2024	\$1,365,000					
2025	\$1,200,000					
2026	\$1,822,000					
2027	\$1,200,000					
Total Project Cost	\$6,934,000					
EXPENDITURE BUDGET	\$6,934,000					
REVENUE				ARPA*		
2023				\$1,000,000	\$147,300	\$200,000
2024				\$900,000	\$165,000	\$0
2025				\$0	\$0	\$0
2026				\$0	\$622,000	\$0
2027				\$0	\$0	\$0
Total Revenue				\$1,900,000	\$934,300	\$200,000
REVENUE BUDGET						\$3,034,300

*American Rescue Plan Act (ARPA) Funding

Project Scope & Description

In cooperation with the Public Works Department, the Department of Parks and Land Use retains consultant services to update the Pavement Management Plan. The plan establishes a uniform procedure for pavement maintenance by establishing a Pavement Condition Index (PCI). The PCI is a rated scale of 1-100 based on the state of the asphalt. Pavement repairs are scheduled based on rating. A PCI rating over 70 is satisfactory, and pavement ratings improve up to a scale maximum of 100. The goal is to maintain an average pavement PCI rating of 70 ("satisfactory") or better. The focus of the Pavement Management Plan for 2025 will be the reconstruction of the Pewaukee Lake Access entrance road and Muskego Park entrance road sections and parking areas. Other Park System, Highway Operations and Government Center projects will be prioritized based on PCI rating, safety and access issues. This project includes \$1.9 million of American Rescue Plan Act (ARPA) funding through the Coronavirus State and Local Fiscal Recovery Fund program. This project is updated to include \$787,000 for the rehabilitation of pavement along 1.0 miles of the New Berlin Trail. This includes design-related costs of \$165,000 in 2024 and construction costs of \$622,000 in 2026. Department management successfully applied to the Wisconsin Department of Transportation for \$629,600 of federal Transportation Alternative Program (TAP) funding and plans to apply to the Wisconsin Department of Natural Resources for \$157,400 of Stewardship Program funding to cover the costs of this pavement rehabilitation.

Location: The Waukesha County Department of Parks and Land Use is responsible for the pavement management of the Government Center Complex, Expo, Parks, Ice Arenas, Golf Courses, Boat Launches, Trails, Highway Operations Substations, UW-Milwaukee at Waukesha, and various other Waukesha County Facilities. The Department maintains 21 miles of road, 43 miles of paved trails, and 421,000 square yards of parking area.

Analysis of Need: In 1995 the Waukesha County Department of Parks and Land Use (PLU) retained consulting services to provide a Pavement Management Plan to assist in cost-effectively managing the pavement assets for the 6 largest parks. At that time there were six park facilities with 243,000 square yards of paved surface. Currently PLU maintains over 875,000 square yards of paved surface around the Government Center, remote County facilities, Highway Operations facilities and the major parks. This represents approximately 3.6 times as much pavement to maintain. In addition, 65,000 square yards of pavement at the Highway Operations Center and four (4) substations were added to the list of management responsibilities in 2021. The department uses a PAVER rating system in an effort to coordinate pavement condition analysis and project bidding with the Department of Public Works to save program cost. The PAVER rating process included field surveys of pavement conditions, development of deterioration models, and preparation of a multi-year pavement management plan. Approximately 80% of the budget will be used for major rehabilitation on sections selected with a PCI below 40. The remaining budget allocation is first utilized for preventative maintenance on sections with a PCI between 67 and 75, selected on best-first basis; concrete replacement; and consulting. The goal of these practices is to maintain an average PCI of 70. Anticipated projects may be adjusted due to project coordination efficiencies or accelerated deterioration.

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

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

Previous Action: Pavement management for 2018 to 2022 covered in project 201406. Approved as a new project in the 2019-2023 capital plan. Approved as planned in the 2020-2024 capital plan. Approved with a scope change in the 2021-2025 capital plan. Approved with a cost and revenue update in the 2022-2026, 2023-2027, and 2024-2028 capital plans.

Project Title:	Jail Security Audio Upgrade	Project #:	202206
Department:	Sheriff's Department	Project Type:	Equipment Replacement
Phase:	Preliminary Design	Sponsor:	Sheriff's Department
Budget Action:	C - \$ Update C - Rev Update	Manager:	John Gorski, IT
Date:	August 26, 2024		

CAPITAL BUDGET SUMMARY						
Year	2022	2023	2024	2025	2026	Total
Project Phase	Design/Analysis	Implementation	Implementation			Project
Expenditure Budget	\$0	\$50,000	\$400,000	\$304,000	\$0	\$754,000
Revenue Budget	\$0	\$50,000	\$400,000	\$304,000	\$0	\$754,000
Net Costs After Revenues Applied	\$0	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE			
Hardware and Installation	\$570,000					
Licenses	\$50,000				Jail Assessment Fund Balance Reserves	\$754,000
Design / Analysis	\$50,000					
Contingency	\$84,000					
Total Project Cost	\$754,000				Total Revenue	\$754,000
EXPENDITURE BUDGET	\$754,000				REVENUE BUDGET	\$754,000

Project Scope & Description:

The Waukesha County Jail has a security electronics system that includes an analog audio system that was installed in 2005 when the jail was constructed. This includes approximately 175 intercoms along with the software and infrastructure to go with the equipment.

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 17 years old. One of the major components of the security electronics system is the audio system used to communicate throughout the facility. This is used by staff to verify who is at a particular door, communicate with inmates in cells, and all other verbal communication needs throughout the facility.

The current Audio system is an analog system that has limitations and other issues that would be resolved by upgrading to a digital audio system throughout the facility. The current system is having minor failures that are being addressed by a current vendor. The vendor is recommending that the county either upgrade or replace the system due to its age and technology used when it was installed in 2005.

The system is utilized 24 hours a day and is a vital component of the jail's safety and security monitoring ability. It is clear the system is reaching its limitations and end of life in the near future, so the Sheriff's Department is requesting that the system be replaced or upgraded prior to full failure. The Sheriff's Department would like to engage the services of a consultant to design a system that best fits the need of the Waukesha County Jail.

