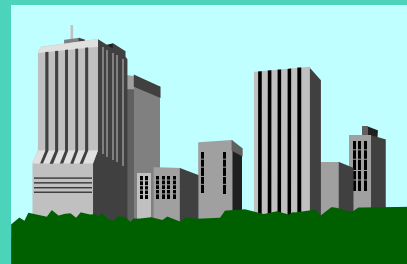
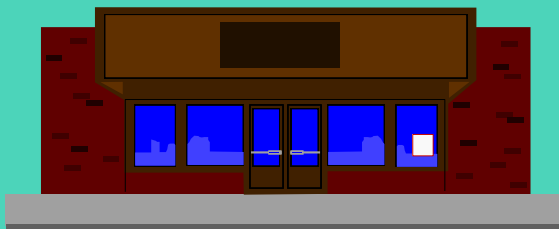




**WINNEBAGO COUNTY, WISCONSIN
EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM
2013 – 2017**





Winnebago County
Office of the County Executive

The Wave of the Future

February 2013
WINNEBAGO COUNTY, WISCONSIN
2013-2017
EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM

Dear Members of the Winnebago County Board:

With this letter I am submitting the 2013-2017 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 2013 to 2017. 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 undertaken 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.

IMPORTANT CHANGE IN PROJECT FUNDING: We will be applying general fund undesignated fund balance of \$1 million each year to pay for some projects in years 2013, 2014 and 2015. This will reduce the amount we need to borrow. This is being done because our general fund undesignated fund balance currently exceeds the target of one months total government expenditures.

Detailed information is provided on those projects, which will require funding during 2013. In reviewing the document, please note that **no funding commitments for any projects are being requested at this time.** Information on the 2013 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,

Mark Harris
Winnebago County Executive

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SECTION I

INTRODUCTION

I. INTRODUCTION:

The 2013 - 2017 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 by the management team 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

2013

BONDING

II. 2013 BONDING:

A. SUMMARY

Total bonding for capital projects to be included in the 2013 bond issue equals \$8,535,000. Projects are shown below with bonding requirements:

DIVISION	PROJECT DESCRIPTION	TOTAL COST PLANNING HORIZON	PROJECTED BONDING 2013	REF
Admin	Roof maintenance program	2,379,000	648,000	1
	Courthouse window replacement	600,000	600,000	2
	Courthouse elevator modernization	660,000	660,000	3
	Masonry Maintenance program	550,000	110,000	4
	Storm water mitigation	275,000	25,000	5
Public Safety	Radio System Upgrade	500,000	500,000	6
Transportation	CTH CB Improve Intersection (CTH CB & BB)	280,000	30,000	7
	CTH FF Milling and Paving	1,750,000	1,600,000	8
	County G Bridge Reconstruction	605,000	70,000	9
	CTH I (CTH N to Z)	1,500,000	1,500,000	10
	CTH I & CTH N Intersection Reconstruction	1,255,000	1,255,000	11
	CTH K Bridge Reconstruction	2,275,000	75,000	12
	CTH M Reconstruction (STH 44 south to county line)	1,530,000	1,530,000	13
	CTH N (Culvert - Bridge Reconstruction)	300,000	50,000	14
Airport	Snow removal equipment	2,365,000	0	15
Airport	Mowing tractor	175,000	175,000	16
Education, Recreation	Community park road & parking lot repaving	1,199,000	89,000	17
	Community park tennis court rehabilitation	186,000	186,000	18
	Replace boilers - UW Fox Valley	480,000	240,000	19
	Energy Conservation Facilities Improvement Measures - UW Fox Valley	1,542,000	0	20
	General Asphalt Pavement Repair and Maintenance - UW Fox Valley	276,000	138,000	21
	General Roof Repair, Replacement and Maintenance - UW Fox Valley	596,000	0	22
	General fund balance applied to reduce borrowing		(1,000,000)	
	Debt issue costs		54,000	
Total Levy Supported Projects - Borrowing		21,278,000	8,535,000	

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

B. PROJECT DETAIL - 2013 BONDING:

This section presents detailed information on each of the projects included in the 2013 Bonding Proposal. Information on each proposed project is shown in the following format:

A. Proposed 2013 Bonding:

This refers to the financial requirements of the project to be met through the 2013 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.

D. Annual Operating Impact:

This section provides information on the ongoing annual operating costs related to the new project. This gives an indication of the budgetary impact on future years operating budgets.

C. PROJECT DESCRIPTIONS – PROJECTS REQUIRING FUNDING DURING 2013:

Projects and descriptions start on next page.

1. Roof Maintenance Program

A, PROPOSED 2013 BONDING - \$ 648,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 48,000	\$ 18,000	\$ 72,000	\$ 15,000	\$ 23,000	\$ 253,000
Airport terminal bldg	600,000					1,567,000
Maintenance Bldgs 2 & 3		194,000				
Park View boiler bldg		54,000				
Highway shop			900,000			
Neenah Human Services bldg				184,000		184,000
Work release center					288,000	
Other						-
Total costs	648,000	266,000	972,000	199,000	311,000	2,004,000
PROJECT FUNDS:						
G.O.Bonds or notes	648,000	266,000	972,000	199,000	311,000	2,396,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 648,000	\$ 266,000	\$ 972,000	\$ 199,000	\$ 311,000	\$ 2,396,000

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.

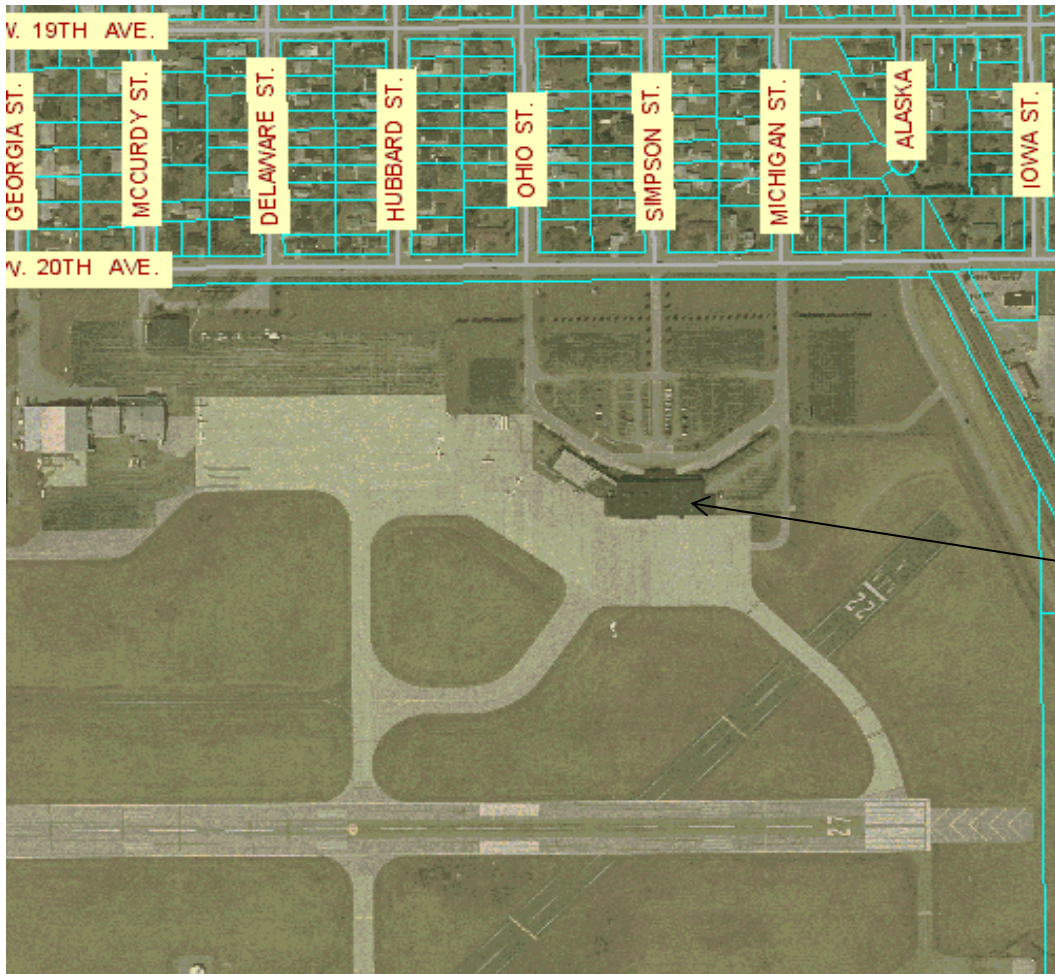
Relationship to other projects and plans: This project works in conjunction with the Comprehensive Needs Study and all the other projects for each facility. If a facility is scheduled for major renovation, roof replacement will become a part of the project to minimize disruption to the facility occupants 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

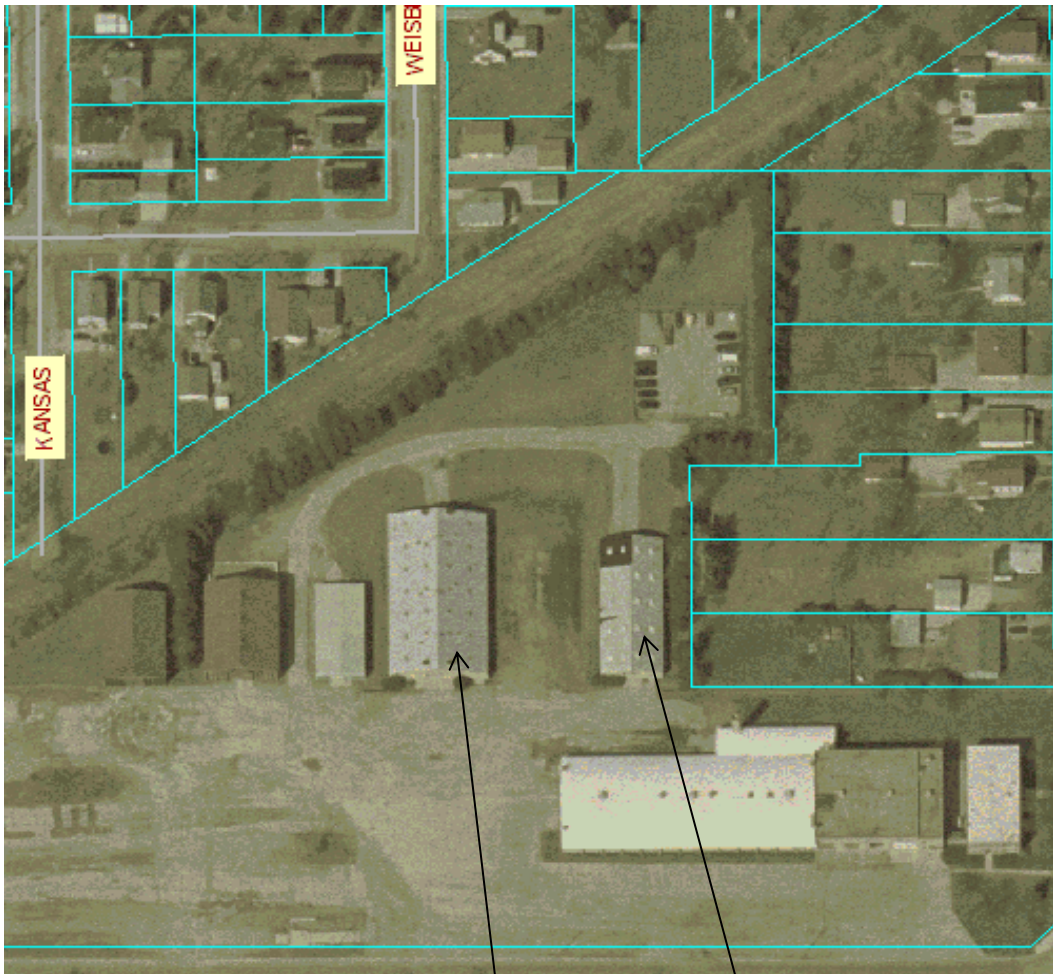
process. Occupants are aware of pending repairs and plans can be established to minimize disruption to the daily activities. Projects can be competitively bid early in the season to get the best price.

ANNUAL OPERATING IMPACT: Reduced or Avoided Costs: It is extremely difficult to quantify what the cost of a roof failure would actually be. Computer equipment or other electronic equipment as well as other office furniture and fixtures could be ruined.



Airport
Terminal Building

Airport Roof Replacement



Building 3

Building 2

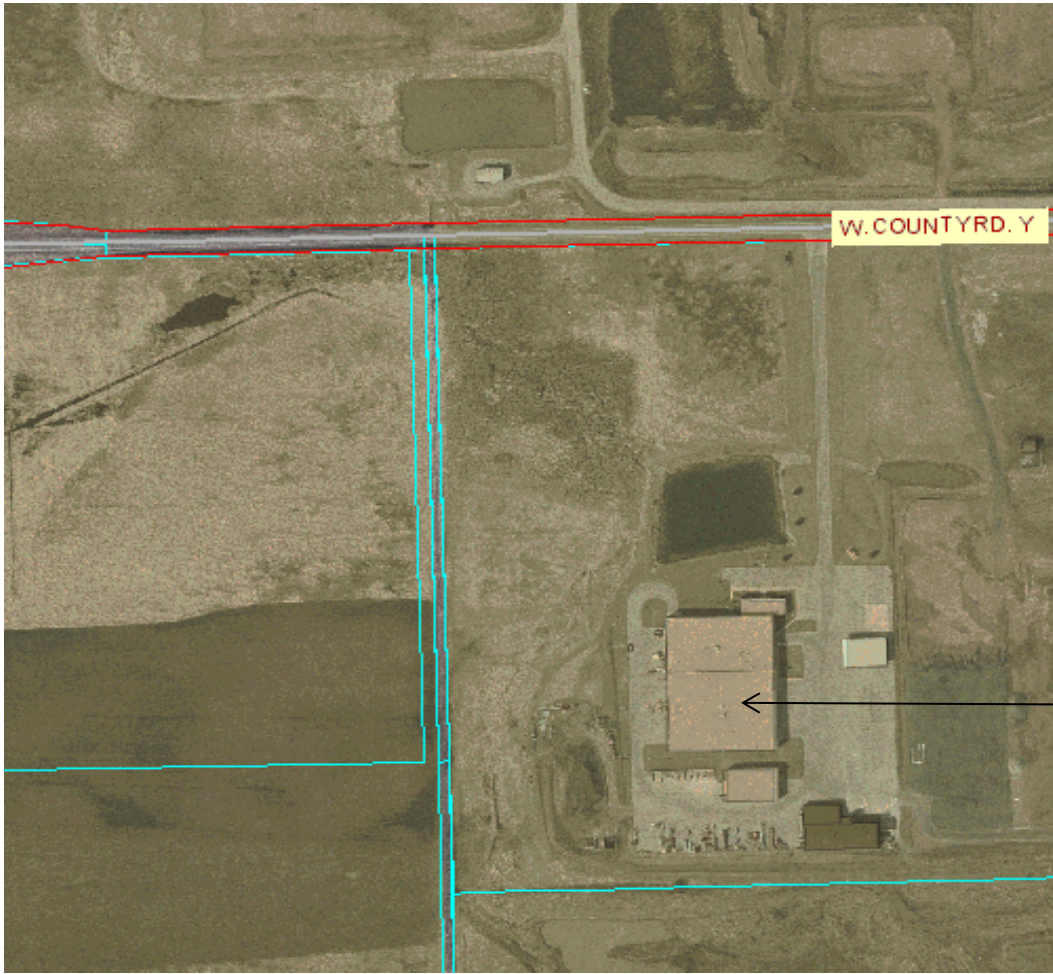
Maintenance Facility Building 2 and 3



Butler Avenue

Boiler Building

Boiler Building Roof Replacement



Highway Shop Roof

Highway Shop Roof Replacement

2. Courthouse Window Replacement

A, PROPOSED 2013 BONDING - \$ 600,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	600,000					600,000
Other						-
Total costs	600,000	-	-	-	-	600,000
PROJECT FUNDS:						
G.O.Bonds or notes	600,000	-	-	-	-	600,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000

C. DECIPTION AND JUSTIFICATION:

Project Description: This project is to replace the Courthouse windows. The windows are original 1938 vintage single pane windows. Interior storm windows have been added. The windows have deteriorated to the point that repairs will not be sufficient and the windows should be replaced. The interior storm windows have created a void that trapped moisture leading to drywall/plaster damage. In addition, the existing windows are very energy inefficient.

This project is complicated by the fact that the Courthouse is a listed historical building, invoking stringent requirements in regards to window repair/replacement and storm window installation.

Relationship to other projects and plans: This project is related to the overall Courthouse remodeling/improvement project. That project is to upgrade spaces, building systems and accessibility needs of the Courthouse.

Justification and alternatives considered: Currently the windows are reaching the point of failure. Allowing the windows to fail will cause a breach to the envelop of the building leading to interior damage.

Failure to complete this project will increase the likelihood of significant damage to the building

ANNUAL OPERATING IMPACT: We are currently spending roughly \$3,000 per year just doing repairs.

Courthouse Window Replacement

Cracked windows:



Windows with broken hinges:



Damage due to moisture trapped between interior storms and windows:





3. Courthouse Elevator Modernization

A. PROPOSED 2013 BONDING - \$ 660,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 60,000					\$ 60,000
Land purchase						-
Construction						-
Equipment	600,000					600,000
Other						-
Total costs	660,000	-	-	-	-	660,000
PROJECT FUNDS:						
G.O.Bonds or notes	660,000	-	-	-	-	660,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 660,000	\$ -	\$ -	\$ -	\$ -	\$ 660,000

C. DECIPTION AND JUSTIFICATION:

Project Description: 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. Over the past year several times the elevators have failed and required the Fire Department to assist with the release of the passengers. This project will upgrade the controls to modern digital controls and more energy efficient motor and transmissions.

