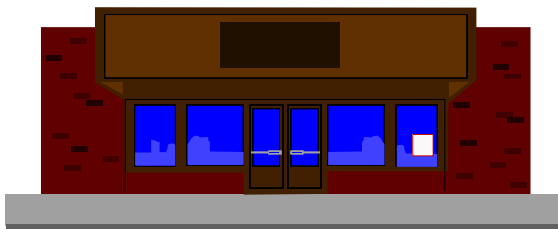


**WINNEBAGO COUNTY, WISCONSIN
EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM
2014 – 2018**





Winnebago County
Office of the County Executive

The Wave of the Future

February 2014
WINNEBAGO COUNTY, WISCONSIN
2014-2018
EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

Dear Members of the Winnebago County Board:

With this letter I am submitting the 2014-2018 Executive Capital Improvements Program for your consideration. This document provides a comprehensive overview of the county's capital projects and bonding requirements, which are anticipated during the period 2014 to 2018. It represents my recommendation to you of the projects that I feel we should consider during the 5-year planning horizon.

IMPORTANT NOTE: Projects listed in the 5-year plan schedule as outlined in Tables 1 & 2 represent my recommendations for years to be considered based on conditions and circumstances that existed at the time this document was published. Each project is reviewed each year this book is updated to see if circumstances still warrant it's placement in the same slot in the schedule. **It can change from year to year.** In general, new projects added should be added starting with the 5th year back and should move forward from year to year. This is not always the case as economic conditions and circumstances change. Projects may be moved further forward or back depending on current conditions. New projects can also be added further forward in the planning horizon, again because of changing economic conditions or County needs. Inclusion in the capital improvements plan does not imply that I expect that all of the projects will move forward in the period indicated. If all of the projects are approved as scheduled, our debt service levy will increase.

Detailed information is provided on those projects, which will require funding during 2014. In reviewing the document, please note that **no funding commitments for any projects are being requested at this time.** Information on the 2014 projects and capital projects outlook is provided to assist you in evaluating this year's bonding proposal in the context of overall projected needs.

It is important to note that your acceptance of this book does not constitute approval of the plan or any of the projects contained herein. This book is meant to be used as a planning tool in evaluating projects as they are brought forth for your consideration. Each of the projects contained herein must still come before you for consideration and appropriation of funds.

The projects in this book are generally not included in the regular annual operating budget because of their size and long term financial implications. They require much more time for discussion and review than the items included in the annual operating budget. However, the annual budget does include the debt service component needed to pay for the projects.

The document has been prepared with the assistance of various department heads. The department heads will be available to attend your meetings to answer any questions you may have regarding projects proposed during the planning horizon. Additionally, I am prepared to answer any of your concerns should you wish to call me or arrange an appointment.

Your prompt consideration of this important matter is appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Mark J. Harris".

Mark Harris
Winnebago County Executive

TABLE OF CONTENTS

	Page #
I. Introduction	6
II. 2014 Bonding	
A. Project descriptions - projects requiring funding during 2014	8
1 Roof maintenance program	10
2 Courthouse deck reconstruction	13
3 Masonry maintenance program	16
4 Asphalt replacement program	19
5 Jail - precast joint repairs	21
6 Jail parking expansion	23
7 Clerk of Courts - Department consolidation and remodeling	25
8 CTH C Mill and Pave (STH 26 to County Line)	28
9 CTH CB & CTH BB intersection	30
10 CTH I & CTH N Intersection Reconstruction	32
11 CTH I reconstruction Osh City Limits to Ripple Rd	34
12 CTH I CTH N to Ripple rd - milling and paving.	36
13 CTH N (Culvert - Bridge Reconstruction)	38
14 CTH T Reconstruction (CTH GG to CTH G)	40
15 County Y (mill and pave)	42
16 CTH Z mill and pave (CTH I to STH 45)	44
17 Airport terminal replacement	46
18 Terminal / FBO ramp rehabilitation	48
19 Aviation business park taxiway	50
20 Park View 50 stall parking lot adjacent to new addition	52
21 Nurse Call system	54
22 Community park road & parking lot repaving	56
23 General Roof Repair, Replacement and Maintenance - UW Fox Valley	60
III. Outstanding indebtedness	63
IV. Capital projects outlook	65
V Projects not included in the 5-year planning horizon	76

VI. Tables & charts

Table 1	All projects (excluding Solid Waste)	79
Table 2	Solid Waste Fund	83
Table 3	Outstanding debt - all	84
Table 4-6	Debt service - Levy Supported	85
Table 7-9	Debt service - Non Levy Supported	90
Table 10-12	Debt service - all projects	94
Table 13	Indebtedness limitations	97
Chart 1	Growth in valuation vs. growth in debt levy	98
Chart 2	Governmental fund debt	99
Chart 3	Proprietary fund debt	100
Chart 4	Tax rate information	101
Chart 5	Debt service tax rate - future years	102
Chart 6	Debt outstanding end of year - future years	103

VII. Appendices

Capital project request form	104
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SECTION I

INTRODUCTION

I. INTRODUCTION:

The 2014 - 2018 Executive Capital Improvements Program is submitted to the County Board for its consideration and action.

CAPITAL PROJECT DEFINITION:

A capital project is any acquisition and/or construction/repair to property or equipment that equals or exceeds \$100,000 and whose benefit normally is expected to equal or exceed a 5-year period. These projects involve the acquisition of property or equipment, or construction or improvements to property or equipment.

GENERAL:

This document is intended to serve the following purposes:

- 1) Identify proposed projects, within a planning horizon that would help allocate limited resources and identify bonding requirements,
- 2) Provide continuity in financial decisions linking long-term planning to the annual budget process. Thus, projects would be evaluated with a long-term perspective instead of attempting to meet immediate needs,
- 3) Assure a coordinated countywide approach to setting priorities,
- 4) To identify existing debt service requirements so that these are considered in the formulation of annual bonding proposals.

SOLICITATION OF PROJECT REQUESTS:

Projects have been identified through the solicitation of project requests from department heads. We had asked that each person review previously identified and new projects and submit project request forms (sample included) for each. With this information, a comprehensive list of projects has been assembled and evaluated under the leadership and direction of the County Executive.

TECHNICAL REVIEW:

The first step of the review consisted of a technical review. This was to insure that:

- 1) request forms were properly prepared and classified as to project type,
- 2) all project costs and sources of funds were appropriately identified,
- 3) all additional information required for a complete evaluation of projects has been obtained.

PROJECT EVALUATION/DOCUMENT ASSEMBLY:

Subsequent to technical review, a preliminary document was assembled and presented to the County Executive for his recommendations, revisions, and instructions. This document is the culmination of that process. The Executive Capital Improvements Program will be updated on an annual basis to assure that all projects are identified, priorities established and annual bonding is held to an acceptable level.

SECTION II

2014

BONDING

II. 2014 BONDING:

A. SUMMARY

Total bonding for capital projects to be included in the 2014 bond issue equals \$10,040,000. Projects are shown below with bonding requirements:

DIVISION	PROJECT DESCRIPTION	COST PLANNING HORIZON	PROJECTED BONDING 2014	REF
General	Roof maintenance program	1,730,000	247,000	1
	Courthouse deck reconstruction	943,000	943,000	2
	Masonry maintenance program	440,000	110,000	3
	Asphalt replacement program	1,037,000	367,000	4
Sheriff	Jail - precast joint repairs	198,000	198,000	5
	Jail parking expansion	203,000	203,000	6
Clerk Courts	Department consolidation and remodeling	225,000	225,000	7
Highway	CTH C Mill and Pave (STH 26 to County Line)	300,000	300,000	8
	CTH CB & CTH BB intersection	165,000	165,000	9
	CTH I & CTH N Intersection Reconstruction	1,215,000	1,215,000	10
	CTH I reconstruction Osh City Limits to Ripple Rd	1,312,000	12,000	11
	CTH I CTH N to Ripple rd - milling and paving.	1,513,000	13,000	12
	CTH N (Culvert - Bridge Reconstruction)	370,000	70,000	13
	CTH T Reconstruction (CTH GG to CTH G)	2,300,000	2,100,000	14
	County Y (mill and pave)	450,000	450,000	15
	CTH Z mill and pave (CTH I to STH 45)	800,000	650,000	16
Airport	Airport terminal replacement	3,820,000	20,000	17
	Terminal / FBO ramp rehabilitation	500,000	25,000	18
	Aviation business park taxiway	900,000	5,000	19
Park View	Additional Parking Park View Health Center	347,000	32,000	20
	Nurse Call system	250,000	250,000	21
Parks	Community park road & parking lot repaving	2,095,000	2,095,000	22
UW Fox	General Roof Repair, Replacement and Maintenance	590,000	295,000	23
	Debt issue costs		50,000	
Total Levy Supported Projects - Borrowing		21,703,000	10,040,000	

Complete detail for these proposed projects follows in Section II. B. of this document.

B. PROJECT DETAIL - 2014 BONDING:

This section presents detailed information on each of the projects included in the 2014 Bonding Proposal. Information on each proposed project is shown in the following format:

A. Proposed 2014 Bonding:

This refers to the financial requirements of the project to be met through the 2014 bond issue.

B. Costs and Sources of Funds:

This section identifies total project costs and sources of funds.

C. Description and Justification:

This section provides a narrative description of the projects, their justification, and other descriptive materials such as maps or diagrams.

C. PROJECT DESCRIPTIONS – PROJECTS REQUIRING FUNDING DURING 2014:

Projects and descriptions start on next page.

1. Roof Maintenance Program

A. PROPOSED 2014 BONDING - \$ 247,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 18,000	\$ 72,000	\$ 15,000	\$ 23,000		\$ 128,000
Construction	229,000	900,000	185,000	288,000		\$ 1,602,000
Other						-
Total costs	247,000	972,000	200,000	311,000	-	1,730,000
PROJECT FUNDS:						
G. O. Bonds or notes	247,000	972,000	200,000	311,000	-	1,730,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 247,000	\$ 972,000	\$ 200,000	\$ 311,000	\$ -	\$ 1,730,000

	2014	2015	2016	2017
Maintenance Bldgs 2 &3	\$ 193,000			
Park View Boiler Bldg	54,000			
Highway Shop		972,000		
Neenah Human Services			200,000	
Work Release Center				311,000
	\$ 247,000	\$ 972,000	\$ 200,000	\$ 311,000

C. DECIPTION AND JUSTIFICATION:

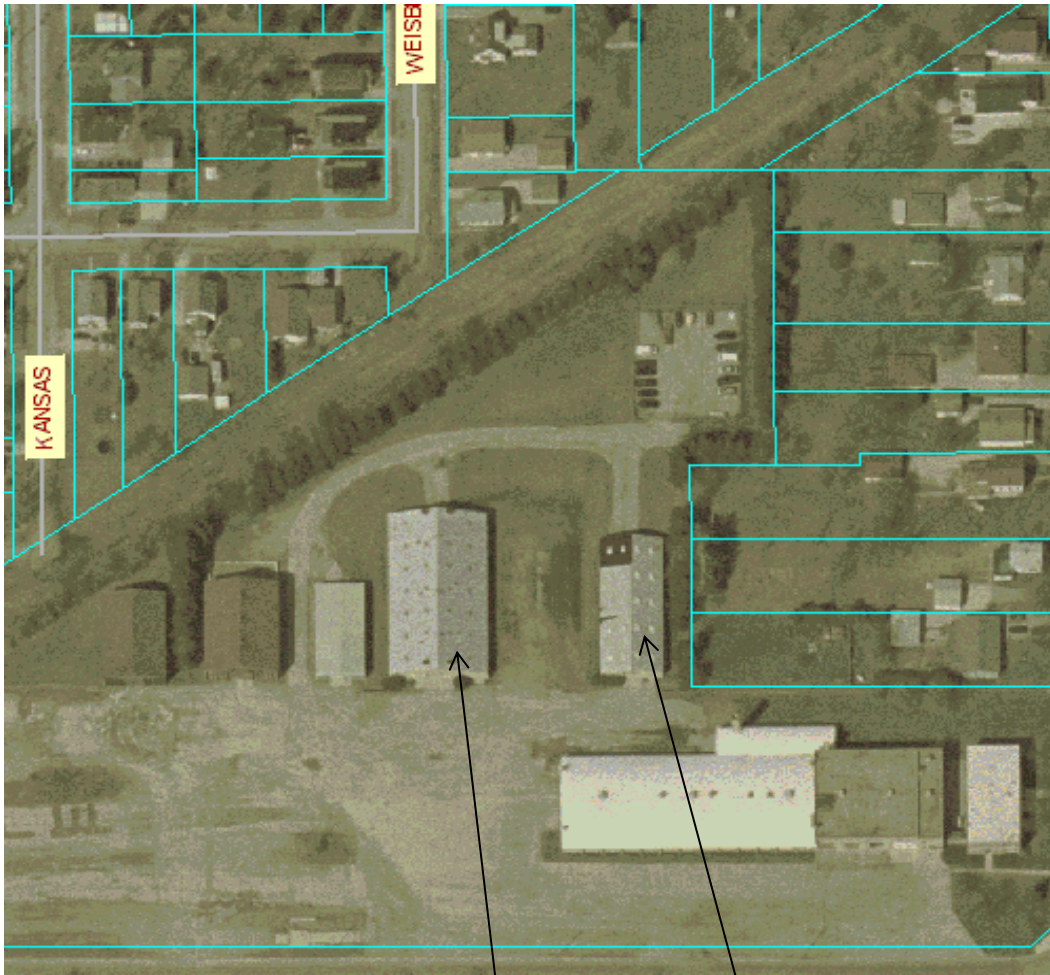
Project Description: This project is to replace the roof surfaces of various County Facilities. Each building will be surveyed on a regular basis to identify potential roof problems before they actually occur. Remedial action will be taken to prevent a building envelop failure and more costly repairs or replacement. The goal of this program is to maximize the life of the roofs surfaces covering the facilities.

Relationship to other projects and plans: This project works in conjunction with the Comprehensive Needs Study and all the other projects for each facility. If a facility is scheduled for major renovation, roof replacement will become a part of the project to minimize disruption to the facility occupants and consolidate work done to a facility. If a facility is scheduled for disposal, only the basic maintenance of the roof will be accomplished, avoiding unnecessary costs.

Justification and alternatives considered: There are two alternatives to this program. The first is to do minimal planning. This will continue the current practice of having roofs fail without warning and

causing other collateral damage due to water or weather intrusion. Emergency repairs are costly and are usually performed under less than ideal conditions. There usually is no funding for emergency repairs. The repairs are very disruptive to the facility occupants. The collateral damage due to water leakage or weather intrusion can be very costly due to electronic equipment that may be damaged, employee or visitor injuries.

The second alternative is to have a roof replacement program. This program will identify potential roof problems before they occur. Repairs or replacement can be planned and funded through the budget process. Occupants are aware of pending repairs and plans can be established to minimize disruption to the daily activities. Projects can be competitively bid early in the season to get the best price. This is the course of action we are recommending.



Building 3

Building 2

Maintenance Facility Building 2 and 3

2. Courthouse Deck Reconstruction

A. PROPOSED 2014 BONDING - \$ 943,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 70,000					\$ 70,000
Land purchase						-
Construction	873,000					873,000
Equipment						-
Other						-
Total costs	943,000	-	-	-	-	943,000
PROJECT FUNDS:						
G.O.Bonds or notes	943,000	-	-	-	-	943,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 943,000	\$ -	\$ -	\$ -	\$ -	\$ 943,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project is to repair and re-waterproof the plaza deck and the Jackson Street deck at the Courthouse. The plaza is the main entrance into the Courthouse. It is comprised of granite slabs over interior space used as the maintenance shop for the Courthouse and the Sally port to the holding cells. This deck is the original construction and has had no major renovation since 1938. The water proofing system has failed and is causing structural damage to the building. This project lifts off the granite slabs, cleans the concrete building structure, reinstalls a waterproofing system, reinstalls the slabs and caulks the seams. It will also repair damage to the limestone facade of the plaza.

Relationship to other projects and plans: This project is not related to any other project.

Justification and alternatives considered: There are really only two alternatives. Complete the repairs or do nothing.

If the repairs are not accomplished, temporary repairs will be made to the caulk joints. These repairs do not address all the areas that water can penetrate and does nothing to eliminate water that does get behind the slabs. This will continue the slow deterioration of the building structure.

Location of Work



Examples of Damage



Examples of Damage



Joint sealant failure



Limestone façade water damage



Water damage at failed sealant joints



Misalignment of pavers



Interior water damage



Interior water damage

3. Masonry maintenance program

A. PROPOSED 2014 BONDING - \$110,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000		\$ 40,000
Land purchase						-
Construction	100,000	100,000	100,000	100,000		400,000
Equipment						-
Other						-
Total costs	110,000	110,000	110,000	110,000	-	440,000
PROJECT FUNDS:						
G.O. Bonds or notes	110,000	110,000	110,000	110,000	-	440,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ -	\$ 440,000

Schedule of Masonry Repairs					
	2014	2015	2016	2017	2018
Planning & design	10,000	10,000	10,000	10,000	
Maintenance Facility 2&3	100,000				
Courthouse		100,000			
Neenah Humn Svcs			100,000		
Coughlin Center				100,000	
TOTAL	110,000	110,000	110,000	110,000	-

C. DECRPTION AND JUSTIFICATION:

Project Description: This project is to maintain and repair the masonry surfaces of various County Facilities. Each building will be surveyed on a regular basis to identify potential masonry problems before they actually occur. Remedial action will be taken to prevent a building envelop failure and more costly repairs or replacement. The goal of this program is to maximize the life of the masonry surfaces covering the facilities.

Relationship to other projects and plans: This project works in conjunction with the Comprehensive Needs Study and all the other projects for each facility. If a facility is scheduled for major renovation, masonry repairs will become a part of the project to minimize disruption to the facility occupants and consolidate work done to a facility. If a facility is scheduled for disposal, only the basic maintenance of the masonry will be accomplished, avoiding unnecessary costs.

Justification and alternatives considered: There are two alternatives to this program. The first is to do minimal planning. This will continue the current practice of having masonry joints fail without warning and causing other collateral damage due to water or weather intrusion. Emergency repairs are costly and are usually performed under less than ideal conditions. There usually is no funding for emergency repairs. The repairs are very disruptive to the facility occupants. The collateral damage due to water leakage or weather intrusion can be very costly due to electronic equipment that may be damaged, employee or visitor injuries.

The second alternative is to have a proactive masonry maintenance program. This program will identify potential masonry problems before they occur. Repairs can be planned and funded through the budget or capital improvements planning process. Occupants are aware of pending repairs and plans can be established to minimize disruption to the daily activities. Projects can be competitively bid early in the season to get the best price.

Examples of Damage

Facilities Buildings 2 & 3



4. Asphalt replacement program

A. PROPOSED 2014 BONDING - \$ 367,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 35,000	\$ 15,000	\$ 22,000	\$ 11,000	\$ 19,000	\$ 102,000
Land purchase						-
Oshkosh HS building Maintenance facility bldgs	332,000					332,000
PV shop tower sites		97,000				97,000
Parks area shop			215,000			215,000
Airport parking lots				104,000		104,000
Lifestage area					187,000	187,000
Other						-
Total costs	367,000	112,000	237,000	115,000	206,000	1,037,000
PROJECT FUNDS:						
G.O.Bonds or notes	367,000	112,000	237,000	115,000	206,000	1,037,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 367,000	\$ 112,000	\$ 237,000	\$ 115,000	\$ 206,000	\$ 1,037,000

C. DECIPTION AND JUSTIFICATION:

Project Description: This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The Courthouse parking lot was completed in 2006. The parking lots at Dawes Street Lot were rebuilt in 2011. Various other locations have been rated by the Highway Department and are outlined in a detailed plan. Paving projects have been prioritized in order of their condition, from the worst to the best. The pavement areas then were scheduled for replacement based on their relative priority.

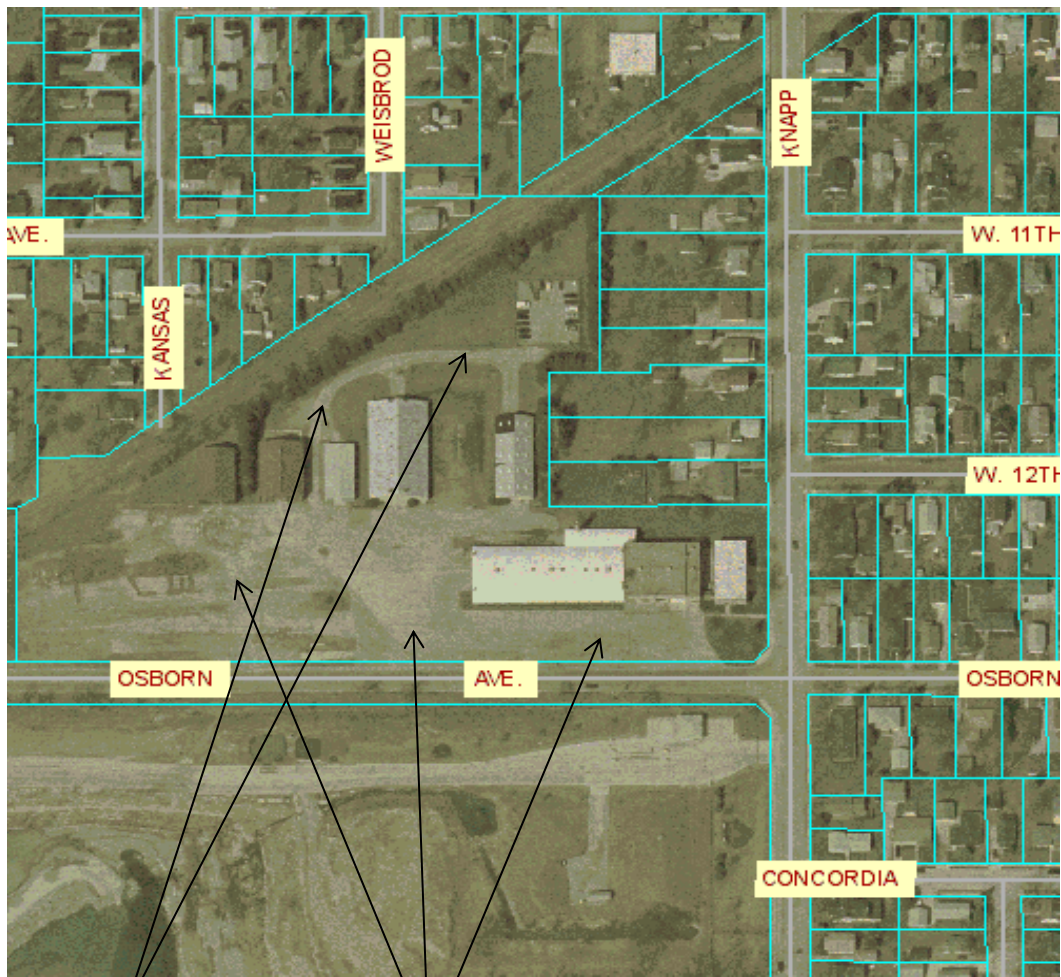
Relationship to other projects and plans: The various paving projects would be coordinated with any significant remodeling or construction work done at each site. This would either delay or expedite some projects.

Justification and alternatives considered: This project is necessary to provide a safe driving surface for staff and the public. If this project is not completed the pavement will continue to deteriorate and eventually the lots will become gravel and mud.

There is a continual need to patch and repair the lots to keep them in a safe driving condition.

2014 Paving Plan

Maintenance Facility Parking Lot Repaving



Service Roads

Maintenance Facility Parking Lot

5. Jail - precast joint repairs

A. PROPOSED 2014 BONDING - \$ 198,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 18,000					\$ 18,000
Land purchase						-
Construction	180,000					180,000
Equipment						-
Other						-
Total costs	198,000	-	-	-	-	198,000
PROJECT FUNDS:						
G.O.Bonds or notes	198,000	-	-	-	-	198,000
Outside funding						-
Tax levy						-
General Fund Balance						-
Total funds	\$ 198,000	\$ -	\$ -	\$ -	\$ -	\$ 198,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project is to repair the failing Law Enforcement Center precast panel joint caulk seams. The building is 10 years old. The precast façade slabs have dried and shrunk increasing the gap between slabs. Additionally the caulk has been exposed to 10 years of ultraviolet radiation from the sun and seasonal weather changes. These conditions have aged the caulk and it is now at the end of its useful life. This project is to remove the existing caulk and to replace it with new.

Relationship to other projects and plans: This project is not related to any other project.

Justification and alternatives considered: The alternatives are to do nothing or to replace the caulk. Doing nothing will allow the caulk to continue to age and fail on a widespread basis. This will allow the moisture to enter into the building causing water damage. The second alternative is to replace the caulk with new.