The project is being updated with increased costs and revenues associated with higher anticipated costs for the project based on estimates. The increase in expenses is funded with additional Jail Assessment Fund balance reserves.

Location: Waukesha County Jail, 515 W. Moreland Blvd., Waukesha, WI 53188

Analysis of Need: The audio system is an essential component that needs to be upgraded or replaced before failure. Without the audio system functioning, additional staff will be required to relay information throughout the facility. This will result in significant additional personnel costs to provide necessary levels of operational and facility security.

Alternatives: One alternative to having a two-way audio system is significantly increasing jail staffing to cover areas and relay information verbally. The second alternative considered is a full replacement of the system including all of the cables and equipment. This is expected to be significantly more expensive than the proposed option.

Ongoing Operating Costs: The on-going costs of the new audio system should be minimal outside of regular maintenance that would be paid for by the Jail Equipment Replacement Plan.

Previous Action: Approved as a new project in the 2022-2026 capital plan. Approved as planned in the 2023-2027 and 2024-2028 capital plans.

Project Title:	MyEvolv	Project #:	202533
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	Implementation	Sponsor:	Health & Human Services
Budget Action:	New	Manager:	Sandra Masker, IT
Date:	July 8, 2024	Dept. Mgr:	Randy Setzer, HHS

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Implementation					Project
Expenditure Budget	\$445,000	\$0	\$0	\$0	\$0	\$445,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$445,000	\$0	\$0	\$0	\$0	\$445,000
COST DOCUMENTATION			REVENUE			
Implementation	\$269,000					
Consulting	\$118,000					
Contingency	\$58,000					
Total Project Cost	\$445,000		Total Revenue	\$0		
EXPENDITURE BUDGET	\$445,000		REVENUE BUDGET	\$0		

Project Scope & Description

The Health and Human Services (HHS) Department is undertaking a capital project to improve its electronic health record (EHR) system. This project aims to implement a new software solution in the Social Services divisions to enhance efficiency and work quality, automate quality assurance functions, share data with third-party vendors, provide detailed billing statements, digitalize manual paper-based forms and processes, and remove non-clinical programs within divisions from an existing application. The project will involve nine modules and HHS will contract with an implementor to implement the myEvolv system, a cloud-based EHR solution with comprehensive case management and billing features, hosted by Netsmart Technologies. The implementor has extensive experience with Netsmart and implementing the myEvolv system. County staff worked with the vendor, which already supplies the EHR product for its other divisions, to complete the budget, concept, and design phases of this project in 2023-24.

Location

Waukesha County Health and Human Services

Analysis of Need

Waukesha County has relied on myAvatar PM since 2002 for Clinical Services billing. In 2013, Waukesha County purchased additional modules with the aim of having a comprehensive EHR solution. However, after several years of implementation, it became apparent that myAvatar NX lacked the necessary functionality for Social Services, particularly in tracking family-based services. HHS evaluated alternative systems specializing in Social Services and determined that a single system cannot meet their needs. Consequently, they are now seeking the best-case management system specifically tailored to their Social Service teams' requirements.

The Netsmart myEvolv platform is an integrated human services EHR and finance management system specifically designed for entities that manage and bill for human services programs. Netsmart offers a complete package for meeting the programs' needs "out of the box." Among the strengths identified by the evaluation team were that myEvolv is a fully developed and tested user-friendly solution. Use of this platform will result in increased efficiency, enhanced data collection and reporting. Additionally, Netsmart's software met all of the comprehensive billing and fiscal requirements, including the ability to fully map General Ledger codes throughout the system to ensure accurate fiscal reporting and reconciliation. Netsmart also offers an intuitive and user-friendly interface for the State's Program Participation System (PPS) reporting and is prepared to roll-out the upcoming changes from the State of Wisconsin in the near future.

The myEvolv system is a proven technology in use by agencies providing services. Walworth County is also moving to myEvolv. HHS's Children's Long-Term Support (CLTS) program will be the application's biggest user, having grown from serving 400 children in the initial year of myAvatar to an estimated 2,000 by the end of 2024. In terms of workforce, that is an expansion from 12 CLTS staff to 60 (including contracted workers).

The myEvolv system offers several key features to manage complicated family setups efficiently. It allows for the entry of multiple invoices for the same service to different clients without navigating to each client individually. Automation features streamline processes and reduced reliance on Excel spreadsheets and manual reports. Reports can be generated using client-specific information and statement dates. The system enhances auditing abilities and quality assurance measures by cross-referencing before authorization, thereby reducing errors. It automates parental payment liability calculations and schedules to-do tasks with

Project Title:	MyEvolv	Project #:	202533
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	Implementation	Sponsor:	Health & Human Services
Budget Action:	New	Manager:	Sandra Masker, IT
Date:	July 8, 2024	Dept. Mgr:	Randy Setzer, HHS

logic related to activity, completion, and approval, improving timeliness and minimizing errors. Automated quality assurance functions reduce manual auditing and supervisor time, while on-demand reports facilitate staff self-regulation and supervisor oversight. The system seamlessly shares data with third-party vendors, meets state-mandated expectations, and provides detailed billing statements to families. These enhancements collectively contribute to a more efficient, streamlined, and data-driven operational environment, addressing critical areas of concern across the program.

Alternatives

Choosing to "Do Nothing" would mean maintaining the current processes and challenges within the myAvatar NX system. This includes persisting issues such as:

- a. Maintaining paper files and manual workflows, which do not align with family-based services.
- b. Cases being missed due to episode issues during case transfers.
- c. Manual tracking and calculation of billing for certain services.
- d. Risk of error in manual service authorization entry.
- e. Lack of real-time monitoring of authorizations and payments by program.
- f. Double entry of information related to parental payment limit billing.
- g. Inability for families to access detailed billing statements.
- h. Manual entry of information from third-party vendors.
- i. Inefficient communication between fiscal and the programmatic operations, leading to excessive emails and messages.

Continuing with these inefficiencies would undermine staff productivity, communication channels, the family-first mentality, auditing processes, and fiscal monitoring capabilities, necessitating urgent action to address program needs.