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 nothing is done, the elevators will continue to slowly deteriorate and become more unreliable. Because the Courthouse is a multi-story building, there must be a way for mobility challenged individuals to get to the upper floors. This will lead to more trapped passengers, increased maintenance costs and accessibility complaints.

ANNUAL OPERATING IMPACT: Saved Electricity if we upgrade; \$5,310, saved maintenance costs; \$4,800. These are annual costs. The \$4,800 is a maintenance contract. There is other general maintenance in addition to this. It is hard to quantify the lost productivity because of long waits for the elevators and time spent when they break down which is very frequent.

The equipment is worn out and well beyond its useful life. You could compare this to a car with 500,000 miles on it and the body is rusting out. It goes in the shop weekly for work and will break down without

warning. It may be good on gas and the weekly repairs may not be huge but it is unreliable and just a problem. We have had people stuck in the elevator between floors because parts have worn out and the operation of the elevator is unreliable.

4. Masonry Maintenance Program

A, PROPOSED 2013 BONDING - \$110,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 50,000
Land purchase						-
Construction	100,000	100,000	100,000	100,000	100,000	500,000
Equipment						-
Other						-
Total costs	110,000	110,000	110,000	110,000	110,000	550,000
PROJECT FUNDS:						
G.O.Bonds or notes	110,000	110,000	110,000	110,000	110,000	550,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 550,000

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 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.

ANNUAL OPERATING IMPACT: The situation with this project is that there generally is not a lot of annual maintenance. However as the buildings age, the concrete / bricks and tuck pointing wear out. At some point major repairs need to be done. That time is now for the projects being proposed for 2013.

5. Storm Water Mitigation

A. PROPOSED 2013 BONDING - \$ -0-

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 25,000					\$ 25,000
Land purchase						-
Construction		250,000				250,000
Equipment						-
Other						-
Total costs	25,000	250,000	-	-	-	275,000
PROJECT FUNDS:						
G.O.Bonds or notes		250,000	-	-	-	250,000
Outside funding						-
Tax levy						-
General Fund Balance	25,000					25,000
Total funds	\$ 25,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 275,000

C. DECEIPTION AND JUSTIFICATION:

Project Description: 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.

The goal is to construct additional containment areas in accordance with the City of Oshkosh's Storm Water Management Plan to prevent flooding of Park View.

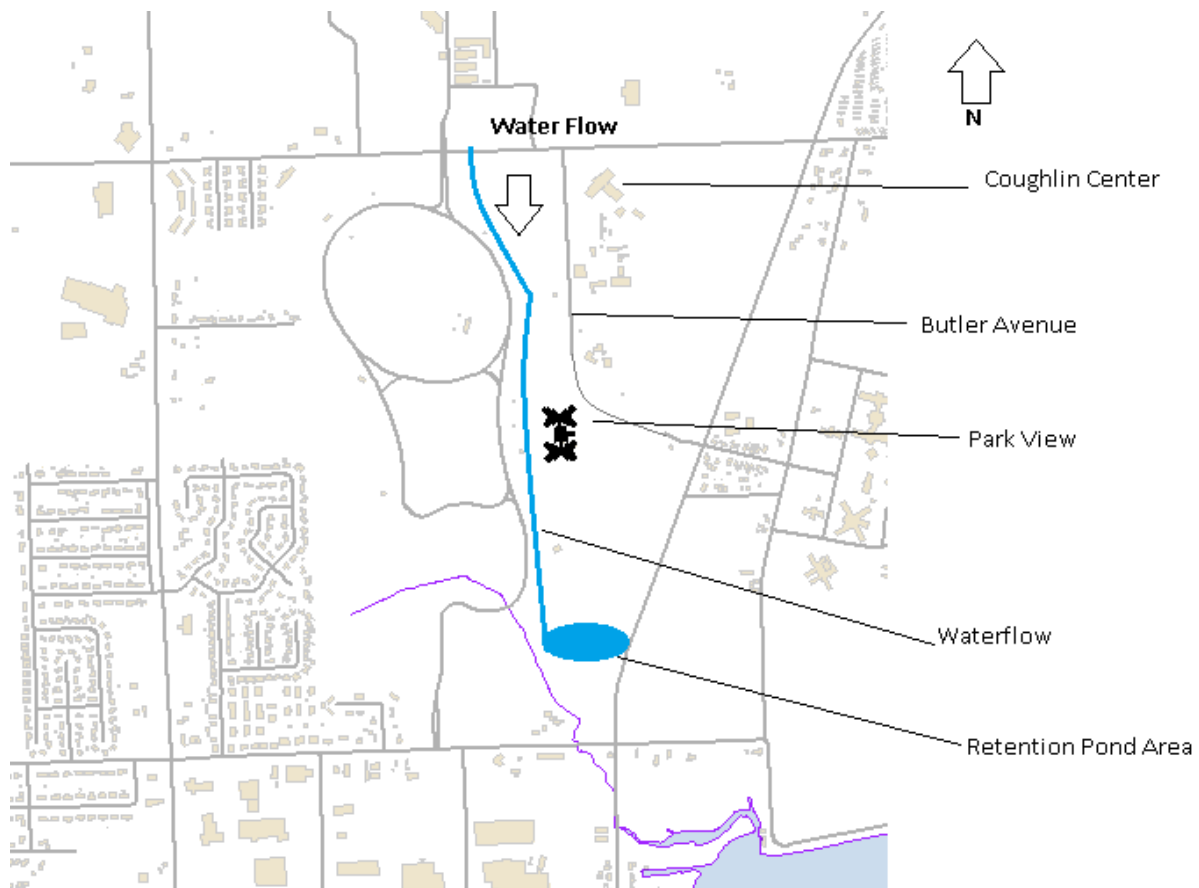
Relationship to other projects and plans: No relationship to other projects

Justification and alternatives considered: There are two options. The first is to do nothing. Doing nothing will leave Park View at risk of flooding after moderate rain storms. The Second is to create additional ponds and water routes to minimize the amount of water impacting the Park View facility.

ANNUAL OPERATING IMPACT: The objective of this is to prevent flooding to County property. We've had flooding at several properties during heavy rainfalls (especially Park View). Doing this project will prevent this from being a continuing problem. Flooding of Park View could result in significant costs if we don't take some action to prevent it in the future.

Storm Water Control Project

The diagram below shows the storm water flow in the area surrounding the County Park, Fair grounds and Park View Health Center. Prior to 2012, it would take a rainfall of 12-14 inches to fill the drainage route and retention ponds to the extent that the water would back up and prevent the storm water drainage system for the Park View area from draining. Water would stand on the Fair Grounds and either evaporates, be absorbed into the ground or more slowly drain and migrate to the retention ponds. During the Summer of 2012 rainfalls of 3-4 inches produced the same effect as the 12-14 inch earlier storms. A 3-4 inch rain would fill the drainage route and the retention ponds to the point that the storm water drainage system for the Park View area could not drain. This threatens the Park View Facility with flooding of the basement level.



6. Radio System Upgrade

A. PROPOSED 2013 BONDING - \$500,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2012	2013	2014	2015	2016	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	9,213,000	500,000				9,713,000
Other						-
Total costs	9,213,000	500,000	-	-	-	9,713,000
PROJECT FUNDS:						
G.O.Bonds or notes	9,213,000	500,000	-	-	-	9,713,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 9,213,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 9,713,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: The scope of this project is to upgrade the public safety radio system which will address the voice, data and paging systems currently in the FoxComm region as the current system does not meet the high coverage and reliability needs of Public Safety. These systems lack the capacity necessary to handle the current or future traffic requirements, and the majority of the equipment is near the end of its useful life, therefore, the systems need replacement before they become a liability in life or property to the public safety community or the citizens they serve. **This is the continuation of a project that was approved and started during 2011.**

This project upgrade will include:

- An upgrade to the existing data networks while considering such needs as analog to digital upgrades for future technology advances and/or migration.
- A plan for redundancy of and interoperability between FoxComm Counties for Public Safety voice communications, and 9-1-1 answering points with differing wireless and wire line network designs.
- A system that complies with Federal and State mandates and grant funding initiatives.
- Network options that should include but are not limited to modern, future visioning, flexible media, i.e., dark fiber, sonic fiber ring, microwave and will provide conduit for voice radio communications, telephone communications, 9-1-1 service ability, VoIP, RadioIP, etc. and must provide and advanced secure environment.

Relationship to other projects and plans: This project is related to the Public Safety Answering Point Consolidation.

Justification and alternatives considered: A status report of the existing systems was conducted by the consulting firm Concepts To Operations, Inc.

The results of this report are summarized as follows:

1. Poor coverage – There are a considerable number of areas where low signal levels or no coverage at all is encountered.
2. Lack of capacity – Because each county has different frequencies and operate several separate systems, there is not sufficient capacity to provide reliable communications. A number of agencies have only one channel. If there are concurrent incidents there is too much traffic on the channel resulting in “stepping on each other”. A major incident would result in more traffic that can be accommodated by any of the existing systems.
3. Interference – interference occurs in several channels which dispatch communications.
4. Poor Mobile Data Communications (MDC) – several MDC systems are overloaded or have long delays.
5. Lack of interoperability – Other than use of interoperability channels, if available on agency’s mobile or portable radios, or by the use of someone else radios; there is no way of coordinating activities of incident responders from several jurisdictions.
6. Lacks of redundancy – The systems for each county generally are not set up with redundant links to sites.
7. Aging systems – The systems are outdated and require updating. Winnebago County operated on 1950’s technology.
8. Medical information – There is little or no use of the UHF medical telemetry channels. Rather information from a scene to a medical facility is done by voice which leads to channel congestion and can result in loss of life.
9. Encryption – The present systems don’t have security or encrypted capability incorporated in their current radio systems.
10. Paging and alerting – Paging and alerting systems suffer from poor coverage, use for dispatch voice for on scene operation as well as paging in other systems, do not provide voice dispatch messages to fire fighters until they reach the incident scene. Co-channel interference from other jurisdictions.

The concerns with the current radio system in Winnebago County include: can not talk to other counties, communications center personnel can not talk to fire personnel on fire ground channels. None of the tactical TAC channels are recorded. Bleed over from one portable to another knocks the channel off the air. Portables can not monitor other frequencies. In-building coverage is almost non-existing. There is no consistency with the purchasing of equipment between agencies.

ANNUAL OPERATING IMPACT: There would be operating cost savings to partially offset this cost. Because this project is a consolidation of services between multiple agencies, it is possible that positions will be eliminated.

7. County Highway CB & BB Intersection Improvements

A. PROPOSED 2011 BONDING - \$ -0-

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 30,000					\$ 30,000
Land purchase		50,000				50,000
Construction		250,000				250,000
Equipment						-
Other						-
Total costs	30,000	300,000	-	-	-	330,000
PROJECT FUNDS:						
G.O.Bonds or notes		300,000	-	-	-	300,000
Outside funding						-
Tax levy						-
Fund balance	30,000					30,000
Total funds	\$ 30,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 330,000

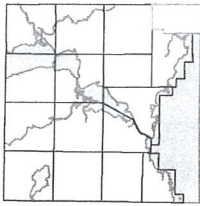
C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project will provide for design and construction of the intersection of CTH CB & BB to include expansion of the lanes and traffic channels, new pavement, storm sewer, curb and gutter and new signalization. A roundabout will be considered and analyzed for this location. The project will be done jointly with Outagamie County.

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

Justification and alternatives considered: Outagamie County has begun planning and design of an improvement to CTH CB north of CTH BB. Part of their project involves the approaches to the intersection. The existing intersection operates at level C in terms of wait times and it's ability to handle traffic volumes. An upgrade to the layout with traffic turning improvements and new signals would great enhance this intersections ability to handle higher volumes. There is a significant amount of truck traffic that utilizes that intersection and the condition of the pavements and signals has deteriorated over the last several years.

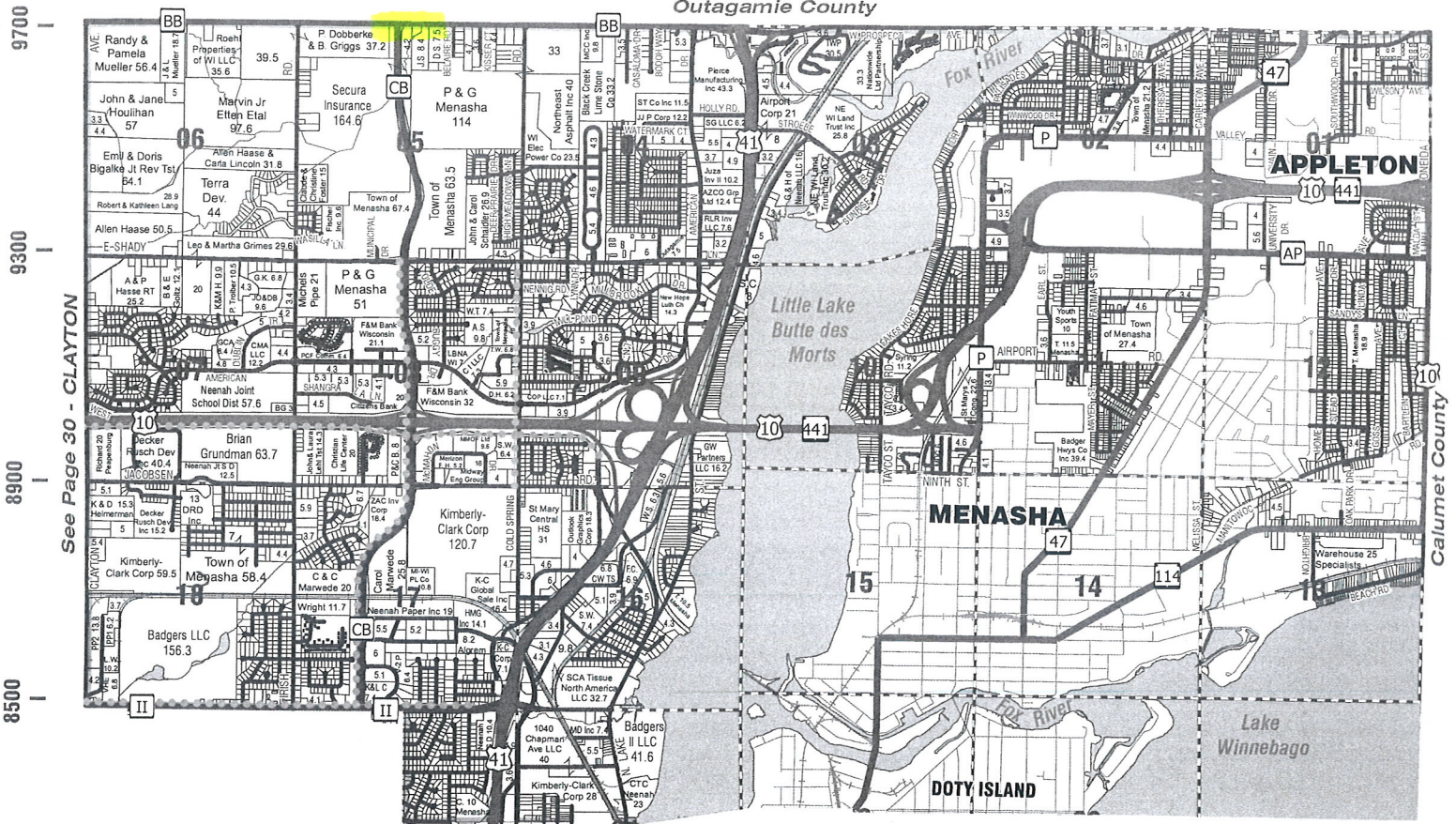
ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



MENASHA

T.20N. - R.17E.

Winnebago Co. Highway Dept. 2013 Capital Improvement Plan CTH CB & CTH BB Intersection Reconstruction



See Page 30 - CLAYTON

See Page 24 - NEENAH and VINLAND (E)

2500 2100 1700 1300 900 500 100

8. County Highway FF Milling and Paving

A. PROPOSED 2011 BONDING - \$1,600,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design						\$ -
Land purchase						-
Construction	1,750,000					1,750,000
Equipment						-
Other						-
Total costs	1,750,000	-	-	-	-	1,750,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,600,000	-	-	-	-	1,600,000
Fed and State funds	150,000					150,000
Tax levy						-
Other						-
Total funds	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000

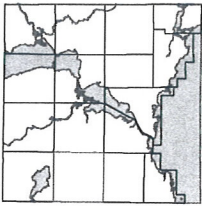
C. DECRPTION AND JUSTIFICATION:

Project Description: Remove existing surface though profile milling process. Then overlay existing roadway with a 4" mat of asphalt 22 feet in width at minimum, possibly install paved shoulder where feasible. Center stripe, edge line and shoulder remainder of project. This project is approximately 5 miles in length.

Relationship to other projects and plans: No relation to any other project.