Examples of Precast Joint Caulk Failure



6. Jail parking expansion

A. PROPOSED 2014 BONDING - \$ 203,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 68,000					\$ 68,000
Land purchase						-
Construction	135,000					135,000
Equipment						-
Other						-
Total costs	203,000	-	-	-	-	203,000
PROJECT FUNDS:						
G.O.Bonds or notes	203,000	-	-	-	-	203,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 203,000	\$ -	\$ -	\$ -	\$ -	\$ 203,000

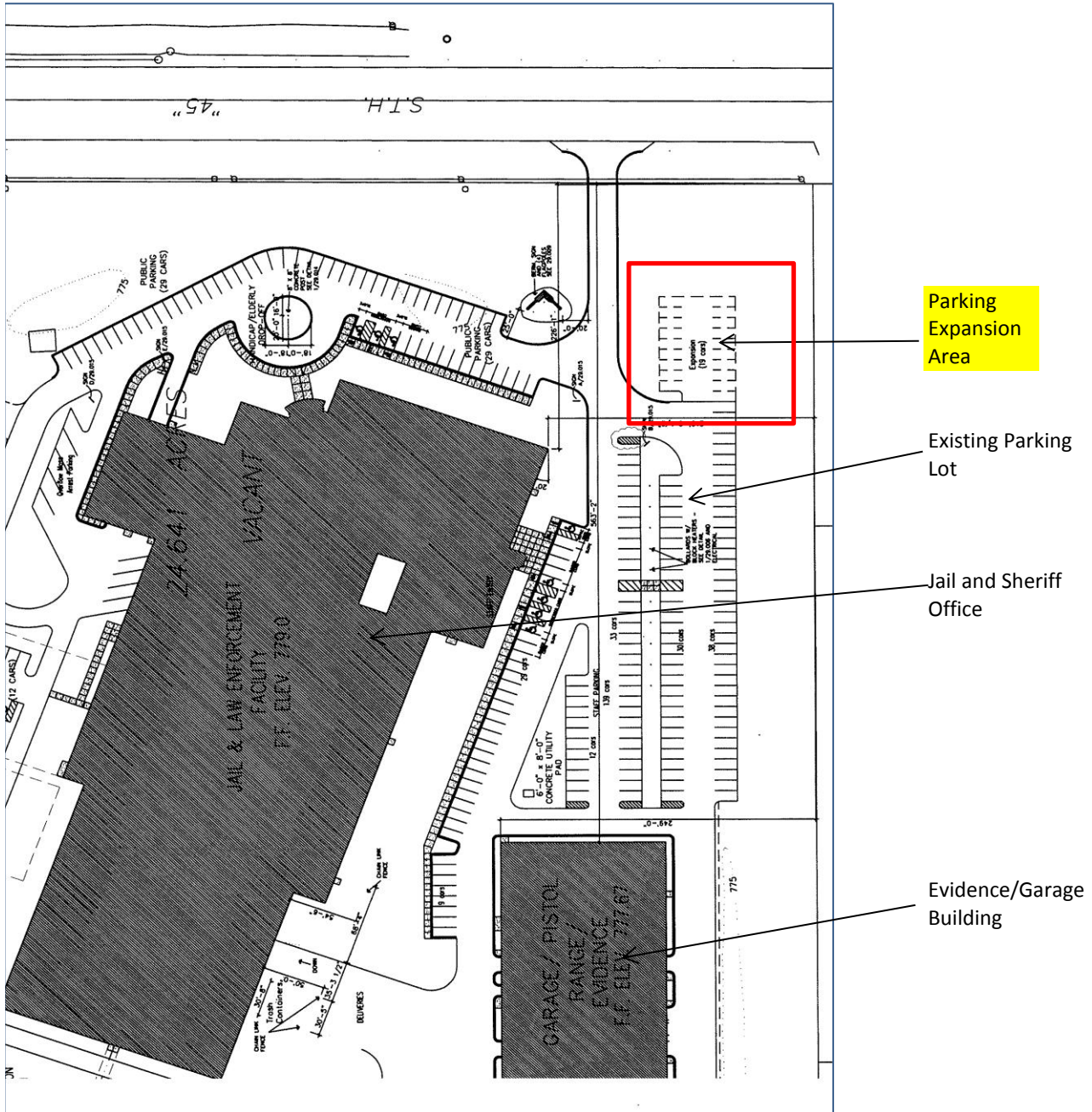
C. DECRPTION AND JUSTIFICATION:

Project Description: This project is to increase the number of parking stalls at the Jail Complex. During the original design and construction of the Jail complex, an additional parking lot was identified but not constructed. This project would construct the parking lot. Current conditions and staffing levels at the Jail have filled the parking lot. This is compounded when shift change occurs. The number of vehicles needing to park almost doubles. In order for staff to report on time, vehicles are parked wherever there is space whether or not it is a parking stall.

Relationship to other projects and plans: No relationship to other projects

Justification and alternatives considered: There are only two options available. Do nothing and to increase the parking. If nothing is done, the current parking practices will continue. This can lead to damage to grassy areas used as a parking spot. Cars could be parked in the way of departing staff or blocking vehicular circulation routes. Staff could be delayed reporting for duty as they try to find a safe place to park their vehicle. If the parking is expanded, staff will not be delayed in reporting for duty, grassy areas and landscaped areas will not be damaged. Vehicular circulation will not be impeded.

Additional Jail Complex Parking Site Location



7. **Clerk of Courts - Department consolidation and remodeling**

A. PROPOSED 2014 BONDING - \$ 225,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	225,000					225,000
Other						-
Total costs	225,000	-	-	-	-	225,000
PROJECT FUNDS:						
G.O.Bonds or notes	225,000	-	-	-	-	225,000
Outside funding						-
Tax levy						-
Fund balance						-
Total funds	\$ 225,000	\$ -	\$ -	\$ -	\$ -	\$ 225,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project is to reconfigure the Clerk of Courts office area in the Courthouse to improve efficiencies and better utilize the allocated space for the department.

Relationship to other projects and plans: This project is minimally related to the Courthouse remodeling project. The overall remodeling of the Courthouse has been delayed pending the results of a Courthouse Security study being completed in 2013-2014. This project will improve efficiencies in the Clerk of Courts Office while a decision is being made with regards to the entire Courthouse remodeling.

Justification and alternatives considered: The current layout of the Clerk of Courts office is split into several divisions (Criminal/Traffic; Small Claims/Civil/Passports; Family; and Juvenile.) Each division is its own entity which causes several issues.

First, each division has cash management authority in three of the four offices now. The staff is not able to be crossed trained in other areas of the law due to the fact they are in separate offices and not in near proximity to allow for training. The department currently has eight drawers for receipting money; this requires more people to be accountable for cash within each. All drawers need to be balanced each day by the accountant and the cash needs to be verified by another person.

Second, there is inefficiency and inconsistency to the departments file storage locations. There are files located on the second floor in the Family office, there are files across the hall from the Clerk of Courts office, there are files on the third floor in a locked law library, in a closet of the Family Court Commissioner courtroom, and there are files offsite at the Butler building. This causes problems for the public and the staff when someone comes to the office to review and request documents. If the file is at the Butler storage unit then they may have to wait at least a week to view the file. The Clerk of Courts office has a

limited window to respond to open records requests of 10 days. However, there is an added cost to pay mileage to go to Butler 52 weeks a year; not to mention the time in the car.

Third, the department has one 53% part time scanner which cannot keep up with the 30,000 plus case filings per year. Great strides have been made in scanning, however, the department is not staffed at a level to support full time scanning to keep up and make progress on past years.

Fourth, the available space for our files has been exhausted. Without reorganization the department will need to ask the County for more offsite storage space which is not ideal for several reasons.

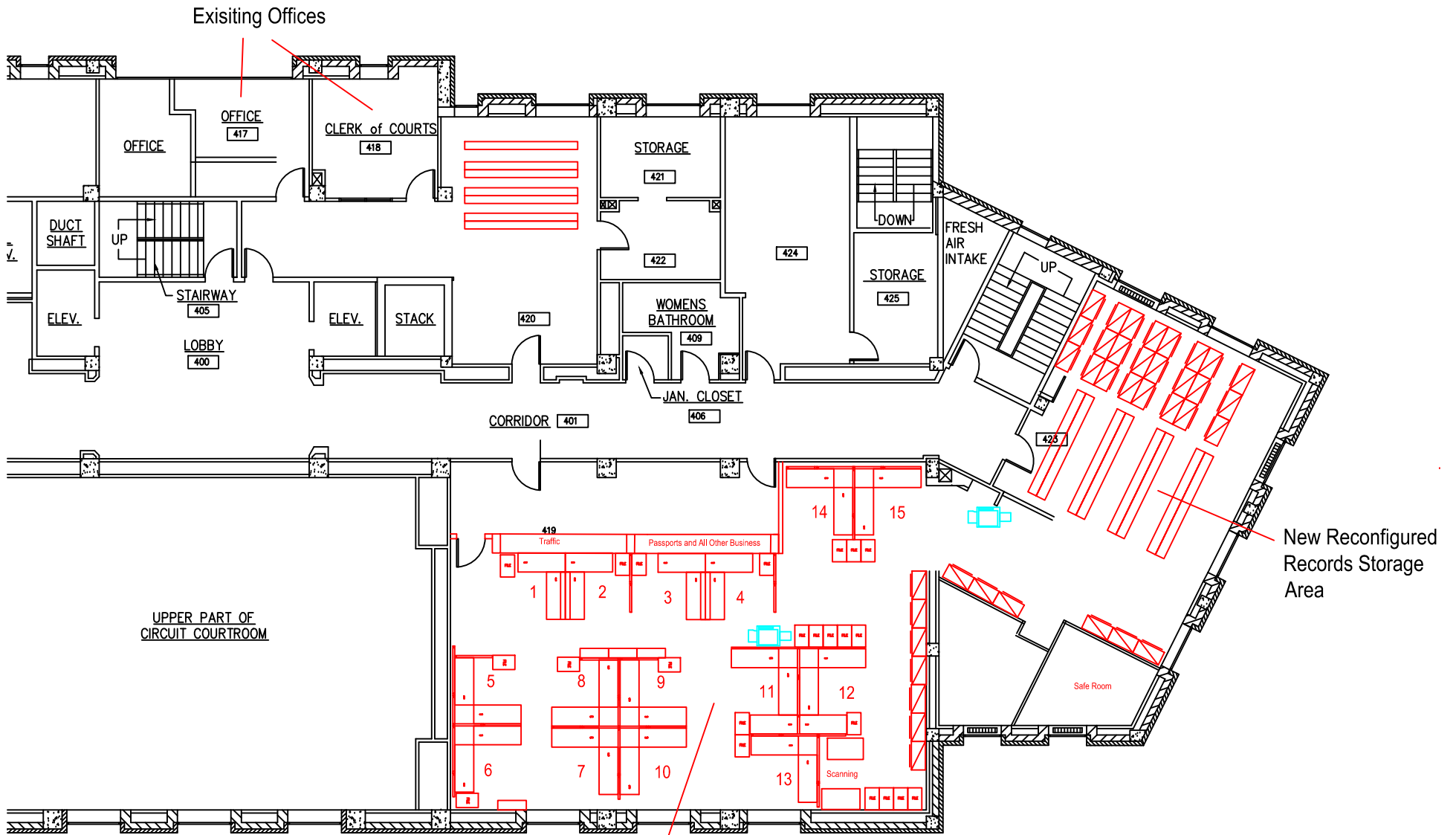
Fifth, the CCAP system will need rewiring in the near future because the technology is dated and is not keeping up with the pace of CCAP. Placing all of the staff in one location will decrease the cost of how many areas in the Courthouse need to be rewired.

Lastly, from a management perspective having staff scattered all over a building is not easy to supervise. Having multiple offices opened and staffed does not create a united staff and it is difficult to make sure all procedures are being followed the same way in multiple locations.

The proposed consolidation will allow for efficient cross training of staff as well as a "one-stop shop" for the public to receive the service it deserves. There would be one large long counter with five people serving the public, all whom are cross trained to do each others jobs as opposed to nine. The consolidation will also allow for additional file shelving and make the most efficient use for the space. The recommendation at that time was to move to a centralized receipting set up. Further, the Finance Audit of 1996 also mirrored these issues indicating problems with supervision due to the current physical layout of the department.

Further, onsite storage is a more efficient, and convenient way to store records. The Clerk of Court is the custodian of the records and needs to take every precaution to safeguard files and guard the confidentiality of certain file types.

The construction per Facilities of a long counter with five windows to service the public with the cost of carpeting and cubicles totals roughly \$101,200. Three storage units total roughly \$120,000 on the State contract. The cost of an additional seven phone lines is to be determined but likely will not cost too much per the IS department. Lastly, the cost of rewiring more computer stations over in this area is a relatively easy process per CCAP and the wiring should not be too expensive.



Reconfigured Cubicles for 15 Staff
Page 27 of 106

8. CTH C Mill and Pave - STH 26 to FDL Co. Line

A. PROPOSED 2014 BONDING - \$ 300,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

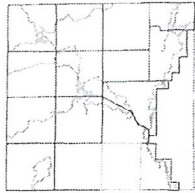
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design						\$ -
Land purchase						-
Construction	300,000					300,000
Equipment						-
Other						-
Total costs	300,000	-	-	-	-	300,000
PROJECT FUNDS:						
G.O.Bonds or notes	300,000	-	-	-	-	300,000
Fed and State funds						-
Tax levy						-
Other						-
Total funds	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000

C. DECIPTION AND JUSTIFICATION:

Project Description: This project is a milling and paving of CTH C from STH 26 to the Fond du Lac County line, a distance of about 1/4 mile. The project will remove the top 2 or 3 inches of cracked and rutted pavement and will replace it with 3" of compacted asphalt. Project will also include minor ditching where needed, signing and marking.

Relationship to other projects and plans: No relationship to other projects or plans

Justification and alternatives considered: Existing pavement is in poor condition with significant cracking and some rutting. Spot patching or small area overlays will not remedy the condition of the road overall. A mill and pave process is the appropriate method to extend the useful life of the pavement for 15-18 years or more.



NEKIMI T.17N. - R.16E.

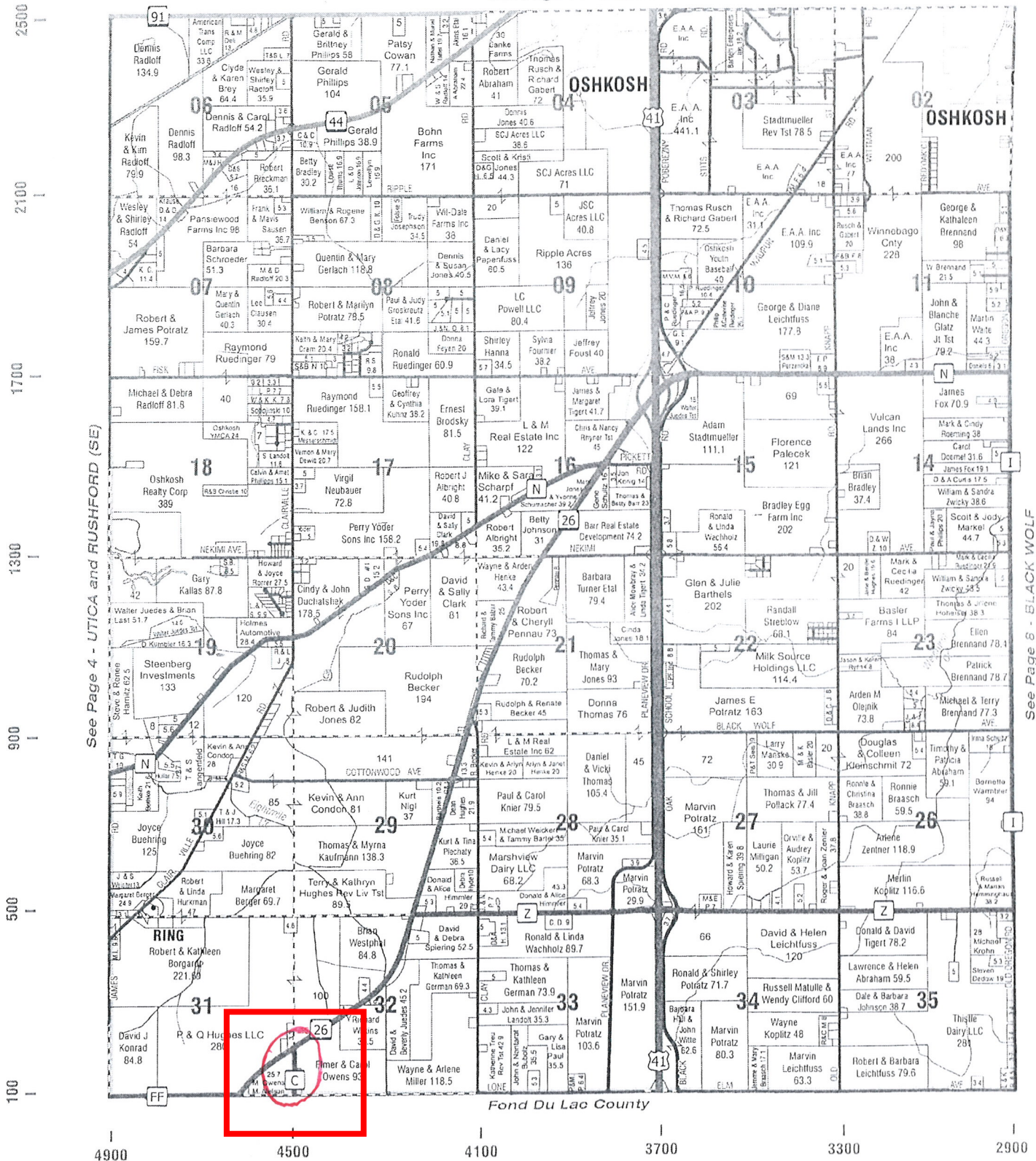
Winnebago Co. Highway Dept.
2014 Capital Improvement Plan

CTH C

Mill and Pave STH 26 to County Line



See Page 14 - ALGOMA



See Page 4 - UTICA and RUSHFORD (SE)

See Page 6 - BLACK WOLF

9. CTH CB & CTH BB Intersection Improvement

A. PROPOSED 2014 BONDING - \$ 165,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

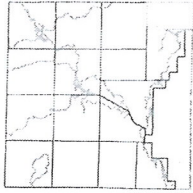
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 15,000					\$ 15,000
Land purchase						-
Construction	150,000					150,000
Equipment						-
Other						-
Total costs	165,000	-	-	-	-	165,000
PROJECT FUNDS:						
G.O.Bonds or notes	165,000					165,000
State & Federal						-
Tax levy						-
Other						-
Total funds	\$ 165,000	\$ -	\$ -	\$ -	\$ -	\$ 165,000

C. DECRPTION AND JUSTIFICATION:

Project Description: This project provides for design and construction of an improved intersection at CTH CB and CTH BB. The project includes traffic improvements, turn lanes, some limited curb & gutter and storm sewer along with new signals. This is a joint project with Outagamie County.

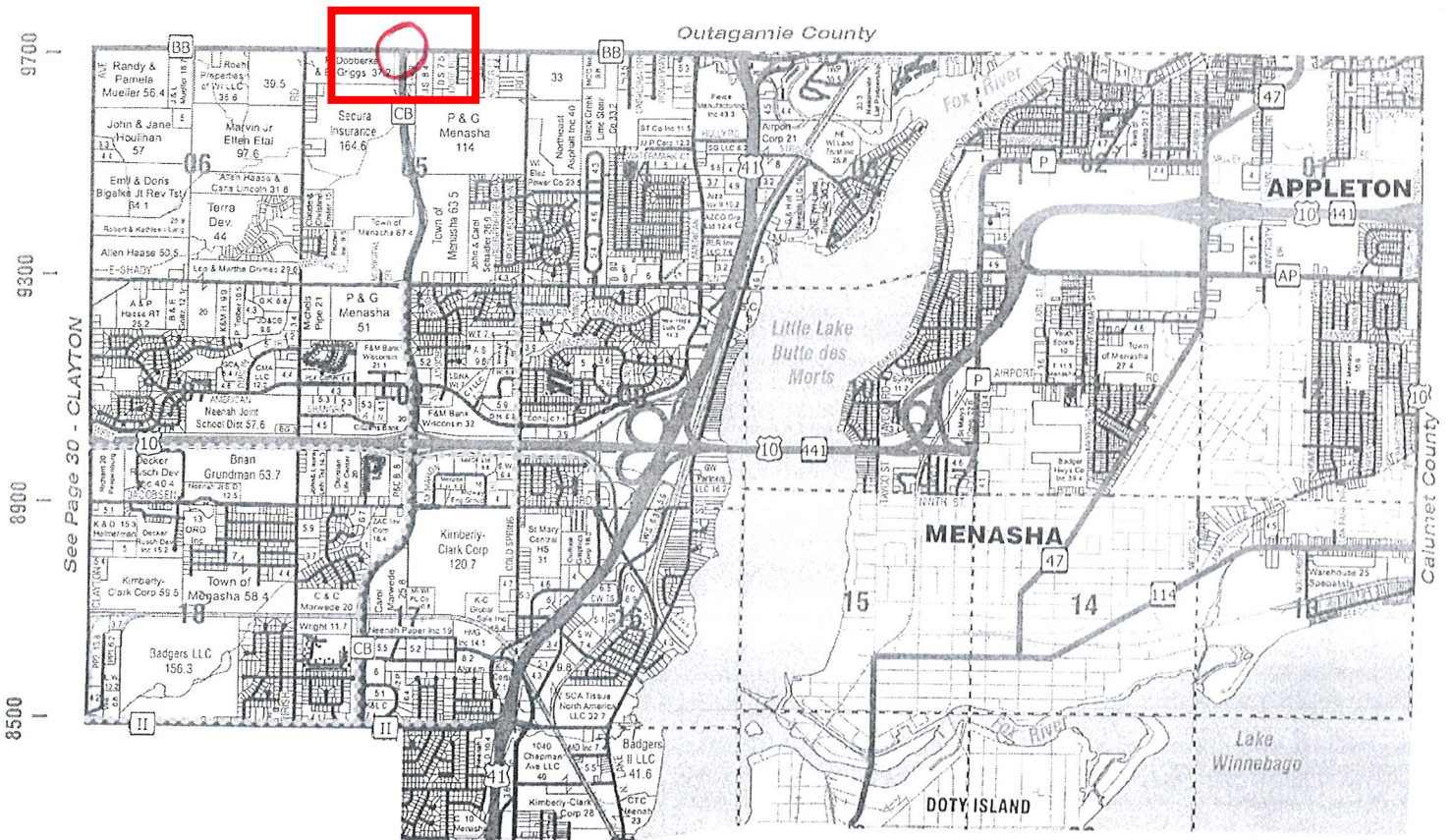
Relationship to other projects and plans: None in Winnebago County

Justification and alternatives considered: Outagamie County has a project to improve CTH CB north of BB. Part of that project includes the intersection with CB improvement. The existing intersection operates at a "C" level in terms of traffic backup and flow. An upgrade to the intersection layout with improved signalization and lane designations along with an improved pavement will greatly enhance the operations and traffic flows.



MENASHA T.20N. - R.17E.

Winnebago Co. Highway Dept. 2014 Capital Improvement Plan CTH CB & CTH BB Intersection Reconstruction



See Page 30 - CLAYTON

See Page 24 - NEENAH and VINLAND (E)



10. CTH I & N Intersection Reconstruction

A, PROPOSED 2014 BONDING - \$ 1,215,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

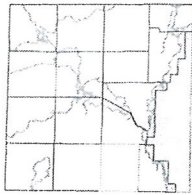
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 15,000					\$ 15,000
Land purchase						-
Construction	1,200,000					1,200,000
Equipment						-
Other						-
Total costs	1,215,000	-	-	-	-	1,215,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,215,000	-	-	-	-	1,215,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 1,215,000	\$ -	\$ -	\$ -	\$ -	\$ 1,215,000

C. DECRPTION AND JUSTIFICATION:

Project Description: This project reconstructs the intersection of CTH N & CTH I with additional turn lanes, limited curb & gutter and improved drainage. The traffic flow through the intersection will be improved and delays during peak travel times will be much less. Also, this intersection functions poorly for drainage in the area and this project will provide a much needed improvement in the drainage characteristics.

Relationship to other projects and plans: This intersection project is directly related to the entire CTH I corridor improvements undertaken by the County. The segment from this intersection north to the City limits is also scheduled for projects in the near future and the Department completed a milling and paving project south of the intersection in 2013.

Justification and alternatives considered: The intersection presently functions below standard at certain times during peak travel and also tends to block drainage in the area. The design process looked at different alternatives such as a roundabout instead of a traditional intersection and increased storm sewer in the area.