Netsmart's myEvolv system is designed specifically for Social Services. It caters to diverse care needs across various settings, including case management, youth justice, community-based, residential, shelter, and office-based environments. The system integrates best practices in family-centered treatment, trauma-informed care, transitions of care, wraparound services, and family case planning, incorporating education, behavioral development, addiction, and physical care services. It enables secure electronic communication and referral exchange with other providers, supports mobile workflows for tracking mileage and travel time, and offers engagement solutions for caregivers, individuals, and families through a resource family portal, remote patient support, and educational resources. Additionally, it facilitates the analysis of critical measurements and data to enhance outcomes for families.

Ongoing Operating Costs

The cost for operating cost will be offset by the reduction in operating cost for myAvatar, primarily from the anticipation of reduced licensing costs that will shift from myAvatar to myEvolv for social services. There may be instances where staff requires both licenses, which would increase net costs. The project is expected to generate efficiencies through improved billing processes, case management, and quality control.

Previous Action

None

Project Title:	ERP System Implementation	Project #:	202215
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	Implementation	Sponsor:	HR Mgr. Renee Gage & Business Services Mgr. Danielle Igielski
Budget Action:	C - \$ Update C - Rev Update	Manager:	Lance Spranger, IT Manager
Date:	July 8, 2024		

CAPITAL BUDGET SUMMARY					
Year	2022	2023	2024	2025	
Project Phase	Software Selection/ Design	Implementation	Implementation	Implementation	Total Project
Expenditure Budget	\$200,000	\$2,650,000	\$1,900,000	\$615,000	\$5,365,000
Revenue Budget	\$200,000	\$2,650,000	\$1,900,000	\$615,000	\$5,365,000
Net County Cost	\$0	\$0	\$0	\$0	\$0
COST DOCUMENTATION			REVENUE		
Consulting	\$150,000	American Rescue Plan Act Funding			\$4,750,000
Software	\$1,300,000	EUTF Fund Balance			\$615,000
Contracted Implementation					
Support	\$3,300,000				
Contingency	\$615,000				
EXPENDITURE BUDGET	\$5,365,000	REVENUE BUDGET			\$5,365,000

Project Scope & Description: This project addresses the procurement of a cloud based Enterprise Resources Planning System (ERP), inclusive of an integrated Human Resource Information System (HRIS), time and attendance, and financial system. The first year of the project funds will be used to contract with a consulting firm to assist in analysis of the current ERP vendor market and help develop and evaluate RFPs. The project funds in the second year are budgeted to begin implementation after vendor selection. The fully integrated ERP system will allow for process improvements in areas which currently require complex integrations, a centralized database, the minimization of shadow or paper based systems, ability to establish electronic versus manual workflows and processes, more effective communications with management and employees, streamlined payroll processing, management query and reporting tools, and mobile applications.

Specific HR and Payroll areas to be improved include benefits administration (including interfaces with third-party benefit providers), HR administration, Affordable Care Act management, new-hire reporting to meet federal requirements, recruiting, employee self-service (including via mobile device), document management, performance management, management reporting, and dashboards.

The goal of this project would be to implement a fully integrated ERP system, if one product is identified that meets the County needs across all platforms. If a single solution is deemed not viable, then separate software products would be considered.

Project costs are increased \$615,000 based on updated estimates based on the final results of the competitive procurement process. Project funding includes the American Rescue Plan Act (ARPA) – Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) program. An ERP system replacement is eligible for reimbursement under the CSLFRF category of Public Sector Capacity: Effective Service Delivery. The CSLFRF Final Rule clarified that permissible uses of funds under the Public Sector Capacity: Effective Service Delivery category includes investments in technology to support using data in designing, executing, and evaluating programs, including hiring public sector staff. A fully integrated ERP system would allow for the County to more effectively utilize financial, time, and personnel data to improve the management of programmatic and administrative operations throughout the County. Project funding includes End User Technology Fund (EUTF) balance in addition to ARPA revenues to avoid committing grant funds toward expenses that may not be needed and would be ineligible for other uses after December 31, 2024.

Location: All County departments.

Analysis of Need: The County is currently utilizing three different software systems to provide these functions. During the implementation of the current HRIS system, it was announced in 2018 that the system (Highline) that was purchased was acquired by NeoGov. Following this acquisition, it became known that the product purchased by the County will be replaced by a solution currently in development. The County conducted a gap analysis with the vendor, and determined that this new product will not meet County needs. In addition, in November of 2021, it was announced that the vendor that purchased the financial system will also no longer enhance or develop the product further. Lastly, the current time and attendance system is complicated to maintain, costly to incorporate any changes, and does not meet the need of county 24-hour operations (e.g., 911 Dispatch and Sheriff's Department).

Alternatives: Continue with the current systems until the vendor is no longer providing support and essential federal requirements (e.g., W2 and 1099 reporting). Pursue the needed Human Resources and financial system functionality in a number of separate projects and systems.

Project Title:	ERP System Implementation	Project #:	202215
Department:	DOA - Information Technology	Project Type:	Information Technology
Phase:	Implementation	Sponsor:	HR Mgr. Renee Gage & Business Services Mgr. Danielle Igielski
Budget Action:	C - \$ Update C - Rev Update	Manager:	Lance Spranger, IT Manager
Date:	July 8, 2024		

Ongoing Operating Costs: Ongoing annual maintenance costs for the new vendor selected through the RFP process are estimated to be approximately \$600,000. These new costs are expected to be partially offset by savings from discontinuing use of the current systems (e.g., HRIS, time and attendance, financial management), and from elimination of other third-party contracts (e.g., vendor for Affordable Care Act reporting), which total approximately \$410,000 in annual costs, and other operating efficiencies.

Previous Action: This project was approved with this scope as Enrolled Ordinance 177-26 which modified the 2022-2026 capital plan. Approved as planned in the 2023-2027 capital plan. Approved with cost and revenue updates in the 2024-2028 capital plan.