Justification and alternatives considered: The road is showing significant signs of deterioration with some area rutting and areas of cracking. Future maintenance problems will not be alleviated by using minor repair methods. Milling and overlaying the existing roadway will prolong the life of this segment of county trunk highway approximately 20 to 25 years.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



UTICA and RUSHFORD (SE)

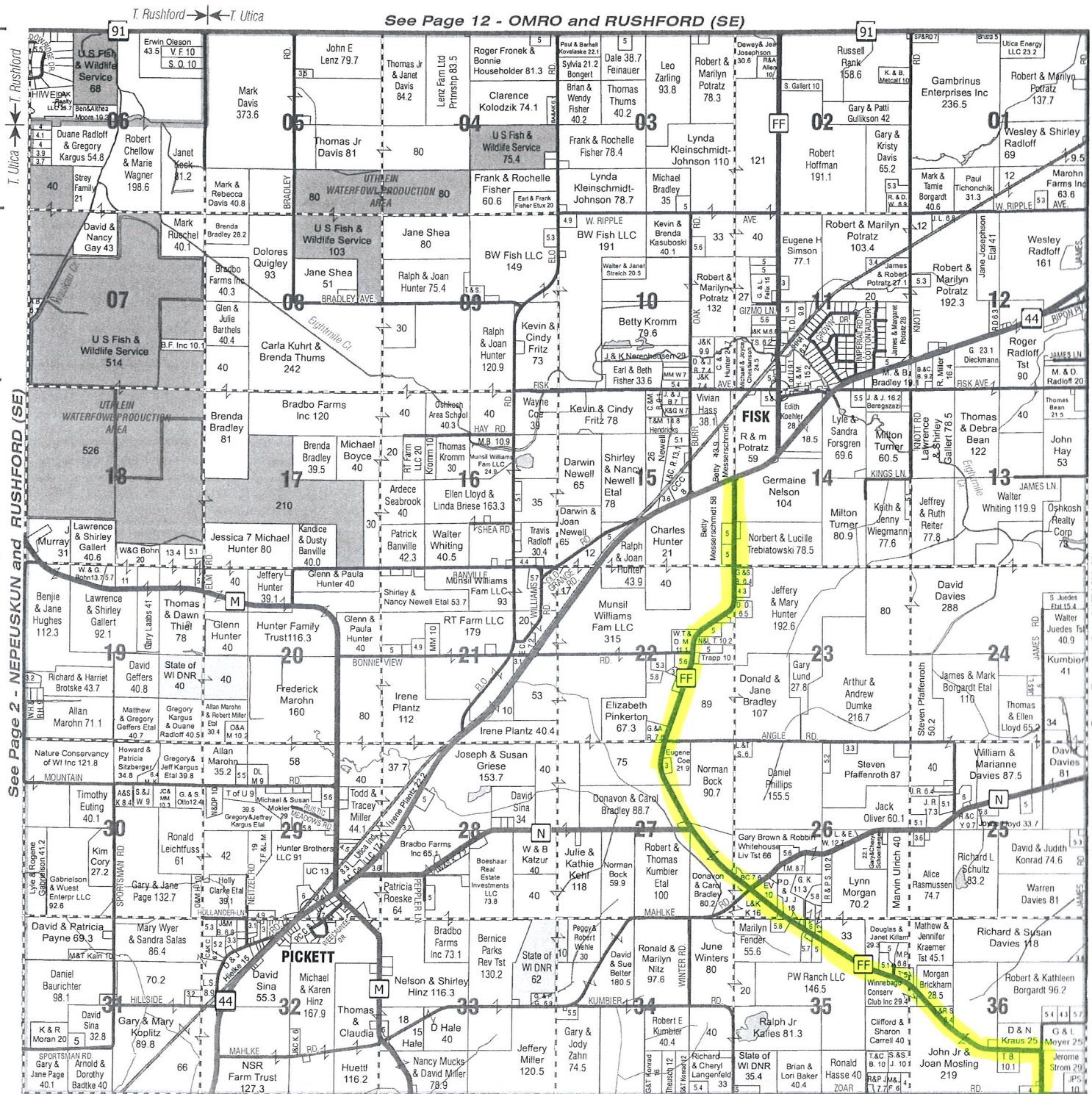
T.17N. - R.15E.



Winnebago Co. Highway Dept.
2013 Capital Improvement Plan

CTH FF
Mill and Pave STH 44 to County Line

See Page 12 - OMRO and RUSHFORD (SE)



See Page 2 - NEPEUSKUN and RUSHFORD (SE)

See Page 6 - NEKIMI

Fond Du Lac County

9. County Highway G Bridge

A. PROPOSED 2011 BONDING - \$70,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 70,000					\$ 70,000
Land purchase						-
Construction		535,000				535,000
Equipment						-
Other						-
Total costs	70,000	535,000	-	-	-	605,000
PROJECT FUNDS:						
G.O.Bonds or notes	70,000	125,000	-	-	-	195,000
State & Federal		410,000				410,000
Tax levy						-
Other						-
Total funds	\$ 70,000	\$ 535,000	\$ -	\$ -	\$ -	\$ 605,000

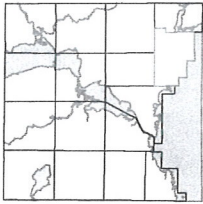
C. DESCRIPTION AND JUSTIFICATION:

Project Description: This structure is significantly deteriorated and in need of replacement. Project is eligible for State/Federal funding under the Surface Transportation Bridge program and will receive approximately \$410,000 in construction funding. Design is underway as of the fall of 2012 and it's expected this project will be ready to bid in late winter of 2013 with construction in 2014.

Relationship to other projects and plans: This project will need to be completed prior to any improvements being undertaken on this segment of CTH G.

Justification and alternatives considered: This structure is functionally and structurally obsolete. The structure consists of timber components that have become significantly deteriorated and will no longer function as designed. The structure is eligible for federal funds to offset removal and construction costs.

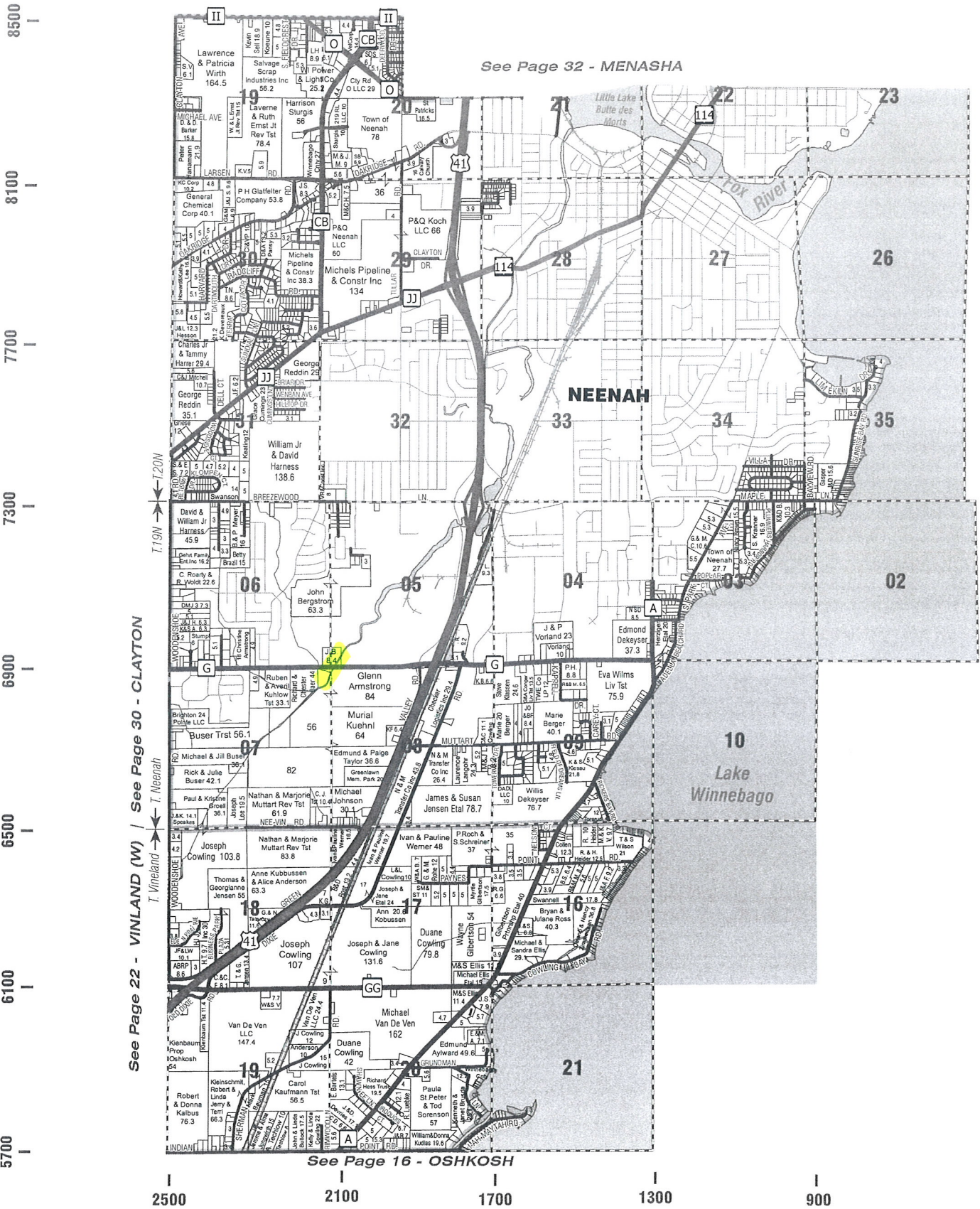
ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



NEENAH and VINLAND (E) T.19N.-20N. - R.17E.



Winnebago Co. Highway Dept.
2013 Capital Improvement Plan
CTH G Bridge Reconstruction



See Page 32 - MENASHA

NEENAH

10
Lake
Winnebago

See Page 16 - OSHKOSH

See Page 22 - VINLAND (W) | See Page 30 - CLAYTON

T.19N. ← T.20N.

← T. Neenah

2500 2100 1700 1300 900

10. County Highway I from CTH N to CTH Z

A. PROPOSED 2013 BONDING - \$1,500,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design						\$ -
Land purchase						-
Construction	1,500,000					1,500,000
Equipment						-
Other						-
Total costs	1,500,000	-	-	-	-	1,500,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,500,000	-	-	-	-	1,500,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000

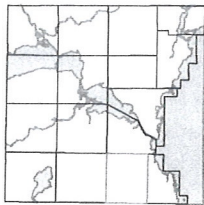
C. DESCRIPTION AND JUSTIFICATION:

Project Description: Remove existing surface though profile milling process. Then overlay existing roadway with a 4" mat of asphalt 22 feet in width at minimum. May install paved should if the cross section will support a wider shoulder. Center stripe, edge line and shoulder remainder of project. This project is approximately 3 miles in length.

Relationship to other projects and plans: The Highway Department is planning on improvements to CTH I beginning at the City Limits of Oshkosh and continuing south to the southerly limits of CTH I.

Justification and alternatives considered: This portion of highway has areas of wheel rutting along the entire proposed project. Significant cracking is prevalent in many areas which will continue over time. PASER rating is 3-4 and this pavement has gone beyond a spot maintenance approach. Milling and overlaying the existing roadway will prolong the life of this segment of county trunk highway approximately 12-18 years.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



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

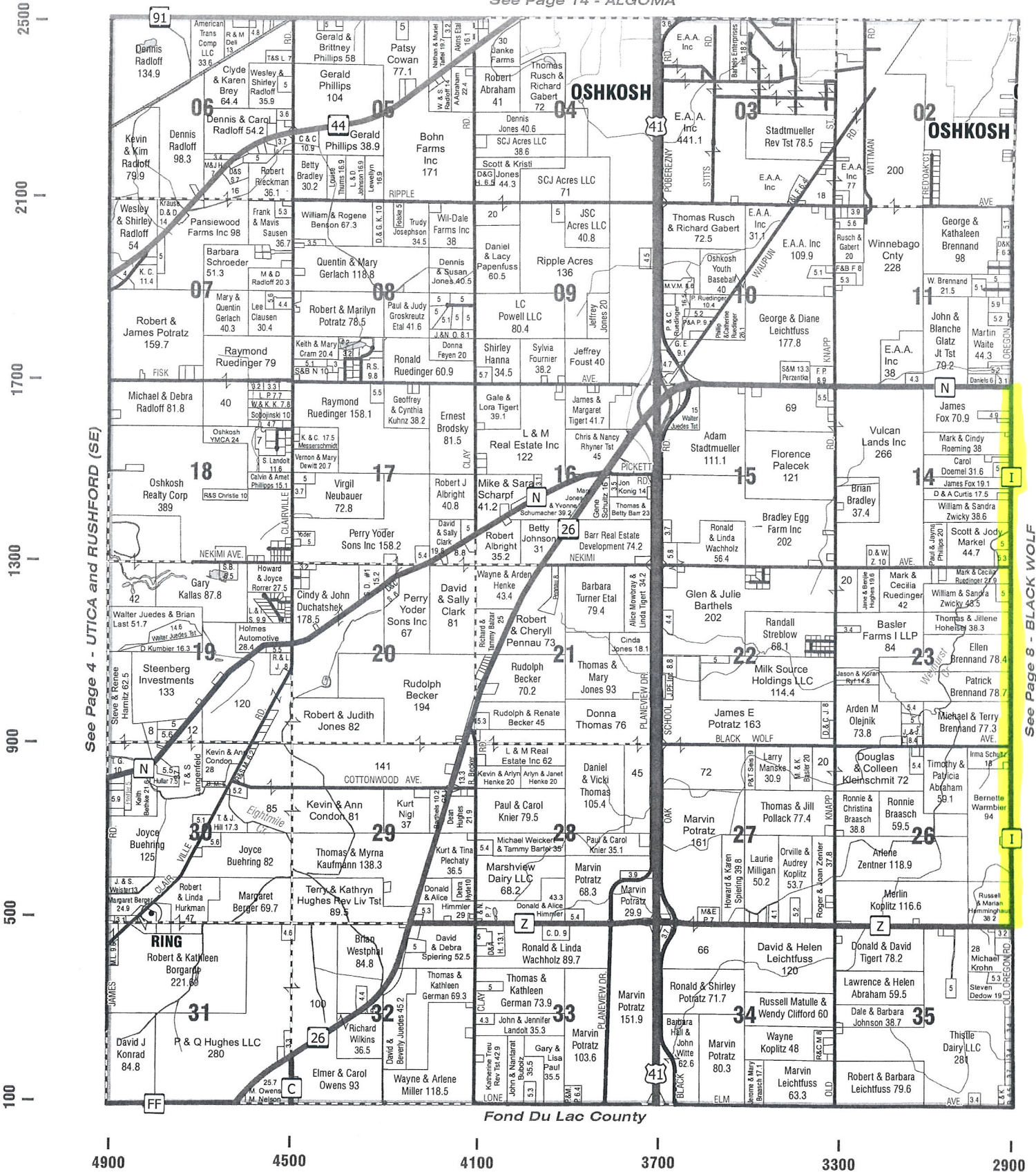
Winnebago Co. Highway Dept.
2013 Capital Improvement Plan

CTH I

Mill and Pave CTH N to CTH Z



See Page 14 - ALGOMA



See Page 4 - UTICA and RUSHFORD (SE)

See Page 8 - BLACK WOLF

Fond Du Lac County

11. County Highway I CTH N Reconstruct Intersection

A, PROPOSED 2013 BONDING - \$1,255,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 25,000					\$ 25,000
Land purchase	30,000					30,000
Construction	1,200,000					1,200,000
Equipment						-
Other						-
Total costs	1,255,000	-	-	-	-	1,255,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,255,000	-	-	-	-	1,255,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 1,255,000	\$ -	\$ -	\$ -	\$ -	\$ 1,255,000

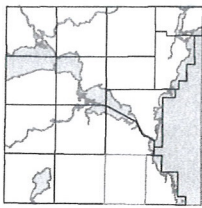
C. DECIPTION AND JUSTIFICATION:

Project Description: Reconstruct existing intersection at CTH N & CTH I to increase capacity and improve traffic safety, curb & gutter, increased traffic control, drainage and other functional characteristics of the intersection. This intersection functions as a pinch point for area drainage and the drainage capacity needs to be expanded and improved.

Relationship to other projects and plans: The CTH I & N Intersection is part of an overall series of projects being considered to upgrade CTH I from CTH N north to the City Limits. The department is planning a mill and pave project on CTH I south of this intersection in 2013 as well.

Justification and alternatives considered: This intersection has had a fairly high accident history due to a lack of traffic control. The existing intersection is plagued by poor drainage characteristics and generally under performs at peak traffic times. The general pavement condition is poor and reconstruction of the intersection will extend the useful life 25 years or more and will solve the traffic and accident problems.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



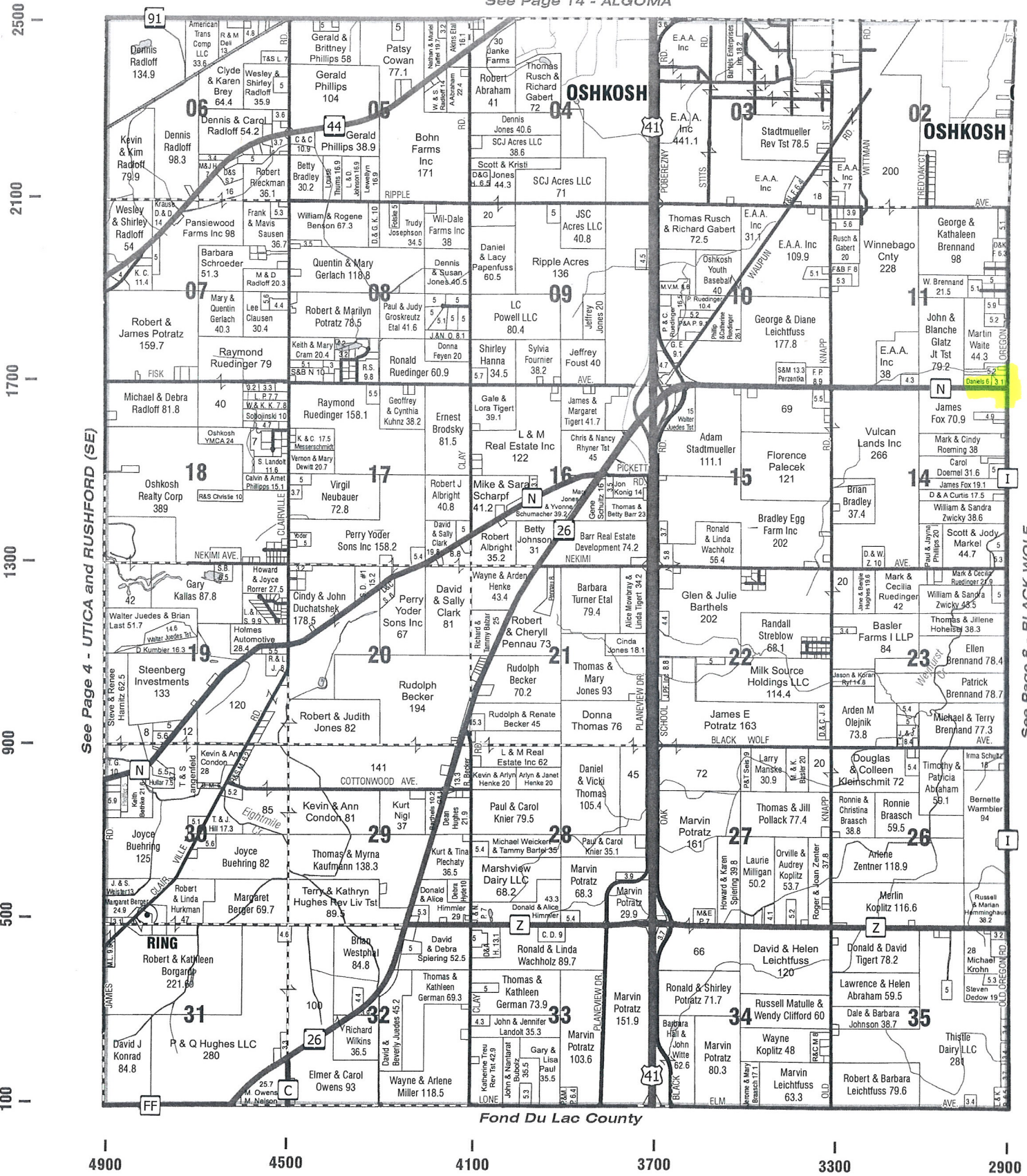
NEKIMI T.17N. - R.16E.