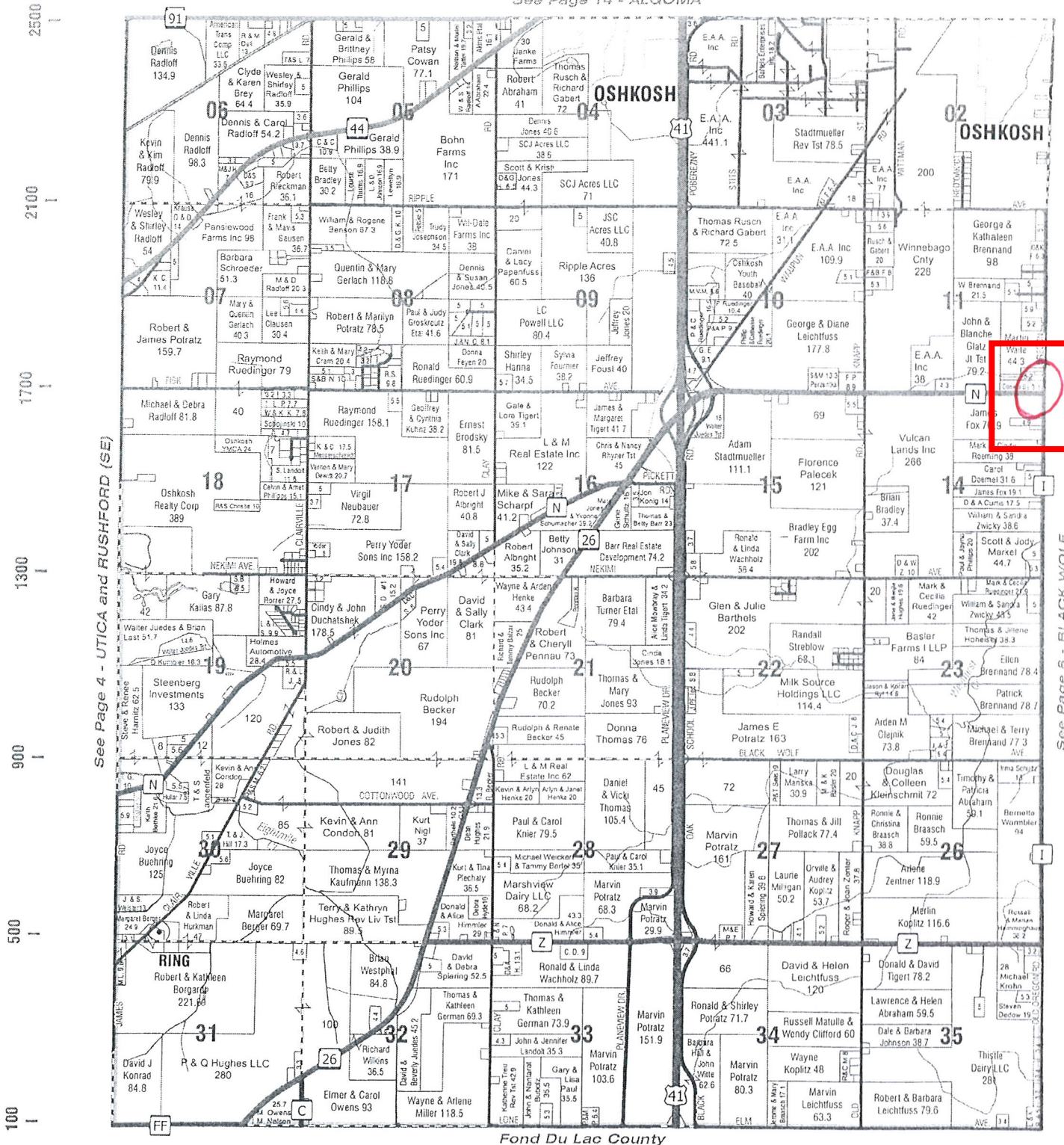


NEKIMI T.17N. - R.16E.

Winnebago Co. Highway Dept. 2014 Capital Improvement Plan CTH I and CTH N Intersection Reconstruction



See Page 14 - ALGOMA



See Page 4 - UTICA and RUSHFORD (SE)

See Page 6 - BLACK WOLF

Fond Du Lac County

4900 4500 4100 3700 3300 2900

2500
2100
1700
1300
900
500
100

11. CTH I Reconstruction Oshkosh City Limits to Ripple Road

A, PROPOSED 2014 BONDING - \$ 12,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 12,000					\$ 12,000
Land purchase						-
Construction		1,300,000				1,300,000
Equipment						-
Other						-
Total costs	12,000	1,300,000	-	-	-	1,312,000
PROJECT FUNDS:						
G.O.Bonds or notes	12,000	500,000	-	-	-	512,000
Outside funding		800,000				800,000
Tax levy						-
Other						-
Total funds	\$ 12,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,312,000

C. DECIPTION AND JUSTIFICATION:

Project Description: This project is a reconstruction of CTH I from the City limits, approximately 35th Street, south to Ripple Avenue. This portion will be built as a 4 lane undivided roadway with curb, gutter and storm sewer. It will match the existing profile at 35th Street. The County is getting STP-U funding from FHWA for this project in the amount of approximately \$800,000.

Relationship to other projects and plans: This project relates and ties into the intersection project being planned at CTH I & CTH N and the milling and paving project which will be done from CTH N north to Ripple Road in 2016.

Justification and alternatives considered: The project section is showing signs of degradation throughout the project limits. Significant pavement cracking and section loss is evident. From Ripple Road to the north needs to be expanded as an urban section for capacity reasons and drainage capacities.



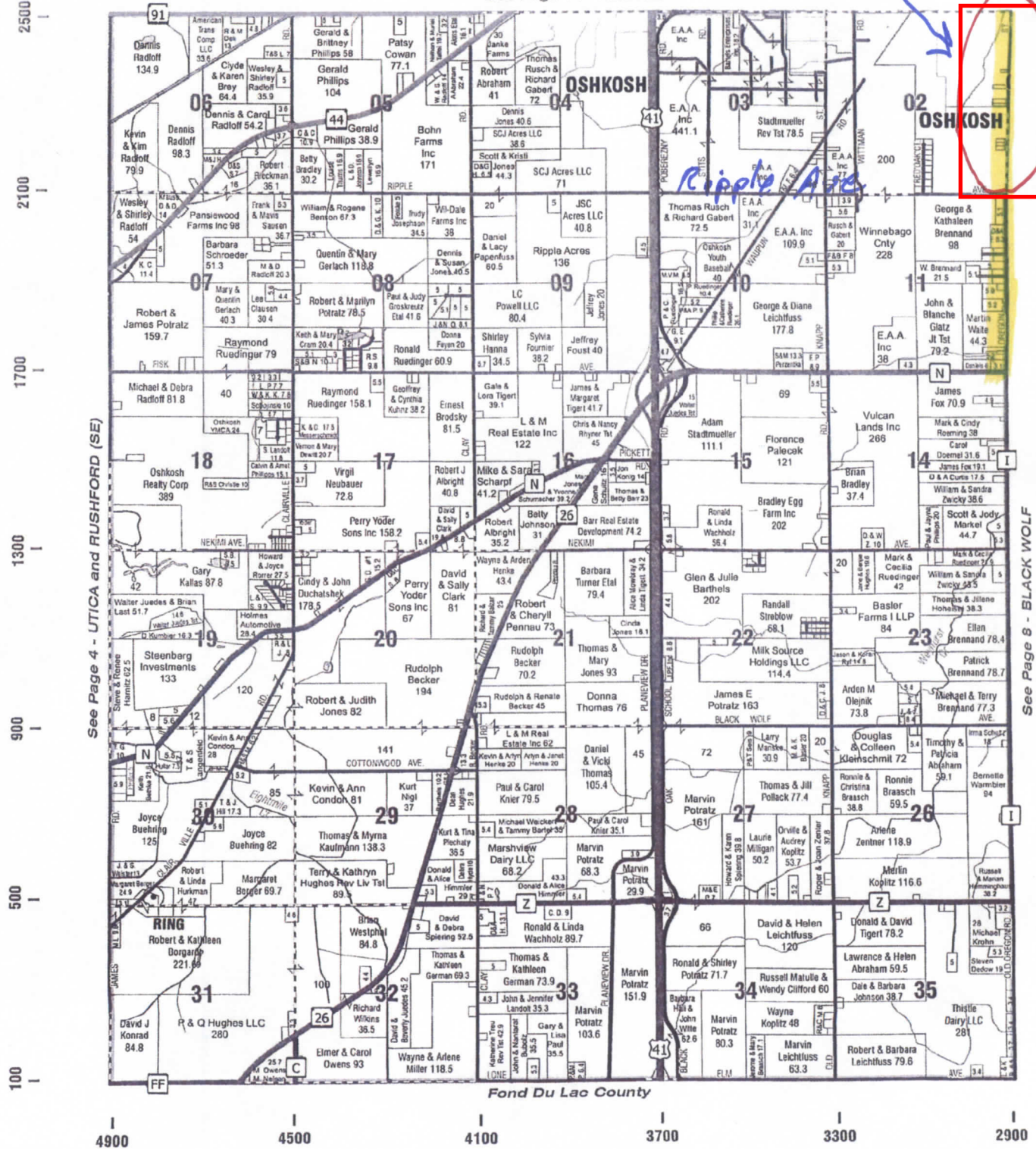
NEKIMI T.17N. - R.16E.

Winnebago Co. Highway Dept.
Capital Improvement Plan
CTHI
Mill and Pave and Reconstruct
CTH N to Waukau Avenue



See Page 14 - ALGOMA

Reconstruction



See Page 4 - UTICA and RUSHFORD (SE)

See Page 8 - BLACK WOLF

Fond Du Lac County

12. CTH I Milling and paving - CTH N north to Ripple Road

A, PROPOSED 2014 BONDING - \$ 13,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 13,000					\$ 13,000
Land purchase						-
Construction			1,500,000			1,500,000
Equipment						-
Other						-
Total costs	13,000	-	1,500,000	-	-	1,513,000
PROJECT FUNDS:						
G.O.Bonds or notes	13,000	-	1,500,000	-	-	1,513,000
Federal & State						-
Tax levy						-
Other						-
Total funds	\$ 13,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 1,513,000

C. DECRPTION AND JUSTIFICATION:

Project Description: This segment of CTH I, from CTH N north to Ripple Avenue will be done as a mill and paving project.

Relationship to other projects and plans: This project relates and ties into the intersection project being planned at CTH I & CTH N and the capacity expansion being done from the segment of CTH I from the Oshkosh City Limits to Ripple Ave.

Justification and alternatives considered: The project section is showing signs of degradation throughout the project limits. Significant pavement cracking and section loss is evident. A mill and pave project will give a new surface from CTH N north to Ripple Avenue and will last for 15-20 years. Paved shoulder, new shoulder gravel, marking and signing will also be improved where needed.



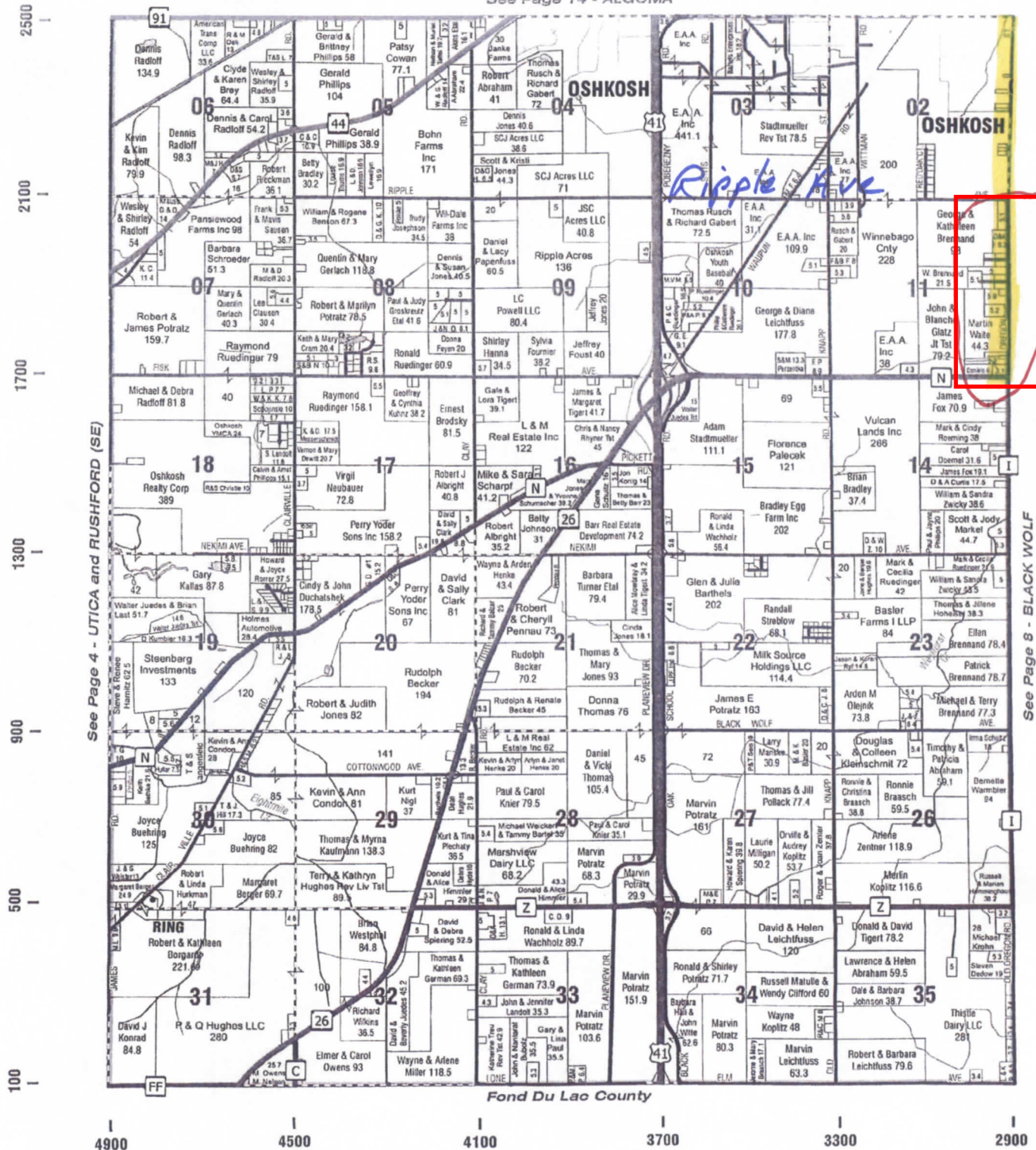
NEKIMI T.17N. - R.16E.

Winnebago Co. Highway Dept.
Capital Improvement Plan
CTH I
Mill and Pave and Reconstruct
CTH N to Waukau Avenue



Mill & Pave

See Page 14 - ALGOMA



See Page 4 - UTICA and RUSHFORD (SE)

See Page 8 - BLACK WOLF

Fond Du Lac County

13. CTH N Culvert/Bridge Replacement

A, PROPOSED 2014 BONDING - \$70,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

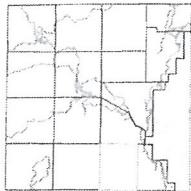
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 70,000					\$ 70,000
Land purchase						-
Construction			300,000			300,000
Equipment						-
Other						-
Total costs	<u>70,000</u>	<u>-</u>	<u>300,000</u>	<u>-</u>	<u>-</u>	<u>370,000</u>
PROJECT FUNDS:						
G.O.Bonds or notes	70,000	-	60,000	-	-	130,000
Outside funding			240,000			240,000
Tax levy						-
Other						-
Total funds	<u>\$ 70,000</u>	<u>\$ -</u>	<u>\$ 300,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 370,000</u>

C. DECRPTION AND JUSTIFICATION:

Project Description: This water crossing consists of 3 side by side culvert pipes which are showing significant signs of deterioration and failure. The flow characteristics of this crossing indicate that a large box culvert or bridge structure is required. This crossing requires considerable maintenance to maintain a safe condition and will continue to deteriorate. It's hoped that this project will be eligible for STP-Bridge funding in the next program cycle.

Relationship to other projects and plans: None although this project should be completed prior to milling and paving on CTH N in this area.

Justification and alternatives considered: The culverts no longer function as needed, due to increased flows in this channel and the condition of the pipes themselves. There are no alternatives to replacing the existing pipes with a structure that can accommodate the flow needs of the channel.

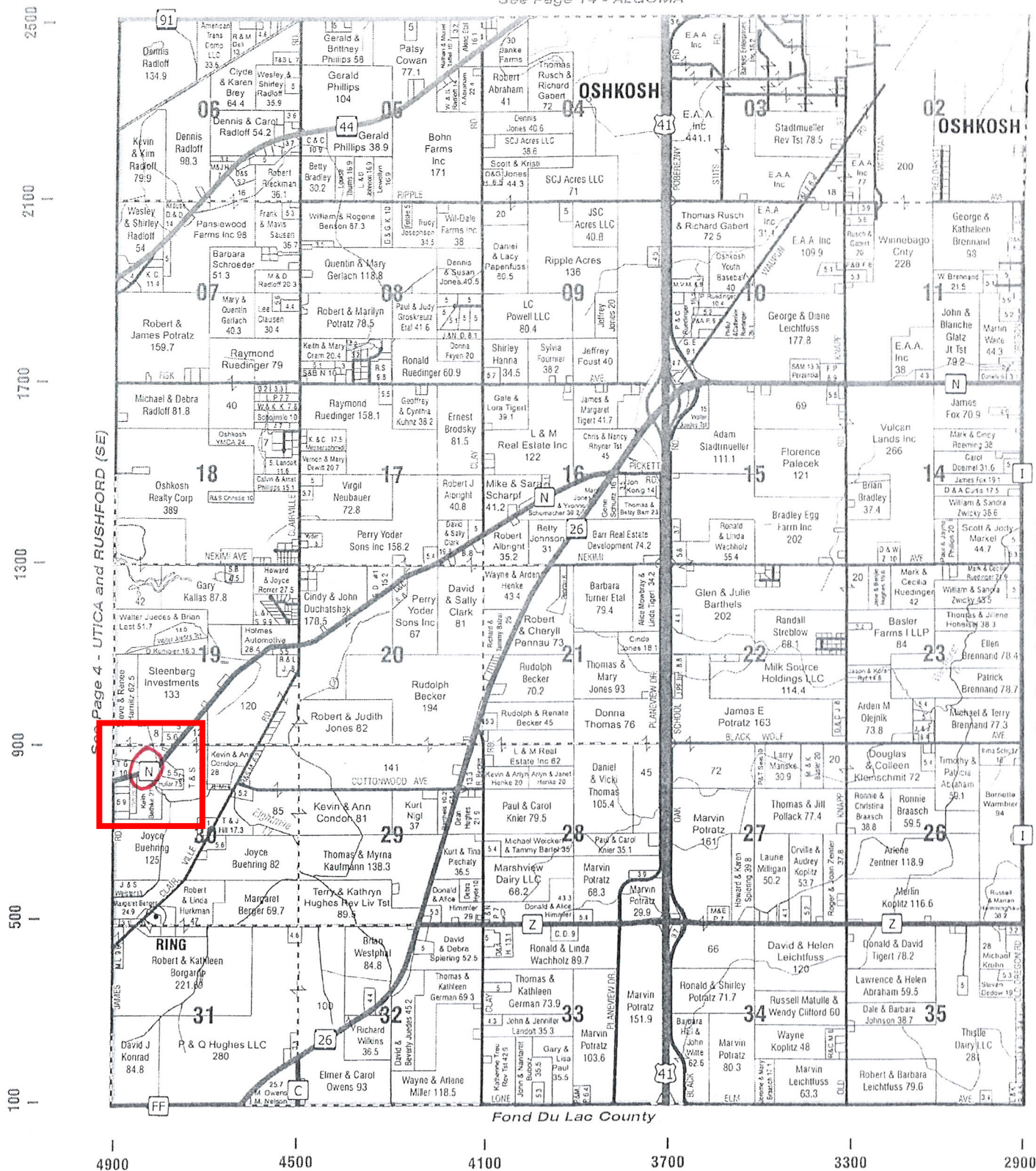


NEKIMI T.17N. - R.16E.

Winnebago Co. Highway Dept. 2014 Capital Improvement Plan CTH N Culvert/Bridge Reconstruction



See Page 14 - ALGOMA



14. CTH T Reconstruction - GG to G

A, PROPOSED 2014 BONDING - \$ 2,100,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

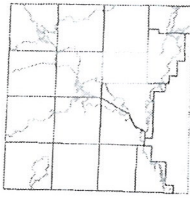
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design						\$ -
Land purchase						-
Construction	2,300,000					2,300,000
Equipment						-
Other						-
Total costs	2,300,000	-	-	-	-	2,300,000
PROJECT FUNDS:						
G.O.Bonds or notes	2,100,000	-	-	-	-	2,100,000
Outside funding	200,000					200,000
Tax levy						-
Total funds	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000

C. DECRPTION AND JUSTIFICATION:

Project Description: Reconstruct approximately 2 miles of CTH T from CTH GG to CTH G in the Town of Vinland. Project will consist of pavement removal or pulverizing, ditch and drainage improvements, limited curb and gutter, some sight distance and alignment work.

Relationship to other projects and plans: This project continues the work on CTH T that began in 2012 with the section from CTH Y to CTH GG.

Justification and alternatives considered: CTH T from Y to GG was reconstructed in 2012 and this is a continuation of that highway improvement. The surface of the roadway is considerably deteriorated with indications of base failure in some areas. This type of condition can really only be corrected by reconstructing those portions.



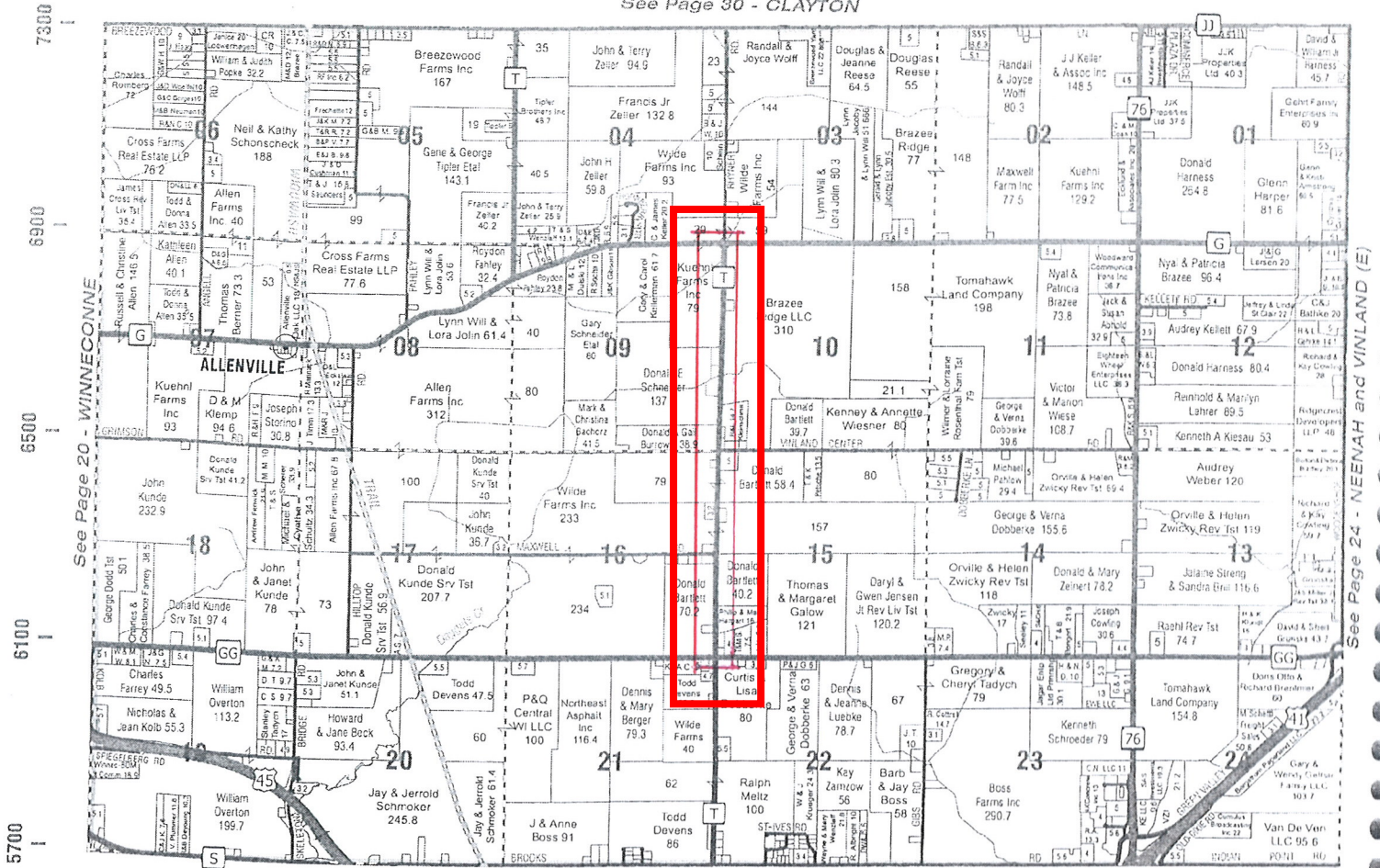
VINLAND (W) T.19N. - R.16E.