Capital Projects Plan

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

Justice and Public Safety projects total \$43.8 million or 31.7% of the plan. This includes \$40.9 million to fund courthouse project - step 2, renovate existing courthouse. The first phase of this two-phase project was completed in 2021. The budget and concept for the second phase began in 2021, and refined architectural estimates were completed in 2023. Construction began in 2023 and is expected to continue into 2026, with a total estimated to cost of \$113.8 million (including earlier phases).

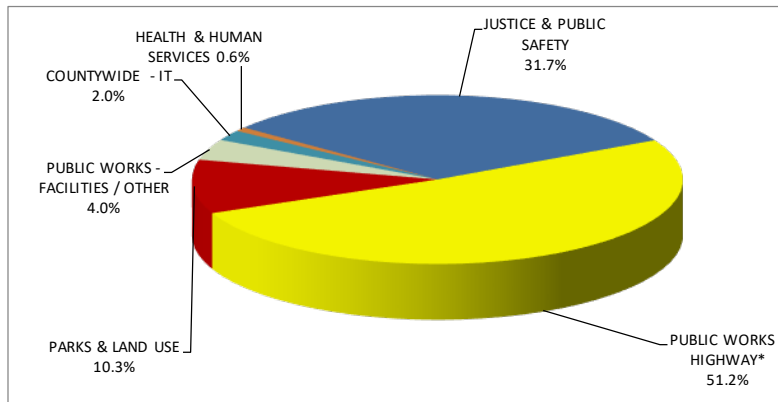
Public Works–Highway projects are about 51.2% of the plan at \$70.6 million. However, many of the projects are managed by the Wisconsin Department of Transportation, who account for a majority of project costs using federal funds (typically paying 80% to 90% of most costs), and bill the county for its remaining share. As a result, the capital plan reflects only the county’s net share on much larger transportation investments. **Factoring in total transportation costs, including approximately \$57.8 million of federal funds, highway projects make up about 65.6% (about \$128.4 million in total) of the five-year capital plan.**

The Parks and Land Use functional area includes \$14.2 million or about 10.3% of the plan, of which \$9.0 million is for trails and parks pavement improvements. Trail project costs are mostly funded with federal, state, and local partnership revenues.

Public Works–Facilities/Other projects total \$5.5 million or about 4.0% of the plan. The major building project in the five-year capital plan is the second phase of the two-phase project to upgrade the county courthouse (discussed above under the Justice and Public Safety functional area). The plan includes \$1.5 million for the replacement of the highway operation salt dome (construction in 2025). Additionally, the plan includes \$1.15 million as part of a \$2.85 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2028). The plan also includes roof replacement at the Highway Operations/Central Fleet building at \$1.9 million. \$418,500 is also included for the Airport Safety Runway Zones project.

Countywide-IT totals \$2.8 million, which includes \$615,000 for the final funding component in 2025 toward a fully integrated Enterprise Resources Planning System (ERP), with implementation expected to be complete in 2026, and \$2.2 million to replace election voting equipment (replacement to be complete in 2029).

Health and Human Services projects total \$1.1 million. The projects include \$445,000 for the Health and Human Services MyEvolv system and \$646,000 to replace the roof at the Mental Health Center.



FUNCTIONAL AREA	TOTAL 2025-2029	% OF TOTAL
JUSTICE & PUBLIC SAFETY	\$43,784,000	31.7%
PUBLIC WORKS - HIGHWAY*	\$70,550,400	51.2%
PARKS & LAND USE	\$14,203,200	10.3%
PUBLIC WORKS - FACILITIES / OTHER	\$5,503,900	4.0%
COUNTYWIDE - IT	\$2,771,000	2.0%
HEALTH AND HUMAN SERVICES	\$1,091,000	0.8%
TOTAL PLAN EXPENDITURES	\$137,903,500	100.0%

*Factoring in total transportation costs, including approximately \$57.8 million of federal funds, highway projects make about 65.6% of the five-year capital plan.

WAUKESHA COUNTY 2025-2029 CAPITAL PROJECT PLAN SUMMARY

FUNCTIONAL AREA:	2025 BUDGET	2026 PLAN	2027 PLAN	2028 PLAN	2029 PLAN	TOTAL FIVE- YEAR PLAN
JUSTICE & PUBLIC SAFETY						
Facility Projects	\$21,090,000	\$20,700,000	\$925,000	\$745,000	\$20,000	\$43,480,000
System Projects	\$304,000	\$0	\$0	\$0	\$0	\$304,000
Subtotal	\$21,394,000	\$20,700,000	\$925,000	\$745,000	\$20,000	\$43,784,000
HEALTH & HUMAN SERVICE						
Facility Projects	\$0	\$0	\$25,000	\$621,000	\$0	\$646,000
System Projects	\$445,000	\$0	\$0	\$0	\$0	\$445,000
Subtotal	\$445,000	\$0	\$25,000	\$621,000	\$0	\$1,091,000
PARKS, ENVIRONMENT, EDUCATION & LAND USE						
Parks, Facilities, Pavement, System Projects	\$2,011,300	\$4,603,400	\$1,706,100	\$2,594,400	\$3,288,000	\$14,203,200
PUBLIC WORKS						
Priority Corridor Expansion	\$530,000	\$1,644,000	\$6,340,800	\$0	\$2,226,000	\$10,740,800
Intersections and Bridges	\$863,300	\$1,113,000	\$1,947,500	\$2,762,400	\$637,800	\$7,324,000
Pavement and Rehabilitation	\$11,628,300	\$9,147,500	\$10,067,500	\$15,383,600	\$6,258,700	\$52,485,600
Subtotal Highways	\$13,021,600	\$11,904,500	\$18,355,800	\$18,146,000	\$9,122,500	\$70,550,400
Facilities	\$1,640,000	\$864,000	\$1,135,000	\$194,400	\$10,000	\$3,843,400
Airport	\$418,500	\$6,000	\$86,000	\$0	\$0	\$510,500
Other	\$0	\$0	\$550,000	\$600,000	\$0	\$1,150,000
Subtotal Public Works	\$15,080,100	\$12,774,500	\$20,126,800	\$18,940,400	\$9,132,500	\$76,054,300
GENERAL ADMINISTRATION COUNTY WIDE						
TECHNOLOGY PROJECTS	\$615,000	\$0	\$0	\$539,000	\$1,617,000	\$2,771,000
TOTAL GROSS EXPENDITURES	\$39,545,400	\$38,077,900	\$22,782,900	\$23,439,800	\$14,057,500	\$137,903,500
Less Proj. Specific Rev./Proprietary Fund Bal.	(\$6,357,600)	(\$8,399,200)	(\$2,797,100)	(\$7,069,600)	(\$3,511,800)	(\$28,135,300)
NET EXPENDITURES	\$33,187,800	\$29,678,700	\$19,985,800	\$16,370,200	\$10,545,700	\$109,768,200
Cash Balances Excluding Property Tax Levy	(\$6,942,542)	(\$5,194,642)	(\$1,398,942)	(\$895,465)	(\$895,465)	(\$15,327,056)
NET EXPENDITURES BEFORE TAX LEVY, DEBT BORROWING AND INTEREST APPLIED	\$26,245,258	\$24,484,058	\$18,586,858	\$15,474,735	\$9,650,235	\$94,441,144