Winnebago Co. Highway Dept.
2013 Capital Improvement Plan

CTH I and CTH N Intersection Reconstruction



See Page 14 - ALGOMA



See Page 4 - UTICA and RUSHFORD (SE)

See Page 8 - BLACK WOLF

Fond Du Lac County

12. County Highway K Bridge Reconstruction

A. PROPOSED 2013 BONDING - \$75,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 75,000					\$ 75,000
Land purchase						-
Construction		2,200,000				2,200,000
Equipment						-
Other						-
Total costs	75,000	2,200,000	-	-	-	2,275,000
PROJECT FUNDS:						
G.O.Bonds or notes	75,000	354,000	-	-	-	429,000
Federal & State		1,846,000				1,846,000
Tax levy						-
Other						-
Total funds	\$ 75,000	\$ 2,200,000	\$ -	\$ -	\$ -	\$ 2,275,000

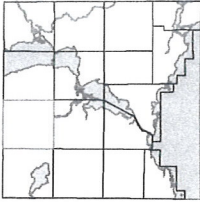
C. DESCRIPTION AND JUSTIFICATION:

Project Description: This project will consist of reconstructing the current lift bridge structure with a new fixed span bridge designed to last 50-75 years. The engineering and right of way has been completed for this project.

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

Justification and alternatives considered: The current structure has deteriorated at an increasing rate in recent years and the structural components are showing signs of failure. If the bridge is not reconstructed in the very near future, the County will have to consider weight restricting the bridge to preserve the existing condition. The project has been designed, the right of way has been purchased and it will receive Federal bridge funding for replacement.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



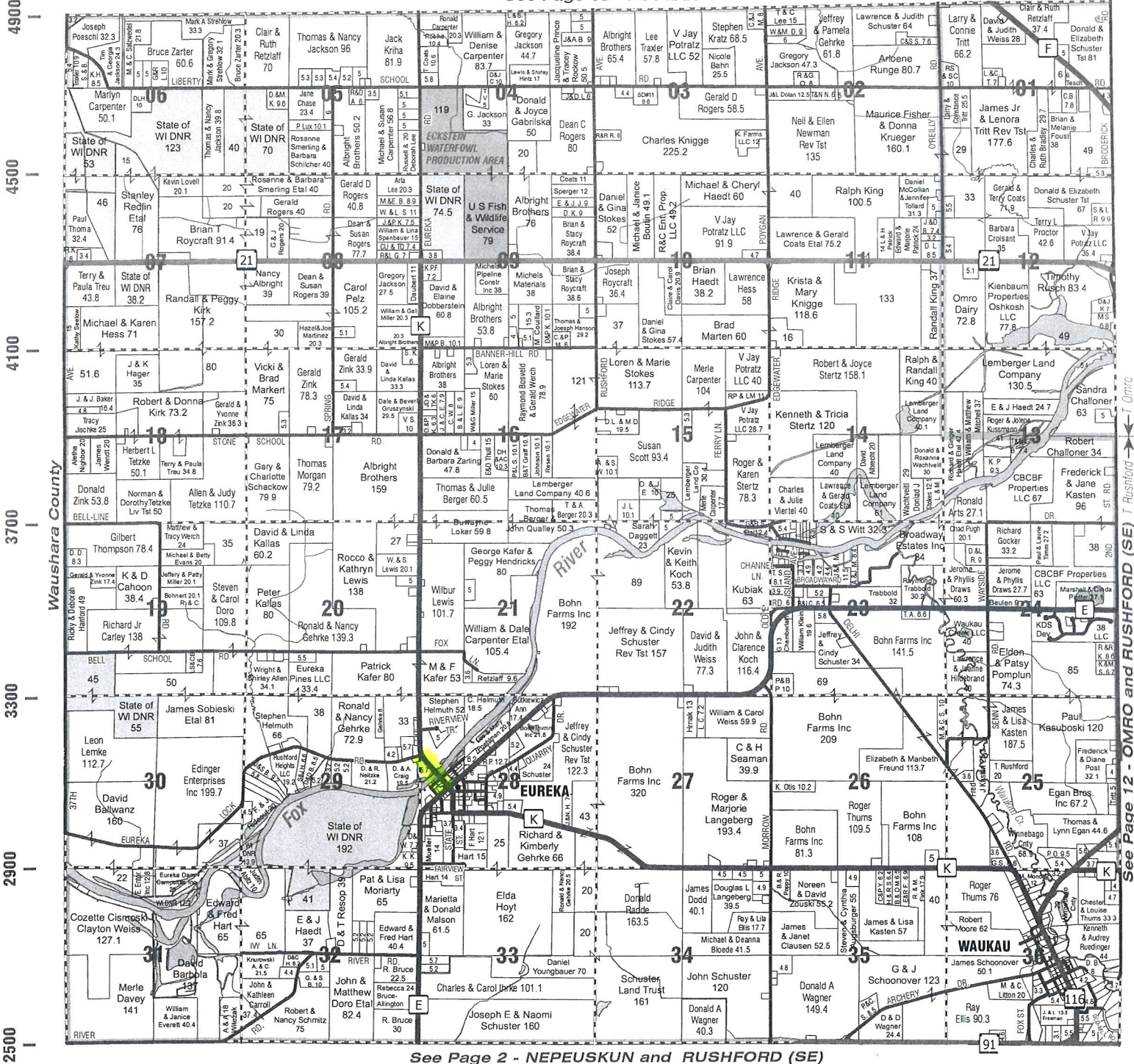
RUSHFORD and OMRO (NW) T.18N. - R.14E.



Winnebago Co. Highway Dept.
2013 Capital Improvement Plan
CTH K Bridge Reconstruction

See Page 18 - POYGAN

T. Rushford ← T. Omro



See Page 2 - NEPEUSKUN and RUSHFORD (SE)

13. County Highway M Reconstruction

A. PROPOSED 2013 BONDING - \$1,530,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 30,000					\$ 30,000
Land purchase						-
Construction	1,500,000					1,500,000
Equipment						-
Other						-
Total costs	1,530,000	-	-	-	-	1,530,000
PROJECT FUNDS:						
G.O.Bonds or notes	1,530,000	-	-	-	-	1,530,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 1,530,000	\$ -	\$ -	\$ -	\$ -	\$ 1,530,000

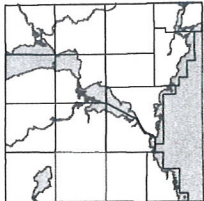
C. DECIPTION AND JUSTIFICATION:

Project Description: This project is proposed to be a reconstruction of approximately 1.2 miles of rural county highway. The project will improve both vertical and horizontal alignment issues and sight distance problems. Project consists of removal of existing pavement down below base, building new road in certain areas and replacement of base courses and pavement to 22' in width with paved shoulders. Also includes limited curb and gutter and minor storm sewer for drainage.

Relationship to other projects and plans: Fond du Lac County is reconstructing a portion of CTH M in their county...projects are being proposed to be done together for cost efficiencies. Design for this project was completed and right of way purchased a number of years previously.

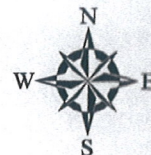
Justification and alternatives considered: The pavement condition is deteriorating however the biggest reason for this project are the hills and curves which cause sight distance problems and accident potential. Milling and paving this pavement won't address the shortcomings in the safety areas.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



UTICA and RUSHFORD (SE)

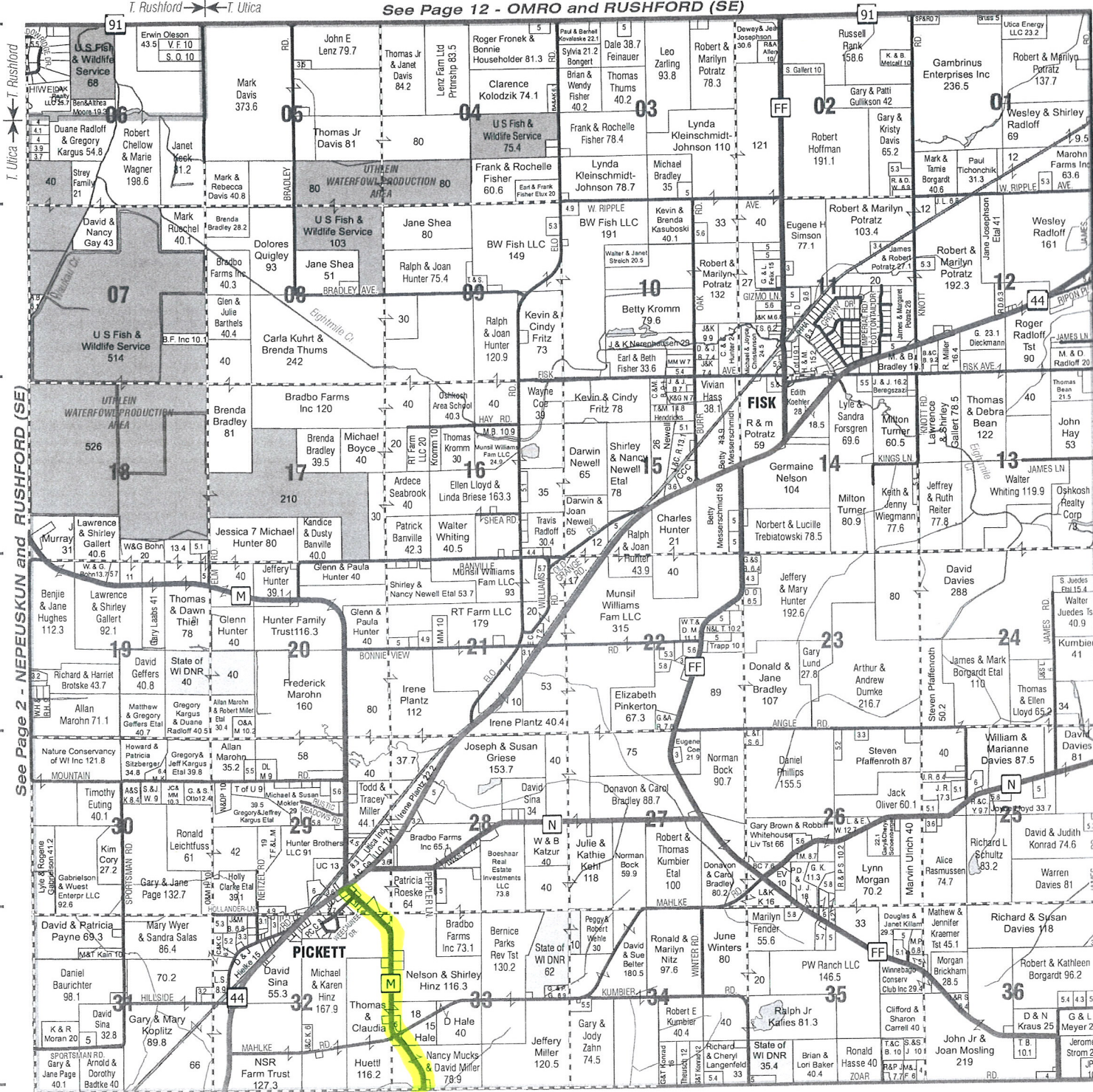
T.17N. - R.15E.



Winnebago Co. Highway Dept.
2013 Capital Improvement Plan

CTH M Reconstruction
STH 44 to County Line

See Page 12 - OMRO and RUSHFORD (SE)



Fond Du Lac County

See Page 6 - NEKIMI

14. County Highway N – Culvert - Bridge Reconstruction

A, PROPOSED 2013 BONDING - \$50,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 50,000					\$ 50,000
Land purchase						-
Construction		250,000				250,000
Equipment						-
Other						-
Total costs	50,000	250,000	-	-	-	300,000
PROJECT FUNDS:						
G.O.Bonds or notes	50,000	250,000	-	-	-	300,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 50,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 300,000

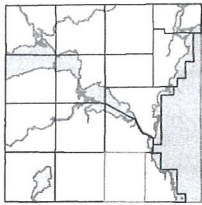
C. DECIPTION AND JUSTIFICATION:

Project Description: This structure consists of 3 side by side culvert pipes which are showing significant signs of deterioration and failure. The flow characteristics of this crossing are such that a through box or traditional bridge is required to be installed. The crossing has required considerable maintenance just to maintain the status quo. The structure will be built as a bridge and will become eligible for bridge funding in the future.

Relationship to other projects and plans: The culverts will have to be replaced or rebuild as a traditional box or bridge structure prior to any significant maintenance being performed on this portion of CTH N

Justification and alternatives considered: The culverts no longer function as originally designed due to increased flows and general deterioration of the pipes themselves. The pipes are rotted through on the bottoms and considerable erosion takes place due to their lack of capacity.

ANNUAL OPERATING IMPACT: The primary objective is to make the road better and safer for the public to use. Continuing to let the road deteriorate could result in much more costly resurfacing in the future, especially if the road base is allowed to significantly deteriorate. There is some annual maintenance for patching but it is not significant.



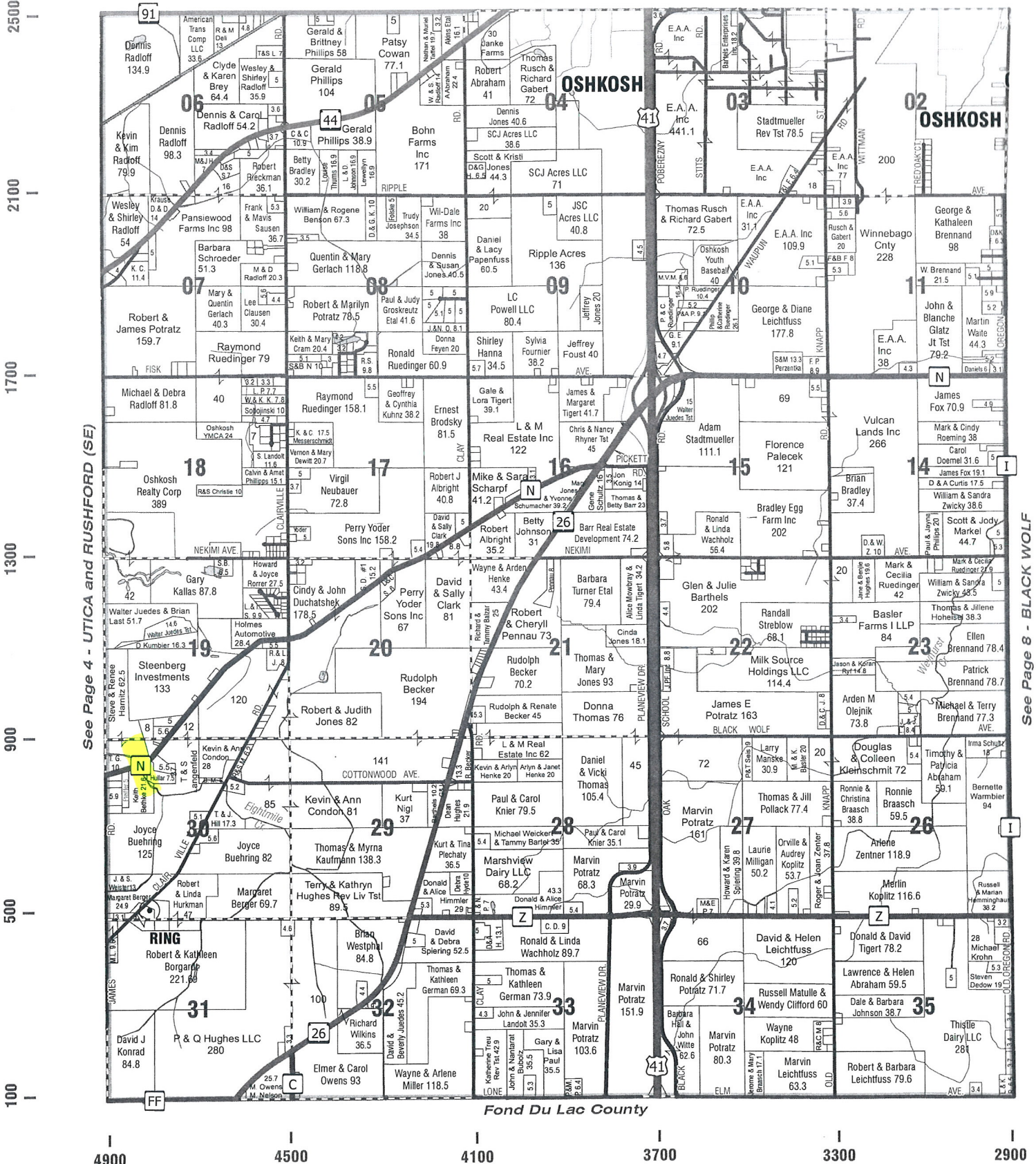
NEKIMI T.17N. - R.16E.

