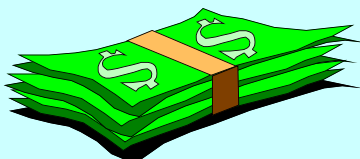
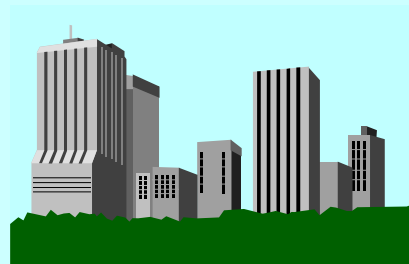
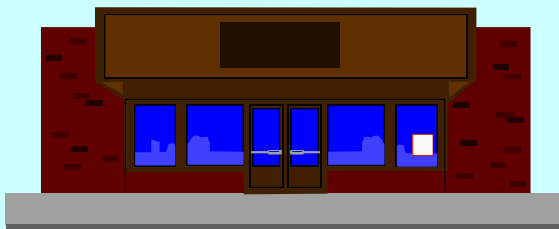




**WINNEBAGO COUNTY, WISCONSIN  
EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM  
2010 – 2014**



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**Winnebago County**  
Office of the County Executive

*The Wave of the Future*

January 25, 2010

WINNEBAGO COUNTY, WISCONSIN

2010-2014

**EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM**

Dear Members of the Winnebago County Board:

With this letter I am submitting the 2010-2014 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 2010 to 2014. 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 5<sup>th</sup> 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.

Detailed information is provided on those projects, which will require funding during 2009. In reviewing the document, please note that **no funding commitments for any projects are being requested at this time.** Information on the 2010 projects and capital projects outlook is provided to assist you in evaluating this year's bonding proposal in the context of overall projected needs.

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

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

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

Your prompt consideration of this important matter is appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Mark J. Harris". The signature is written in dark ink and is positioned above the printed name and title.

Mark Harris  
Winnebago County Executive

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# Section I

## Introduction

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## **I. INTRODUCTION:**

The 2010-2014 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.

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# Section II

2010

Bonding

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**II. 2010 BONDING:**

**A. SUMMARY**

Total bonding for capital projects to be included in the 2010 bond issue equals \$13,145,000. Projects included are shown below with bonding requirements:

DIVISION	PROJECT DESCRIPTION	TOTAL COST PLANNING HORIZON	PROJECTED BONDING 2010	REF
General Adm	Pavillion demolition	700,000	700,000	1
	Pleasant Acres demolition	700,000	700,000	2
	Asphalt replacement program	416,000	122,000	3
	B' Gosh building purchase and remodeling	3,850,000	3,850,000	4
	Financial software replacement	725,000	575,000	5
	East Central Regional Planning Commission - refunding of past service pension liability	125,000	125,000	6
	Central dictation system	90,000	90,000	7
	Relocate Info Systems hub from Pavilion building	215,000	215,000	8
Sheriff	Radio system upgrade	11,000,000	500,000	9
	Fairview tower fiber installation	303,000	303,000	10
Highway	Satellite facility - Winchester	275,000	275,000	11
	CTH A (Indian Pt Rd to City of Neenah)	3,200,000	200,000	12
	CTH D (Sth 116 IN Tn Winneconne to Waushara Cth line Tn Poygan)	2,500,000	227,000	13
	CTH E (STH 116 to south county line)	2,025,000	1,825,000	14
Airport	CTH T (CTH Y to CTH G)	3,374,000	300,000	15
	Runway 18/36 reconstruction	8,000,000	0	16
	Taxiway D apron rehabilitation	450,000	0	17
	Runway broom	650,000	130,000	18
	Utility extension & infrastructure - NW hanger development	160,000	160,000	19
Park View	Land acquisition	1,200,000	1,200,000	20
	Storage building	1,085,000	1,085,000	21
Parks	Air conditioning - exposition center	460,000	311,000	22
UW Fox	1655 University Ave property renovation	1,543,000	45,000	23
	Re-construct north parking lot	161,000	161,000	24
	Debt issue costs		46,000	
Total Levy Supported Projects - Borrowing		43,207,000	13,145,000	

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

**B. PROJECT DETAIL - 2010 BONDING:**

This section presents detailed information on each of the projects included in the 2010 Bonding Proposal. Information on each proposed project is shown in the following format:

A. Proposed 2010 Bonding:

This refers to the financial requirements of the project to be met through the 2010 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 2010:**

Projects and descriptions start on next page.

1. **Park View Pavilion Building Demolition**

A. PROPOSED 2010 BONDING - \$ 700,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase						-
Demolition	700,000					700,000
Equipment						-
Other						-
<b>Total costs</b>	<b>700,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>700,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	700,000	-	-	-	-	700,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 700,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 700,000</b>

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** This project is to raze the vacant Pavilion building on the Park View Campus. The County's Comprehensive Space Needs Plan does not show a need for the building as it is no longer being used as a nursing home. In order to minimize storm water mitigation for the new facility, the impervious surfaces of the Pavilion must be removed.

**Relationship to other projects and plans:** This project is related to the Oshkosh B'Gosh Building Remodeling and Relocation of Public health Projects. In order to raze the Pavilion Building Public Health, Second Chance and Information Systems need to be relocated.

**Justification and alternatives considered:** The Comprehensive Space Needs Plan does not show a need for the available space once the building is no longer used as a nursing home. There are significant costs with upgrading the building to be used as an office building. Leaving it stand vacant will still require minimal costs to maintain modest heat, lighting and ventilation.

**ANNUAL OPERATING IMPACT:** Utility costs of keeping the building in a mothball state run roughly \$200,000 per year. The sooner this building comes down, the sooner we eliminate this operational cost.