The 2025-2029 Capital Plan identifies 67 projects at an estimated total cost of \$137.9 million over the five-year period. Projects in the first year of the plan represent the 2025 Budget. Major projects for future years are briefly explained in the following narrative. A project listing all projects in the plan is shown on the following pages.

JUSTICE AND PUBLIC SAFETY

Justice and public safety projects total \$43.8 million. This includes \$40.9 million in the 2025-2029 plan for construction for the second phase of the courthouse project. Construction is expected to continue through 2026 (total project costs, including earlier design phases, estimated at \$113.8 million). The second phase will renovate the existing courthouse in order to replace aging mechanical systems, enhance business operations through a more efficient office layout, and improve public access. Other projects in this functional area include window replacements at the Law Enforcement Center of \$1.1 million; roof replacements for the Communication Center and County Jail facilities totaling \$1.1 million; and the Communications Center UPS (Uninterruptible Power Supply) upgrade of \$200,000. Additionally, the 2025-2029 plan includes a Jail Expansion Study project which is budgeted at \$250,000 and will look at ways to evaluate options for addressing higher inmate populations. Also included is the Law Enforcement Center Generator replacement project's design of \$20,000 in 2029. The plan includes \$304,000 to complete the Jail Security Audio Upgrade project.

HEALTH AND HUMAN SERVICES

Projects in this functional area total \$1.1 million, which includes \$445,000 for the Health and Human Services MyEvolv project, which focuses on creating efficiencies in their electronic health records system. The plan also includes \$646,000 for the Mental Health Center roof replacement.

PARKS AND LAND USE

Projects in this functional area total \$14.2 million and includes \$7.2 million for maintenance improvements on park

roadways and paved surfaces around county facilities. The plan also includes \$1.8 million to replace aging mechanical, HVAC, and refrigeration systems at the Naga-Waukee and Eble ice arenas. Another \$1.7 million is planned for the construction phase for the Lake Country Trail – Phase V, a 2.25-mile trail that will combine an off-road trail facility with on-road accommodations to link the Lake Country Trail at Roosevelt Park in the City of Oconomowoc with the proposed Jefferson County Interurban Trail at the Waukesha/Jefferson County line. Construction is planned for 2026. The 2025-2029 capital plan also includes \$661,000 for continued golf course improvements at the Naga-Waukee War Memorial and Moor Downs golf courses. The improvements being made include irrigation system repair and replacement, pump station replacement, HVAC replacement, cart path maintenance, a new clubhouse and irrigation well, clubhouse roof replacement, pedestrian bridge upgrades, clubhouse restroom renovations, patio pavement maintenance. Also included is the Fox Bend Wetland Restoration project with \$116,400 for the construction phase of the restoration of approximately 20 acres of this undeveloped county park in the Village of Vernon to its natural condition, resulting in higher quality wetlands, better flood plain storage, and increased beneficial native wildlife and vegetation at the site through control of invasive vegetation and new plantings.

New to the capital plan, the Expo Forum Building Improvement project has \$1.6 million budgeted for interior and exterior improvements and fixture upgrades. Some design and interior fixture replacement is planned for 2026 with mechanical upgrades, roof replacement, and painting planned for 2029. Additionally, the plan includes \$518,000 for Park System Roof Replacements, which will replace roofs across various picnic and park buildings across the county. Also, the plan contains a Retzer Nature Center Covered Shelter project for \$471,500 and is funded through donation revenues from the Friends of Retzer Nature Center and through CDBG grants. Design is planned for 2025 with construction in 2026.

PUBLIC WORKS

Public Works projects for highways and facility/other projects are estimated to total \$76.1 million. This includes road projects totaling \$70.6 million. New and expanded road capacity construction is identified in priority corridors, and the plan includes \$6.8 million for utility relocation work and to widen about 1.2 miles of CTH O (Moorland Road), between CTH HH (College Avenue) and Grange Avenue in the city of New Berlin. These costs are estimated to total \$16.4 million, with federal aid covering \$11.2 million, and the city of New Berlin and a developer contributing \$1.3 million, with the county cost share of \$3.9 million (construction is planned in 2027). A new priority corridor project is included in the capital plan for 5.0 miles of CTH K (Lisbon Road), between CTH JK (Lynndale Road) and CTH Y (Lannon Road). This includes \$200,000 budgeted in 2025 for a planning study to evaluate the best ways to stage and schedule the project, federal funding opportunities, and to enhance community involvement. Preliminary design work is budgeted at \$568,000 and expected to begin in 2027. There are also two new projects to enhance CTH F (Redford Boulevard), between I-94 and Duplainville Road for 1.2 miles and also between West Moreland Boulevard and I-94 for 1.5 miles. Through this project department of Public Works plans to work the Department of Parks and Land Use to investigate off-street bike/pedestrian opportunities to extend the existing Fox River Trail to Frame Park into the City of Waukesha. Both projects have preliminary design funding planned for 2027 (totaling \$987,000) and land acquisition planned for 2029 (totaling \$2.2 million).