Winnebago Co. Highway Dept.
2013 Capital Improvement Plan

CTH N
Culvert/Bridge Reconstruction



See Page 14 - ALGOMA



See Page 4 - UTICA and RUSHFORD (SE)

See Page 8 - BLACK WOLF

Fond Du Lac County

15. Runway Snow Blower

A. PROPOSED 2013 BONDING - -0-

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	715,000	450,000	400,000	400,000	400,000	2,365,000
Other						-
Total costs	715,000	450,000	400,000	400,000	400,000	2,365,000
PROJECT FUNDS:						
G.O.Bonds or notes		90,000	80,000	80,000	80,000	330,000
Outside funding		360,000	320,000	320,000	320,000	1,320,000
Tax levy						-
Airport fund balance	715,000					715,000
Total funds	\$ 715,000	\$ 450,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,365,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: Acquire a new Runway Snow blower to replace existing 21-year-old blower. The plan is to replace one piece of equipment annually to replace aging equipment.

Relationship to other projects and plans: Planned/phased acquisition / replacement of ageing snow removal equipment.

Justification and alternatives considered: The airport's current runway snow blower is reaching the end of its service life; it has already exceeded the FAA recommendation for replacement of snow removal equipment (10 years). The original manufacturer is no longer in business, having been acquired by another company. The new company no longer supports the line of equipment. Replacement parts are difficult, if not nearly impossible, to obtain. New technology in blower construction and operation offer significant benefits to acquiring new equipment.

ANNUAL OPERATING IMPACT: The runway blower we propose to replace is a 1990 Wausau/Schmidt (23 years old). There is no trade-in value; estimated value at a public auction is \$10,000-15,000. Recent maintenance accomplishments are as follows:

2007 – Air fan clutch failure, resulting from a broken shaft. Radiator and fan both destroyed; repair cost was approximately \$5,000 plus rental of Outagamie County Airport’s reserve blower. We also acquired a backup blower head for our front end loader to prevent future downtime. Downtime during 2007 was 4 weeks.

2010 – Transmission housing replaced for nearly \$10,000.

2012 – Four steering cylinder heads and steering cylinder replaced. Cost was approximately \$2,000.

2013 – Replaced warped drive shaft to blower head (downtime 2 weeks); cost approximately \$500.00

The blower head gearbox may have to be rebuilt in 2013 if we are unable to acquire a new blower; the conservative estimated cost for this is \$7,000. Parts for this vehicle are literally unobtainable and will have to be custom machined if needed.



16. Airport – Mowing Tractors

A. PROPOSED 2013 BONDING - \$175,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	175,000		175,000			350,000
Other						-
Total costs	175,000	-	175,000	-	-	350,000
PROJECT FUNDS:						
G.O.Bonds or notes	175,000	-	140,000	-	-	315,000
Outside funding						-
Tax levy						-
Other			35,000			35,000
Total funds	\$ 175,000	\$ -	\$ 175,000	\$ -	\$ -	\$ 350,000

C. DESCRIPTION AND JUSTIFICATION:

Project Description: Systematic replacement of two large tractors used for mowing grass at the airport with flail and/or gang mowers. Current tractors are 14 and 29 years old and have had significant maintenance issues.

Relationship to other projects and plans: None other than planned replacement of outdated and obsolete equipment

Justification and alternatives considered: Both tractors have had significant maintenance issues, including rebuilt transmissions, mowing units that have failed and been rebuilt. Parts are becoming scarce, and newer tractors and mowing units are more fuel efficient.

We have considered/will consider newer previously-owned units that have few hours or have been used as demonstration units from distributors.

ANNUAL OPERATING IMPACT: The tractor to be replaced is a 1984 International; the estimated value is \$10,500. In 2010, the clutch was replaced at a cost of \$357.00. In 2011, new tires and rims were needed at a cost of \$6,000. In 2012, the transmission failed, requiring a rebuilt transmission to be installed at a cost of \$8,000.

There are projected repair costs we will probably incur in 2013, if we continue to keep/utilize this tractor for turf maintenance and towing the urea wagon in winter for ice control, of around \$5,000. It seems that we are spending more vehicle maintenance money than the vehicle is worth.



17. Community Park Road and Parking Lot Repaving

A. PROPOSED 2013 BONDING - \$89,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 89,000					\$ 89,000
Land purchase						-
Construction		555,000	555,000			1,110,000
Equipment						-
Other						-
Total costs	89,000	555,000	555,000	-	-	1,199,000
PROJECT FUNDS:						
G.O.Bonds or notes	89,000	555,000	555,000	-	-	1,199,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 89,000	\$ 555,000	\$ 555,000	\$ -	\$ -	\$ 1,199,000

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 would be 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 would 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 would 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.

If this project is not approved the Parks Department will continue to fill and patch potholes as they occur. Unfortunately, the department will be hard pressed to address the growing expense of taking care of numerous problem areas where the pavement is beginning to buckle and heave more frequently. There will also be the potential for an ADA accessibility complaint to be filed without the presence of the pedestrian pathway to act as the interlinking connection between program facilities within the park.

ANNUAL OPERATING IMPACT: Minimal work has been put into maintaining this road and parking lots. The deterioration is to the point where the road and lots really need work. The road will also be more useful and easy to use by the public since the object is to go from a one way road to a two way road.



18. Community Park Tennis Court Rehabilitation

A. PROPOSED 2013 BONDING - \$186,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design						\$ -
Land purchase						-
Construction	186,000					186,000
Equipment						-
Other						-
Total costs	186,000	-	-	-	-	186,000
PROJECT FUNDS:						
G.O. Bonds or notes	186,000	-	-	-	-	186,000
Outside funding						-
Tax levy						-
Other						-
Total funds	\$ 186,000	\$ -	\$ -	\$ -	\$ -	\$ 186,000

C. DECIPTION AND JUSTIFICATION:

Project Description: The intent of this project would be to reconstruct 3 of the 6 tennis courts located in the southeast section of the Community Park. The poor conditions of all 6 of the courts are such that the department has elected to prevent further play on them by no longer installing the nets. In order to remedy the situation the Parks Department would need to take the following corrective action:

1. The 3 courts to the north would be demolished, the materials would be removed and the vacant space would be restored in turf grass;
2. The paved surface on the 3 courts to the south would be milled and the sub-base built up;
3. An asphalt binder coat would be laid and a hard plastic modular sports court, with options for tennis, pickle ball and basketball play, would be installed;
4. Fencing modification, tennis and basketball fixture installation, pathway construction and parking lot surface rehab would also occur.

Relationship to other projects and plans: The poor condition of the courts has been ongoing for some time and the status of this project does not have it interacting with other types of Community Park improvements. Consequently, it remains a stand alone project that shares no relationship with other park developments.

Justification and alternatives considered: The justification for proceeding with this tennis court rehab project is based upon two static conditions that characterize the situation at this facility. First, the courts are no longer functional nor safe to play on and therefore they have ceased to be of benefit to the public. Second, the appearance of the facility is such that it now subtracts from the aesthetic qualities of the Community Park. Rebuilding of some of the courts would correct both of these problems. Additionally, if Parks does not engage in this project the courts will continue to be disabled by not having the nets installed and the playing surface will further deteriorate and become more and more of a liability to the County.

ANNUAL OPERATING IMPACT: Annual ongoing operation and maintenance costs on a reconstructed facility would be minimal. The courts are not being maintained at an acceptable level because the projected cost is too high and resurfacing makes the most sense.



19. Boiler Replacement – UW Fox Valley

A. PROPOSED 2013 BONDING - \$240,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	480,000					480,000
Other						-
Total costs	480,000	-	-	-	-	480,000
PROJECT FUNDS:						
G.O.Bonds or notes	240,000	-	-	-	-	240,000
Outagamie County Share	240,000					240,000
Tax levy						-
Other						-
Total funds	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ 480,000

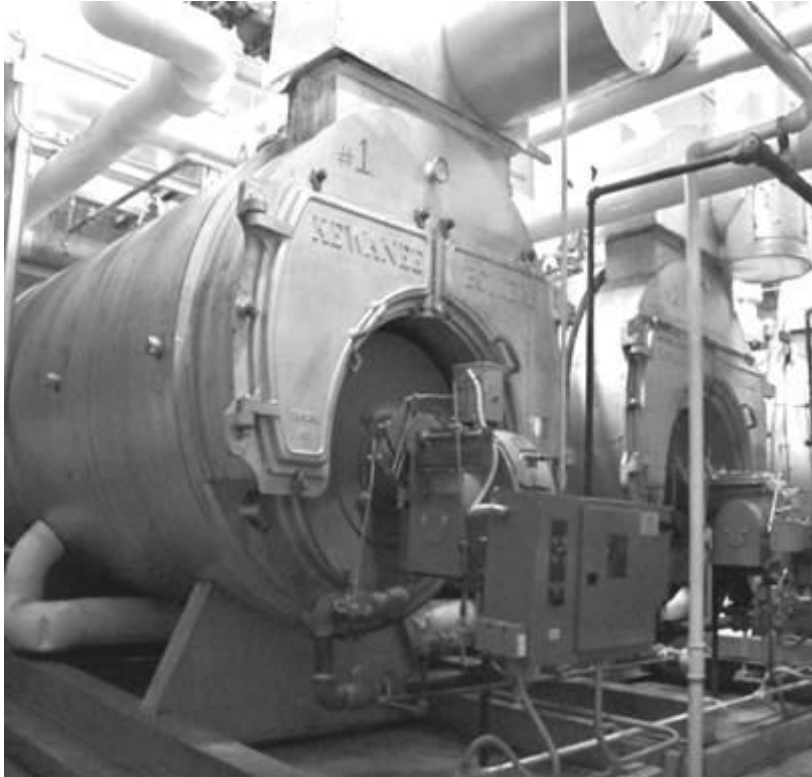
C. DECEIPTION AND JUSTIFICATION:

Project Description: Replace hot water boilers used to heat domestic water and to heat building. The current boilers were installed with original building construction in 1959. The current boilers are very inefficient and have required expensive repairs for several consecutive years.

Relationship to other projects and plans: This project is targeted to occur in 2013 at the same time as several state-funded energy conservation facility improvement measures are implemented. \$1.542 million has been requested from the state for these other improvement measures.

Justification and alternatives considered: The alternative to replacing the 50 year old boilers is continued need for repairs and the possible need for emergency replacement (neither of which are eligible for significant grant support).

ANNUAL OPERATING IMPACT: Since 2009 the counties have spent more than \$15,000 on repair and maintenance requirements to the boilers. As the equipment ages it should be expected that more frequent and expensive repairs to be required. New more energy efficient equipment will result in lower utility costs.



20. Energy Conservation Projects – UW Fox Valley

A. PROPOSED 2013 BONDING - \$ -0-

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 39,000					\$ 39,000
Land purchase						-
Construction						-
Equipment	1,503,000					1,503,000
Other						-
Total costs	1,542,000	-	-	-	-	1,542,000
PROJECT FUNDS:						
G.O.Bonds or notes		-	-	-	-	-
Energy grants	1,542,000					1,542,000
Tax levy						-
Other						-
Total funds	\$ 1,542,000	\$ -	\$ -	\$ -	\$ -	\$ 1,542,000

C. DECRPTION AND JUSTIFICATION:

Project Description: Facility improvement measures to reduce energy consumption. Measures include outdoor lighting modification, plumbing improvements, building envelope remediation and air handling and energy management control systems. All improvements described here are funded by the State of Wisconsin.

Relationship to other projects and plans: The campus has successfully applied for and received State funding assistance for engineering of several energy conservation projects. This project will coincide with replacement of 50+ year old boilers as funded by the Counties. Final approval of project funding is anticipated in March 2013.

Justification and alternatives considered: If the State funding opportunity is not accepted by; the Counties, County funds will be requested for the facility improvement measures described.

ANNUAL OPERATING IMPACT: Replacing and upgrading building components will result in energy savings. Amounts are not known at the current time but will be determined as each system is studied and reviewed as a part of this project.

21. Asphalt Repairs and Maintenance – UW Fox Valley

A. PROPOSED 2013 BONDING - \$ -0-

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design						\$ -
Land purchase						-
Construction	276,000					276,000
Equipment						-
Other						-
Total costs	276,000	-	-	-	-	276,000
PROJECT FUNDS:						
G.O.Bonds or notes Outagamie County	138,000	-	-	-	-	138,000
Share	138,000					138,000
Tax levy						-
Other						-
Total funds	\$ 276,000	\$ -	\$ -	\$ -	\$ -	\$ 276,000

C. DECRPTION AND JUSTIFICATION:

Project Description: Asphalt drives and several parking areas have deteriorated over time and exceed their life cycle. Safety conditions are a concern with students, campus visitors and employees. This project will remediate major repair/replacement areas.

Relationship to other projects and plans: Failure of asphalt surfaces leads to water infiltration which causes further deterioration of the asphalt. Repair and maintenance efforts now will reduce future costs and liability exposure.

Justification and alternatives considered: Minor repairs in recent years have kept most areas useable, but current conditions are beyond minor repair. Continued short-term fixes or neglect of problem areas will increase the cost for repairs in the future. Action now will reduce future costs and reduce liability exposure.

ANNUAL OPERATING IMPACT: Since 2009 the counties have spent nearly \$26,700 on repair and maintenance of campus parking and roadways. As conditions in other areas continue to deteriorate, the expense to repair or reconstruct increases.



22. Roof Repairs, Replacement – UW Fox Valley

A, PROPOSED 2013 BONDING - \$ -0-

B. PROJECT COSTS AND SOURCES OF FUNDS:

PROJECT COSTS:	2013	2014	2015	2016	2017	Total
Planning & design	\$ 6,000					\$ 6,000
Land purchase						-
Construction		590,000				590,000
Equipment						-
Other						-
Total costs	6,000	590,000	-	-	-	596,000
PROJECT FUNDS:						
G.O.Bonds or notes	3,000	295,000	-	-	-	298,000
Outside funding	3,000	295,000				298,000
Tax levy						-
Other						-
Total funds	\$ 6,000	\$ 590,000	\$ -	\$ -	\$ -	\$ 596,000

C. DECIPTION 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 will be 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.

ANNUAL OPERATING IMPACT: Since 2009 the counties have spent more than \$22,500 on roof repairs needed because of leaks into the building. A comprehensive roof repair and replacement project will take care of the several areas of the roof that show stress and for which emergency repairs will be needed if not addressed now.



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 12/31/2013 is projected to be \$56,070,000.

The outstanding debt at 12/31/2013 will be comprised of \$55,557,000 of levy supported debt (Table 4) and \$514,000 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 2013 and including the new debt issue for 2013 is presented in tables 4, 5, & 6, along with a graphical presentation shown on Chart 2. Total levy supported debt service requirements start at \$13,269,000 in 2013 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 12/31/13 and including the new debt issue for 2013 is presented in tables 7, 8, & 9, and is presented graphically on Chart 3. Total proprietary fund debt service requirements start at \$73,000 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 \$586,464,000. With current indebtedness at 12/31/13 projected to be \$56,070,000 (Table 3), this brings total outstanding debt to around 9.6% 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 (2004-2013). 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 impact of the 2013 proposed projects on debt service tax rates for future years, and also shows the impact if all future year projects were to be bonded.

Chart 6 shows the total outstanding debt at the end of each year for current debt through 2026, and shows the impact on year-end outstanding debt if all projects over the planning horizon 2013-2017 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 \$60 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 \$82,399,000. After applying outside funding of \$12,336,500, tax levy of \$3,000 and funds on hand of \$5,445,000, the net borrowing needed is \$64,514,500 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 very brief description for each project is included. Detailed project descriptions for those projects included in the 2013 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 2013 - 2017. 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 2012 and for portions of 2013 new projects. ***The information for 2014 - 2017 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. ***IMPORTANT NOTE: Since our General Fund Unassigned Fund Balance exceeds our target of 1/12th of total County expenditures, we will be applying \$1 million each year for years 2013 through 2015 to reduce the needed borrowing to fund the projects. Each year the unassigned fund balance will be reviewed to determine whether we can continue this practice.***

B. DIVISIONAL ANALYSIS – ALL PROJECTS EXCEPT SOLID WASTE:

1. DIVISION OF ADMINISTRATION:

The total known cost of capital projects for this division is \$15,253,000. There are no funding sources to cover these so they will all be funded through borrowing. The projects in this division are as follows:

Facilities Roof Maintenance program: This will continue during years 2013 and beyond the planning horizon of 2017. Total projected cost during the planning horizon is \$2,379,000. The portion

scheduled for 2013 has a cost of \$648,000 and is for the roof on the airport terminal 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 Window Replacement: This project started during 2012 when the Board appropriated \$60,000 for engineering and design work to determine what type of windows to use. Funding to actually replace the windows is being sought during 2013. A more detailed explanation of this project is outlined 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 \$9,934,000 and is scheduled for 2016 - 17. The objective is to move court related activities from the City of Oshkosh Safety Building and other rented space to the Courthouse 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 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 2017 at a cost of \$85,000.

Courthouse Elevator Modernization: Total project cost is \$660,00 and is scheduled for 2013. 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 manufacture 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. Over the past year several times the elevators have failed and required the Fire Department to assist with the release of passengers. This project will upgrade the controls to modern digital controls and more energy efficient motor and transmissions. More detailed information on this project can be found in Section II of this book.