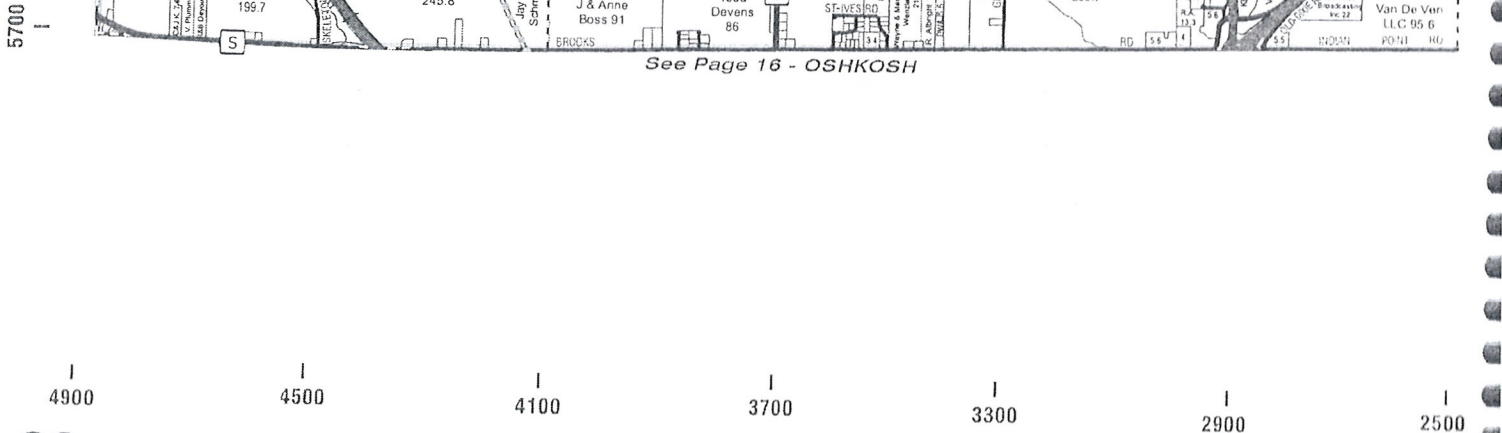
Winnebago Co. Highway Dept.
2014 Capital Improvement Plan

CTH T Reconstruction
CTH GG to CTH G

See Page 30 - CLAYTON



See Page 16 - OSHKOSH



15. CTH Y Mill and Pave

A, PROPOSED 2014 BONDING - \$ 450,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

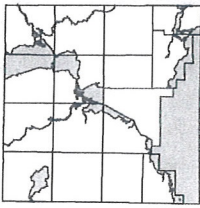
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design						\$ -
Land purchase						-
Construction	450,000					450,000
Equipment						-
Other						-
Total costs	450,000	-	-	-	-	450,000
PROJECT FUNDS:						
G.O.Bonds or notes	450,000					450,000
Outside funding						-
Tax levy						-
Total funds	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ 450,000

C. DECRPTION AND JUSTIFICATION:

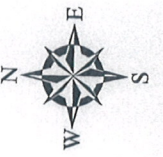
Project Description: This is a mill and paving project on a very short portion of CTH Y, from CTH T to the STH 45 Bridge. It is approximately 1/2 mile or less in length. It will consist of profiling and repaving about 3" of hot mix asphalt along with new shoulders and striping.

Relationship to other projects and plans: None

Justification and alternatives considered: This short segment of CTH Y is showing signs of deterioration along with significant cracking. The pavement has reached the condition where maintenance procedures such as crack filling won't fix the problems and extend the useful life.

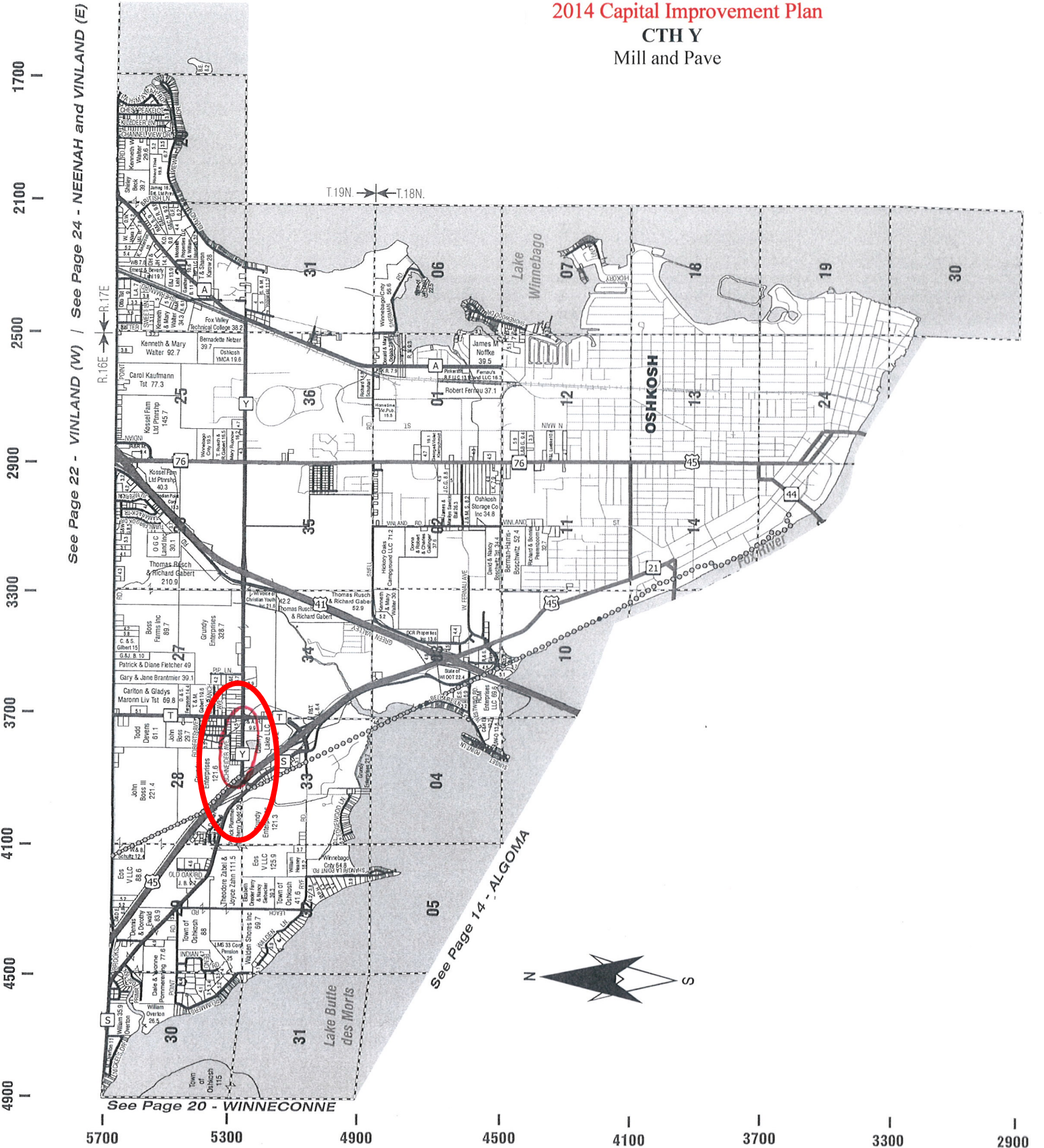


OSHKOSH T.18N.-19N. - R.16E.-17E.



Winnebago Co. Highway Dept.
2014 Capital Improvement Plan

CTH Y
Mill and Pave



See Page 22 - VINLAND (W) | See Page 24 - NEENAH and VINLAND (E)

R.16E ← R.17E

T.19N ← T.18N.

See Page 14 - ALGOMA

See Page 20 - WINNECONNE



16. CTH Z Mill and Pave - STH 45 to CTH I

A, PROPOSED 2014 BONDING - \$ 650,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

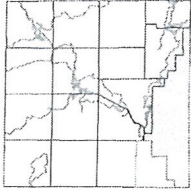
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	800,000					800,000
Other						-
Total costs	800,000	-	-	-	-	800,000
PROJECT FUNDS:						
G.O.Bonds or notes	650,000	-	-	-	-	650,000
Outside funding	150,000					150,000
Tax levy						-
Other						-
Total funds	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000

C. DECIPTION AND JUSTIFICATION:

Project Description: This project consists of a milling and paving of CTH Z from STH 45 west to CTH I. The project is approximately 3.3 miles in length and will provide for new pavement, shoulders and striping. The Department also does road culvert replacements and ditch improvements where needed.

Relationship to other projects and plans: The west portion of CTH Z from CTH I to STH 26 will be done in the future.

Justification and alternatives considered: The condition of this pavement requires a profiling and new asphalt surface. The existing pavement is extensively cracked and beginning to show signs of base failure. Pavement maintenance activities short of milling and paving will not solve the problems and extend the useful life.



BLACK WOLF T.17N. - R.16E.-17E.

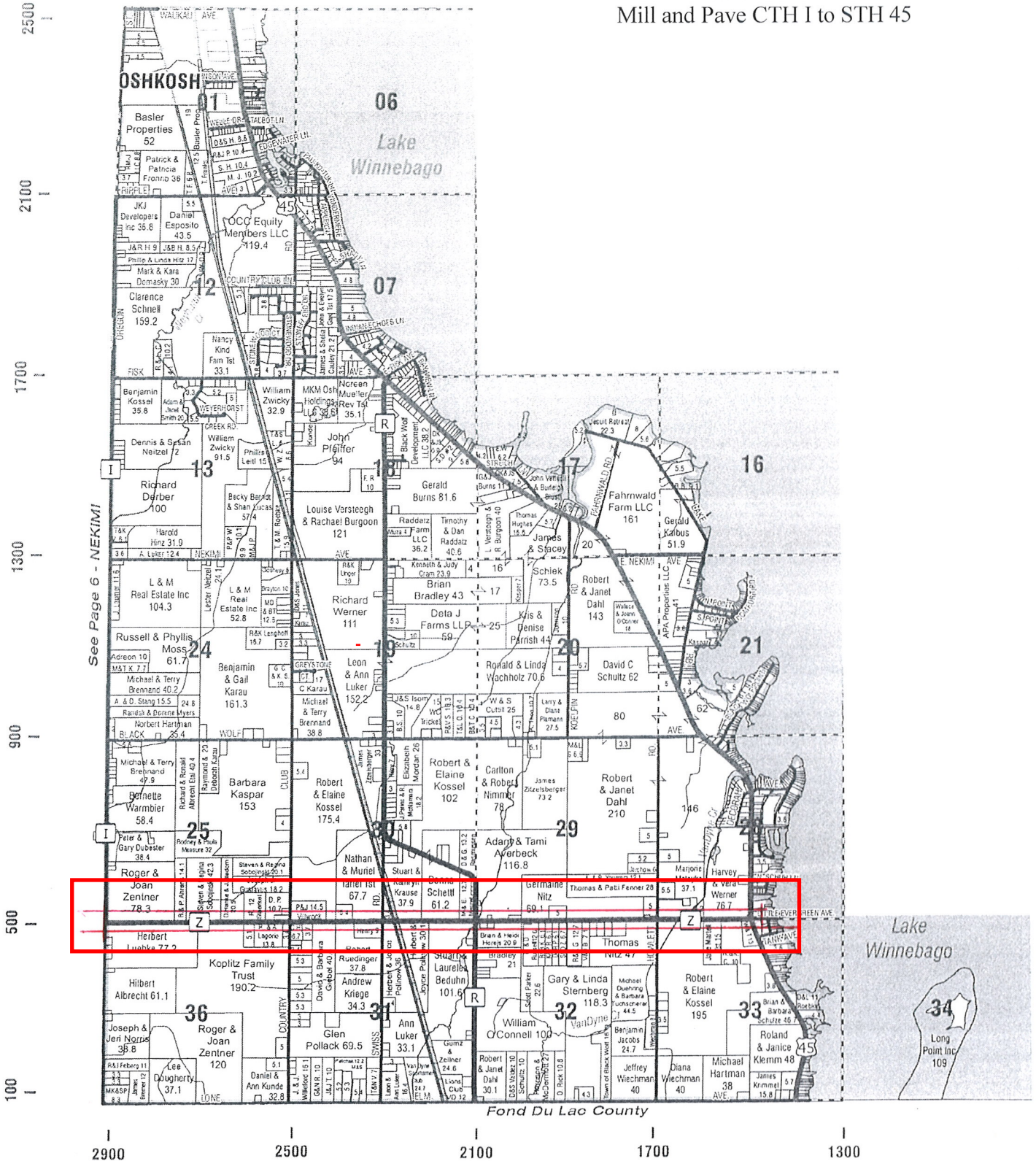


Winnebago Co. Highway Dept.
2014 Capital Improvement Plan

CTH Z

Mill and Pave CTH I to STH 45

See Page 14 - ALGOMA



17. Airport Terminal Replacement / Rehabilitation

A, PROPOSED 2014 BONDING - \$ 20,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 20,000	\$ 300,000				\$ 320,000
Land purchase						-
Construction			3,500,000			3,500,000
Equipment						-
Other						-
Total costs	20,000	300,000	3,500,000	-	-	3,820,000
PROJECT FUNDS:						
G.O.Bonds or notes	20,000	300,000	3,500,000	-	-	3,820,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 20,000	\$ 300,000	\$ 3,500,000	\$ -	\$ -	\$ 3,820,000

C. DECIPTION AND JUSTIFICATION:

Project Description: Airport Terminal rehabilitation, reconstruction or construction of new administration building, with possible inclusion of FBO offices or snow removal equipment building, or inclusion with Chamco/Aero-Innovate Aviation Accelerator Facility

Relationship to other projects and plans: Property & Facilities Department was investigating roof reconstruction/replacement on the existing terminal building because of age and deterioration. The cost of that project, combined with the age, condition, utility expense and unused space of the terminal raised questions about the viability and economic sense of just replacing the roof. Building a new facility would eliminate the need to do major repairs on the existing building.

Justification and alternatives considered: Annual income in leased space within the current terminal is about 15 percent of the annual utility costs for the terminal. The Aviation Committee is currently identifying options, which range from replacement of the roof and other systems repair/replacements to building a new structure that fits the future needs of the airport. The ultimate outcome will conceivably be improved energy usage/management with improved space utilization. Consideration is also being given to the ability to expand the development area footprint in the vicinity of the existing terminal if a new administration building is constructed and the existing terminal razed.

Terminal Building Replacement / Rehabilitation



18. Terminal / FBO Ramp Rehabilitation

A, PROPOSED 2014 BONDING - \$ 25,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design						\$ -
Land purchase						-
Construction	500,000					500,000
Equipment						-
Other						-
Total costs	500,000	-	-	-	-	500,000
PROJECT FUNDS:						
G.O.Bonds or notes	25,000	-	-	-	-	25,000
Outside funding	475,000					475,000
Tax levy						-
Other						-
Total funds	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

C. DESCRIPTION AND JUSTIFICATION:

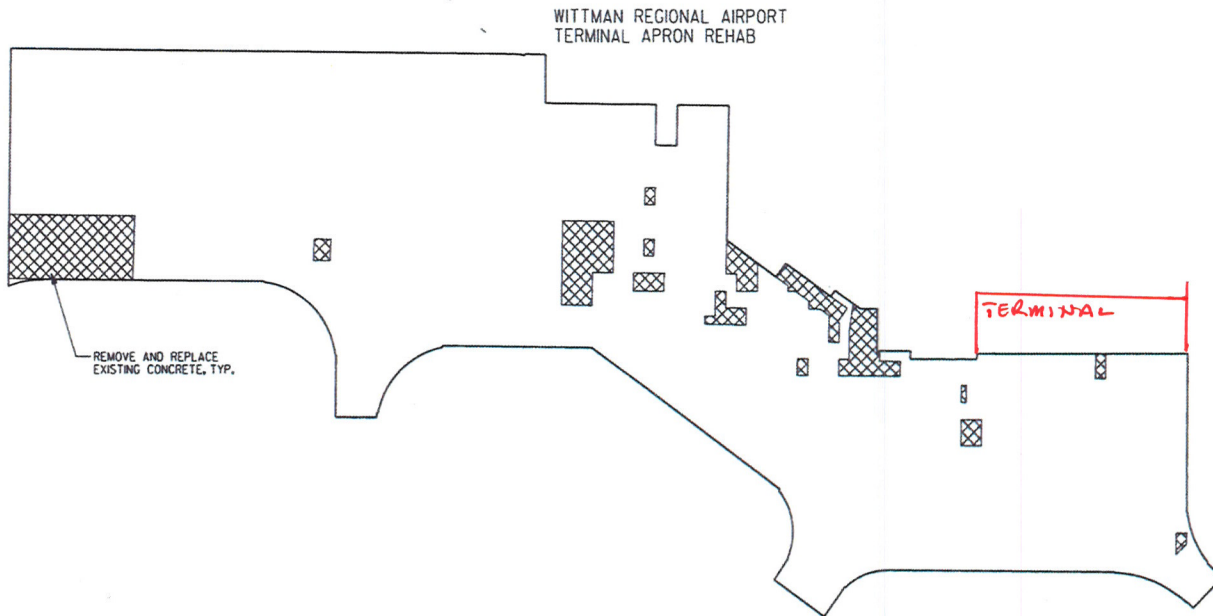
Project Description: Remove and replace failed concrete panels in the terminal and Fixed Base Operator (FBO ramp areas).

Relationship to other projects and plans: In previous CIP requests, we planned for a complete reconstruction of the ramp using FAA and WI State DOT funds to 95%. Lack of available funds from the FAA and the low priority of that funding request make a full reconstruction improbable.

Justification and alternatives considered: The concrete panels identified on the plan are cracked, have spalling joints and/or have sunk so as to create hazards to taxiing aircraft. Pieces of concrete may become ingested into turbine aircraft engines and propellers may become damaged with the failing concrete. Replacing specific panels and ramp areas will be more cost effective at this point than reconstructing the entire ramp.

Estimated FAA funding will be at 90%, State DOT funding at 5%, and Sponsor (Winnebago County) funding at 5%.

The outlined area represents the terminal apron. The shaded areas are the areas that need rehabilitation.



19. Aviation Business Park Taxiway

A. PROPOSED 2014 BONDING - \$ 5,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

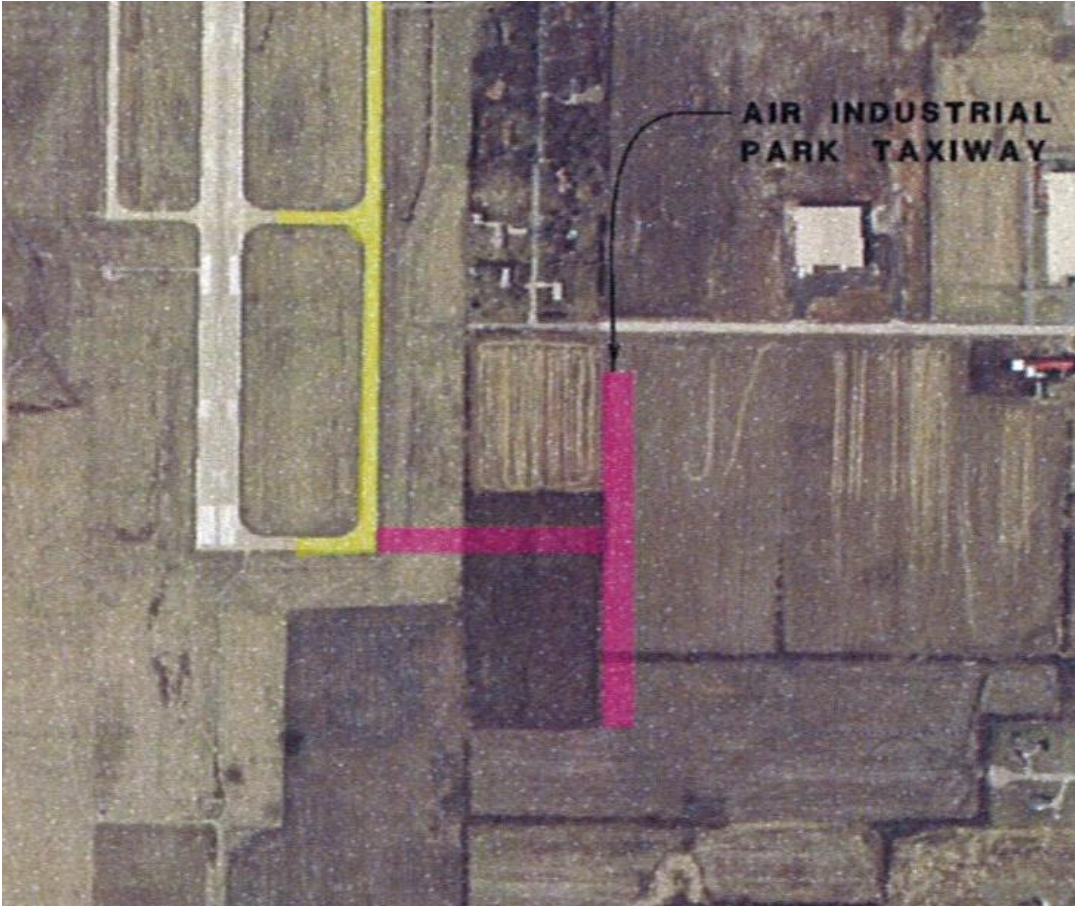
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design		100,000				\$ 100,000
Environmental assessment	50,000					50,000
Construction			750,000			750,000
Equipment						-
Other						-
Total costs	50,000	100,000	750,000	-	-	900,000
PROJECT FUNDS:						
G.O.Bonds or notes	5,000	100,000	750,000	-	-	855,000
Outside sources	45,000					45,000
Tax levy						-
Other						-
Total funds	\$ 50,000	\$ 100,000	\$ 750,000	\$ -	\$ -	\$ 900,000

C. DECRPTION AND JUSTIFICATION:

Project Description: Add an extension to Taxiway A6 eastward onto the proposed aviation business park.

Relationship to other projects and plans: With the land previously acquired for the aviation business park, a taxiway extension into the park will help market the land to future tenants.

Justification and alternatives considered: The taxiway extension to Taxiway A6 is the most logical and least expensive alternative to providing access to the park. Preferably the extension should precede any actual business building construction and ramp construction.



20. Additional Parking Park View Health Center

A, PROPOSED 2014 BONDING - \$ 32,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	214	215	216	217	218	Total
Planning & design	\$ 32,000					\$ 32,000
Land purchase						-
Construction		315,000				315,000
Equipment						-
Other						-
Total costs	32,000	315,000	-	-	-	347,000
PROJECT FUNDS:						
G.O.Bonds or notes	32,000	315,000	-	-	-	347,000
Energy grants						-
Tax levy						-
Other						-
Total funds	\$ 32,000	\$315,000	\$ -	\$ -	\$ -	\$ 347,000

C. DECRPTION AND JUSTIFICATION:

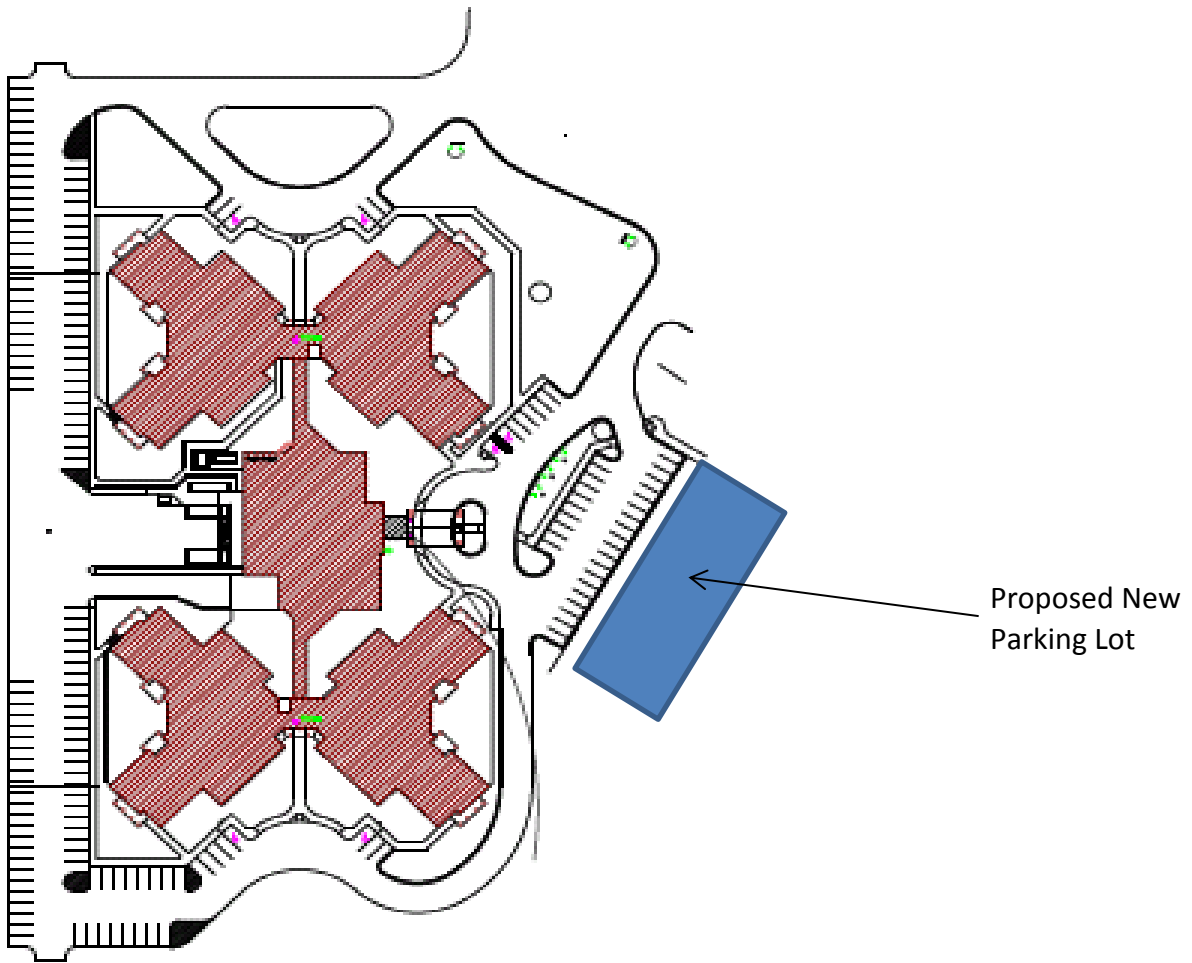
Project Description: This project is to increase the number of parking stalls at Park View Health Center. During design and planning parking needs were estimated based on staffing and visitor experience. The need for parking has surpassed those estimates. This project would construct an additional parking lot. Current conditions and staffing levels at Park View have filled the parking lot. This is compounded when shift change occurs. The number of vehicles needing to park almost doubles. In order for staff to report on time, vehicles are parked wherever there is space whether or not it is a parking stall.