**2. Park View - Pleasant Acres Demolition**

A. PROPOSED 2010 BONDING - \$ 700,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase						-
Demolition	700,000					700,000
Equipment						-
Other						-
<b>Total costs</b>	<b>700,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>700,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	700,000	-	-	-	-	700,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 700,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 700,000</b>

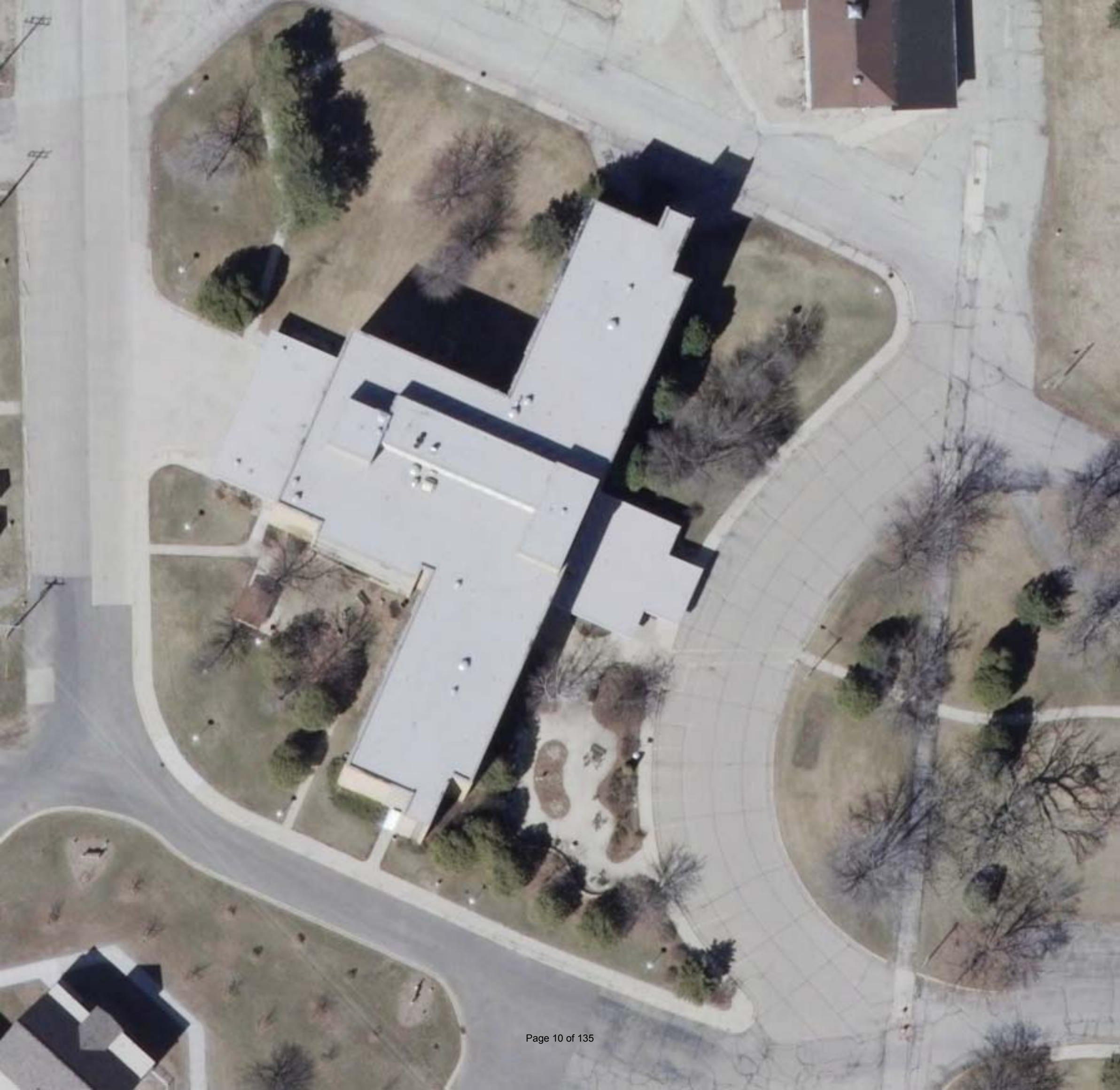
C. DECIPTION AND JUSTIFICATION:

**Project Description:** This project is to raze the vacant Pleasant Acres building on the Park View Campus. The Oshkosh B'Gosh Building was purchased in lieu of remodeling the Pleasant Acres Building. The County's Comprehensive Space Needs Plan does not show a need for the building once it is no longer used as a nursing home. In order to minimize storm water mitigation for the new facility, and to minimize costs related to maintaining an empty building it will be razed.

**Relationship to other projects and plans:** This project is related to the Oshkosh B'Gosh Building Remodeling and Relocation of Public health Projects. The Oshkosh B'Gosh building eliminated the need to remodel Pleasant Acres for office space and to relocate offices preventing the razing of the Pavilion Building.

**Justification and alternatives considered:** The Comprehensive Space Needs Plan does not show a need for the available space once the building is no longer used as a nursing home. There are significant costs with upgrading the building to be used as an office building. Leaving it stand vacant will still require minimal costs to maintain modest heat, lighting and ventilation.

**ANNUAL OPERATING IMPACT:** Utility costs of keeping the building in a mothball state run roughly \$200,000 per year. The sooner this building comes down, the sooner we eliminate this operational cost.