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 project scheduled for 2013 is the Oshkosh Human Services Building. The expected cost is \$110,000. More detailed information about this project can be viewed in Section II of this book.

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 2013 (\$25,000) with construction in 2014 at a cost of roughly \$250,000. More detailed information about this project can be viewed in Section II of this book.

2. DIVISION OF PUBLIC SAFETY:

The total known cost of capital projects for this division is \$ 16,596,000.

The Sheriff Department – Radio System Upgrade is the first project under this division and is estimated to have a cost of \$11 million. The project started in 2011 and will be complete in the spring of 2013. This project is to upgrade the public radio system to simulcast and digital. Radio transmissions are currently broadcast from one radio tower. As a result of this, pages for fire fighters and radio communications to law enforcement, because of the distances from the radios, are full of static resulting in delayed response time due to a need for repeated transmissions to provide information. Additionally, because of call volume on the fire sector, we will need to go to a single call out frequency capable of broadcasting County wide. Simulcast will accomplish this. The Federal Communications Commission has issued a ruling requiring all public safety frequencies to be narrow band. Narrow band will result in decreasing the distance of radio transmissions. Simulcast, in most cases, will compensate for that loss of distance and will minimize the need for additional tower sights. Currently law enforcement relies heavily on portable radios for communication with E-911 and fellow officers. Due to our current system, officers only a few miles away are unable to hear officer's transmissions from portables. A simulcast system will allow all officers to assist all calls. Most of the project has been funded and it is almost complete. The remaining funding for this project is \$500,000 and will be borrowed during 2013 if needed.

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 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 2014 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 2015-16. The project will include the addition of three pods to 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 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. This project is scheduled for 2014 at a cost of \$142,000.

3. DIVISION OF TRANSPORTATION:

The total known net County cost of capital projects for this division is \$40,760,000. After deducting revenue offsets, the total needed borrowing will be \$27,165,000. The projects in this division consist mostly 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 \$29,520,000 with offsetting funding of \$13,595,000, **which includes \$3 million of general fund reserves to offset borrowing costs**. 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.
- Wittman Airport: - purchase of a new lawn mower at a cost of \$175,000 is scheduled for 2013. Current tractors are 14 and 29 years old and have had significant maintenance issues. The second mower is scheduled for replacement in 2015. More information about this project can be viewed in Section II of this book.

4. DIVISION OF HUMAN SERVICES:

The total cost of capital projects for this division is projected to be \$3,671,000. 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. Current conditions and staffing levels at Park View have filled the existing 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.

Roof Gable Sprinkler Installation: Cost of \$125,000 scheduled for 2014. This project is to install fire sprinklers in the remaining roof gables. During construction, 6 of 8 roof gables were constructed with regular plywood. Surveyors determined that the gables required additional fire protection and directed the installation of sprinklers. The 2 remaining gables were constructed with fire retardant plywood. During the 2011 facility inspection, the surveyor determined that fire retardant plywood installed during the building construction, did not provide the required fire protection for the overhangs at the emergency exits. This resulted in a citation and subsequent installation of fire sprinklers. This project is to fund the installation of sprinklers and to accomplish the work in a planned manner rather than as the result of a facility survey.

Nurse Call System Replacement: Cost of \$125,000 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.

Other 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.

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 \$60,000, 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 \$5,389,000 with offsetting revenue of \$2,459,500 leaving the balance of \$2,929,500 for borrowing. The projects in this division are as follows:

Community Park Road and Parking Lot Reconstruction – Total cost of \$1,199,000 scheduled to start in 2013 with completion 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 – Community Park Tennis Court Rehabilitation: Total cost of \$186,000, scheduled for 2013. The intent of this project would be to reconstruct 3 of the 6 tennis courts located in the southeast section of the Community Park. The poor conditions of all 6 of the courts are such that the department has elected to prevent further play on them by no longer installing the nets. Corrective action is needed. More information 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.

Parks Department Soccer Complex – Southwest Restroom / Shelter Facility: The cost of this project is \$159,000 and is scheduled for 2015. This project would involve the installation of a 312 sq. ft. precast concrete flush toilet restroom building in the south west section of the Community Park Soccer Complex. The facility would accommodate a total of 3 toilets, 1 urinal and 2 sinks. City water and sewer would service the facility.

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

Replace Boilers – Scheduled for 2013. This project would replace hot water boilers used to heat domestic water and to heat the building. The current boilers were installed with original building construction in 1959. The current boilers are very inefficient and have required expensive repairs for several consecutive years. Total project cost is \$480,000. More detail about this project can be viewed in Section II of this book.

Energy Conservation Facilities Improvements: Total cost of roughly \$1,542,000 with all funding expected to come from the State. The project will take place during 2013. The project consists of facility improvement measures to reduce energy consumption. Measures include outdoor lighting modification, plumbing improvements, building envelope remediation and air handling and energy management control systems. More detail about this project can be viewed in Section II of this book.

General Asphalt Repairs and Replacements: The project is scheduled for 2013 with a cost of \$276,000. Asphalt drives and several parking areas have deteriorated over time and exceed their life cycle. Safety conditions are a concern with students, campus visitors and employees. This project will remediate major repair/replacement areas. More detail about this project can be viewed in Section II of this book.

General Roof Repair, Replacement and Maintenance: Total project cost is estimated to be \$596,000. A study will be done in 2013 with actual work taking 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.

Astronomical Observation Facility: Total project cost is \$113,000. This 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. The project is scheduled for construction in 2017. Design work would take place in late 2015 and carry over to 2016.

Medical Science and Anthropology Lab – The total cost for this project is estimated at \$327,000. Engineering and design would start in 2015 with construction occurring 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 – This project is to provide a parent/teacher conference area, teacher preparation area, and storage space. Cost of this project is \$483,000. Engineering and design would be done in 2016-17 with construction in 2018 (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.

C. DIVISIONAL ANALYSIS – SOLID WASTE PROJECTS:

1. PLANNING AND ENVIRONMENT:

The total known cost of capital projects for this division is \$ 1,730,000. 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:

Landfill Gas Siloxane Removal System: Total cost of \$1 million, scheduled for 2013. This project involves the addition of landfill gas treatment equipment to remove siloxanes from the Sunnyview Landfill. Increasing levels of siloxanes in the Sunnyview Landfill gas collection system are causing significant operation and maintenance issues with the (5) engine/generators.

Volvo L90F Front End Loader Replacement: This equipment has a cost of \$230,000 and is scheduled for 2015. 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.

Cat D6 Dozer Replacement: Total cost of this equipment is \$300,000 and is scheduled for replacement during 2014. This 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.

Two Scale Replacements: The first is scheduled for 2013 at a cost of \$100,000. This scale was installed in 1989 and will continue to be 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 second scale is scheduled for replacement in 2016 at a cost of \$100,000. 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. It 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.

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.

VI. Tables and Charts

See tables and charts that follow in the next section.

SECTION VI

TABLES & CHARTS

Table 1
2013- 2017 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM
ALL (EXCLUDING SOLID WASTE)

Revised ---->> 1/25/12, 11:15am

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2013	2014	2015	2016	2017	TOTAL (excluding prior yrs)	Outside Planning Horizon
	ADMINISTRATION:								
General	Roof maintenance program		648,000	248,000	972,000	200,000	311,000	2,379,000	1,044,000
	Courthouse window replacement	60,000	600,000					600,000	
	Courthouse remodel					734,000	9,200,000	9,934,000	
	Courthouse boiler replacement						85,000	85,000	
	Courthouse deck reconstruction			70,000	700,000			770,000	
	Courthouse elevator modernization		660,000					660,000	
	Masonry Maintenance program		110,000	110,000	110,000	110,000	110,000	550,000	
	Storm water mitigation		25,000	250,000				275,000	
	Total Administration	60,000	2,043,000	678,000	1,782,000	1,044,000	9,706,000	15,253,000	1,044,000
	PUBLIC SAFETY:								
Sheriff	Radio System Upgrade	10,413,000	500,000					500,000	
	Evidence storage building			954,000				954,000	
	Jail Expansion				7,500,000	7,500,000		15,000,000	
	Jail parking expansion			142,000				142,000	
	Total Public Safety	10,413,000	500,000	1,096,000	7,500,000	7,500,000	-	16,596,000	-
	TRANSPORTATION:								
Highway	CTH A (Reconstruction Indian Pt Rd to City Neenah limits)	70,000			1,025,000	3,500,000		4,525,000	
	CTH AH Milling and Paving (CTH AH to Tri-County road)			600,000				600,000	
	Butler Ave Reconstruction					150,000	1,500,000	1,650,000	
	CTH C Mill and Pave (STH 26 to County Line)			250,000				250,000	
	CTH CB Improve Intersection (CTH CB & BB)		30,000	250,000				280,000	
	CTH FF Milling and Paving		1,750,000					1,750,000	
	State and Federal funding		(150,000)					(150,000)	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2013	2014	2015	2016	2017	TOTAL (excluding prior yrs)	Outside Planning Horizon
	CTH FF & Zoar Road Intersection Reconstruction				325,000			325,000	
	County G Bridge Reconstruction		70,000	535,000				605,000	
	State and Federal funding			(410,000)				(410,000)	
	CTH G Reconstruction (CTH A to STH 76)			200,000	250,000	3,000,000		3,450,000	
	CTH I (CTH N to Z)		1,500,000					1,500,000	
	CTH I Reconstruction (CTH N to Ripple Ave.)	77,900		25,000	1,400,000			1,425,000	
	CTH I & CTH N Intersection Reconstruction	14,000	1,255,000					1,255,000	
	CTH K Bridge Reconstruction	190,000	75,000	2,200,000				2,275,000	
	CTH M Reconstruction (STH 44 south to county line)		1,530,000					1,530,000	
	CTH N (Culvert - Bridge Reconstruction)		50,000	250,000				300,000	3,000,000
	CTH N Milling and paving (CTH FF to STH 26)					2,000,000		2,000,000	
	CTH T Reconstruction (CTH GG to CTH G)			2,200,000				2,200,000	
	State and Federal funding			(225,000)				(225,000)	
	CTH T Mill and Pave (CTH G to CTH II)			2,000,000				2,000,000	
	CTH Z mill and pave (CTH I to STH 45)				800,000			800,000	
	CTH Z Milling and Paving (CTH I to STH 26)					800,000		800,000	
Airport	Snow removal equipment		715,000	450,000	400,000	400,000	400,000	2,365,000	
	Airport fund balance applied		(715,000)					(715,000)	
	Fed, State funding			(360,000)	(320,000)	(320,000)	(320,000)	(1,320,000)	
	Terminal apron reconstruction				5,100,000			5,100,000	
	Fed, State funding				(4,845,000)			(4,845,000)	
	Maintenance shop addition			325,000				325,000	
	Taxiway B reconstruction				3,100,000			3,100,000	
	Fed, State funding				(2,930,000)			(2,930,000)	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2013	2014	2015	2016	2017	TOTAL (excluding prior yrs)	Outside Planning Horizon
	Mowing tractor		175,000		175,000			350,000	
	Total Transportation	351,900	6,285,000	8,290,000	4,480,000	9,530,000	1,580,000	30,165,000	3,000,000
	HUMAN SERVICES								
Park View	Park View 50 stall parking lot adjacent to new addition			32,000	315,000			347,000	
	Roof gable sprinkler installation - Park View Health Center			125,000				125,000	
	Nurse Call system			125,000				125,000	
Human Ser	Juvenile shelter care facility					20,000	2,994,000	3,014,000	
	Oshkosh HS boiler replacement					60,000		60,000	
	Total Human Services	-	-	282,000	315,000	80,000	2,994,000	3,671,000	-
	Education / Recreation								
Parks	Community park road & parking lot repaving		89,000	555,000	555,000			1,199,000	
	Community park tennis court rehabilitation		186,000					186,000	
	Livestock barn						474,000	474,000	
	Soccer Complex - SW Restroom				159,000			159,000	
UW Fox	Replace boilers (installed 1959)		480,000					480,000	
	Outagamie County funding		(240,000)					(240,000)	
	Energy Conservation Facilities Improvement Measures		1,542,000					1,542,000	
	State of Wisconsin		(1,542,000)					(1,542,000)	
	General Asphalt Pavement Repair and Maintenance		276,000					276,000	
	Outagamie County funding		(138,000)					(138,000)	
	General Roof Repair, Replacement and Maintenance		6,000	590,000				596,000	
	Outagamie County funding		(3,000)	(295,000)				(298,000)	
	Tax levy		(3,000)					(3,000)	
	Astronomical Observation Facility				1,000	8,000	104,000	113,000	
	Outagamie County funding				(500)	(4,000)	(52,000)	(56,500)	

DIVISION / DEPT	PROJECT DESCRIPTION	Prior Years	2013	2014	2015	2016	2017	TOTAL (excluding prior yrs)	Outside Planning Horizon
	Medical science and anthropology lab				3,000	22,000	302,000	327,000	
	Outagamie County funding				(1,500)	(11,000)	(151,000)	(163,500)	
	Child Care Center Addition					5,000	32,000	37,000	446,000
	Outagamie County funding					(2,500)	(16,000)	(18,500)	(223,000)
	Total Education / Recreation	-	653,000	850,000	716,000	17,500	693,000	2,929,500	223,000
	Subtotals	\$ 10,824,900	\$ 9,481,000	\$ 11,196,000	\$ 14,793,000	\$ 18,171,500	\$ 14,973,000	\$ 68,614,500	\$ 4,267,000
	Less fund balance applied		(1,000,000)	(1,000,000)	(1,000,000)			(3,000,000)	
	Required Borrowing for Levy Supported Projects		\$ 8,481,000	\$ 10,196,000	\$ 13,793,000	\$ 18,171,500	\$ 14,973,000	\$ 65,614,500	\$ 4,267,000

Table 2

2013 - 2017 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM
SOLID WASTE DEPARTMENT

DEPARTMENT	PROJECT DESCRIPTION	List	2013	2014	2015	2016	2017	TOTAL
Solid Waste	Landfill gas Siloxane removal system		1,000,000					1,000,000
	Volvo L90F Front End Loader Replacement				230,000			230,000
	Cat D6 Dozer Replacement			300,000				300,000
	Scale #1 replacement		100,000					100,000
	Scale #2 replacement					100,000		100,000
	Fund Balance Applied to all projects		(1,100,000)	(300,000)	(230,000)	(100,000)		
Required borrowing for non-levy supported projects		-	-	-	-	-	-	-
Required borrowing for levy and non-levy projects		8,481,000	10,196,000	13,793,000	18,171,500	14,973,000		65,614,500

**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 12/31/12	2013 PRINCIPAL PAID	2013 REFINANCED	2013 NEW DEBT	12/31/13 OUTSTANDING DEBT (Projected)
General Obligation Refunding Bonds, Series 2003B - refunding 2003 NAN's	03/01/03	04/01/2019	5.2704%	85,000	85,000	-	-	-
General Obligation Refunding Bonds, Series 2004B - refunding State Trust Fund Loan 2003	04/15/04	04/01/2020	4.5690%	736,000	346,000	-	-	390,000
General Obligation Notes, Series 2006A	09/01/06	04/01/2016	4.5000%	2,340,000	2,340,000	-	-	-
General Obligation Notes, Series 2007A	10/09/07	10/01/2017	3.7024%	2,105,000	385,000	-	-	1,720,000
General Obligation Notes, Series 2008A	10/01/08	10/01/2018	4.0700%	3,775,000	565,000	-	-	3,210,000
Taxable Gen Oblig (Build America Bonds) Series 2009B	11/10/09	04/01/2019	2.9900%	2,775,000	365,000	-	-	2,410,000
Taxable Recovery Zone Economic Devel Bonds (State Trust Fund Loan) Series 2009C	11/10/09	04/01/2019	2.4700%	1,919,000	255,000	-	-	1,664,000
General Obligation Notes Series 2010B	11/19/10	04/01/2020	3.7100%	11,095,000	1,295,000	-	-	9,800,000
State of Wisconsin Trust Fund Loan Series 2010C	11/22/10	03/15/2025	5.2500%	1,020,000	57,000	-	-	963,000
State of Wisconsin Trust Fund Loan Series 2010D	12/15/10	03/15/2020	5.0000%	115,000	12,000	-	-	103,000
General Obligation Notes Series 2011A	11/08/11	04/01/2021	2.6800%	3,375,000	335,000	-	-	3,040,000
General Obligation Notes Series 2012A Refunding	03/15/12	04/01/2020	1.6100%	3,875,000	85,000	-	-	3,790,000
General Obligation Notes Series 2012B Refunding	03/15/12	04/01/2016	0.7100%	8,915,000	845,000	-	-	8,070,000
General Obligation Notes Series 2012C	11/06/12	04/01/2022	2.7600%	17,525,000	5,150,000	-	-	12,375,000
NEW ISSUES - 2013:								
General Obligation Notes Series 2013A	11/08/13	04/01/2023	2.7000%	-	-	-	8,535,000	8,535,000
GRAND TOTALS				<u>\$ 59,655,000</u>	<u>\$ 12,120,000</u>	<u>\$ -</u>	<u>\$ 8,535,000</u>	<u>\$ 56,070,000</u>

Table 4

Levy Funded Debt

Descriptions of Issues

Issue	Description
2003 B	The 2003B bonding was for the purpose of refunding the Note Anticipation Notes that were issued January 8, 2003 for the purpose of paying the cost of financing the balance of the County's unfunded prior service liability contributions under the Wisconsin Retirement System. This excludes the portion associated with the Solid Waste and Highway Departments. Their proportionate share of the debt shows up under non-levy supported debt.
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.
2006 A	The 2006A bonding was for parking lot resurfacing, roof replacements, courthouse wheel chair ramp, a Sheriff Dept radio system upgrade and court video conferencing system, road construction and resurfacing projects, and a new nursing home and rehabilitation facility.
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.
2009A	Refunding of Series 2000A and 2001B. Series 2000A was for the purchase of the Williams Property, Outdoor Warning Siren System and County Highways JJ, A, and Y. Series 2001B was for the Roof Replacement Program, Law Enforcement Center, Transmitter Site Improvements, Public Safety System, County Roads JJ & Y, Airport Fire Truck Replacement, Portable Aircraft Storage Hangers, Park View Nurse Call System, Quick Chill Food Delivery System, and the UW Fox Valley Classroom Upgrade.
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.
2009C Recovery Zone Notes	This borrowing is for various road resurfacing projects and an airport rescue and fire fighting vehicle.
2010 A	This borrowing was to refinance the Series 2002A notes. The 2002A bonding was for the Roof Replacement Program, Law Enforcement Center, Transmitter Site Improvements, Public Safety System, County Highways JJ, K & A, County Highway Bridges E & D, PVHC Nurse Call System and Fiber Optic Cabling along County Rd A.