Since the new building was occupied, visitor and volunteer traffic has also increased.

Relationship to other projects and plans: No relationship to other projects

Justification and alternatives considered: There are only two options available. Do nothing and to increase the parking. If nothing is done, the current parking practices will continue. This can lead to damage to grassy areas used as parking spots. Cars could be parked in the way of departing staff or blocking vehicular circulation routes. Staff could be delayed reporting for duty as they try to find a safe place to park their vehicle. If the parking is expanded, staff will not be delayed in reporting for duty, grassy areas and landscaped areas will not be damaged. Vehicular circulation will not be impeded.

Proposed Park View Additional Parking Lot



21. Park View Health Center Nurse Call System Replacement

A. PROPOSED 2014 BONDING - \$ 250,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design						\$ -
Land purchase						-
Construction	250,000					250,000
Equipment						-
Other						-
Total costs	250,000	-	-	-	-	250,000
PROJECT FUNDS:						
G.O.Bonds or notes	250,000	-	-	-	-	250,000
Outagamie County Share						-
Tax levy						-
Other						-
Total funds	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000

C. DECIPTION AND JUSTIFICATION:

Project Description: This project is to replace the existing obsolete nurse call system at Park View Health Center with a new system. The existing system, Staff Call - Pro was purchased by GE Medical Systems and then removed from their product line. The availability of repair parts is limited to what is currently in the market place. Parts availability will be reduced as time goes on and the prices will begin to increase as parts get harder to find. This project will allow alternatives to be reviewed, a suitable product selected and installed before parts for the existing system are no longer available or become extremely costly.

Relationship to other projects and plans: This project is not related to any other project.

Justification and alternatives considered: There are two alternatives. The first is to do nothing and continue to use the existing system and buying replacement parts as long as they are available. This will lead to a situation where the parts are either no longer available or available at such an inflated price so as to make it not economically viable to continue operating the system. The second alternative is to systematically research available systems and manufacturers and determine the best method to replace the existing system and make an orderly transition.

Responder 4000 SLIM Station Components



1 Resident Room Components

- Audio or Visual-only configuration
- Multiple call-in priorities available
- Call Assurance indicators
- Optional TV, entertainment, light-control capabilities
- Room equipment alarm receptacle for ventilators, fall risk alarms, and more

2 Resident Check-in Station

- Programmable resident check-in sequencing and emergency notification
- Flash modes status indicator (check-in required / complete)
- Optional audio speaker for staff-resident communication or announcements*

3 Special Function Stations

- One-touch operations
- Large, back-lit call buttons
- Optional audio speaker
- Custom buttons for unique call priorities
- Water-resistant (bath station)

Audio Pull-Cord Station

- Easy to use pull-cord
- Audio to the bathroom

4 Staff & Duty Stations

- Provides communication capabilities to key staff meeting areas
- Monitors system activity via brightly colored LED and tone annunciation

5 Call Activity Displays

- **Console**
- Brightly lit LCD console
- Easy-to-use touch points, customized to each console
- Staff presence review capabilities
- Wireless device assignment

Annunciate Panel

- Customized tone & light indication of system activity
- Optional muting

Marquee

- Choose from a variety of one or two-line, color displays
- Provide tone indication of system activity

Responder 4000 Wireless Components



6 Wireless Phones

- Route resident calls to specific caregivers
- Remote answer of resident calls for mobile staff
- Dial out to any intercom station
- Utilize phones throughout the entire facility or campus

7 Wireless Pendant

- Heavy duty, water-resistant wireless call button allows residents to move around freely
- May be used by staff to place distress calls
- Low battery notification
- Allows freedom and independence for residents

8 Pocket Pagers

- Instant on-the-go notification of calls, eliminating delays in staff response
- Route messages to specific caregivers or dispatch a secondary team member to respond to a call
- Call Cancel notification

9 Cordless Phones

- Provides inexpensive mobile call communication to staff
- Type II Caller-ID presents the location and type of call with the option to be instantly connected to the resident
- Does not require a connection to the facility PBX
- Reduces overhead paging for a quieter recovery and living environment

This is a sample of some of the components of a nurse call system. It is not necessarily the brand or system we would purchase. This would be subject to competitive bidding.

22. Community Park Road, Road Lighting & Parking Lot Rehabilitation

A, PROPOSED 2014 BONDING - \$2,095,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design						\$ -
Land purchase						-
Construction	2,095,000					2,095,000
Equipment						-
Other						-
Total costs	2,095,000	-	-	-	-	2,095,000
PROJECT FUNDS:						
G.O.Bonds or notes	2,095,000	-	-	-	-	2,095,000
Outagamie County						-
Tax levy						-
Other						-
Total funds	\$ 2,095,000	\$ -	\$ -	\$ -	\$ -	\$ 2,095,000

NOTE: THIS PROJECT WAS APPROVED IN SEPTEMBER 2013. The information is being presented again here since we will be borrowing the funds to pay for the project in 2014.

C. DECRPTION AND JUSTIFICATION:

Project Description: The intent of this project is to address the need for the wholesale replacement of approximately three quarters of the pavement that makes up the Community Park roadway and parking lots. The goal of the project is to upgrade 9,112 linear feet of road surface and restore the pavement over 8 separate parking areas within the facility. The main components of the work involve:

1. Adding 5 feet of width to the roadway in order to change the current one-way traffic flow into a two-way pattern;
2. Adding a separate 10 foot wide band of pavement around the outside of the roadway to act as a pedestrian pathway that will also address updated ADA access requirements;
3. Restoring the road bed and adding approximately 2 – 3 inches of base material to extend longevity;
4. Grind and repave several existing parking lots;
5. Replacing the outdated road lighting system that is both inefficient and failing; and,
6. Misc. – Excavation, landscape restoration, culvert replacement, signing and striping.

Relationship to other projects and plans: Redesigning the roadway is a prominent feature in the Community Park Master Plan. The new roadway will eliminate the cumbersome one-way system currently in place and effectively establish a two-way configuration that will better facilitate the multitude of program activities taking place in the park. Additionally, the 5 - Year Parks Open Space & Recreation Plan lists the need to address improvements to bike/pedestrian and ADA accessible facilities as a high priority item. Lastly, the installation of a separate pathway alongside the road is essential for addressing the needs of mobility disabled individuals, as stated within the Parks ADA Self Evaluation and Transition Plan.

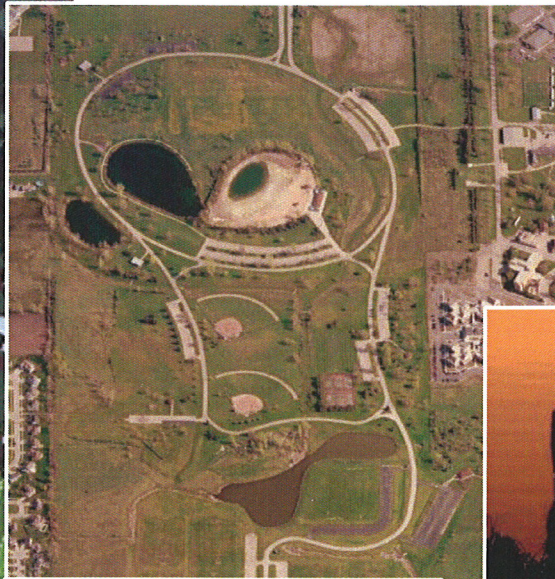
Justification and alternatives considered: A majority of the Community Park roadway and parking lot areas have had little more than patching done to them since they were originally built in the early '70's. Consequently, surface conditions are now such that the potholes and road buckling are no longer limited to just a few areas but have spread over the entire length of the roadway.

Additionally, changing the Community Park roadway into a two-way alignment remains a top priority. By making this modification it will relieve the confusion inherent in the present one-way-multi-loop configuration and significantly improve the flow of traffic throughout the park. Further, the installation of a 10 foot wide pedestrian pathway will be necessary in allowing the County to meet updated ADA access requirements.



WINNEBAGO COUNTY COMMUNITY PARK ROAD REHAB, LIGHTING, AND ADA SHARED USE PATH CONSTRUCTION PROJECT

OSHKOSH, WISCONSIN



AUGUST 20, 2013
PROJECT #13.001

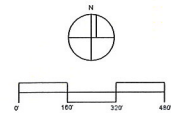


3317 BUSINESS PARK DRIVE
 STEVENS POINT, WI 54482
 PROJECT #: 13.001
 DATE: 8-13-2013

COMMUNITY PARK ROAD REHAB, LIGHTING,
 & ADA SHARED USE PATH CONSTRUCTION PROJECT

AERIAL

WINNEBAGO COUNTY, WI
 Page 59 of 106



23. General Roof Repair, Replacement and Maintenance – UW Fox Valley

A. PROPOSED 2014 BONDING - \$ 295,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

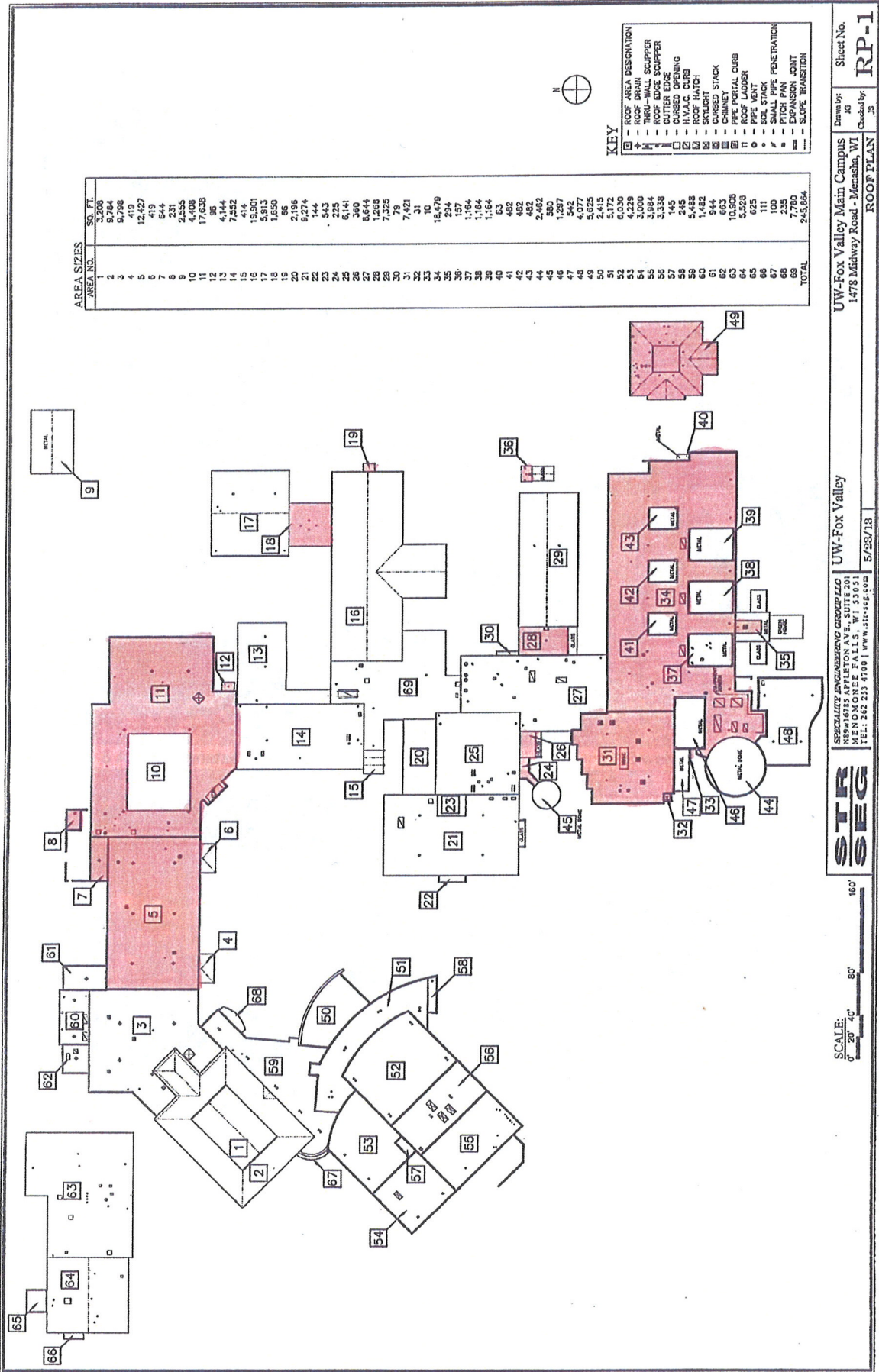
PROJECT COSTS:	2014	2015	2016	2017	2018	Total
Planning & design	\$ 33,000					\$ 33,000
Land purchase						-
Construction	557,000					557,000
Equipment						-
Other						-
Total costs	590,000	-	-	-	-	590,000
PROJECT FUNDS:						
G.O.Bonds or notes	295,000	-	-	-	-	295,000
Outagamie Cty funding	295,000					295,000
Tax levy						-
Other						-
Total funds	\$ 590,000	\$ -	\$ -	\$ -	\$ -	\$ 590,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: There are approximately 58 roof areas totaling more than 210,000 square feet at the campus property at Midway Road. This project is for repair and maintenance work as identified in a comprehensive roof study conducted in 2013.

Relationship to other projects and plans: A comprehensive roof assessment was conducted in 2013 to identify problem areas and prescribe repair and maintenance requirements. Failure of a roof system will cause damage to interior spaces, equipment, building materials and infrastructure - which will be costly to repair or replace.

Justification and alternatives considered: The typical life cycle of a membrane roof is 18 years. Some roof areas to be addressed are more than 22 years old; others are approaching the end of their life cycle. Failures of the roof system will cause further damage to the building, require additional expense to cure, and affect the operations of the campus.



AREA NO.	SQ. FT.
1	5,784
2	9,798
3	419
4	12,427
5	419
6	231
7	2,555
8	4,408
9	17,638
10	39
11	4,452
12	414
13	19,901
14	5,813
15	1,690
16	2,196
17	5,274
18	144
19	543
20	225
21	340
22	8,644
23	1,268
24	7,325
25	79
26	31
27	10
28	18,479
29	294
30	197
31	1,144
32	1,164
33	1,164
34	63
35	41
36	482
37	482
38	482
39	2,462
40	580
41	1,297
42	542
43	4,077
44	5,172
45	2,415
46	5,172
47	6,030
48	4,229
49	3,060
50	3,338
51	145
52	245
53	5,488
54	1,462
55	65
56	10,920
57	5,528
58	625
59	111
60	111
61	230
62	230
63	7,780
64	245,864
65	
66	
67	
68	
TOTAL	245,864

- KEY**
- ROOF USE DESIGNATION
 - ROOF DRAIN
 - ▭ THRU-WALL SCUPPER
 - ▭ ROOF EDGE SCUPPER
 - ▭ GUTTER EDGE
 - ▭ H.V.A.C. CURB
 - ▭ ROOF HATCH
 - ▭ SKYLIGHT
 - ▭ CURBED STACK
 - ▭ PIPE ROATAL CURB
 - ▭ ROOF LAODER
 - PFE VENT
 - SOL STACK
 - ▭ PFE PENETRATION
 - ▭ EXPANSION JOINT
 - ▭ SLOPE TRANSITION

SPECIALTY ENGINEERING GROUP LLC
 1478 MIDWAY ROAD - MENASHA, WI 53051
 TEL: 262.233.4700 | WWW.STR-SEG.COM

UW-Fox Valley
 5/28/18

UW-Fox Valley Main Campus
 1478 Midway Road - Menasha, WI
 ROOF PLAN

Drawn by: JH
 Checked by: JS

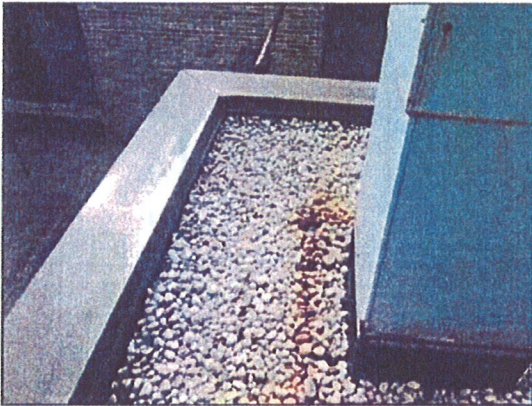
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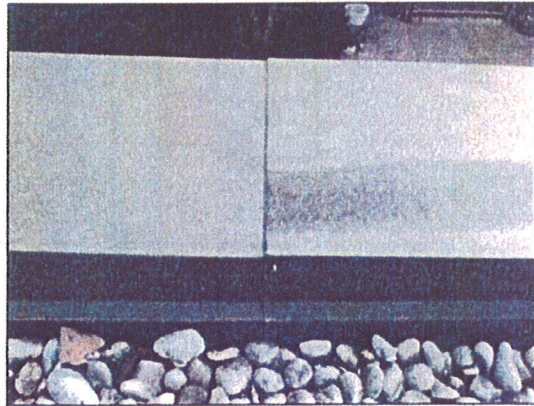
Membrane shrinkage on RA 7



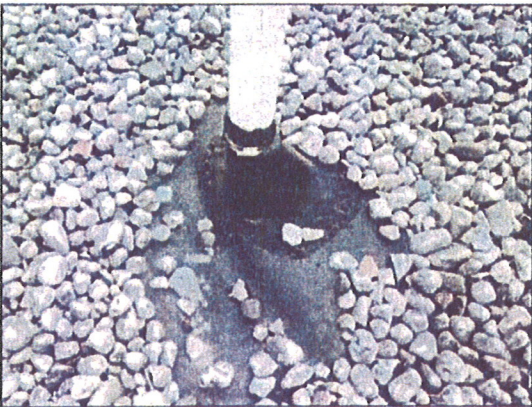
Flashings tenting on RA 7



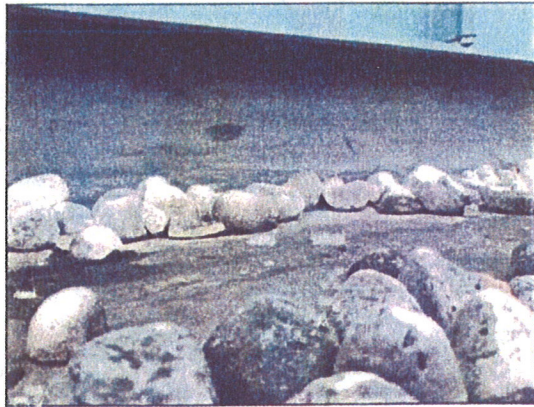
General view RA 8



Loose sheet metal fasteners on RA 8



Membrane shrinkage on RA 18



Flashing membrane terminates behind panels on RA 18

SECTION III

OUTSTANDING INDEBTEDNESS

III. OUTSTANDING INDEBTEDNESS

Winnebago County's current outstanding debt is outlined in Table 3 of the "Tables and Charts" section of this document. Total County indebtedness at 12/31/2014 is projected to be \$48,302,000.

The outstanding debt at 12/31/2014 will be comprised of \$47,855,000 of levy supported debt (Table 4) and \$447,000 of non levy funded debt (Table 7). The Difference of \$1,000 is due to rounding.

Principal, interest, and total debt service requirements on all levy supported debt that will exist at the end of 2014 and including the new debt issue for 2014 is presented in tables 4, 5, & 6, along with a graphical presentation shown on Chart 2. Total levy supported debt service requirements start at \$8,494,000 in 2014 and end with \$109,000 in the year 2025.

Principal, interest, and total debt service requirements on all non levy funded debt that will exist at 12/31/14 and including the new debt issue for 2014 is presented in tables 7, 8, & 9, and is presented graphically on Chart 3. Total proprietary fund debt service requirements start at \$76,000 in 2013 and end with \$18,000 in the year 2021.

Indebtedness limitations are calculated in Table 13. Based on statutory debt limits of five percent of equalized value, Winnebago County's debt ceiling equals \$589,579,000. With current indebtedness at 12/31/14 projected to be \$48,302,000 (Table 3), this brings total outstanding debt to around 8.2% of the legal debt limit. Winnebago County is well under the statutory limit.

Table 13 also shows a ten year history of the County's total tax levy and debt service levy (dollars) as well as the mill rate for each year (2005-2014). The information is presented graphically on Chart 4.

Chart 1 shows a graphical presentation of valuation versus debt service. Notice that debt service is declining at a faster pace than valuation. We are expecting that valuation will turn around and start to grow again in the coming years. The result is that we have a fairly stable tax rate for debt service. We set up the amortization of our debt using a level debt philosophy purposely to prevent large spikes up and down to property tax rates.

Chart 5 shows the current debt service rate along with the impact all of the proposed future borrowings will have on the tax rate. It remains flat around \$1.00 per \$1,000 valuation through 2020, when all of the projects in the 5-year plan have been funded. The reason for the drop off in 2021 and future years is because the 5-year plan only schedules out proposed projects for the next 5 years.

Chart 6 shows the total outstanding debt at the end of each year for current debt through 2027, and shows the impact on year-end outstanding debt if all projects over the planning horizon 2014-2018 were to be approved. Although the outstanding balance trends downwards, it could be expected that in future years as we add more years to the capital improvements program that the outstanding debt at the end of the year would remain around \$50 million.

SECTION IV

CAPITAL PROJECTS OUTLOOK

IV. A. CAPITAL PROJECTS OUTLOOK

The capital projects outlook for the county is summarized as Tables 1 & 2 in the "Charts and Tables" section of this book. These tables present comprehensive lists of projects anticipated to be undertaken in the near future. Table 1 includes all except Solid Waste projects. Table 2 includes all Solid Waste projects. Total expected project costs within the planning horizon for all project types are \$97,929,000. After applying outside funding of \$18,985,500, and funds on hand of \$2,690,000, the net borrowing needed is \$76,253,500 over the 5-year period. Projects are listed in Tables 1 & 2 by department within division. The tables contain the following information for each project:

Project Description:

A brief description for each project is included. Detailed project descriptions for those projects included in the 2014 bond issue are provided in Section II of this document. A brief narrative summary for all projects within the planning horizon is provided in this section of the document at "B" below.

Project Year:

Projects have been tentatively scheduled for the period 2014 - 2018. Total project costs and revenues during the planning horizon are shown for multi-year projects. Project costs and revenues are displayed by year with divisional subtotals and a countywide grand total.

Bonding Requirements:

Amounts under the columns for the years represent total costs net of revenues to be incurred by year. The last line on the schedule represents the borrowing requirements by year. The current proposal is to borrow for some projects that started in 2013 and for portions of 2014 new projects. ***The information for 2015 - 2018 is for informational purposes only. No funding commitment is being sought at this time.***

Revenue offsets:

Revenue offsets (when available) are included for each project. Revenue offsets can consist of state or federal funding, user fees, other county cost sharing, or may be shown as tax levy or cash reserves applied for each applicable year. **Each year the general fund unassigned fund balance will be reviewed to determine whether we can apply some towards projects to reduce bonding.**

B. DIVISIONAL ANALYSIS – ALL PROJECTS EXCEPT SOLID WASTE:

1. DIVISION OF ADMINISTRATION:

The total known cost of capital projects for this division is \$15,534,000. There are no funding sources to cover these so they will all be funded through borrowing or general fund reserves. The projects in this division are as follows:

Roof Maintenance program: This will continue during years 2014 and through 2017. Total projected cost during the planning horizon is \$1,730,000. The portion scheduled for 2014 has a cost of \$247,000 and is for the roof on Maintenance buildings #2 &3. Also included is the roof on the Park View Health Center boiler building. The purpose is to maintain and replace the roofs of various County facilities. Each roof will be surveyed on a regular basis to identify potential roof problems before they occur. Remedial action will be taken to prevent a roof failure and more costly repairs or total

replacement. The goal of this program is to maximize the life of the roofs covering the facilities. More detail on this project can be found in Section II of this book.