**3. Asphalt Replacement Program**

A. PROPOSED 2010 BONDING - \$ 122,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
<b>Engineering / design:</b>						
Dawes Street lot	\$ 22,000	\$ -	\$ -	\$ -		\$ 22,000
Butler Ave lot			22,000			22,000
Neenah HS lot		22,000				22,000
<b>Construction:</b>						
Dawes Street lot	100,000					100,000
Butler Ave lot			150,000			150,000
Neenah HS lot		100,000				100,000
Other						
<b>Total costs</b>	<b>122,000</b>	<b>122,000</b>	<b>172,000</b>	<b>-</b>		<b>416,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	122,000	122,000	172,000	-		416,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 122,000</b>	<b>\$ 122,000</b>	<b>\$ 172,000</b>	<b>\$ -</b>		<b>\$ 416,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The parking lots at the Neenah Human Services and Dawes Street Lots are deteriorated beyond repair and require replacement. Butler Avenue leading to the Coughlin Center and Parkview is also deteriorated beyond repair. This project would replace the pavement in roughly a 3 year period.

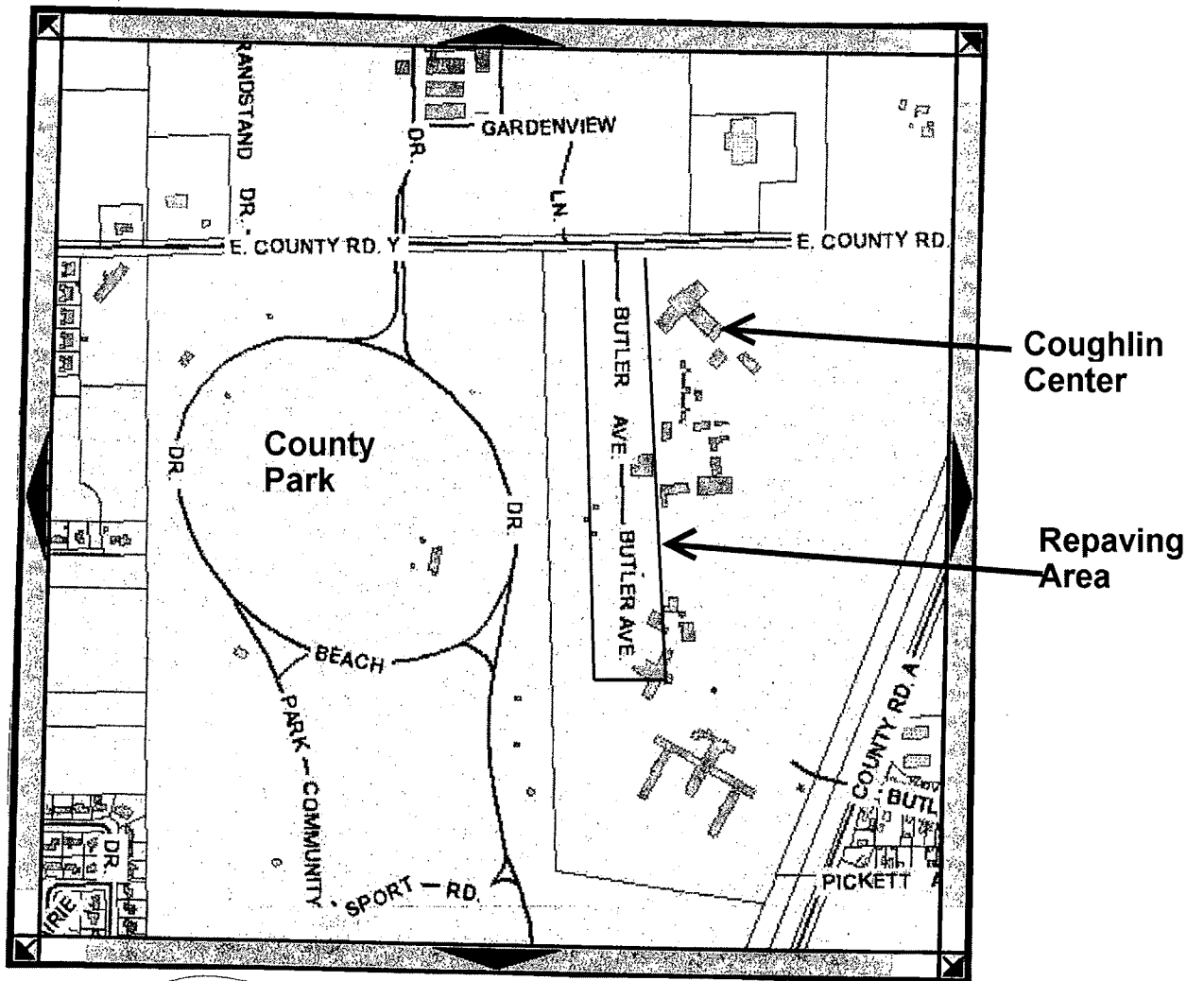
**Relationship to other projects and plans:** This project is not related to any other project.

**Justification and alternatives considered:** This project is necessary to provide a safe driving surface for staff and the public. If this project is not completed the pavement will continue to deteriorate and eventually the lots will become gravel and mud. There is a continual need to patch and repair the lots the keep them in a safe driving condition.

**ANNUAL OPERATING IMPACT:** Annual operating cost reduction of \$20,000 for maintenance of bad surfaces could be eliminated.