Levy Funded Debt

Descriptions of Issues

Issue	Description
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. Both of these issues are described above.
2012 B	This bond issue refunded our Series 2003 D, 2005 B and Series 2006 A. All of these issues are described above.
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.
2013 A	This bond issue will finance the following projects: building roof maintenance, Courthouse windows and elevators, Sheriff radio system (completion), various road and bridge projects, airport snow removal equipment, Parks road and tennis court reconstruction, UW Fox Valley infrastructure improvements.

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

Year	2003 B	2004 B	2006 A	2007 A	2008 A	2009 B	2009 C	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2013 A	Total	
2013	77	315	2,340	385	565	364	255	1,295	57	12	321	77	845	5,149	-	12,057	
2014		355	-	405	590	369	261	1,315	60	13	330	159	2,705	1,255	2,885	10,702	
2015		-	-	420	615	383	268	1,340	63	13	340	556	2,780	1,285	570	8,633	
2016		-	-	440	640	393	273	1,365	66	14	345	593	2,585	1,310	580	8,604	
2017		-	-	455	670	403	281	1,395	70	15	353	633	-	1,334	595	6,204	
2018		-	-	-	695	418	287	1,425	73	15	369	679	-	1,365	610	5,936	
2019		-	-	-	-	433	294	1,460	77	16	378	728	-	1,401	625	5,412	
2020		-	-	-	-	-	-	1,500	81	17	393	105	-	1,436	640	4,172	
2021		-	-	-	-	-	-	-	85	-	401	-	-	1,475	660	2,621	
2022		-	-	-	-	-	-	-	90	-	-	-	-	1,515	675	2,280	
2023		-	-	-	-	-	-	-	95	-	-	-	-	-	695	790	
2024		-	-	-	-	-	-	-	99	-	-	-	-	-	-	99	
2025		-	-	-	-	-	-	-	104	-	-	-	-	-	-	104	
Totals	77	670	2,340	2,105	3,775	2,763	1,919	11,095	1,020	115	3,230	3,530	8,915	17,525	8,535	67,614	
																Less 2013 principal retirement	(12,057)
																Net outstanding projected 12/31/13	55,557

Table 5
Interest Payment Schedule - Levy Funded Debt
(In Thousands)

Year	2003 B	2004 B	2006 A	2007 A	2008 A	2009 B	2009 C	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2013 A	Total
2013	2	22	48	72	120	62	86	156	54	6	67	49	203	265	-	1,212
2014		8	-	57	103	56	75	146	51	5	61	48	167	235	155	1,167
2015		-	-	41	84	48	63	133	47	5	54	45	109	210	140	979
2016		-	-	25	62	39	51	118	44	4	47	41	39	183	126	779
2017		-	-	9	39	29	39	98	41	3	40	32	-	157	112	599
2018		-	-	-	13	18	26	76	37	2	33	22	-	131	97	455
2019		-	-	-	-	6	13	48	33	2	24	9	-	102	82	319
2020		-	-	-	-	-	-	17	29	1	15	1	-	75	65	203
2021		-	-	-	-	-	-	-	25	-	5	-	-	46	48	124
2022		-	-	-	-	-	-	-	20	-	-	-	-	16	30	66
2023		-	-	-	-	-	-	-	16	-	-	-	-	-	11	27
2024		-	-	-	-	-	-	-	11	-	-	-	-	-	-	11
2025		-	-	-	-	-	-	-	5	-	-	-	-	-	-	5
Totals	2	30	48	204	421	258	353	792	413	28	346	247	518	1,420	866	5,946

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

Year	2003 B	2004 B	2006 A	2007 A	2008 A	2009 B	2009 C	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2013 A	Total	
2013	79	337	2,388	457	685	426	341	1,451	111	18	388	126	1,048	5,414	-	13,269	
2014	-	363	-	462	693	425	336	1,461	111	18	391	207	2,872	1,490	3,040	11,869	
2015	-	-	-	461	699	431	331	1,473	110	18	394	601	2,889	1,495	710	9,612	
2016	-	-	-	465	702	432	324	1,483	110	18	392	634	2,624	1,493	706	9,383	
2017	-	-	-	464	709	432	320	1,493	111	18	393	665	-	1,491	707	6,803	
2018	-	-	-	-	708	436	313	1,501	110	17	402	701	-	1,496	707	6,391	
2019	-	-	-	-	-	439	307	1,508	110	18	402	737	-	1,503	707	5,731	
2020	-	-	-	-	-	-	-	1,517	110	18	408	106	-	1,511	705	4,375	
2021	-	-	-	-	-	-	-	-	110	-	406	-	-	1,521	708	2,745	
2022	-	-	-	-	-	-	-	-	110	-	-	-	-	1,531	705	2,346	
2023	-	-	-	-	-	-	-	-	111	-	-	-	-	-	706	817	
2024	-	-	-	-	-	-	-	-	110	-	-	-	-	-	-	110	
2025	-	-	-	-	-	-	-	-	109	-	-	-	-	-	-	109	
Totals	79	700	2,388	2,309	4,196	3,021	2,272	11,887			3,576	3,777	9,433	18,945	9,401	73,560	
																Less 2013 principal retirement	<u>(12,057)</u>
																Net outstanding principal and interest projected 12/31/13	<u>61,503</u>

Table 7
Non Levy Funded Debt
Descriptions of Issues

Issue	Description
2003 B	The 2003 B bonding was done to refinance Note Anticipation Notes that were used to refinance the pension past service unfunded liability balance associated with the Solid Waste and Highway Departments.
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. Both of these issues are described above.

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

Year	2003 B	2004 B	2009 B	2011A	2012A	Total
2013	8	31	1	14	8	62
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	8	66	12	145	345	576
						Less 2013 principal retirements
						(62)
						Net outstanding projected 12/31/2013
						514

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

Year	2003 B	2004 B	2009 B	2011A	2012A	Total
2013	-	3	-	3	5	11
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	-	4	-	16	25	45

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

Year	2003 B	2004 B	2009 B	2011A	2012A	Total
2013	8	34	1	17	13	73
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	8	70	12	161	370	621
						Less 2013 principal retirements
						<u>(62)</u>
						Net outstanding projected 12/31/2013
						<u>559</u>

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

Year	2003 B	2004 B	2006 A	2007 A	2008 A	2009 B	2009 C	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2013 A	Total		
2013	85	346	2,340	385	565	365	255	1,295	57	12	335	85	845	5,150	-	12,120		
2014	-	390	-	405	590	370	261	1,315	60	13	345	175	2,705	1,254	2,885	10,768		
2015	-	-	-	420	615	385	268	1,340	63	13	355	610	2,780	1,285	570	8,704		
2016	-	-	-	440	640	395	273	1,365	66	14	361	651	2,585	1,310	580	8,680		
2017	-	-	-	455	670	405	281	1,395	70	15	369	695	-	1,334	595	6,284		
2018	-	-	-	-	695	420	287	1,425	73	15	386	745	-	1,365	610	6,021		
2019	-	-	-	-	-	435	294	1,460	77	16	395	799	-	1,401	625	5,502		
2020	-	-	-	-	-	-	-	1,500	81	17	410	115	-	1,436	640	4,199		
2021	-	-	-	-	-	-	-	-	85	-	419	-	-	1,475	660	2,639		
2022	-	-	-	-	-	-	-	-	90	-	-	-	-	1,515	675	2,280		
2023	-	-	-	-	-	-	-	-	95	-	-	-	-	-	695	790		
2024	-	-	-	-	-	-	-	-	99	-	-	-	-	-	-	99		
2025	-	-	-	-	-	-	-	-	104	-	-	-	-	-	-	104		
Totals	85	736	2,340	2,105	3,775	2,775	1,919	11,095	1,020	115	3,375	3,875	8,915	17,525	8,535	68,190		
																Less 2013 principal retirement	(12,120)	
																	Net outstanding projected 12/31/13	<u>56,070</u>

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

Year	2003 B	2004 B	2006 A	2007 A	2008 A	2009 B	2009 C	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2013 A	Total
2013	2	25	48	72	120	62	86	156	54	6	70	54	203	265	-	1,223
2014	-	9	-	57	103	56	75	146	51	5	64	53	167	235	155	1,176
2015	-	-	-	41	84	48	63	133	47	5	56	49	109	210	140	985
2016	-	-	-	25	62	39	51	118	44	4	49	45	39	183	126	785
2017	-	-	-	9	39	29	39	98	41	3	42	35	-	157	112	604
2018	-	-	-	-	13	18	26	76	37	2	35	25	-	131	97	460
2019	-	-	-	-	-	6	13	48	33	2	25	10	-	102	82	321
2020	-	-	-	-	-	-	-	17	29	1	16	1	-	75	65	204
2021	-	-	-	-	-	-	-	-	25	-	5	-	-	46	48	124
2022	-	-	-	-	-	-	-	-	20	-	-	-	-	16	30	66
2023	-	-	-	-	-	-	-	-	16	-	-	-	-	-	11	27
2024	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	11
2025	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	5
Totals	2	34	48	204	421	258	353	792	413	28	362	272	518	1,420	866	5,991

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

Year	2003 B	2004 B	2006 A	2007 A	2008 A	2009 B	2009 C	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2013 A	Total	
2013	87	371	2,388	457	685	427	341	1,451	111	18	405	139	1,048	5,415	-	13,343	
2014	-	399	-	462	693	426	336	1,461	111	18	409	228	2,872	1,489	3,040	11,944	
2015	-	-	-	461	699	433	331	1,473	110	18	411	659	2,889	1,495	710	9,689	
2016	-	-	-	465	702	434	324	1,483	110	18	410	696	2,624	1,493	706	9,465	
2017	-	-	-	464	709	434	320	1,493	111	18	411	730	-	1,491	707	6,888	
2018	-	-	-	-	708	438	313	1,501	110	17	421	770	-	1,496	707	6,481	
2019	-	-	-	-	-	441	307	1,508	110	18	420	809	-	1,503	707	5,823	
2020	-	-	-	-	-	-	-	1,517	110	18	426	116	-	1,511	705	4,403	
2021	-	-	-	-	-	-	-	-	110	-	424	-	-	1,521	708	2,763	
2022	-	-	-	-	-	-	-	-	110	-	-	-	-	1,531	705	2,346	
2023	-	-	-	-	-	-	-	-	111	-	-	-	-	-	706	817	
2024	-	-	-	-	-	-	-	-	110	-	-	-	-	-	-	110	
2025	-	-	-	-	-	-	-	-	109	-	-	-	-	-	-	109	
Totals	87	770	2,388	2,309	4,196	3,033	2,272	11,887	1,433	143	3,737	4,147	9,433	18,945	9,401	74,181	
																Less 2013 principal & interest retirement	<u>(12,120)</u>
																Net outstanding principal and interest projected 12/31/13	<u>62,061</u>

Table 13
INDEBTEDNESS LIMITATIONS (Dollars in thousands)
DECEMBER 31, 2013 (Projected)

LEGAL DEBT LIMIT

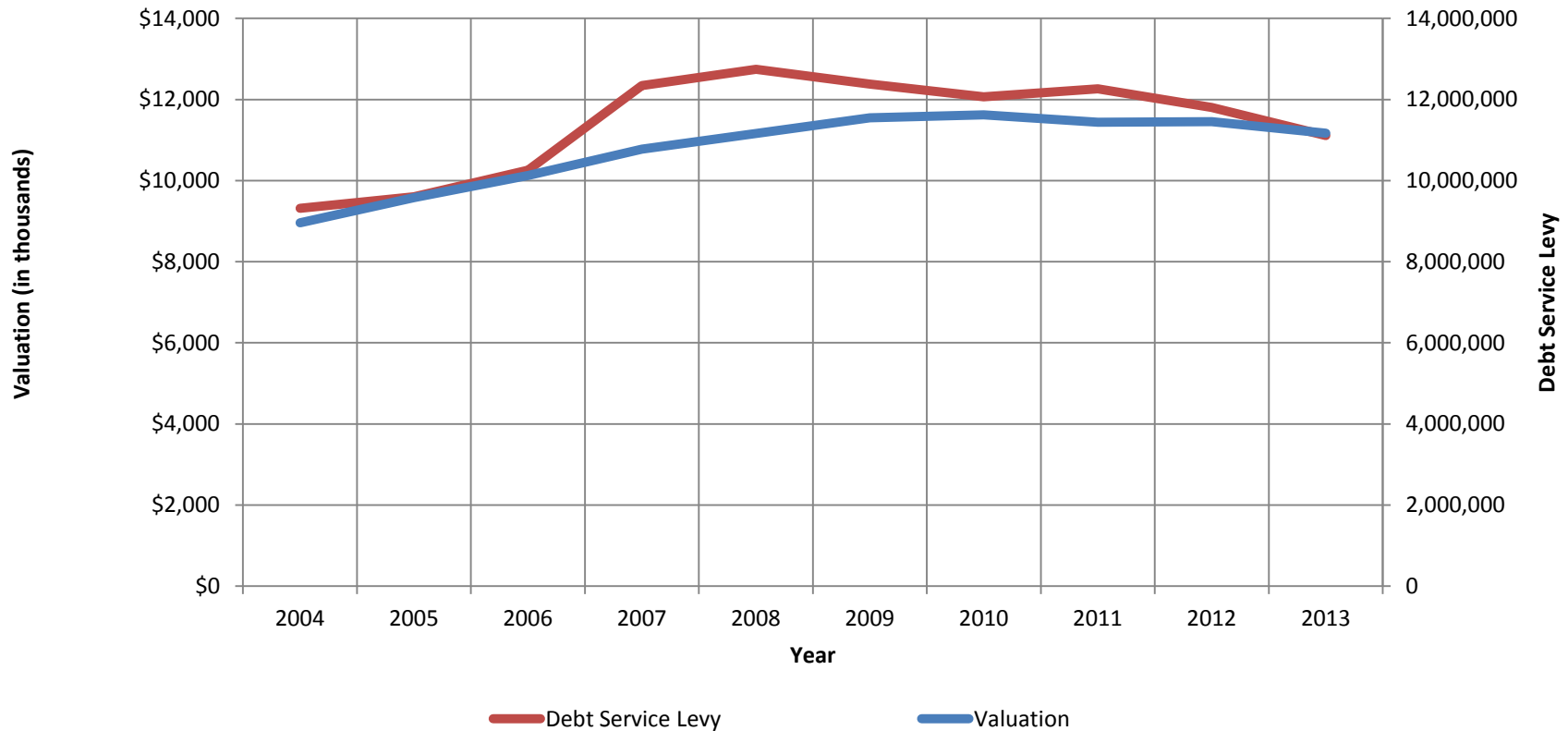
Chapter 67, section .03 of Wisconsin Statutes reads: The aggregate amount of indebtedness, including existing indebtedness of any municipality shall not exceed 5% of the value of the taxable property located therein as equalized for State purposes.