Road projects include \$52.5 million for major maintenance and roadway rehabilitation, \$2.5 million for bridge improvements, and \$4.9 million for several spot safety improvements, primarily for intersection and signal work.

The plan also includes \$1.15 million as part of a \$2.85 million project to upgrade fuel tank systems and replace tanks as needed (project began in 2018 and continues until 2028), \$1.9 million to replace the roof at the Highway Operations/Central Fleet building, \$1.5 million for the Salt Dome Replacement, \$418,500 for the Airport Runway Safety Zones project, \$204,400 for the Sussex Substation Roof Replacement, and \$92,000 for the Airport's Snow Removal/Maintenance Equipment Building. Additionally, the plan includes \$150,000 for an Administration Center Building Study to look into key improvements to better organize the space and promote wayfinding for the public.

COUNTYWIDE TECHNOLOGY

The capital plan includes \$615,000 to implement an enterprise resource planning (ERP) system, which is expected to include functionality for human resources/payroll, time and attendance, and financial management. Final funding is budgeted in 2025, with implementation expected to be finalized in 2026. The plan also includes \$2.2 million for an Election System Upgrade project to replace voting equipment with all 37 municipalities (initial funding in 2028, replacement complete in 2029).

PROJECT TITLE	NO.	ACTION	CURRENT APPROPRIATION	2025 PLAN	2026 PLAN	2027 PLAN	2028 PLAN	2029 PLAN	TOTAL FIVE-YEAR PLAN
PUBLIC WORKS - AIRPORT									
RUNWAY 10/28 SAFETY ZONES	200310	C- \$, Rev Update	\$796,500	\$418,500	\$0	\$0	\$0	\$0	\$418,500
AIRPORT MAINTENANCE & SNOW REMOVAL BUILDING	202534	New	\$0	\$0	\$6,000	\$86,000	\$0	\$0	\$92,000
PUBLIC WORKS - CENTRAL FLEET									
FUEL TANK REPLACEMENT AND INFRASTRUCTURE	201415	As Planned	\$1,700,000	\$0	\$0	\$550,000	\$600,000	\$0	\$1,150,000
PUBLIC WORKS - FACILITIES									
COURTHOUSE PROJ STEP 2 - RENOVATE 1959 COURTHOUSE*	201705	As Planned	\$72,950,000	\$20,350,000	\$20,500,000	\$0	\$0	\$0	\$40,850,000
LAW ENFORCEMENT CTR WINDOW REPLACEMENT	202211	As Planned	\$0	\$20,000	\$200,000	\$875,000	\$0	\$0	\$1,095,000
COMMUNICATIONS CENTER UPS UPGRADE	202310	As Planned	\$20,000	\$200,000	\$0	\$0	\$0	\$0	\$200,000
COMMUNICATION CTR ROOF REPLACEMENT	202209	C- \$ Update	\$10,000	\$270,000	\$0	\$0	\$0	\$0	\$270,000
HIGHWAY/FLEET BLDG ROOF REPLACEMENT	202210	C- \$ Update	\$0	\$100,000	\$714,000	\$1,125,000	\$0	\$0	\$1,939,000
JUVENILE CENTER ROOF REPLACEMENT	202309	Delay	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
MENTAL HEALTH CENTER ROOF REPLACEMENT	202313	C- \$ Update	\$0	\$0	\$0	\$25,000	\$621,000	\$0	\$646,000
COUNTY JAIL ROOF REPLACEMENT	202314	C- \$ Update	\$0	\$0	\$0	\$50,000	\$745,000	\$0	\$795,000
UWW DUAL DUCT AIRHANDLER REPLACEMENT	202415	Delete	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NORTHVIEW HUBER ROOFING UPGRADE	202416	Delete	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HIGHWAY SALT DOME REPLACEMENT	202510	New	\$0	\$1,540,000	\$0	\$0	\$0	\$0	\$1,540,000
LEC GENERATOR REPLACEMENT	202528	New	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
SUSSEX SUBSTATION ROOF UPGRADE	202530	New	\$0	\$0	\$0	\$10,000	\$194,400	\$0	\$204,400
JAIL EXPANSION PROJECT STUDY	202536	New	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
ADMIN BLDG STUDY & REMODEL	202532	New	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
PUBLIC WORKS - HIGHWAYS									