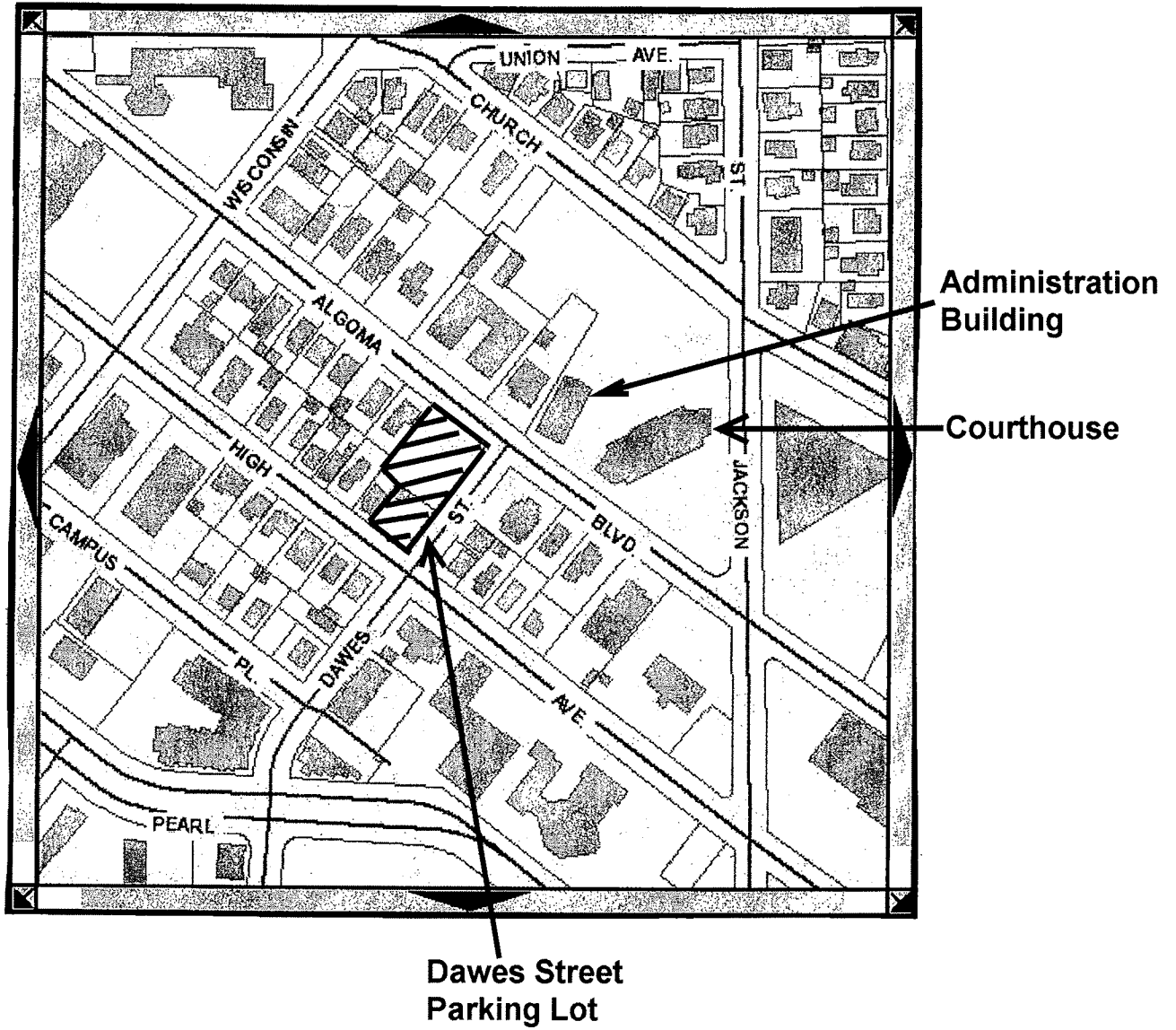
# Capital Improvement Plan Asphalt Replacement Program