Courthouse Remodeling: The last phase of the space re-alignment plan would be the remodeling of the Courthouse. A very rough cost estimate at this time is \$9,774,000 and is scheduled for 2017 - 18. The objective is to move court related activities from the City of Oshkosh Safety Building and other rented space to the Courthouse, Otter Avenue Administration Building and Orrin King building. Security features would be upgraded and building HVAC systems would be updated to meet new codes and obtain energy efficiencies. The Departments to be moved into the Courthouse are; Branch 6, Court Commissioner and Family Court Counseling.

Courthouse Window Replacement: This project started during 2013 when the Board appropriated \$60,000 for engineering and design work to determine what type of windows to use. Funding of approximately \$600,000 to actually replace the windows is being sought during 2015. The windows are original 1938 vintage single pane windows. Interior storm windows have been added. The windows have deteriorated to the point that repairs may not be sufficient and the windows should be replaced.

Courthouse Boiler Replacement: This project is to replace the two existing steam boilers in the Courthouse. These boilers were installed in 1938 and have reached 74 years of age. The boilers are approximately 65% efficient and have been modified several times from using coal as the fuel. New boilers would get the efficiency up to 90+%. The existing boilers have basic controls. Replacement boilers would have more accurate digital controls. Annual repair costs are beginning to increase. Several of the components are obsolete requiring modern components to be retrofitted and modified to work with the boilers. Projected fuel savings are estimated at \$7500 per year. This project is planned for 2018 at a cost of \$100,000 and will be incorporated into the courthouse remodel project.

Courthouse Deck Renovation: This project is to repair and rewaterproof the plaza deck and the Jackson Street deck at the Courthouse at a cost of roughly \$943,000. The plaza is the main entrance into the Courthouse. This deck is the original construction and has had no major renovation since 1938. The water proofing system has failed and is causing structural damage to the building. It will also repair damage to the limestone facade of the plaza. The project is planned for 2014. More detail about this project can be seen in Section II of this book.

Courthouse Elevator Modernization: Total project cost is \$660,000 and is scheduled for 2016. This project is to upgrade the controls and functionality of the 3 elevators in the Courthouse. The two main passenger elevators are 1938 vintage controls and equipment. The controls are composed of parts and electronics that are no longer manufactured and are very difficult to obtain if at all. Due to this, the elevators are experiencing more frequent breakdowns that are impacting passengers and lasting longer. This project will upgrade the controls to modern digital controls and more energy efficient motor and transmissions.

Masonry Maintenance Program: This project works in conjunction with the Comprehensive Needs Study and all the other projects for each facility. If a facility is scheduled for major renovation, masonry repairs will become a part of the project to minimize disruption to the facility occupants and consolidate work done to a facility. If a facility is scheduled for disposal, only the basic maintenance of the masonry will be pursued, avoiding unnecessary costs. The projects scheduled for 2014 are the Maintenance buildings #2 & 3. The expected cost is \$110,000. More detailed information about this project can be viewed in Section II of this book. Total costs over the 4 year horizon for this project total \$440,000.

Storm Water Mitigation Project: This project is to study the storm water effects and install improvements to the retainage and containment of storm water on the Fairgrounds, County Park, Coughlin Center and Park View Health Center. During the last several large rain events, the storm water has accumulated faster and in greater amounts than when Park View was designed and constructed. This has lead to several near flooding events for Park View. This project will study the flow of the water from the north, through the Parks and out to the south. Engineering and design is expected to take place during 2014 (\$25,000) with construction in 2015 at a cost of roughly \$250,000. This project may be done in conjunction with the Parks Roadway and Lighting project which is starting in 2014.

Asphalt Replacement Program: The total cost of this project over the planning horizon is \$1,037,000. This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The Courthouse parking lot was completed in 2006. The parking lot at Dawes Street was rebuilt in 2011. Various other locations have been rated by the Highway Department and are outlined in Section II of this book. Paving projects have been prioritized in order of their condition, from the worst to the best. Details of this project can be seen in Section II of this book.

2. DIVISION OF PUBLIC SAFETY:

The total known cost of capital projects for this division is \$ 16,780,000.

911 Hardware Replacement: Our 911 system was replaced in 2008 and is 6-yrs old. The software that runs the system gets updated, however the hardware that runs the software is recommended to be updated every 5-yrs. This project will update the hardware so that we can continue to update software as it becomes available. At some point, the current hardware may not support updated software. In addition, we are trying to be proactive and replace hardware before it fails and disrupts emergency services. Total cost of this project is \$200,000 and is scheduled for 2015.

Jail – Precast Joint Repairs: This project is to repair the failing Law Enforcement Center precast panel joint caulk seams. The building is 10 years old. The precast façade slabs have dried and shrunk increasing the gap between slabs. This project is to remove the existing caulk and to replace it with new. Total project cost is \$198,000 and is schedule in 2014. More detail about this project can be seen in Section II of this book.

Evidence Storage Building – Sheriff Dept: When the Jail Complex was designed and constructed, vehicle evidence storage space was estimated using historic experience. Since 2003, the rate at which vehicle evidence has accumulated has exceeded estimates. Vehicles are parked with minimal to no space around them. A fork lift is needed to relocate vehicles for examination. This makes it difficult to process evidence and is labor intensive to move vehicles. Evidence is required to be held until released through the court system. This time frame can extend for years. This project is planned for 2015 at an estimated cost of \$954,000.

Jail Expansion: This is the addition of more space to the Jail at a cost roughly estimated to be \$15 million. The project is scheduled to be done in 2016-17. The project will include the addition of three pods to the current facility. Estimates are based on data from a Criminal Justice study completed in 2011. Specific needs, size, scope, and timeline are yet to be determined. The goal is delay/defer need for additional beds as long as possible, but recognize that eventually beds will need to be added if current population numbers continue.

Jail Parking Expansion: This project is to increase the number of parking stalls at the Jail Complex. During the original design and construction of the Jail complex, an additional parking lot was identified but not constructed. This project would construct the parking lot. Current conditions and staffing levels at the Jail have filled the parking lot. This project is scheduled for 2014 at a cost of \$142,000. More information on this project can be viewed in Section II of this book.

Clerk of Courts – Department Consolidation / Remodeling: This project is to reconfigure the Clerk of Courts office area in the Courthouse to improve efficiencies and better utilize the allocated space for the department. Total project cost is roughly \$225,000 and is scheduled for 2014. More detail about this project can be viewed in Section II of this book.

3. DIVISION OF TRANSPORTATION:

The total known net County cost of capital projects for this division is \$49,908,000. After deducting revenue offsets of \$15,742,000, the total needed borrowing will be \$34,166,000. The projects in this division consist of road and airport projects and are as follows:

Several County Road and Bridge Projects are included during the planning horizon including projects to re-pave roads, re-construct bridges and projects which involve design and complete reconstruction. Total costs of projects during the planning horizon are \$30,700,000 with offsetting funding of \$4,000,000. The remainder will be borrowed over the five year period. The projects are listed in **Table 1** of this book. Many of these roads have severely cracked or deteriorated segments and require reconstruction. Repaving many of the roads now will eliminate the future need for reconstruction when deterioration is so severe that they must be totally reconstructed at a much higher cost. This category also includes culverts. More detail on road projects scheduled for funding in 2014 can be viewed in Section II of this book.

Wittman Airport Snow Removal Equipment: - Two snow removal vehicles are scheduled, one each for 2015 and 2017. Each carries an estimated cost of \$650,000. This project would replace aging 4x4 Snow Removal Equipment (SRE) on an alternating year schedule. It includes all vehicles 4x4 plow trucks with various plows and components.

Airport Terminal Renovation or Replacement: This project involves Airport Terminal rehabilitation, reconstruction or new construction of administration building, with possible inclusion of FBO offices or snow removal equipment building, or inclusion with Chamco/AeroInnovate Aviation Accelerator Facility. The Property & Facilities Department was investigating roof reconstruction/replacement on the existing terminal building because of age and deterioration. The cost of that project, combined with the age, condition, utility expense and unused space of the terminal raised questions about the viability and economic sense of just replacing the roof. The project will cost roughly \$3,820,000 over a three year period starting in 2014. More information can be viewed about this project in Section II of this book.

Terminal / FBO ramp rehabilitation In previous capital improvement plan requests, we planned for a complete reconstruction of the ramp using FAA and WI state DOT funds to 95%. Lack of available funds from the FAA and the low priority of that funding request make a full reconstruction improbable. For more details on this project refer to Section II of this document.

Redevelop East General Aviation Hangar Area This project consists of redeveloping the east general aviation hangar and business area to better accommodate new hangar construction and business development. The project may include hangar relocation, hangar construction, and utility

additions/extensions. The estimated cost of this project is \$800,000 and it is scheduled for 2017. State and Federal funding will cover \$760,000 of this cost.

Realigning hangar layouts and improving the hangars themselves will add additional space for more hangars, thereby increasing land and hangar lease income. Hangar replacement will also decrease the annual maintenance costs of upkeep for older hangars that are eligible for replacement. Continuing with the current layout is considered, but that will lead to increasing maintenance costs.

Reconstruct and Widen Taxiway A The projected cost of this project is \$6.4 million, with \$5.7 million covered by Federal and State funding. It is scheduled for 2016. The project consists of:

Reconstruct all of Taxiway A and widen the portion of Taxiway A from Taxiway A1 to the terminal ramp from 50 feet to 75 feet. This funding is not guaranteed, so the project may be moved to future years.

Major portions of Taxiway A were the original north-south runway for the airport in the 1950s, and have only received maintenance as needed, with some concrete panels being replaced in the late 2000s. The widening of the northern portion of the taxiway will allow for larger aircraft to reach the terminal and FBO ramps without difficulty. If the project is not undertaken during the time period, it will be shifted to a later time period. Additional repairs and preventative maintenance will then be accomplished until then.

Airport Maintenance Shop Addition: This project is scheduled for 2016 with an estimated cost of \$325,000. It is projected that additional space may be needed by 2016. The purpose is to have space to safely store a runway broom and providing a wash bay for all maintenance vehicles

Taxiway B Reconstruction: The purpose of this project is to relocate and reconstruct a portion of Taxiway B, including lighting and extend taxiway to the end of the runway and remove current connecting taxiway. This project is scheduled for 2015 with a cost of \$5,013,000, the county's portion being \$251,000. The remainder is funded with State and Federal aviation funds. Proceeding with the project is dependent on the Federal and State funding being available. The taxiway will need seal coating and crack filling if the project does not get funding.

Replacement of a Mowing Tractor: Replacement of large tractor used for mowing grass at the airport with flail and/or gang mower. Current tractor is 15 years old and has significant maintenance issues. Additional attachment would be a box blade for snow removal operations in the parking lots, making the tractor versatile year-round. This project is scheduled for 2016 with a cost of \$150,000.

4. DIVISION OF HUMAN SERVICES:

The total cost of capital projects for this division is projected to be \$3,711,000. There are no revenue offsets.

Park View Health Center Projects:

50 Stall Parking Lot – Cost of \$347,000. Engineering work would be done in 2014 at a cost of \$32,000 with construction taking place in 2015 at a cost of \$315,000. The parking lots at the old Pleasant Acres and Pavilion buildings have been destroyed when the buildings were taken down. As such, a new

50 stall parking lot will need to be constructed to make up for the lost parking. Additional information about this project can be viewed in Section II of this book.

Nurse Call System Replacement: Cost of \$250,000 scheduled for 2014. This project is to replace the existing obsolete nurse call system in Park View Health Center with a new system. The existing system, Staff Call – Pro, was purchased by GE Medical Systems and has been removed from their product line. The availability of repair parts is limited to what is currently in the market place. Parts availability will be reduced as time goes on and the prices will begin to increase as parts get harder to find. This project will allow the alternatives to be reviewed, a suitable product selected and installed before parts for the existing system are no longer economically available.

Human Services Department Projects:

Human Services – Juvenile Shelter Care Facility: Cost of \$3,014,000. Engineering and design would take place in 2016 with construction in 2017. The Winnebago County Shelter Care Facility is a licensed program facility that provides for non-secure/unlocked residential services for juveniles who need a place to stay pending further legal court action but for whom placement in a secure locked setting is not necessary. The shelter care facility provides for placement of up to 16 boys and girls ranging in age from 10 through 17. Juveniles are permitted to stay at the shelter care for up to 60 days, or up to 20 days if in-between placements. The program operates 24 hours day. Shelter Care programs and facilities are permitted by Wisconsin Statutes: Chapter 48, Children's Code; Chapter 938. Juvenile Justice Code and licensed in accordance with Wisconsin Administrative Code HFS 59. Housing them in a County owned facility would be less costly than placing them in other facilities.

It is projected that a total square footage of 9000 will be needed to accommodate a total of 12-14 bedrooms, segregated "wings" to accommodate 6 to 7 male and 6 to 7 female individual bedrooms. The facility's sprinklered structure would include specific rooms and areas: Common dining area/room; separate full-bathrooms to accommodate multiple youth; employee offices (4); 2 public restrooms; and public/staff restroom; family/individual therapy rooms; multiple family-centered visitation rooms equipped with kitchenette; 2 separate social and recreational areas; and common report center to accommodate electronic monitoring and educational supports. The facility would require electronic connectivity to include wireless computer based and monitoring technology.

Oshkosh HS boiler replacement: Cost of \$100,000, scheduled for 2016. This project is to replace the two existing hot water boilers in the Oshkosh Human Services Building. These boilers were installed in 1985 and will have reached 30 years of age. The boilers are approximately 65% efficient. New boilers would get the efficiency up to 90+%. The existing boilers have basic controls. Replacement boilers would have more accurate digital controls. Annual repair costs are beginning to increase. Several of the components are obsolete requiring modern components to be retrofitted and modified to work with the boiler. Projected fuel savings are estimated at \$7500 per year.

5. EDUCATION, CULTURE, AND RECREATION:

The total cost of capital projects for this division is projected to be \$9,056,000 with offsetting revenue of \$3,243,500 leaving the balance of \$5,812,500 for borrowing. The projects in this division are as follows:

Community Park Road and Parking Lot Reconstruction – Total cost of \$2,095,000 and was approved in 2013. The project should be completed in 2015. The intent of this project is to address the need for the wholesale replacement of approximately 2/3rds of the pavement that makes up the Community Park roadway and parking lots. The goal of the project would be to upgrade 9,112 linear feet of road surface and restore the pavement over 8 separate parking areas within the facility. More detail about this project can be viewed in Section II of this book.

Parks Department – Livestock Barns – scheduled for 2017 at a cost of \$474,000. This project would involve the construction of two - 11,040 sq. ft. open barns with corral type siding. In addition, this project would include the following support elements:

- * Utility Needs
- * Lighting
- * Pedestrian Walkways
- * A 15' X 24' Office/Meeting Room
- * Canopies

In planning for improvements at the site, the Expo Master Plan pinpoints additional barn space as being among the top priorities with regard to facility needs. The present need arises out of the success the County is having in both retaining past horse shows as well as scheduling new ones.

UW Fox Valley Projects: All projects are split 50-50 with our partner, Outagamie County.

General Roof Repair, Replacement and Maintenance: Total project cost is estimated to be \$590,000. A study was done in 2013 with actual work planned to take place in 2014. There are approximately 58 roof areas totaling more than 210,000 square feet at the campus property at Midway Road. This project is for repair and maintenance work. More information about this project can be viewed in Section II of this book.

Repair Library Exterior Wall Structure: The project is scheduled for 2015 at a cost of \$200,000. An addition to the campus library was constructed in 1985, and used an exterior insulation finishing system (EFIS) including a thin concrete stucco finish. Weather and age have caused the finish to deteriorate such that the concrete is flaking off the building leaving insulation and the interior exposed to the elements. Even small birds are chipping away at the structure to create shelter, leading to infiltration of rain and insects. This project is to repair the wall structure with a longer-lasting finish system.

Expand Food Service and Union Facilities: This project is scheduled to start in 2016 with funding for design. Construction would start around the end of 2017 and continue into 2018. Total estimated cost of the project is \$3,996,000. It will add up to 6,000 square feet of new space and renovate 10,000 square feet to expand service and activity area for auxiliary programs in Food Service, Campus Bookstore, and Student Activities. The current food service preparation and service area was built in 1960 and is inadequate to serve campus enrollment and needs 50-plus years later.

Enlarge Music Classroom: This project is scheduled to start with design work in 2018. Construction would take place in 2019 (outside of the planning horizon). Total project cost is roughly \$972,000. This project will enlarge the size of the music rehearsal space to provide sufficient room for performers and improve acoustic conditions in the space. Additional floor space and increased ceiling height are needed to address problems present in the current rehearsal/classroom space.

The current rehearsal space was constructed in 1990. Since then, the number of participants in the university/community band has nearly doubled, literally creating a space crunch. The additional band members also result in sound levels too loud for comfort in the now overcrowded room.

Enlarge Student Affairs Service Space: The total cost of this project is \$972,000. Planning would take place in 2018, and would cost \$9,000 with construction occurring after that. Construction cost is estimated to be \$963,000, falling beyond the 5 year planning horizon. The project would involve the

construction of an additional (approximately 5,000 square feet) to accommodate growth in enrollment, services and staff.

Increased enrollment and student services staffing exceeds the ability of existing facilities to appropriately support student and staff activities. Office space and service program space areas are "doubled up," confidentiality for advising is lacking, and storage and support space is at or beyond capacity. Additional space is needed, and existing space reconfigured to accommodate program needs and anticipated increases in enrollment.

Astronomical Observation Facility: Total project cost is \$113,000. Planning and design would take place during 2017-18 at a cost of \$9,000. The construction cost is roughly \$104,000 and falls outside of the planning horizon.

The project is to construct an astronomical observing facility having three components: A small telescope observing facility to allow students and the public to directly observe through telescopes; a computer controlled large telescope with a video link to the planetarium for indirect viewing by larger audiences; also included would be a set of portable telescopes to enable an off-site outreach program (university funded). The building would cost \$104,000. The equipment is funded by the University System. No cost to the counties.

Medical Science and Anthropology Lab – The total cost for this project is estimated at \$1,635,000. Engineering and design would start in 2015 with construction starting in 2016 with completion in 2017. This project is to construct a medical sciences and anthropology laboratory to be used by students intending to major in nursing and other health-care professions, and fields of anthropology. The facility will be constructed to serve students enrolled in life sciences along with anthropology and art courses. University funds will be used to equip and staff the facility.

Child Care Center Addition – Cost of this project is \$529,000. Engineering and design would be done in 2017-18 at a cost of \$39,000, with construction in 2019 at a cost of \$490,000, (beyond our current planning horizon). Current facilities are inadequate which limits the ability of staff to serve parents and provide the best environment for child learning and growth. Providing a high quality educational environment is a key objective at the university, including the child care program for toddlers and preschoolers.

C. DIVISIONAL ANALYSIS – SOLID WASTE PROJECTS:

1. PLANNING AND ENVIRONMENT:

The total known cost of capital projects for this division is \$ 2,690,000. All of these projects are for the Solid Waste Department and are funded from accumulated profits from its operations. The projects in this division and proposed year are as follows:

Projects scheduled for 2014 include:

Landfill Scale #1 Replacement (Carryover): This equipment will cost \$100,000. It will replace the existing 60'x10' Fairbanks Model 8706 scale at the Sunnyview Landfill. The original scale was installed in 1989. It had been used to weigh/process trucks hauling solid waste and recyclable materials into our facilities. These materials will be unloaded at the transfer station and hauled to Outagamie County. The

scale is inspected/calibrated twice per year, and in order to continue to meet the calibration requirements, replacement is necessary. The current unit has reached the end of its economic useful life.

Dozer Replacement: This equipment will cost \$350,000. It will replace an existing Cat D6 Dozer for use at the Sunnyview and Snell Road Landfills. The machine is used extensively at the landfill. It is used for paper mill sludge placement and cover placement. It has extra wide tracks which allow it to be used in wet unstable areas in the landfill. Its size lends itself to be used on steep side slopes. This is the preferred machine to be used for fine grading of surfaces on final cover work. The current machine was purchased new in 1999. It has had extensive engine and track work done on it in 2005/2006 when there was about 6,000 hours on the machine. It had extensive blade repairs done in November of 2011 and had accumulated 14,500 hours on it. This machine would be the machine to keep for various closure and long term care needs after the landfill is closed. If the sludge cell would remain open, then this machine would be essential for that operation. The economic useful life of the current machine will be reached in 2014.

Tractor/Mower Replacement: This equipment will cost \$110,000. The project will replace an existing John Deere 6310 tractor/mower for use at the Sunnyview and Snell Road Landfills. This tractor and mower is used for mowing all the Sunnyview and Snell Road landfill areas. The current John Deere 6310 Tractor Mower was purchased used from Highway in 2010 and has over 7,000 hours as of November 2013. The economic useful life will be reached in 2014.

Repave Landfill Hauling Road: The cost is \$150,000. This project will repave the haul road at the Sunnyview Landfill. It is used by waste/recycling trucks utilizing our facilities. The economic useful life of existing asphalt pavement has been reached. This will improve conditions for our customers and reduce the need for watering to control dust.

Replace Air Compressor System: The cost is \$170,000. This project will replace an air compressor system at the Snell Road Landfill. It is used to power leachate extraction system pumps in vertical landfill gas wells. The economic useful life of existing system has been reached (20 yrs).

Combined Leachate Monitoring System: The cost is \$200,000. This project will install a combined leachate monitoring system at the Sunnyview Landfill. It is used to pump leachate and monitor flows for disposal at the Oshkosh Wastewater Treatment Plant. The economic useful life of the existing systems have been reached and the combined system will reduce overall sampling/monitoring costs for leachate disposal.

Projects scheduled for 2015 include:

Front End Loader Replacement: The cost is \$230,000. This project will replace an existing Volvo L90 front end loader for use at the Sunnyview Landfill/Transfer Station. This machine is used for handling various materials at the landfill, as well as plowing snow. It also is equipped with a special grapple bucket and scale. It will also serve as a backup loader for Solid Waste/Recycling Transfer Station operations. The current Volvo L90E loader was purchased new in 2003 and has over 20,125 hours as of November 2011. The economic useful life will be reached in 2015.

Waste/Recyclable Materials Compactor: The cost is \$630,000. This project involves the installation of two compactors in the transfer station for waste and recyclable materials. These are used for loading waste & recyclable materials into semi trailers for shipment to the Outagamie County Landfill/Recycling Facility as part of the Tri-County Regional Agreements. Compactors will increase load densities and reduce overall hauling costs.

Landfill/Transfer Station Office Renovations: The cost is 150,000. This project involves the renovation of the existing landfill and transfer station office facilities to improve space utilization and employee efficiency. Currently, employee offices exist in three aging facilities and these renovations will allow consolidation of employee locations and improve efficiency of operations.

Project for 2016, 17 and 18:

Landfill Scale #2 Replacement: The cost is \$100,000 and is scheduled for 2016. This project will replace the existing 80'x10' Fairbanks Model PLT-2600 scale at the Sunnyview Landfill. This scale was installed in 2002, as part of the Tri-County Regional Program. This is an unattended scale and is used to weigh/process trucks hauling solid waste and recyclable materials into our facilities. These materials will be unloaded at the transfer station and hauled to Outagamie County. The scale is longer (80') and has a larger capacity (100 tons) than landfill scale #1. The scale is inspected/calibrated twice per year, and in order to continue to meet calibration requirements, replacement will likely be necessary in 2016. The economic useful life of the current unit will be reached in 2016.

Engine/Generator #3 Rebuild: The cost is \$250,000 and is scheduled for 2017. This project will rebuild an existing landfill gas Engine/Generator #3 at the Snell Road Landfill. It is used for electric power generation. The economic useful life of the unit will be reached as the engine/generator reaches 60,000 hours. The rebuild will allow another 60,000 hours of power generation capability.

Engine/Generator #1 Rebuild: The cost is 250,000 and is scheduled for 2018. This project will rebuild the existing landfill gas Engine/Generator #1 at the Snell Road Landfill. It is used for electric power generation. The economic useful life of the current unit will be reached as the engine/generator reaches 60,000 hours. The rebuild will allow another 60,000 hours of power generation capability.

SECTION V

PROJECTS NOT INCLUDED IN THE 5-YEAR

PLANNING HORIZON

V. PROJECTS NOT INCLUDED IN THE 5-YEAR PLANNING HORIZON

All projects that were submitted have been included in the Capital Improvements Plan.