CTH O, CTH ES TO CTH D REHABILITATION	201803	C- \$, Rev Update	\$1,005,200	\$5,195,800	\$0	\$0	\$0	\$0	\$5,195,800
CTH O, CTH D TO STH 59 REHABILITATION	202013	C- \$, Rev Update	\$1,194,000	\$90,000	\$4,122,600	\$0	\$0	\$0	\$4,212,600
CTH O, CTH HH TO GRANGE AVE	202102	Delay, C- Scope, \$, Rev Update	\$737,200	\$330,000	\$1,644,000	\$4,786,000	\$0	\$0	\$6,760,000
CTH I, CALHOUN CREEK BRIDGE	202201	As Planned	\$6,000	\$21,000	\$45,000	\$98,000	\$0	\$0	\$164,000
CTH EF, BARK RIVER BRIDGE	202202	As Planned	\$51,800	\$72,000	\$0	\$0	\$0	\$0	\$72,000
CTH D - CTH E INTERSECTION	202407	As Planned	\$0	\$0	\$20,000	\$0	\$402,500	\$0	\$422,500
CTH V V, WESTBOUND BRIDGE OVER MEMONONEE RIVER	201802	C- \$, Rev Update	\$203,000	\$190,400	\$0	\$0	\$0	\$0	\$190,400
CTH SS, MEADOWBROOK CREEK STRUCTURE	202001	Delay	\$0	\$0	\$174,000	\$541,000	\$0	\$0	\$715,000
CTH I, MUKWONAGO RIVER BRIDGE	202203	C- Scope, \$ Update	\$6,000	\$23,000	\$45,000	\$98,000	\$0	\$0	\$166,000
CTH Y - CTH L to CTH HH REHABILITATION	202301	Delay	\$0	\$300,000	\$0	\$900,000	\$0	\$0	\$1,200,000
CTH J - CTH FT INTERSECTION	202302	Delay, C- \$ Update	\$126,400	\$0	\$0	\$141,300	\$0	\$0	\$141,300
CTH ES - SUNNYSLOPE ROAD INTERSECTION	202303	Delay, C- \$ Update	\$0	\$0	\$0	\$26,000	\$250,000	\$129,800	\$405,800
CTH F - CTH K INTERSECTION	202304	C- \$, Rev Update	\$0	\$24,600	\$100,000	\$219,600	\$0	\$0	\$344,200
CTH T - CTH JJ INTERSECTION	202305	Delay, C- \$, Rev Update	\$30,400	\$75,000	\$0	\$94,100	\$0	\$0	\$169,100
CTH F - BUSSE ROAD INTERSECTION	202401	Accelerate, C- \$, Rev Update	\$0	\$12,300	\$0	\$50,000	\$83,400	\$0	\$145,700
CTH D - SUNNY SLOPE ROAD INTERSECTION	202402	C- \$ Update	\$0	\$10,000	\$0	\$30,000	\$50,000	\$145,000	\$235,000
SIGNAL CONTROLLER REPLACEMENT	202403	Delay, C- \$, Rev Update	\$129,000	\$30,000	\$399,500	\$399,500	\$0	\$0	\$829,000
CTH ES, SCOTLAND DRIVE TO CTH U	202404	Accelerate, C- Scope, \$ Update	\$0	\$75,000	\$0	\$1,725,000	\$0	\$0	\$1,800,000
CTH YY - BUTLER DITCH TRIBUTARY STRUCTURE	202501	New	\$0	\$0	\$0	\$0	\$0	\$163,000	\$163,000
CTH S - STH 67 TO STH 59	202502	New	\$0	\$50,000	\$362,000	\$0	\$0	\$0	\$412,000
CTH F - IH 94 TO DUPLAINVILLE ROAD	202503	New	\$0	\$0	\$0	\$461,600	\$0	\$900,000	\$1,361,600
CTH F - W. MORELAND BLVD TO IH 94	202504	New	\$0	\$0	\$0	\$525,200	\$0	\$1,326,000	\$1,851,200
CTH P - ASHIPUN RIVER TO N COUNTY LINE	202505	New	\$0	\$0	\$0	\$0	\$228,400	\$0	\$228,400
CTH ES - ATKINSON ST TO CTH NN	202506	New	\$0	\$0	\$22,900	\$0	\$50,000	\$176,900	\$249,800
CTH CW - AMBER LANE TO CTH P	202508	New	\$0	\$0	\$0	\$0	\$125,200	\$500,000	\$625,200
CTH D - CTH X INTERSECTION	202509	New	\$0	\$10,000	\$29,500	\$50,000	\$255,500	\$0	\$345,000
CTH ES - CTH NN TO CENTER DRIVE	202513	New	\$0	\$0	\$0	\$0	\$0	\$81,800	\$81,800
CTH K - CTH JK TO CTH Y	202514	New	\$0	\$200,000	\$0	\$568,000	\$0	\$0	\$768,000
CTH BB - US 18 TO CTH DR	202515	New	\$0	\$97,500	\$0	\$2,242,500	\$0	\$0	\$2,340,000
CTH KE - CTH E INTERSECTION	202520	New	\$0	\$195,000	\$100,000	\$0	\$1,521,000	\$0	\$1,816,000
CTH YY - CTH V V TO WIS 175	202521	New	\$0	\$0	\$340,000	\$0	\$7,380,000	\$0	\$7,720,000
CULVERT REPLACEMENT PROGRAM 2023-2027	201901	As Planned	\$400,000	\$200,000	\$200,000	\$200,000	\$0	\$0	\$600,000
CULVERT REPLACEMENT PROGRAM 2028-2032	202414	As Planned	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$400,000
REPAVING PROGRAM 2023-2027	201906	C- Scope, \$, Rev Update	\$9,810,000	\$5,820,000	\$4,300,000	\$5,200,000	\$0	\$0	\$15,320,000
REPAVING PROGRAM 2028-2032	202413	C- Scope, \$, Rev Update	\$0	\$0	\$0	\$0	\$7,600,000	\$5,500,000	\$13,100,000