## Butler Avenue Repaving



**Capital Improvement Plan  
Asphalt Replacement Program**

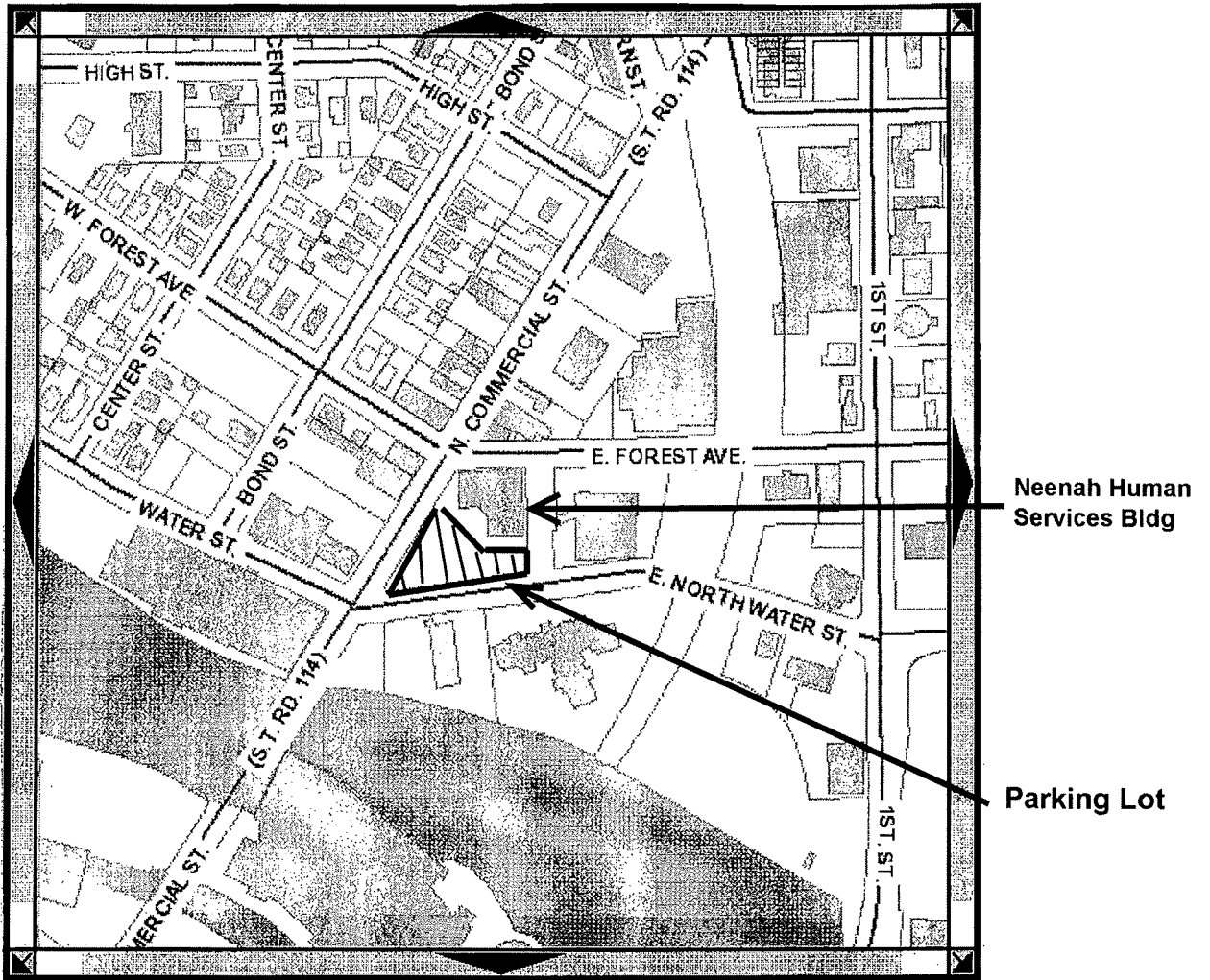
**Dawes Street Parking Lot Repaving**





**Capital Improvement Plan  
Asphalt Replacement Program**

**Neenah Human Services Parking Lot Repaving**



**4. B' Gosh Buildings Purchase and Remodeling**

A, PROPOSED 2010 BONDING - \$ 3,850,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ 250,000	\$ -	\$ -	\$ -		\$ 250,000
Property purchase	1,250,000					1,250,000
Remodeling	2,350,000					2,350,000
Equipment						-
Other						-
<b>Total costs</b>	<b>3,850,000</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>3,850,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	3,850,000	-	-	-		3,850,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 3,850,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 3,850,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** This project consists of purchasing and reconfiguring the recently purchased Oshkosh B'Gosh building into non-court related administrative offices. This will allow the non-court related departments currently located on the Courthouse campus to relocate to the building. This will free up space in the Courthouse Campus buildings to provide appropriate space to the remaining departments. Court related departments currently located in rented office space would be returned to County owned space. This project most importantly will provide the necessary space for Public Health, Second Chance and Information Systems so these functions can be moved out of the Pavilion. This will allow the razing of the Pavilion. The scope of this project will be to remodel the interior to make efficient office space, provide updated HVAC, electrical and plumbing systems.

**Relationship to other projects and plans:** This project is related to 3 other projects. The first is to provide a more efficient and accessible location for Public Health. The second is to raze the Pavilion which is vacant since the new Park View facility is open. The third project is to provide adequate space for Second Chance rather than the basement of the Pavilion. Finally this project will provide additional space on the Courthouse Campus for all the departments located there and to bring County departments from rented space to County owned space.

**Justification and alternatives considered:** Public Health is located in the basement of the Pavilion at Park View. This building is 80% vacant since the new Park View facility has opened. Second Chance is also in the basement of the Pavilion in minimally adequate space for a school. Since the Pavilion is no longer used as a nursing home, it is difficult to maintain security in the building and the cost to operate will be significantly higher than the occupied space should cost. The alternatives studied have been; to add on to the Courthouse for the needed space, keep using rental space, or build new for Public Health and

Second Chance. The decision was made to purchase the Oshkosh B'Gosh Building to provide the needed space.

**ANNUAL OPERATING IMPACT:** See chart below:

	B'Gosh Properties		PA Remodel		Differnece - B'Gosh More Costly / (Less Costly) than PA Remodel	
	One time cost	Annual costs	One time cost	Annual costs	One time	Annual
	Purch + Remodel cost	3,850,000		10,000,000		(6,150,000)
Raze Pavilion (Note 1)	700,000		700,000		-	
Raze Pleasant Acres (Note 2)	700,000				700,000	
Annual operating:						
Utilities		180,000		200,000		(20,000)
Maintenance		25,000		25,000		-
<b>Totals</b>	<b>5,250,000</b>	<b>205,000</b>	<b>10,700,000</b>	<b>225,000</b>	<b>(5,450,000)</b>	<b>(20,000)</b>
Note 1: We would have to raze the Pavilion building in either case.						
Note 2: We would not raze the Pleasant Acres building had we not purchased the B' Gosh properties. We likely would have remodeled that building for office and other use.						



## Overview of Properties

OshKosh B’Gosh has three separate properties: 112 Otter Avenue, 215 Waugoo Avenue, and 206 State Street. OshKosh B’Gosh would use the 206 State Street property to house its remaining workforce of approximately 23 employees.

### 112 Otter Avenue...

...consists of a four-story office building, a one-story adjoined building, and a small two-story adjoined warehouse. Approximate total SF of 81,444. Building’s features: private offices, executive suite, a raised-floor computer room, training and meeting rooms, open space for flexibility with cubicle configuration, updated employee lunchroom, reception area, loading dock, warehouse and basement storage, and 128 parking stalls (with additional adjacency to public parking lots). This property is “turnkey” ready.

#### Front view of 112 Otter Avenue





Exterior of warehouse (loading dock and 2-story building right of the main building)



Side view of main building; 128-stall private parking lot with security cameras.