2012	
For Winnebago County (includes TIF Districts)	\$ <u>11,729,287</u>
Debt Limit at 5%	586,464
Debt outstanding as of December 31, 2013 (projected)	56,070
Percent of debt limit used	<u>9.56%</u>
Remaining Debt Margin	\$ <u>530,394</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
2004	8,961,053	50,372	9,317	5.62	1.04
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

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

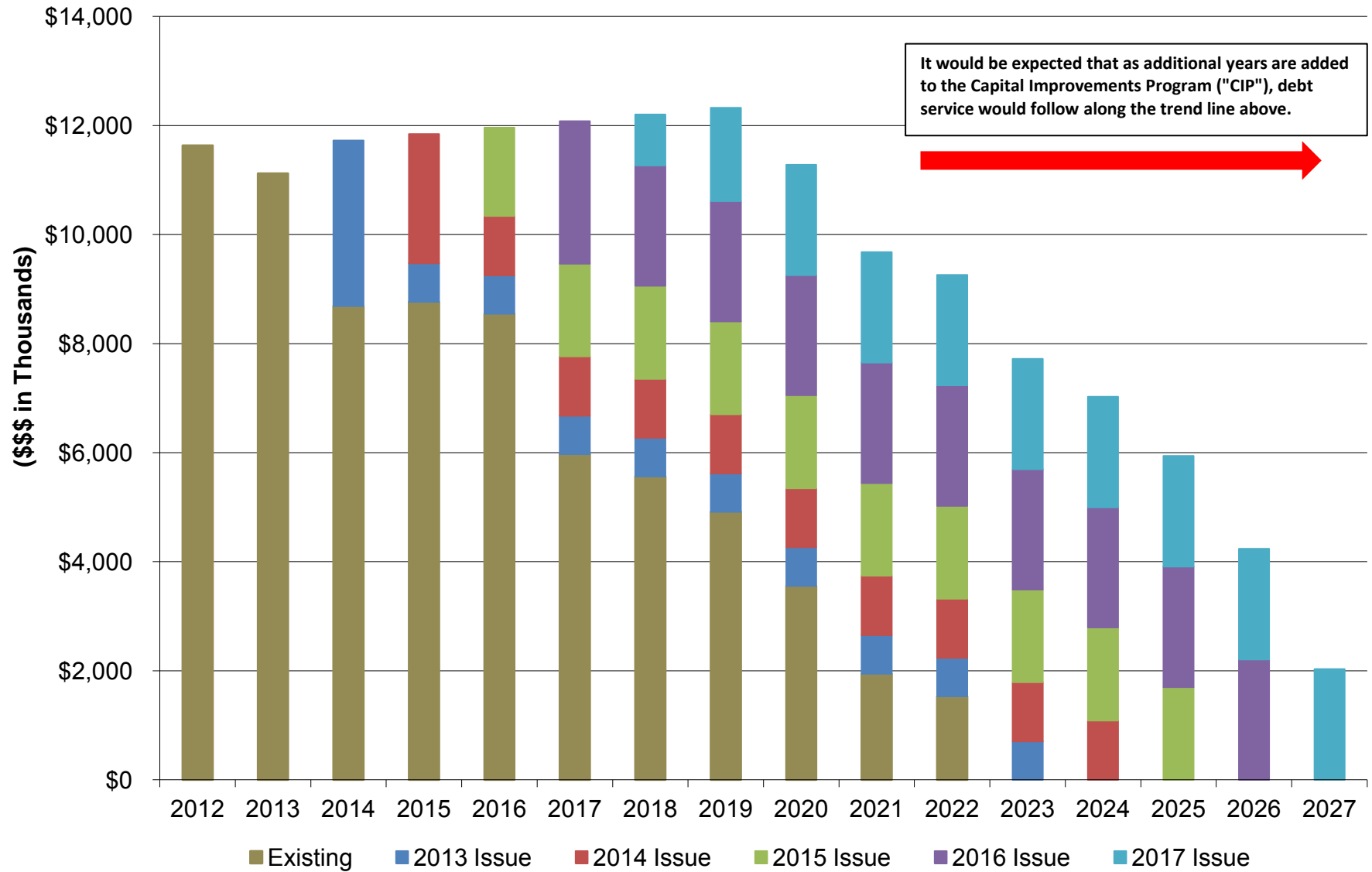


Chart 3
Non-Levy Supported Debt Service

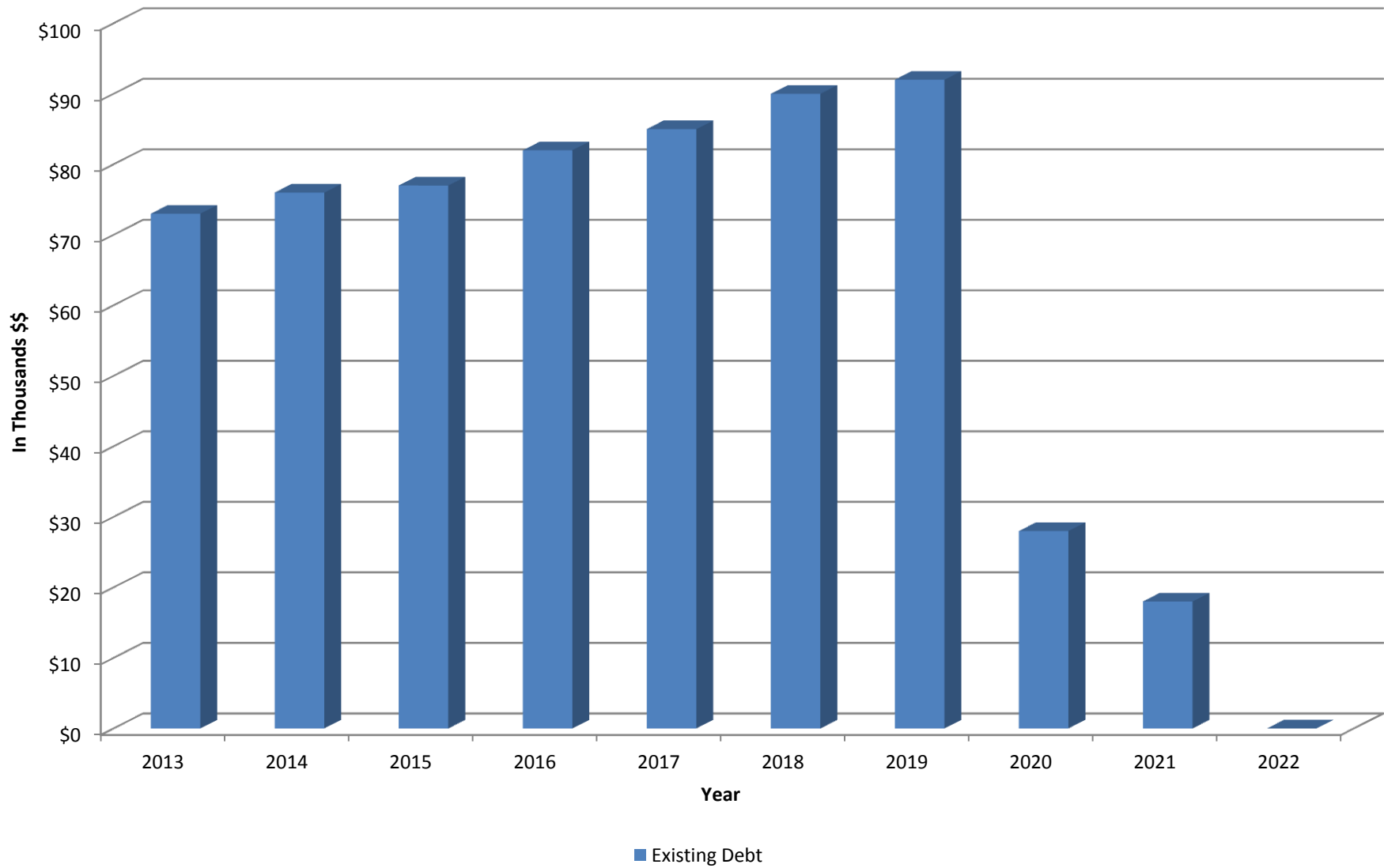
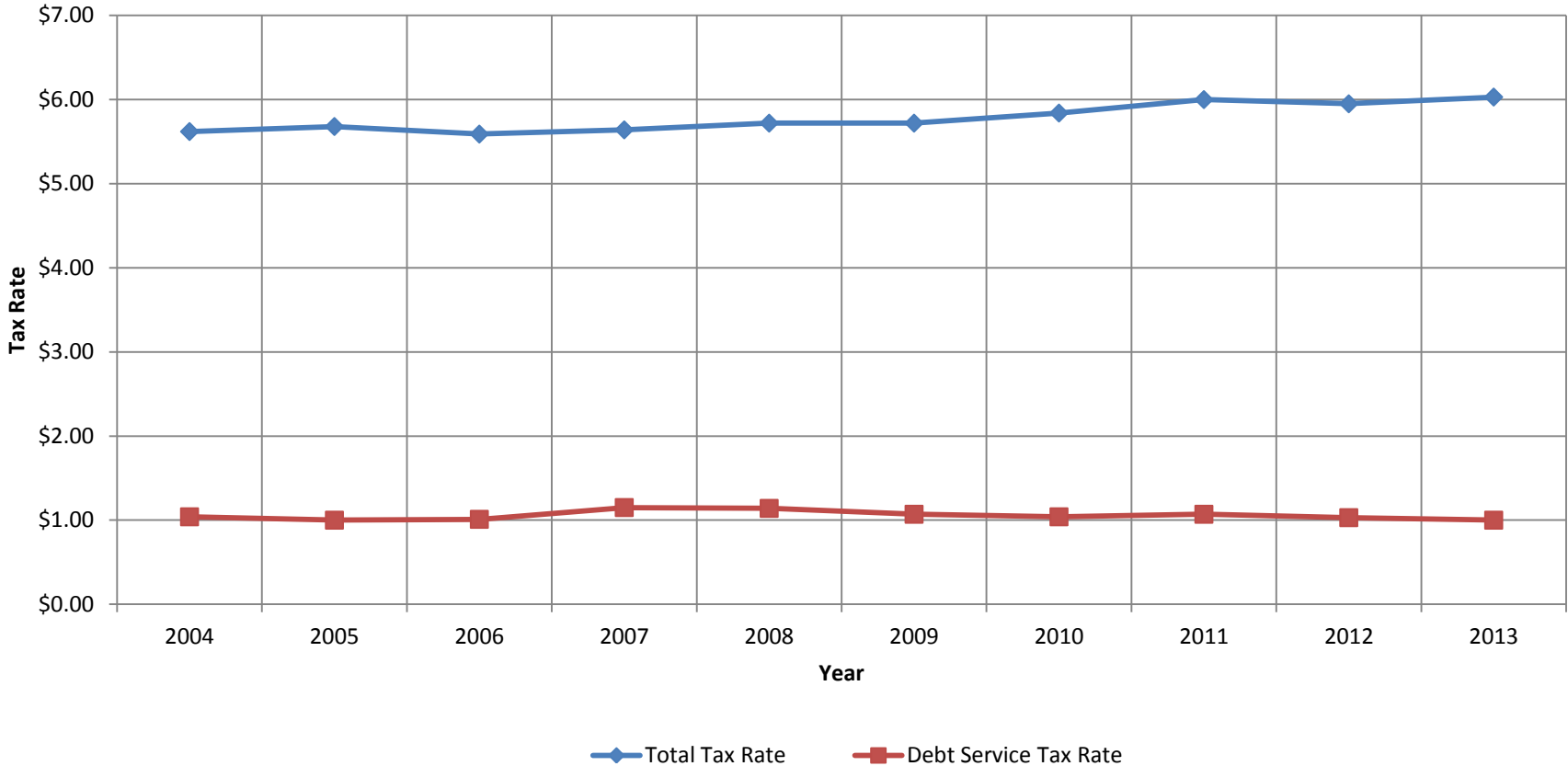


Chart 4
Tax Rate Information - Historical



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

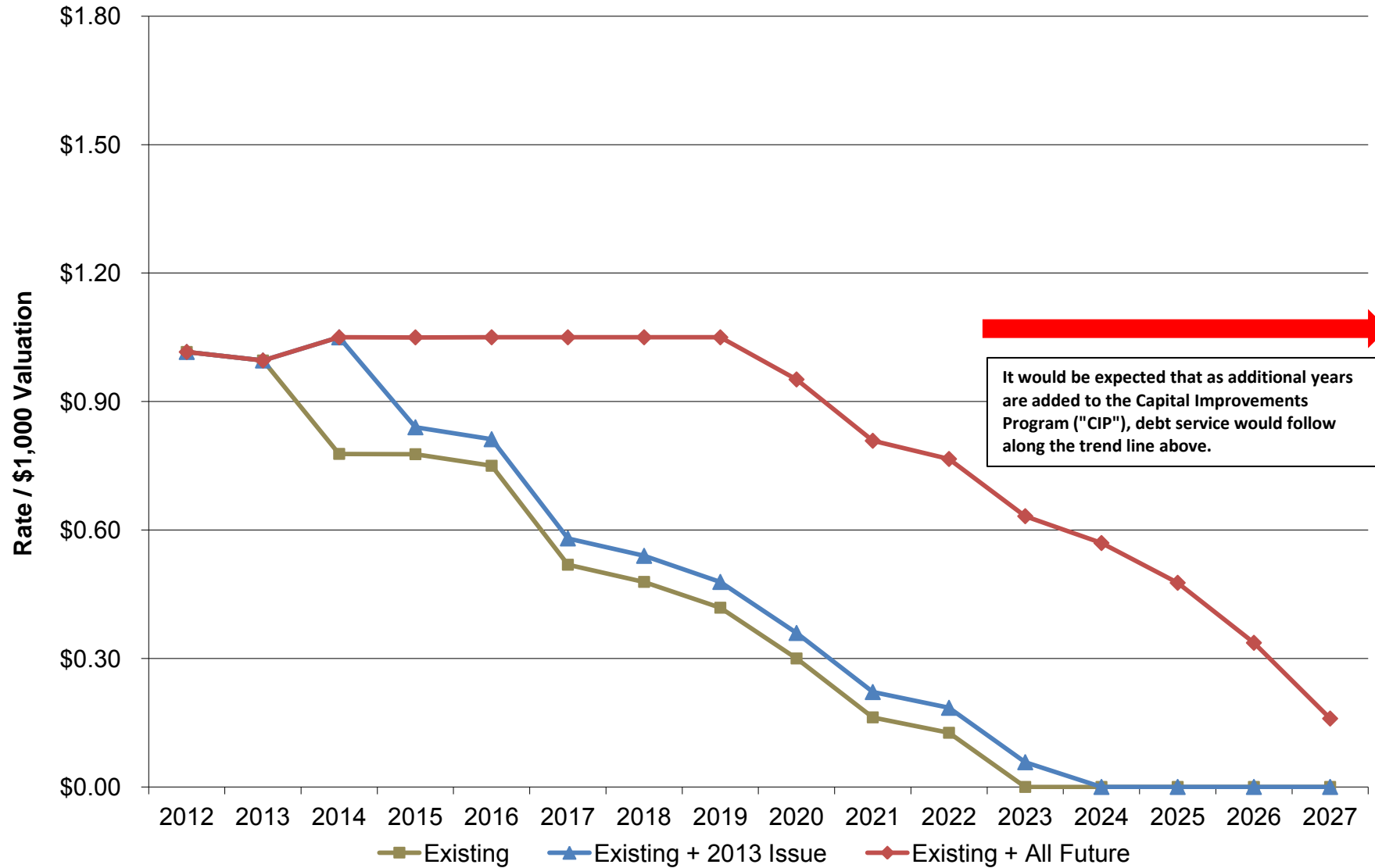
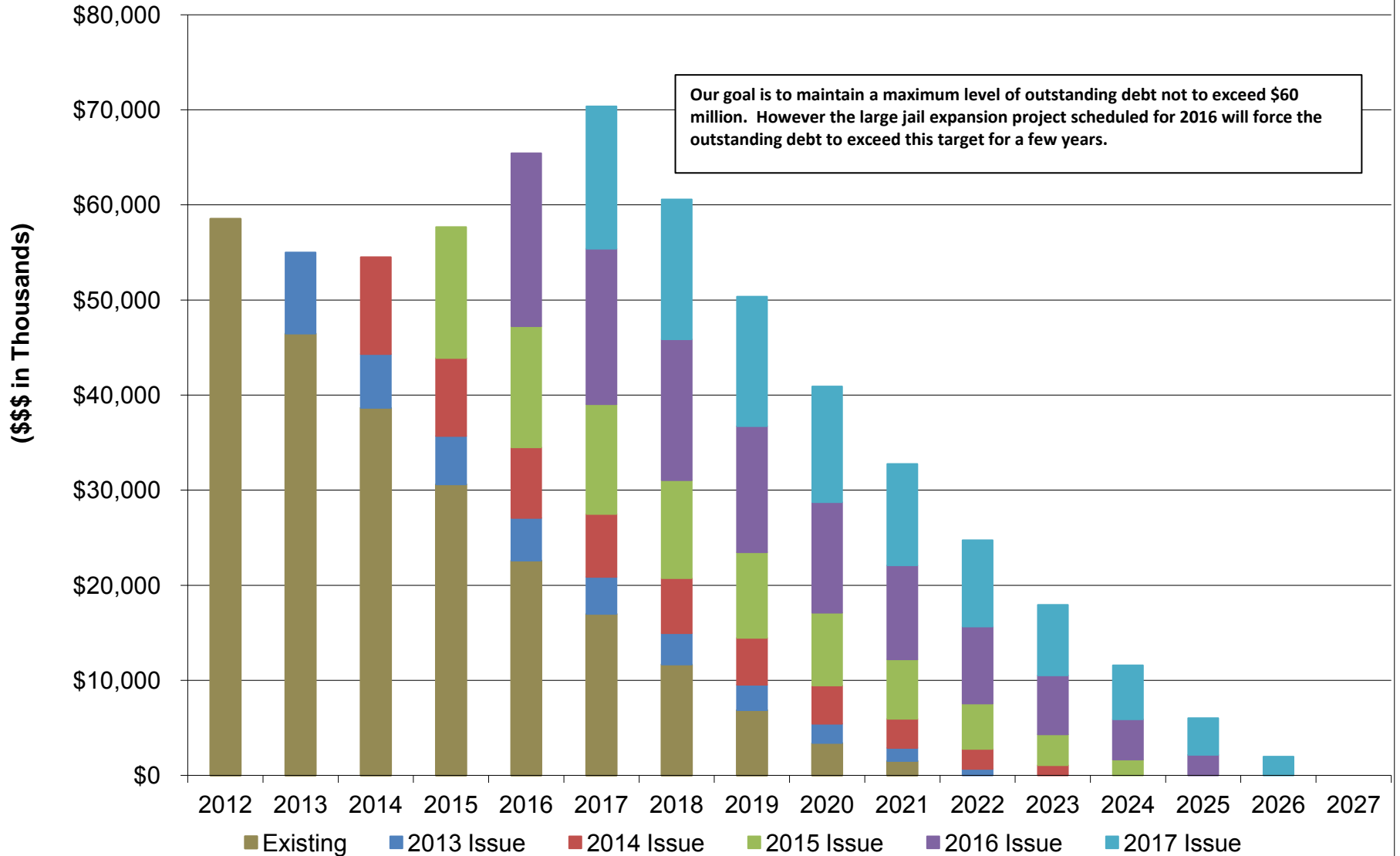


Chart 6
Principal Outstanding End of Year - All Debt Current and Future



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:

	COSTS AND FUNDS BY YEAR							Total
	Prior years	2013 (Note)	2014	2015	2016	2017	Beyond	
<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 2013 must have diagrams and detailed project descriptions submitted to Finance.