Capital Projects

2025-2029 Capital Plan

Project Listing

PROJECT TITLE	NO.	ACTION	CURRENT APPROPRIATION	2025 PLAN	2026 PLAN	2027 PLAN	2028 PLAN	2029 PLAN	TOTAL FIVE-YEAR PLAN
PARKS AND LAND USE									
LAKE COUNTRY TRAIL CONNECTION TO JEFFERSON COUNTY	202312	As Planned	\$250,000	\$0	\$1,739,900	\$0	\$0	\$0	\$1,739,900
FOX RIVER BEND WETLAND RESTORATION PROJECT	202408	As Planned	\$6,000	\$106,400	\$10,000	\$0	\$0	\$0	\$116,400
UWW SITE INFRASTRUCTURE IMPROVEMENTS - PHASE II	202103	Delete	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GOLF COURSE INFRASTRUCTURE PROJECT	202208	C- \$, Rev Update	\$2,930,000	\$411,000	\$250,000	\$0	\$0	\$0	\$661,000
ICE ARENA FACILITY IMPROVEMENT PLAN	202409	C- \$, Rev Update	\$596,200	\$238,900	\$0	\$506,100	\$1,094,400	\$0	\$1,839,400
EXPO FORUM BUILDING IMPROVEMENTS	202523	New	\$0	\$0	\$135,000	\$0	\$0	\$1,500,000	\$1,635,000
PARK SYSTEM ROOF REPLACEMENTS	202524	New	\$0	\$25,000	\$205,000	\$0	\$0	\$288,000	\$518,000
RETZER NATURE CENTER COVERED SHELTER	202525	New	\$0	\$30,000	\$441,500	\$0	\$0	\$0	\$471,500
PAVEMENT MANAGEMENT PLAN 2023 - 2027									
PAVEMENT MANAGEMENT PLAN 2023 - 2027	201908	As Planned	\$2,712,300	\$1,200,000	\$1,822,000	\$1,200,000	\$0	\$0	\$4,222,000
PAVEMENT MANAGEMENT PLAN 2028 - 2032									
PAVEMENT MANAGEMENT PLAN 2028 - 2032	202410	C- \$ Update	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$3,000,000
IT - SHERIFF									
JAIL SECURITY AUDIO UPGRADE	202206	As Planned	\$450,000	\$304,000	\$0	\$0	\$0	\$0	\$754,000
IT - HEALTH & HUMAN SERVICES									
MYEVOLV	202533	New	\$0	\$445,000	\$0	\$0	\$0	\$0	\$445,000
IT - COUNTY CLERK									
ELECTION SYSTEM REPLACEMENT	202412	As Planned	\$0	\$0	\$0	\$0	\$539,000	\$1,617,000	\$2,156,000
IT - COUNTYWIDE									
ERP SYSTEM IMPLEMENTATIONS	202215	C- \$, Rev Update	\$4,750,000	\$615,000	\$0	\$0	\$0	\$0	\$615,000
GROSS EXPENDITURES				\$39,545,400	\$38,077,900	\$22,782,900	\$23,439,800	\$14,057,500	\$137,903,500
REVENUES:									
Golf Fund Balance - #202208 Golf Course Infrastructure Improvements			\$411,000	\$250,000					\$661,000
Golf Fund Balance - #202524 Park System Roof Replacements							\$18,000		\$18,000
Parkland Mgmt and Land Acq (Tarmann) Fund Bal - #202409 - Ice Arena Facility Imprvmt Plan			\$197,700			\$506,100	\$1,094,400		\$1,798,200
Airport Fund Balance - #200310 Runway 10/28 Safety Zones			\$418,500						\$418,500
Airport Fund Balance - #202534 Airport Maintenance & Snow Removal Equip Bldg				\$6,000	\$86,000				\$92,000
CHIP D Revenue - #201906 CTH Repaving Program			\$260,000	\$260,000	\$260,000				\$780,000
CHIP Revenue - #201906 CTH Repaving Program			\$350,000	\$350,000	\$350,000				\$1,050,000
CHIP D Revenue - #202413 CTH Repaving Program						\$260,000	\$260,000		\$520,000
CHIP Revenue - #202413 CTH Repaving Program						\$350,000	\$350,000		\$700,000
Local Muni Funding and Developer Contribution - #202102 CTH O, CTH HH to Grange					\$0	\$1,275,000			\$1,275,000
Local Muni Funding - #202013 CTH O, CTH D to STH 59 Rehabilitation					\$1,208,600				\$1,208,600
Local Muni Funding - #201803 CTH O, CTH ES to CTH D Rehabilitation			\$450,000						\$450,000
STP Funding for Utility Relocation - #202102 CTH O, CTH HH to Grange			\$264,000	\$1,315,200					\$1,579,200
STP Funding for Land - #202301 CTH Y - CTH L to CTH HH			\$240,000						\$240,000
STP Funding for Land - #202404 CTH ES, Scotland Drive to CTH U						\$0			\$0
STP Funding for Land- #202503 CTH F - IH 94 to Duplainville Road							\$720,000		\$720,000
STP Funding for Land- #202504 CTH F - W. Moreland Blvd to IH 94							\$1,060,800		\$1,060,800
STP Funding for Land- #202506 CTH ES - Atkinson Street to CTH NN						\$40,000			\$40,000
STP Funding for Land- #202508 CTH CW - Amber Lane to CTH P							\$400,000		\$400,000
Local Road Improvement Program Funding (LRIP-S) #201906 CTH Repaving Program			\$3,100,000	\$1,900,000					\$5,000,000
Local Road Improvement Program Funding (LRIP-S) #202413 CTH Repaving Program						\$1,900,000			\$1,900,000
Carbon Reduction Program - #202403 Signal Controller Replacement			\$23,800	\$320,000	\$320,000				\$663,800
Carbon Reduction Program - #202520 CTH KE - CTH E Intersection						\$1,216,800			\$1,216,800
Carbon Reduction Program - #202521 CTH YY - CTH VV to WIS 175						\$2,208,400			\$2,208,400
Local Muni Funding - 202412 Election System Replacement							\$703,000		\$703,000
Insurance Reimbursement Revenue- #202510 Highway Salt Dome Replacement			\$465,000						\$465,000
Multiple Sources of Funding - #202312 - Lake Country Trail - Phase V				\$1,715,900					\$1,715,900
Multiple Sources of Funding - #202408 - Fox Bend Wetland Restoration Project			\$106,400	\$10,000					\$116,400
Multiple Sources of Funding - #202525 Retzer Nature Center Covered Shelter			\$30,000	\$441,500					\$471,500
Multiple Sources of Funding - #201908 PLU Pavement Mgmt - Rehab New Berlin Trail				\$622,000					\$622,000
Energy Efficiency Block Grant - #202409 - Ice Arena Facility Improvement Plan			\$41,200						\$41,200
Shared Revenue - Supplemental Aid			\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Shared Revenue/Utility Payment			\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
State Personal Property Replacement - Computer Aid			\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Personal Property Aid			\$695,465	\$695,465	\$695,465	\$695,465	\$695,465	\$695,465	\$3,477,325
Federal American Rescue Plan Act - #202215 ERP System Implementation			\$615,000						\$615,000
General Fund Balance Jail Assessment - #202206 Jail Security Audio Upgrade			\$304,000						\$304,000
General Fund Balance			\$1,500,000	\$1,500,000					\$3,000,000
Capital Project Fund Balance			\$3,628,077	\$2,799,177	\$503,477				\$6,930,731
Subtotal Revenue & Fund Balance**			\$13,300,142	\$13,593,842	\$4,196,042	\$7,965,065	\$4,407,265		\$43,462,356
EXPENDITURES BEFORE TAX LEVY, DEBT, BORROWING & INTEREST (a)			\$26,245,258	\$24,484,058	\$18,586,858	\$15,474,735	\$9,650,235		\$94,441,144