## 215 Waugoo Avenue...

. . . consists of a free-standing, single-story, 5,760 SF building. Built in 1967, it formerly housed the Wisconsin Job Service prior to being acquired by OshKosh B'Gosh. The building currently serves as a multipurpose meeting facility complete with 4 offices, restrooms, and a kitchenette.

### Exterior views



**Street side entrance to  
215 Waugoo Ave.**



**Back entrance to  
215 Waugoo Ave.**

## 206 State Street. . .

. . . consists of a two-story, stone construction building main building with a two-story annex that adjoins the State Street and Otter Street buildings. Approximately SF is 8,978. The original structure was built in 1887 and housed a dairy company at one time. OshKosh B'Gosh acquired the property, turned it into its flagship retail store, and then into offices. It is OshKosh B'Gosh's intent to retain this property for a 25-person office staff; however, its use is open for discussion.





**5. Financial and Human Resources / Payroll Software Replacement**

A, PROPOSED 2010 BONDING - \$ 575,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -		\$ -
Software purchase	425,000					425,000
Implementation	150,000	150,000				300,000
Equipment						-
Other						-
<b>Total costs</b>	<b>575,000</b>	<b>150,000</b>	<b>-</b>	<b>-</b>		<b>725,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	575,000	150,000	-	-		725,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 575,000</b>	<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 725,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** This project is for the replacement of the PeopleSoft financial core applications and possible replacement of other financial, human resources and payroll software applications. It may include the following modules: 'Required Finance core modules': General Ledger, Budget Administration, Accounts Payable, Accounts Receivable/Billing, Cash Receipting, and Purchasing. We will also explore the following Optional modules - Human Resources: Personnel Administration, Payroll, Benefits, Applicant Tracking, Position Control, Leave Management, and Training. Finance: Budget Modeling/Forecasting, Project Accounting, Grants, Fixed Assets, Contracts. It is the goal of the County to acquire a commercial off-the-shelf product that will be configurable to meet the software functionality needs.

Cost information provided in the table above represents the estimated cost of replacing all of the modules.

The core financial systems serve most agencies of the County. There are approximately 103 users of the current financial system. Of these approximately 40 are power users and the remainder are inquiry-only users. It is expected that a new system with additional modules and improved functionality would result in more user contact with the financial system.

**Relationship to other projects and plans:** There are other applications that have been purchased or written to accomplish some reporting that is currently required. Replacement of the software with a product that is more functional could eliminate the need to purchase and upgrade other application software to do all the necessary financial recording and reporting necessary in today's business

environment. It could eliminate the need to maintain other software such as fixed assets, cash receipting if it could be done through one system.

The County is seeking to eliminate the following in relation to its financial and other information systems:

- Poor integration between financial systems that results in duplicate data entry and redundant and/or un-retrievable data.
- Lack of streamlined integration between the financial and payroll system.
- Lack of integration between the capital assets system and the other financial systems.
- Lack of budget preparation module.
- Lack of integration with the current HR and Financial system with imaged documents
- Difficulty in creating ad-hoc reports.
- Cumbersome navigation of current system.
- Lack of integration – cash receipting.
- High cost of implementing upgrades and patches.

The problem with continuing with the current financial applications and not upgrading them relates to operating system upgrades, viruses, fixes and patches. Operating system software must be constantly upgraded, fixes and patches must be installed to protect against viruses. As application software becomes more outdated, the likelihood that it will work with operating system upgrades, patches and fixes goes down. We had one current instance where a patch had to be installed to the operating system software and it was questionable as to whether our financial applications would continue to run on the system. The risk is too great that our financial systems could come to a grinding halt. We need a package that is the right size for our organization so we can keep current with upgrades without excessive spending to do so.

The alternative is to continue to upgrade the current systems as upgrades are released. Upgrades to the financial applications have not been done since the product was installed back in 1998. The cost to do upgrades was too high and could not be justified. The Human Resources and Payroll applications have been upgraded and are up to date. However, they are very complicated and time consuming. Application software designed for our size of organization would make the upgrade process easier, less time consuming and less painful than the current systems.

**ANNUAL OPERATING IMPACT:** Based on phone calls to PeopleSoft (now Oracle), we have come to the conclusion that it would cost more to bring the PeopleSoft financial applications up to date than to scrap them and purchase new systems from a vendor that is more geared to our size organization. Annual maintenance costs would be lower because they are based on a percent of the purchase price and software from a vendor geared to smaller organizations is likely going to cost less. The upgrade process would cost less partially because it would take less time and not require as much backfilling of peoples jobs with temporary help to keep the regular work up to date. The actual dollars of savings cannot be quantified at the current time.

**6. Borrowing to Refinance Unfunded Past Service Pension Liability of the East Central Regional Planning Commission.**

A, PROPOSED 2010 BONDING - \$ 125,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -		\$ -
Loan to East Central Regional Planning Commission	125,000					125,000
Other						-
<b>Total costs</b>	<b>125,000</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>125,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	125,000	-	-	-		125,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 125,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 125,000</b>

Note: This is a loan to the East Central Regional Planning Commission to refinance their unfunded past service pension liability to the Wisconsin Retirement System. They will be paying back Winnebago County on an annual basis.

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** East Central Regional Planning Commission (ECRPC) approached the County and asked if they would be able to use our tax exempt borrowing authority to re-finance their unfunded past service pension liability. They are members of the Wisconsin Retirement System and have an unfunded pension liability, similar to the one Winnebago County had and refinanced within the past 10 years. We are able to do this borrowing as tax exempt because it will represent less than 5% of the 2010 bond issue and this type of non-qualified use is allowable as long as the amount does not represent more than 5% of the total borrowing.