SECTION VI

TABLES & CHARTS

Table 1
2014- 2018 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM
ALL (EXCLUDING SOLID WASTE)

Revised ---->> 1/28/14, 4:15pm

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2014	2015	2016	2017	2018	TOTAL (excluding prior yrs)	Outside Planning Horizon
ADMINISTRATION:									
General	x Roof maintenance program		247,000	972,000	200,000	311,000		1,730,000	
	x Courthouse remodel					724,000	9,050,000	9,774,000	
	x Courthouse window replacement	60,000		600,000				600,000	
	x Courthouse boiler replacement						100,000	100,000	
	x Courthouse deck reconstruction		943,000					943,000	
	x Courthouse elevator modernization				660,000			660,000	
	x Masonry maintenance program		110,000	110,000	110,000	110,000		440,000	
	x Storm water mitigation	25,000		250,000				250,000	
	x Asphalt replacement program		367,000	112,000	237,000	115,000	206,000	1,037,000	
	Total Administration	85,000	1,667,000	2,044,000	1,207,000	1,260,000	9,356,000	15,534,000	-
PUBLIC SAFETY:									
Sheriff	x 911 hardware replacement			200,000				200,000	
	x Jail - precast joint repairs		198,000					198,000	
	x Evidence storage building			954,000				954,000	
	x Jail Expansion				7,500,000	7,500,000		15,000,000	
	x Jail parking expansion		203,000					203,000	
Clerk Courts	x Department consolidation and remodeling		225,000					225,000	
	Total Public Safety	-	626,000	1,154,000	7,500,000	7,500,000	-	16,780,000	-
TRANSPORTATION:									
Highway	x CTH A (Reconstruction Indian Pt Rd to City Neenah limits)	70,000		25,000	1,000,000	4,000,000		5,025,000	
	x CTH AH Milling and Paving (CTH AH to Tri-County road)			750,000				750,000	
	x Butler Ave Reconstruction				150,000		1,500,000	1,650,000	
	x CTH C Mill and Pave (STH 26 to County Line)		300,000					300,000	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2014	2015	2016	2017	2018	TOTAL (excluding prior yrs)	Outside Planning Horizon
x	CTH CB Improve Intersection (CTH CB & Oakridge)				25,000	250,000		275,000	
x	CTH CB & CTH BB intersection		165,000					165,000	
x	CTH FF bridge reconstruction				75,000	15,000	450,000	540,000	
x	CTH FF & Zoar Road Intersection Reconstruction				25,000	300,000		325,000	
x	County G Bridge Reconstruction	70,000		535,000				535,000	
x	State and Federal funding			(410,000)				(410,000)	
x	CTH G Reconstruction (CTH A to STH 76)			375,000	3,500,000			3,875,000	
x	CTH I & CTH N Intersection Reconstruction	50,000	1,215,000					1,215,000	
x	CTH I reconstruction Osh City Limits to Ripple Rd	39,000	12,000	1,300,000				1,312,000	
x	Funding offsets			(800,000)				(800,000)	
x	CTH I CTH N to Ripple rd - milling and paving.	38,000	13,000		1,500,000			1,513,000	
x	CTH I culvert replacement - Waukau Ave.				100,000	500,000		600,000	
x	Funding offsets					(400,000)		(400,000)	
x	CTH N (Culvert - Bridge Reconstruction)		70,000		300,000			370,000	
x	Funding offsets				(240,000)			(240,000)	
x	CTH N (CTH I to USH 41 - mill & pave)				700,000			700,000	
x	Funding offsets					(150,000)		(150,000)	
x	CTH N Milling and paving (CTH FF to STH 26)					1,750,000		1,750,000	
x	CTH T Reconstruction (CTH GG to CTH G)	300,000	2,300,000					2,300,000	
x	State and Federal funding		(200,000)					(200,000)	
x	CTH T Mill and Pave (CTH G to CTH II)				500,000	100,000	5,000,000	5,600,000	
x	Funding offsets						(1,500,000)	(1,500,000)	
x	County Y (mill and pave)		450,000					450,000	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2014	2015	2016	2017	2018	TOTAL (excluding prior yrs)	Outside Planning Horizon
	x CTH Z mill and pave (CTH I to STH 45)		800,000					800,000	
	x Funding offsets		(150,000)					(150,000)	
	x CTH Z Milling and Paving (CTH I to STH 26)			850,000				850,000	
	x Funding offsets			(150,000)				(150,000)	
	x West side arterial							-	13,800,000
Airport	x Snow removal equipment			650,000		650,000		1,300,000	650,000
	x Airport terminal replacement		20,000	300,000	3,500,000			3,820,000	
	x Terminal / FBO ramp rehabilitation		500,000					500,000	
	x Federal & State funding		(475,000)					(475,000)	
	x Redevelop east general aviation hanger area.					800,000		800,000	
	x Federal & State funding					(760,000)		(760,000)	
	x Aviation business park taxiway		50,000	100,000	750,000			900,000	
	x Funding offsets		(45,000)					(45,000)	
	x Taxiway A reconstruction				6,400,000			6,400,000	
	x Federal & State funding				(5,700,000)			(5,700,000)	
	x Maintenance shop addition				325,000			325,000	
	x Taxiway B reconstruction			5,013,000				5,013,000	
	x Fed, State, other funding			(4,762,000)				(4,762,000)	
	x Mowing tractor				150,000			150,000	
	Total Transportation	567,000	5,025,000	3,776,000	12,910,000	7,205,000	5,450,000	34,366,000	14,450,000
	HUMAN SERVICES								
Park View	x Park View 50 stall parking lot adjacent to new addition		32,000	315,000				347,000	
	x Nurse Call system		250,000					250,000	
Human Ser	x Juvenile shelter care facility				20,000	2,994,000		3,014,000	
	x Oshkosh HS boiler replacement				100,000			100,000	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2014	2015	2016	2017	2018	TOTAL (excluding prior yrs)	Outside Planning Horizon
	Total Human Services	-	282,000	315,000	120,000	2,994,000	-	3,711,000	-
	Education / Recreation								
Parks	x Community park road & parking lot repaving		2,095,000					2,095,000	
	x Livestock barn					474,000		474,000	
UW Fox	x General Roof Repair, Replacement and Maintenance		590,000					590,000	
	x Repair exterior wall structure at library			200,000				200,000	
	x Food service and union facilities				37,000	259,000	3,700,000	3,996,000	
	x Enlarge music classroom						9,000	9,000	963,000
	x Enlarge student affairs service space						9,000	9,000	963,000
	x Astronomical Observation Facility					1,000	8,000	9,000	104,000
	x Medical science and anthropology lab			15,000	106,000	1,514,000		1,635,000	
	x Child Care Center Addition					5,000	34,000	39,000	490,000
	x Outagamie County funding - all UW Fox projects	-	(295,000)	(107,500)	(71,500)	(889,500)	(1,880,000)	(3,243,500)	(223,000)
	Total Education / Recreation	-	2,390,000	107,500	71,500	1,363,500	1,880,000	5,812,500	2,297,000
	Subtotals	\$ 652,000	\$ 9,990,000	\$ 7,396,500	\$ 21,808,500	\$ 20,322,500	\$ 16,686,000	\$ 76,203,500	\$ 16,747,000
	Less fund balance applied							-	
	Debt issue costs		50,000					50,000	
	Required Borrowing for Levy Supported Projects	\$ 10,040,000	\$ 7,396,500	\$ 21,808,500	\$ 20,322,500	\$ 16,686,000	\$ 76,253,500	\$ 16,747,000	

Table 2
2014 - 2018 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM
SOLID WASTE DEPARTMENT

DEPARTMENT	PROJECT DESCRIPTION	2014	2015	2016	2017	2018	TOTAL
Solid Waste	Landfill Scale #1 Replacement (Carryover)	100,000					100,000
	Dozer Replacement	350,000					350,000
	Tractor/Mower Replacement	110,000					110,000
	Landfill Haul Road Paving	150,000					150,000
	Air Compressor System Replacement	170,000					170,000
	Combined Leachate Monitoring System Installation (Carryover)	200,000					200,000
	Front End Loader Replacement		230,000				230,000
	Waste/Recyclable Materials Compactor Installation		630,000				630,000
	Landfill/Transfer Station Office Renovations		150,000				150,000
	Landfill Scale #2 Replacement			100,000			100,000
	Engine/Generator #3 Rebuild				250,000		250,000
	Engine/Generator #1 Rebuild					250,000	250,000
	Fund Balance Applied to all projects	(1,080,000)	(1,010,000)	(100,000)	(250,000)	(250,000)	(2,690,000)
Required borrowing for non-levy supported projects	-	-	-	-	-	-	
Required borrowing for levy and non-levy projects	10,040,000	7,396,500	21,808,500	20,322,500	16,686,000	76,253,500	

Table 3
WINNEBAGO COUNTY
OUTSTANDING INDEBTEDNESS - ALL

(Includes Solid Waste and Highway Debt because they are included in Debt Limit Calculations)

Notes:	ISSUE DATE	MATURITY DATE	NET EFFECTIVE INTEREST RATE	OUTSTANDING 12/31/13	2014 PRINCIPAL PAID	2014 NEW DEBT	12/31/14 OUTSTANDING DEBT (Projected)
General Obligation Refunding Bonds, Series 2004B - refunding State Trust Fund Loan 2003	04/15/04	04/01/2020	4.5690%	390,000	390,000	-	-
General Obligation Notes, Series 2007A	10/09/07	10/01/2017	3.7024%	1,720,000	405,000	-	1,315,000
General Obligation Notes, Series 2008A	10/01/08	10/01/2018	4.0700%	3,210,000	590,000	-	2,620,000
Taxable Gen Oblig (Build America Bonds) Series 2009B	11/10/09	04/01/2019	2.9900%	2,423,000	370,000	-	2,053,000
General Obligation Notes Series 2010B	11/19/10	04/01/2020	3.7100%	9,800,000	1,315,000	-	8,485,000
State of Wisconsin Trust Fund Loan Series 2010C	11/22/10	03/15/2025	5.2500%	963,000	60,000	-	903,000
State of Wisconsin Trust Fund Loan Series 2010D	12/15/10	03/15/2020	5.0000%	103,000	13,000	-	90,000
General Obligation Notes Series 2011A	11/08/11	04/01/2021	2.6800%	3,040,000	345,000	-	2,695,000
General Obligation Notes Series 2012A Refunding	03/15/12	04/01/2020	1.6100%	3,790,000	175,000	-	3,615,000
General Obligation Notes Series 2012B Refunding	03/15/12	04/01/2016	0.7100%	8,070,000	2,705,000	-	5,365,000
General Obligation Notes Series 2012C	11/06/12	04/01/2022	2.7600%	12,375,000	1,254,000	-	11,121,000
NEW ISSUES - 2014:							
General Obligation Notes Series 2014A	07/01/14	04/01/2024	2.8300%	-	-	10,040,000	10,040,000
GRAND TOTALS				<u>\$ 45,884,000</u>	<u>\$ 7,622,000</u>	<u>\$ 10,040,000</u>	<u>\$ 48,302,000</u>

Table 4

Levy Funded Debt

Descriptions of Issues

Issue	Description
2004 B	The 2004B bonding was to refund The State Trust Fund Loan whose purpose was to pay off Winnebago County's unfunded pension liability balance. This borrowing was limited to \$5 million so Note Anticipation Notes were used to temporarily finance the balance of the liability. This section again excludes the debt related to the Solid Waste and Highway departments.
2007 A	The 2007 A bonding was done for parking lot resurfacing, telephone system upgrade, Sheriff radio system upgrade, county road resurfacing and construction, renovation of a nursing home building for office use, a noise barrier around pit area at the County race track and a new communication arts facility at our UW Fox Valley campus.
2008A	The 2008 A bonding was done for a new or remodeled building for additional office and other department space, roof and parking lot capital improvements, road improvements, HVAC and door replacements, County road resurfacing or reconstruction capital expenditures.
2009B Build America Bonds	This borrowing is for air conditioning the equipment room in the jail, various county road resurfacing projects, engineering costs for a satellite Highway facility in Winchester and HVAC and door replacement at the County Expo Center.
2010 B	This financing is for various projects including; demolition of old nursing home facilities, parking lot resurfacing, Info Sys Hub relocation, central dictation system, purchase and remodeling of the B'Gosh properties in downtown Oshkosh, new financial software, Fairview tower fiber installation, various road resurfacing projects, Expo Center air conditioning and UW Fox Valley parking lot resurfacing.
2010 C	This was a State Trust Fund loan we took out and "passed through" to the Winnebago County Housing Authority for remodeling of some low income housing units. They will be reimbursing us each year the amount that is due on this loan.
2010 D	This was a State Trust Fund loan we took out and "passed through" to the East Central Wisconsin Regional Planning Commission. They used these funds to refinance their past service pension liability. Each year they will be reimbursing us as we pay the principal and interest on this loan.
2011 A	This borrowing is for various projects including; Utility extension & infrastructure - NW Hanger development at our airport, computer aided dispatch and mobile data computer replacement, UW Fox Valley engineering building renovations, various road reconstruction and resurfacing projects, Sheriff Department radio system upgrade / replacement, airport runway resurfacing and land acquisition.
2012 A	This bond issue refunded our Series 2003 B and Series 2004 B. The original notes were issued to refund the County's past service pension liability.
2012 B	This bond issue refunded our Series 2003 D, 2005 B and Series 2006 A.

Levy Funded Debt

Descriptions of Issues

Issue	Description
2012 C	This bond issue will finance the following projects: facility tuck pointing, remainder of the financial software replacement, courthouse window replacement, demolition of old buildings, Sheriff radio system project, jail chiller upgrade, public safety answering point consolidation, various road resurface and reconstructions projects, tennis court rehabilitation project , UW Fox Valley engineering building remodeling, Airport runway broom and Park View storage and therapy addition.
2014 A	This bond issue is to finance several road resurfacing and reconstruction projects, community park road and lighting, UW Fox Valley roof repairs, additional parking and a nurse call system for the County nursing home.

Table 4 (continued)
Principal Payment Schedule - Levy Funded Debt
(In Thousands)

Year	2004 B	2007 A	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	Total
2014	355	405	590	370	1,315	60	13	330	159	2,705	1,255	-	7,557
2015	-	420	615	385	1,340	63	13	340	556	2,780	1,288	2,420	10,220
2016	-	440	640	395	1,365	66	14	345	593	2,585	1,310	750	8,503
2017	-	455	670	405	1,395	70	15	353	633	-	1,334	765	6,095
2018	-	-	695	420	1,425	73	15	369	679	-	1,365	785	5,826
2019	-	-	-	435	1,460	77	16	378	728	-	1,401	805	5,300
2020	-	-	-	-	1,500	81	17	393	105	-	1,436	825	4,357
2021	-	-	-	-	-	85	-	401	-	-	1,475	845	2,806
2022	-	-	-	-	-	90	-	-	-	-	1,515	870	2,475
2023	-	-	-	-	-	95	-	-	-	-	-	895	990
2024	-	-	-	-	-	99	-	-	-	-	-	1,080	1,179
2025	-	-	-	-	-	104	-	-	-	-	-	-	104
Totals	355	1,720	3,210	2,410	9,800	963	103	2,909	3,453	8,070	12,379	10,040	55,412

Table 5
Interest Payment Schedule - Levy Funded Debt

(In Thousands)

Year	2004 B	2007 A	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	Total
2014	8	57	103	56	146	51	5	61	48	167	235	-	937
2015	-	41	84	48	133	47	5	54	45	109	210	289	1,065
2016	-	25	62	39	118	44	4	47	41	39	183	195	797
2017	-	9	39	29	98	41	3	40	32	-	157	178	626
2018	-	-	13	18	76	37	2	33	22	-	131	160	492
2019	-	-	-	6	48	33	2	24	9	-	102	140	364
2020	-	-	-	-	17	29	1	15	1	-	75	120	258
2021	-	-	-	-	-	25	-	5	-	-	46	98	174
2022	-	-	-	-	-	20	-	-	-	-	16	73	109
2023	-	-	-	-	-	16	-	-	-	-	-	46	62
2024	-	-	-	-	-	11	-	-	-	-	-	16	27
2025	-	-	-	-	-	5	-	-	-	-	-	-	5
Totals	8	132	301	196	636	359	22	279	198	315	1,155	1,315	4,916

Table 6
Total Payment Schedule - Levy Funded Debt
(In Thousands)

Year	2004 B	2007 A	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	Total
2014	363	462	693	426	1,461	111	18	391	207	2,872	1,490	-	8,494
2015	-	461	699	433	1,473	110	18	394	601	2,889	1,498	2,709	11,285
2016	-	465	702	434	1,483	110	18	392	634	2,624	1,493	945	9,300
2017	-	464	709	434	1,493	111	18	393	665	-	1,491	943	6,721
2018	-	-	708	438	1,501	110	17	402	701	-	1,496	945	6,318
2019	-	-		441	1,508	110	18	402	737	-	1,503	945	5,664
2020	-	-		-	1,517	110	18	408	106	-	1,511	945	4,615
2021	-	-		-	-	110	-	406	-	-	1,521	943	2,980
2022	-	-		-	-	110	-	-	-	-	1,531	943	2,584
2023	-	-		-	-	111	-	-	-	-	-	941	1,052
2024	-	-		-	-	110	-	-	-	-	-	1,096	1,206
2025	-	-		-	-	109	-	-	-	-	-	-	109
Totals	363	1,852	3,511	2,606	10,436	1,322	125	3,188	3,651	8,385	13,534	11,355	60,328

Table 7
Non Levy Funded Debt
Descriptions of Issues

Issue	Description
2004 B	The 2004 B bonding was done to refinance the State Trust Fund Loan which paid off the balance of the pension past service unfunded liability, again associated with the Solid Waste and Highway Departments.
2009B Build America Bonds	This borrowing is for engineering costs for a satellite Highway facility in Winchester.
2011 A	This borrowing is for the construction of a Highway Satellite shop in Winchester.
2012 A	This bond issue refunded our Series 2003 B and Series 2004 B. The portion attributable to Series 2004 B was an advance refunding, which explains why 2004 B is still listed above. The last payments on series 2004 B occur in 2014 with the remainder paying off the balance of 2004 B from escrowed funds.

Table 7 (Continued)
Principal Payment Schedule - Non Levy Funded Debt
(In Thousands)

Year	2004 B	2009 B	2011A	2012A	Total
2014	35	1	15	16	67
2015	-	2	15	54	71
2016	-	2	16	58	76
2017	-	2	16	62	80
2018	-	2	17	66	85
2019	-	2	17	71	90
2020	-	-	17	10	27
2021	-	-	18	-	18
2022	-	-	-	-	-
Totals	35	11	131	337	514

Table 8
Interest Payment Schedule - Non Levy Funded Debt
(In Thousands)

Year	2004 B	2009 B	2011A	2012A	Total
2014	1	-	3	5	9
2015	-	-	2	4	6
2016	-	-	2	4	6
2017	-	-	2	3	5
2018	-	-	2	3	5
2019	-	-	1	1	2
2020	-	-	1	-	1
2021	-	-	-	-	-
2022	-	-	-	-	-
Totals	1	-	13	20	34

Table 9
Total Payment Schedule - Non Levy Funded Debt
(In Thousands)

Year	2004 B	2009 B	2011A	2012A	Total
2014	36	1	18	21	76
2015	-	2	17	58	77
2016	-	2	18	62	82
2017	-	2	18	65	85
2018	-	2	19	69	90
2019	-	2	18	72	92
2020	-	-	18	10	28
2021	-	-	18	-	18
2022	-	-	-	-	-
Totals	36	11	144	357	548

Table 10
Principal Payment Schedule - All Debt
(In Thousands)

Year	2004 B	2007 A	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	Total	
2014	390	405	590	371	1,315	60	13	345	175	2,705	1,254		7,623	
2015	-	420	615	387	1,340	63	13	355	610	2,780	1,288	2,420	10,291	
2016	-	440	640	397	1,365	66	14	361	651	2,585	1,310	750	8,579	
2017	-	455	670	407	1,395	70	15	369	695	-	1,334	765	6,175	
2018	-	-	695	422	1,425	73	15	386	745	-	1,365	785	5,911	
2019	-	-	-	437	1,460	77	16	395	799	-	1,401	805	5,390	
2020	-	-	-	-	1,500	81	17	410	115	-	1,436	825	4,384	
2021	-	-	-	-	-	85	-	419	-	-	1,475	845	2,824	
2022	-	-	-	-	-	90	-	-	-	-	1,515	870	2,475	
2023	-	-	-	-	-	95	-	-	-	-	-	895	990	
2024	-	-	-	-	-	99	-	-	-	-	-	1,080	1,179	
2025	-	-	-	-	-	104	-	-	-	-	-	-	104	
Totals	390	1,720	3,210	2,421	9,800	963	103	3,040	3,790	8,070	12,378	10,040	55,925	
													Less 2014 principal retirement	(7,623)
													Net outstanding projected 12/31/14	<u>48,302</u>

Table 11
Interest Payment Schedule - All Debt
(In Thousands)

Year	2004 B	2007 A	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	Total
2014	9	57	103	56	146	51	5	64	53	167	235		946
2015	-	41	84	48	133	47	5	56	49	109	210	289	1,071
2016	-	25	62	39	118	44	4	49	45	39	183	195	803
2017	-	9	39	29	98	41	3	42	35	-	157	178	631
2018	-	-	13	18	76	37	2	35	25	-	131	160	497
2019	-	-	-	6	48	33	2	25	10	-	102	140	366
2020	-	-	-	-	17	29	1	16	1	-	75	120	259
2021	-	-	-	-	-	25	-	5	-	-	46	98	174
2022	-	-	-	-	-	20	-	-	-	-	16	73	109
2023	-	-	-	-	-	16	-	-	-	-	-	46	62
2024	-	-	-	-	-	11	-	-	-	-	-	16	27
2025	-	-	-	-	-	5	-	-	-	-	-	-	5
Totals	9	132	301	196	636	359	22	292	218	315	1,155	1,315	4,950

Table 12
Total Payment Schedule - All Debt
(In Thousands)

Year	2004 B	2007 A	2008 A	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	Total
2014	399	462	693	427	1,461	111	18	409	228	2,872	1,489	-	8,569
2015	-	461	699	435	1,473	110	18	411	659	2,889	1,498	2,709	11,362
2016	-	465	702	436	1,483	110	18	410	696	2,624	1,493	945	9,382
2017	-	464	709	436	1,493	111	18	411	730	-	1,491	943	6,806
2018	-	-	708	440	1,501	110	17	421	770	-	1,496	945	6,408
2019	-	-	-	443	1,508	110	18	420	809	-	1,503	945	5,756
2020	-	-	-	-	1,517	110	18	426	116	-	1,511	945	4,643
2021	-	-	-	-	-	110	-	424	-	-	1,521	943	2,998
2022	-	-	-	-	-	110	-	-	-	-	1,531	943	2,584
2023	-	-	-	-	-	111	-	-	-	-	-	941	1,052
2024	-	-	-	-	-	110	-	-	-	-	-	1,096	1,206
2025	-	-	-	-	-	109	-	-	-	-	-	-	109
Totals	399	1,852	3,511	2,617	10,436	1,322	125	3,332	4,008	8,385	13,533	11,355	60,875

Table 13
INDEBTEDNESS LIMITATIONS (Dollars in thousands)
DECEMBER 31, 2014 (Projected)

LEGAL DEBT LIMIT

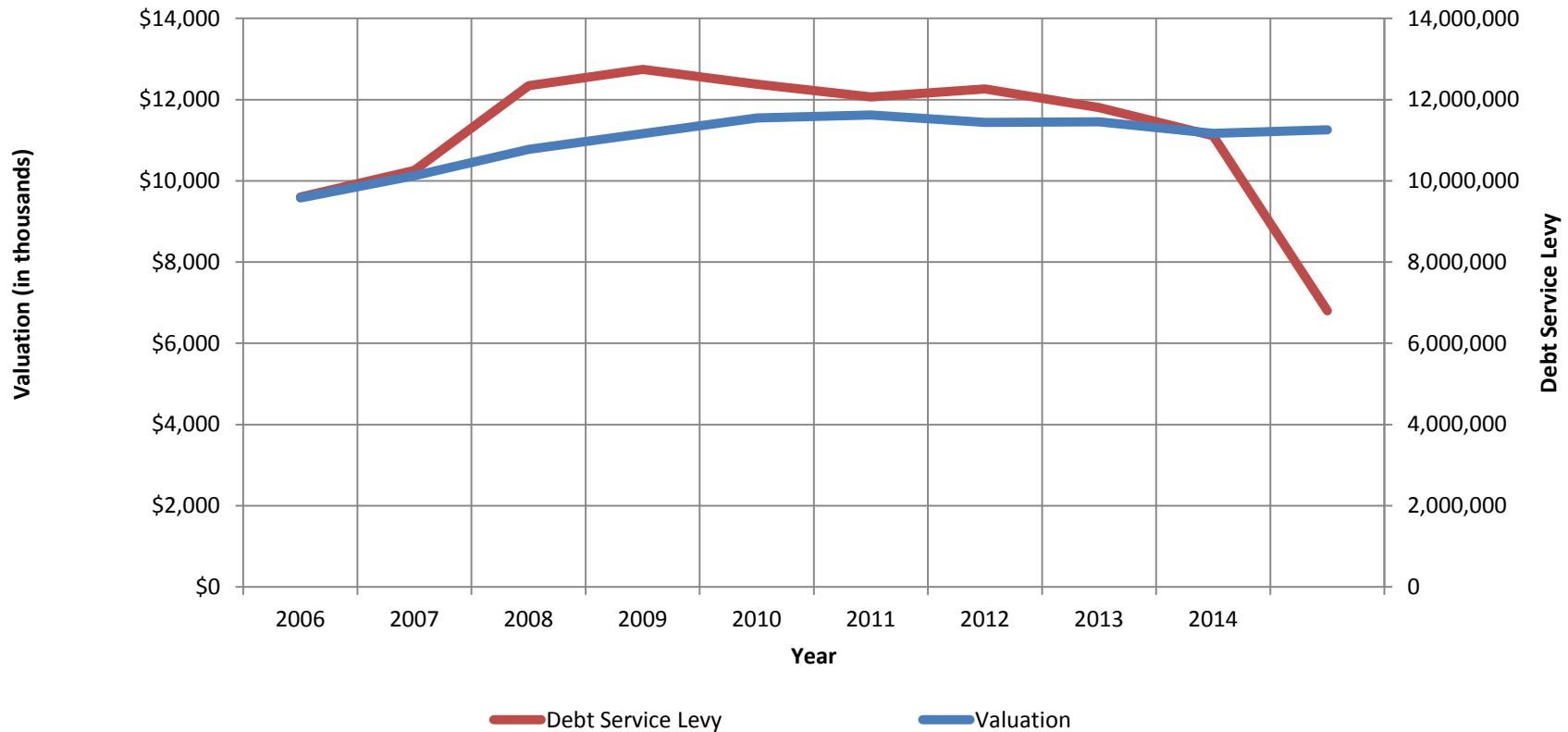
Chapter 67, section .03 of Wisconsin Statutes reads: The aggregate amount of indebtedness, including existing indebtedness of any municipality shall not exceed 5% of the value of the taxable property located therein as equalized for State purposes.