Winnebago County along with several other Counties are members of ECRPC. Reducing their cost to pay off their unfunded past service pension liability benefits all members. ECRPC will pay us back for their share of the debt service on an amortization schedule that is acceptable to both ECRPC and Winnebago County.

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

**Justification and alternatives considered:** The interest rate currently being paid by ECRPC on their unfunded pension liability is 7.8%. It is estimated that the rate under a County tax exempt borrowing would be around 4.75%. This will result in a net savings to the Commission.

**ANNUAL OPERATING IMPACT:** The total projected savings is \$ 95,394. Since Counties pay dues to the Commission partially based on funding they need to operate, this savings will be passed along to member Counties through a slower growth in the dues paid.





Option 1 - Tax Exempt Notes

**East Central Wisconsin Regional Planning Commission  
Example Prior Service Liability Refunding  
Tax-Exempt G.O. Promissory Notes**

*After Refunding*

YEAR	ESTIMATED PRIOR PAYMENTS	\$125,000 Tax-Exempt G.O. Promissory Notes Dated: June 1, 2010		GROSS SAVINGS (COST)
		PRINCIPAL (4/1)	INTEREST Avg: 4.75%	
			TOTAL	
2010	\$8,328		\$7,917	\$4,858
2011	\$8,670		\$15,700	\$753
2012	\$9,025	\$10,000	\$5,700	(\$6,675)
2013	\$9,395	\$10,000	\$5,225	(\$5,830)
2014	\$9,780	\$15,000	\$4,631	(\$9,851)
2015	\$10,181	\$15,000	\$3,919	(\$8,738)
2016	\$10,599	\$15,000	\$3,206	(\$7,608)
2017	\$11,033	\$15,000	\$2,494	(\$6,461)
2018	\$11,485	\$15,000	\$1,781	(\$5,296)
2019	\$11,956	\$15,000	\$1,069	(\$4,112)
2020	\$12,447	\$15,000	\$356	(\$2,910)
2021	\$12,957			\$12,957
2022	\$13,488			\$13,488
2023	\$14,041			\$14,041
2024	\$14,617			\$14,617
2025	\$15,216			\$15,216
2026	\$15,840			\$15,840
2027	\$16,489			\$16,489
2028	\$17,166			\$17,166
2029	\$17,869			\$17,869
2030				\$0
	<b>\$250,582</b>	<b>\$125,000</b>	<b>\$36,298</b>	<b>\$85,815</b>
			<b>\$161,298</b>	

Savings Summary	
Gross savings after 40-year amort period.....	\$85,815
Liability balance remaining 1/1/30.....	\$9,579
<b>Total Gross Savings.....</b>	<b>\$95,394</b>

(a) Assumes Commission will have made liability payments through 5/31/10.

# East Central Wisconsin Regional Planning Commission

## WRS Amortization Schedule

Before Refunding

**ORIGINAL ASSUMPTIONS:**

Contribution Rate.....	0.80%
2008 Salary Base.....	\$960,621
2008 Prior Service Balance.....	\$123,122
Interest Rate.....	7.80%
Salary Increase Rate.....	4.10%

Year	Beginning Balance	Payments	Interest	Ending Balance	Salaries	Salary Increase
1 2009	\$123,122	\$8,000	\$8,980	\$124,102	\$1,000,006	4.10%
2 2010	\$124,102	\$8,328	\$9,030	\$124,804	\$1,041,007	4.10%
3 2011	\$124,804	\$8,670	\$9,058	\$125,193	\$1,083,688	4.10%
4 2012	\$125,193	\$9,025	\$9,061	\$125,229	\$1,128,119	4.10%
5 2013	\$125,229	\$9,395	\$9,035	\$124,869	\$1,174,372	4.10%
6 2014	\$124,869	\$9,780	\$8,977	\$124,066	\$1,222,521	4.10%
7 2015	\$124,066	\$10,181	\$8,883	\$122,768	\$1,272,645	4.10%
8 2016	\$122,768	\$10,599	\$8,749	\$120,918	\$1,324,823	4.10%
9 2017	\$120,918	\$11,033	\$8,571	\$118,456	\$1,379,141	4.10%
10 2018	\$118,456	\$11,485	\$8,344	\$115,314	\$1,435,686	4.10%
11 2019	\$115,314	\$11,956	\$8,062	\$111,420	\$1,494,549	4.10%
12 2020	\$111,420	\$12,447	\$7,720	\$106,693	\$1,555,825	4.10%
13 2021	\$106,693	\$12,957	\$7,311	\$101,048	\$1,619,614	4.10%
14 2022	\$101,048	\$13,488	\$6,830	\$94,389	\$1,686,018	4.10%
15 2023	\$94,389	\$14,041	\$6,267	\$86,615	\$1,755,145	4.10%
16 2024	\$86,615	\$14,617	\$5,616	\$77,614	\$1,827,106	4.10%
17 2025	\$77,614	\$15,216	\$4,867	\$67,265	\$1,902,017	4.10%
18 2026	\$67,265	\$15,840	\$4,011	\$55,436	\$1,980,000	4.10%
19 2027	\$55,436	\$16,489	\$3,038	\$41,985	\$2,061,180	4.10%
20 2028	\$41,985	\$17,166	\$1,936	\$26,755	\$2,145,688	4.10%
21 2029	\$26,755	\$17,869	\$693	\$9,579	\$2,233,662	4.10%

**\$258,583**

**\$145,039**

<b>June 2010 Payoff:</b>	
2010 Balance	\$124,102
Less: Est. 2010 Payments	(\$3,470)
	<u>\$120,632</u>

**7. Central Dictation System**

A, PROPOSED 2010 BONDING - \$ 90,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -		\$ -
Land purchase						-
Construction						-
Equipment	90,000					90,000
Other						-
<b>Total costs</b>	<b>90,000</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>90,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	90,000	-	-	-		90,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 90,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 90,000</b>