2013	
For Winnebago County (includes TIF Districts)	\$ <u>11,791,573</u>
Debt Limit at 5%	589,579
Debt outstanding as of December 31, 2014 (projected)	48,302
Percent of debt limit used	<u>8.19%</u>
Remaining Debt Margin	\$ <u>541,277</u>

INFORMATION ON COUNTY TAX RATE AND DEBT SERVICE RATE:

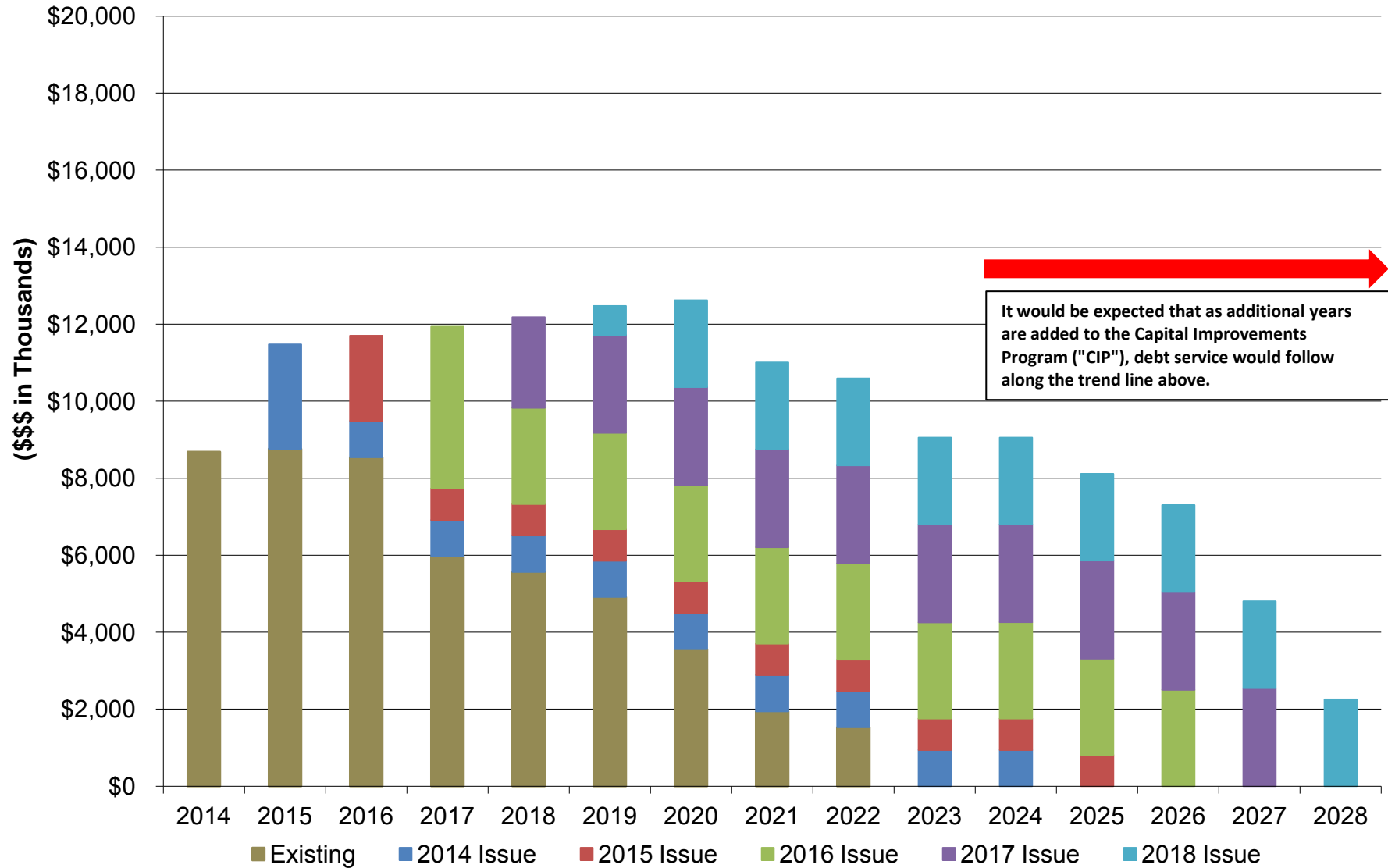
YEAR	EQUALIZED VALUE (000) (TID OUT)	TAX LEVY (in thousands)		TAX RATE	
		TOTAL	DEBT SERVICE	TOTAL	DEBT SERVICE
2005	9,581,695	54,400	9,600	5.68	1.00
2006	10,123,586	56,551	10,258	5.59	1.01
2007	10,772,552	60,722	12,340	5.64	1.15
2008	11,163,115	63,878	12,745	5.72	1.14
2009	11,546,865	66,013	12,381	5.72	1.07
2010	11,617,689	67,791	12,069	5.84	1.04
2011	11,439,687	68,591	12,263	6.00	1.07
2012	11,452,052	68,160	11,806	5.95	1.03
2013	11,167,428	67,378	11,113	6.03	1.00
2014	11,252,938	64,786	6,800	5.76	0.60

Chart 1
Growth in Valuation Vs Growth in Debt Levy



Note: This chart shows that the debt service levy is growing at about the same rate as property values. It shows that we schedule debt repayment using a level debt service philosophy. It keeps the tax rate for debt service relatively level with the growth in valuation, although we have allowed it to grow slowly in the past. Keeping the tax rate relatively level prevents large spikes up and down in taxpayers property tax bills.

Chart 2 Levy Supported Debt Current and Future Payments



→

It would be expected that as additional years are added to the Capital Improvements Program ("CIP"), debt service would follow along the trend line above.

Note: Assumes future interest rates range from 2.80-4.50%

Chart 3
Non-Levy Supported Debt Service

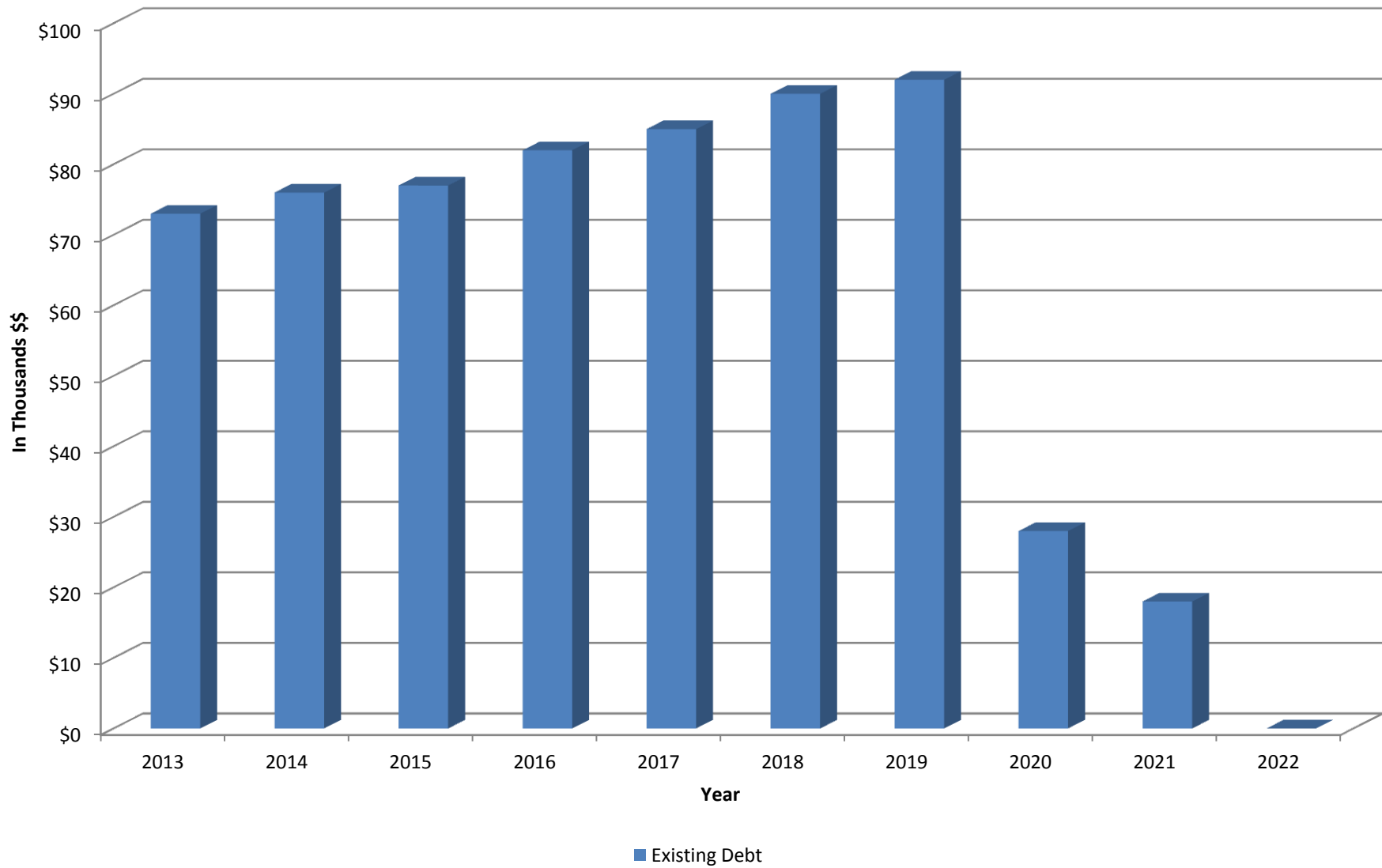
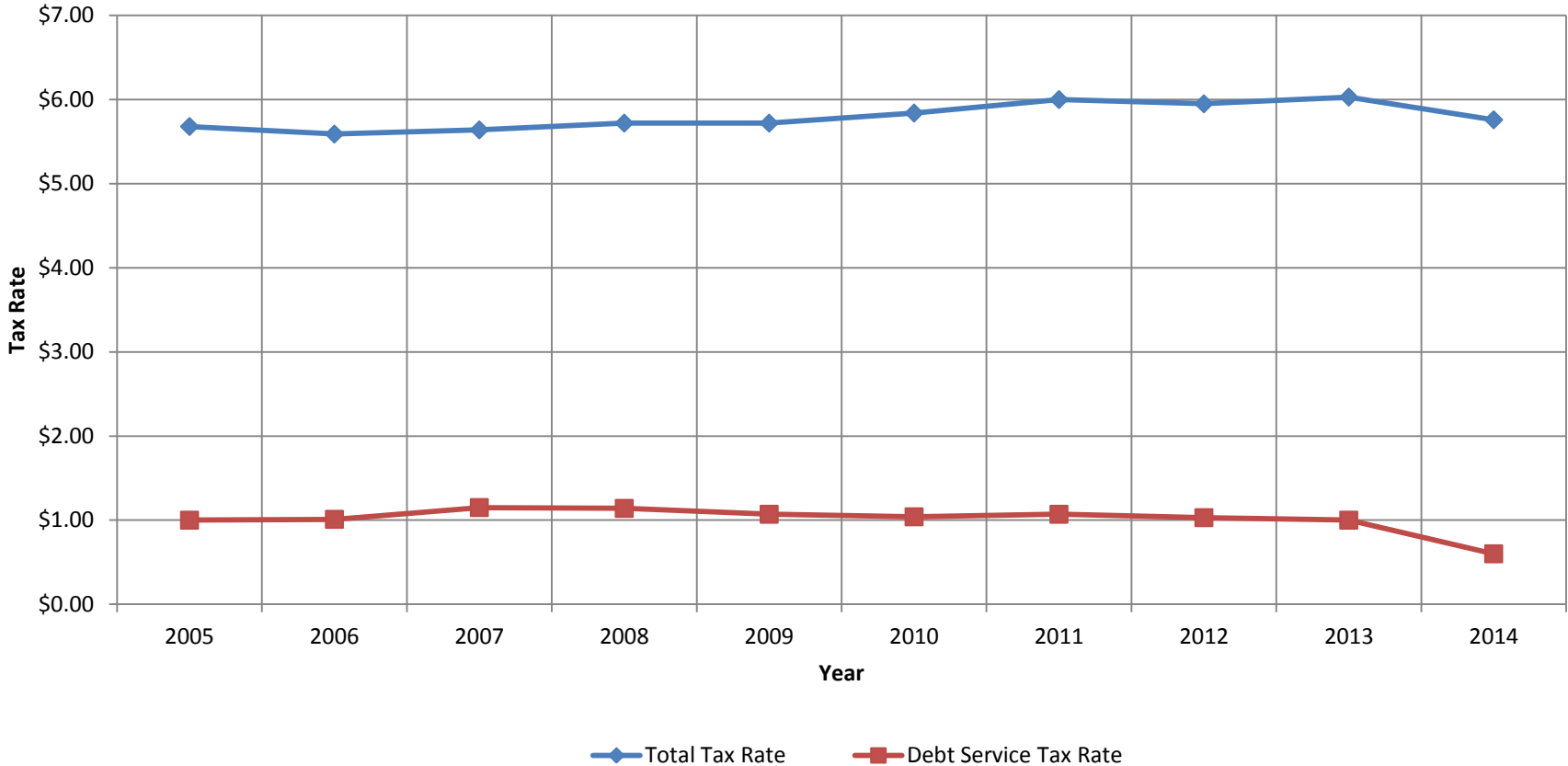
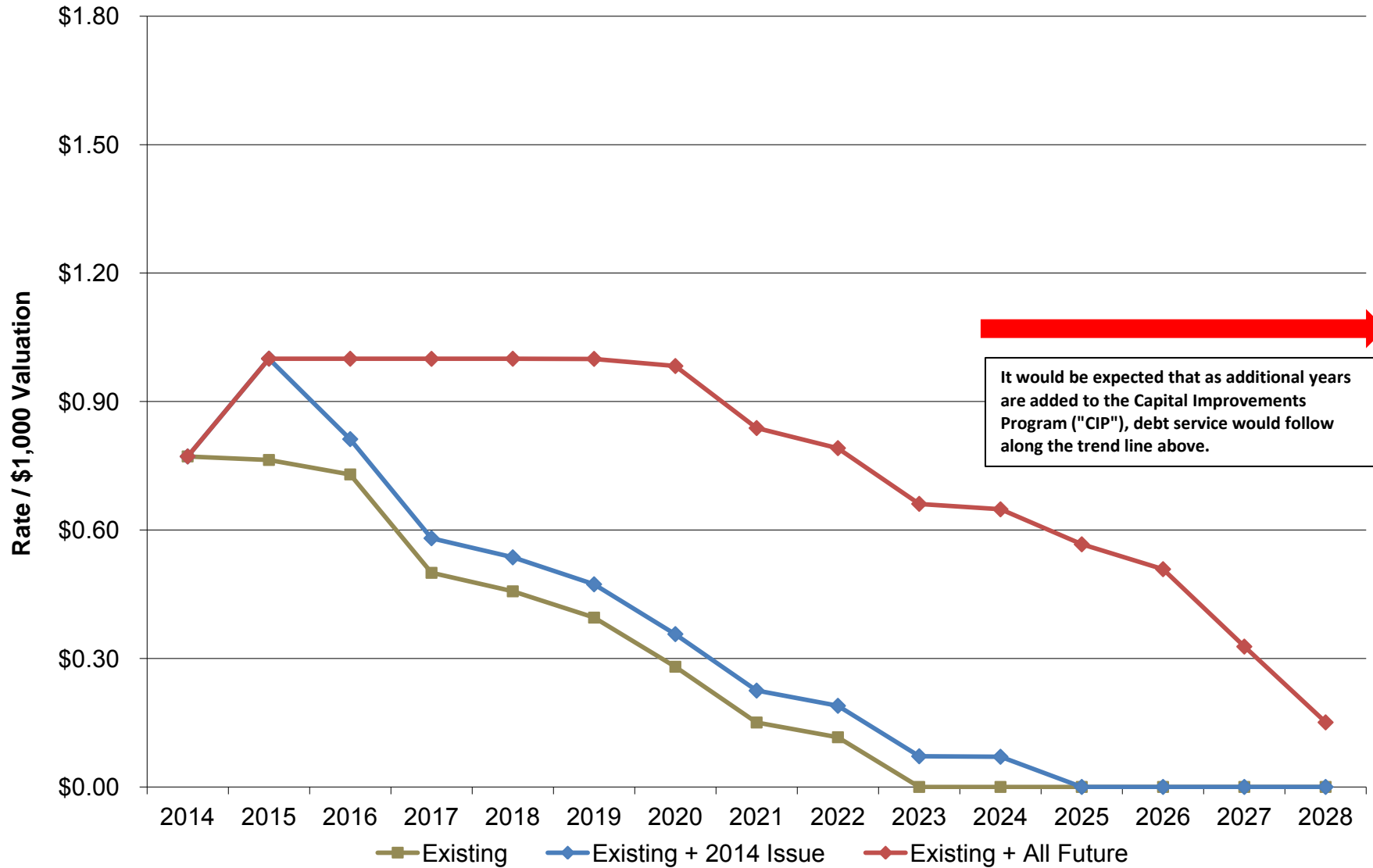


Chart 4
Tax Rate Information - Historical



Note: this chart shows that both the overall tax rate and debt service rate remain relatively flat. It means that both total spending as well as debt service are growing at about the same rate as valuation.

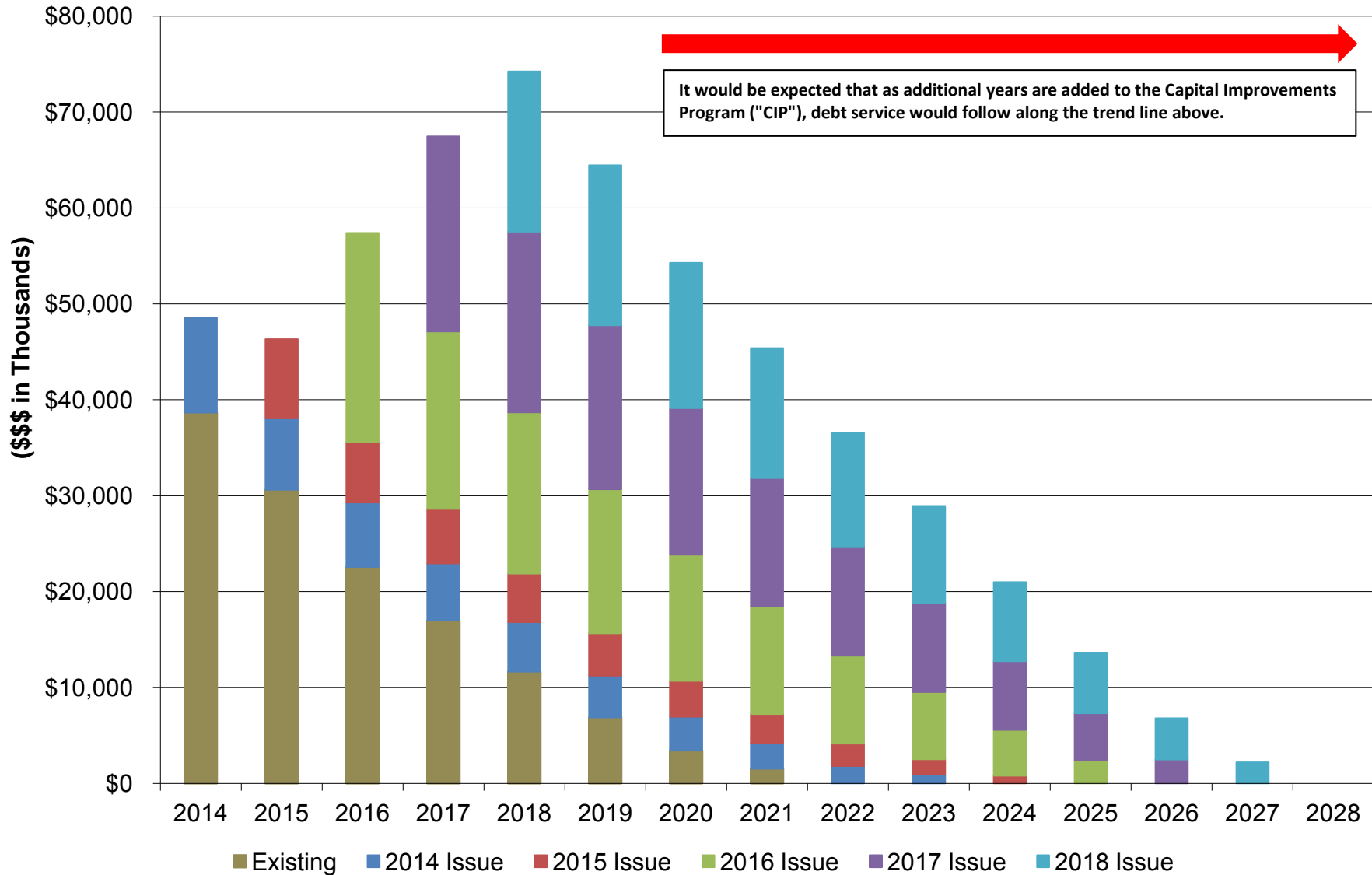
Chart 5
Debt Service Tax Rate - Current and Future Years



It would be expected that as additional years are added to the Capital Improvements Program ("CIP"), debt service would follow along the trend line above.

Note: Tax rate based on 2013 Equalized Valuation (TID-OUT) of \$11,252,937,700 with 2% annual growth.

Chart 6
Principal Outstanding End of Year - All Debt Current and Future



SECTION VII

APPENDICIES

**WINNEBAGO COUNTY, WISCONSIN
CAPITAL PROJECT REQUEST**

(Edit cells in rows 5-8 and add appropriate data. Do not override the titles in these cells.)

Department:

Project title:

Department head:

Contact:

Project Description: (Attach additional sheets as needed and label as Attachment 1):

Relationship to other projects and plans: (Attach additional sheets as needed and label as Attachment 2):

Justification and alternatives considered: (Attach additional sheets as needed and lable as Attachment 3):

CAPITAL PROJECT REQUEST

Project Name ---->

ANTICIPATED PROJECT COSTS AND SOURCES OF FUNDS:

	<u>Prior years</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>Beyond</u>	<u>Total</u>
<u>PROJECT COSTS</u>								
Planning, Design, Engineering								-
Land Purchase								-
Construction								-
Equipment								-
Other								-
TOTAL	-	-	-	-	-	-	-	-
<u>PROJECT FUNDS</u>								
Current Revenue								-
Tax Levy								-
Borrowing (Bonds or Notes)								-
Revenue Bonds								-
Federal or State Funds								-
Other (specify)								-
TOTAL	-	-	-	-	-	-	-	-

Note: Any project requiring funding in 2014 must have diagrams and detailed project descriptions submitted to Finance.