C. DECRPTION AND JUSTIFICATION:

**Project Description:** The current Dictation system for Park View, Human Services, and Sheriff is comprised of approximately 75 dictators and 16 transcribers. A new digital system will replace the current dictation system that uses tapes. The tape type systems are becoming obsolete and it is harder to find replacement parts as the current equipment fails. This older type of system also requires a lot of resource time in managing the tapes. A digital dictation system allows users to use a handheld recorder and/or a regular phone or cell phone. With the phone system, the voice is automatically stored on the county network, which eliminates the occurrences of lost or misplaced or accidentally erased tapes, which then consumes an additional amount of resource time to recover. The handheld recorders are placed on a docking station where at that time the voice gets uploaded to the system, ready to be transcribed. The digital dictation system provides a management tool to assess and manage the dictation to be transcribed and also has performance related reports to better evaluate the performance of our transcribers.

**Benefits of central dictation system:**

- Departments such as Human Services have confidentiality issues when people at the Neenah Human Services building do dictation and have to send the tapes through the interoffice mail to another location to have the transcription done.
- The Sheriff Department patrol officers and detectives have situations where they do dictation and need the information transcribed quickly. This system would allow dictation to be done in the field and sent electronically to the office where transcription can be done immediately rather than having to wait until the officer or detective returns to the office.

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

**ANNUAL OPERATING IMPACT:** This system will cost roughly \$9,300 per year for software and hardware maintenance. This system is more costly than the current system of hand held recorders and playback devices used for transcription. The only costs of that system are machine repairs and replacements and tape purchases. The primary reasons for the project are the benefits described above.

**8. Relocate Info Systems hub from Pavilion building**

A, PROPOSED 2010 BONDING - \$ 215,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ 29,000	\$ -	\$ -	\$ -		\$ 29,000
Land purchase						-
Construction	169,000					169,000
Equipment	17,000					17,000
Other						-
<b>Total costs</b>	<b>215,000</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>215,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	215,000	-	-	-		215,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 215,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 215,000</b>

C. DECRPTION AND JUSTIFICATION:

**Project Description:** The Park View Pavilion building houses a communications closet where fiber servicing many County buildings concentrates. Due to the planned razing of this building, the fiber hub must be relocated. The plan is to utilize a closet in the James Coughlin building. This site will allow for the shortest distances (thus lowest cost) since all of the fiber involved is underground. Information Systems will work with the vendor chosen by bid to maintain the most up-time possible for the network.

**Relationship to other projects and plans:** This request is directly related to the planned razing of the Park View Pavilion building. The fiber hub must be relocated prior to the razing project.

**ANNUAL OPERATING IMPACT:** These is no annual fiscal impact. This project is to move the hub. It will still exist but in a different location. There should be no change in operational costs.

**9. Sheriff – Radio System Upgrade**

A. PROPOSED 2010 BONDING - \$ 500,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -		\$ -
Land purchase						-
Construction						-
Equipment	500,000	6,500,000	4,000,000			11,000,000
Other						-
<b>Total costs</b>	<b>500,000</b>	<b>6,500,000</b>	<b>4,000,000</b>	<b>-</b>		<b>11,000,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	500,000	6,500,000	4,000,000	-		11,000,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 500,000</b>	<b>\$ 6,500,000</b>	<b>\$ 4,000,000</b>	<b>\$ -</b>		<b>\$ 11,000,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** This project is to upgrade the public radio system to simulcast and digital. Radio transmissions are broadcast from one radio tower. As a result, 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 repeating 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 by the year 2011. 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 weaknesses in our current system, officers only a few miles away are unable to hear officer’s transmissions from portables. A simulcast system will enable all officers to assist all calls.

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

**Justification and alternatives considered:** The Federal Communications Commission has issued a ruling requiring all public safety frequencies to be narrow band by the year 2012.

**ANNUAL OPERATING IMPACT:** Annual operational costs are estimated to increase by about 10% over the existing operating cost of the current system. The current systems maintenance contract is roughly \$21,000 per year.

**10. Fairview Tower Fiber Installation**

A, PROPOSED 2010 BONDING - \$ 274,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -		\$ -
Land purchase						-
Construction						-
Equipment	274,000					274,000
Other						-
<b>Total costs</b>	<b>274,000</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>274,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	274,000	-	-	-		274,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 274,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 274,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** The purpose of this project is to install fiber to connect the Menasha P.D. to the Winnebago County Sheriff's Tower on Hwy 76 and Fairview Road.

**Relationship to other projects and plans:** As we upgrade our radio and mobile data systems, this project will create a hot loop for public safety radio/data. Creation of a hot loop will prevent the public safety radio/data system from crashing when lines are severed due to weather, car accidents or digging by utilities.

**Justification and alternatives considered:** Due to existing structures, a micro wave system isn't possible. Because of the bandwidth needed, using T-1 lines will result in a large monthly and recurring cost.

**ANNUAL OPERATING IMPACT:** Most of this fiber will be underground. The only annual expense related to this would be diggers hotline charges if projects require the utility to come out and mark the location of underground cables. A small portion of the fiber will be located on telephone poles. Annual rental for the portions on poles could be around \$800 per year. Overall, the annual operating cost is very minimal.



**11. Highway Satellite Facility - Winchester**

A, PROPOSED 2010 BONDING - \$ 250,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -		\$ -
Land purchase						-
Construction	250,000					250,000
Equipment						-
Other						-
<b>Total costs</b>	<b>250,000</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>250,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	250,000	-	-	-		250,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 250,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** Design and construction of a satellite Highway Department facility at the intersection of STH 45 and CTH II in Winchester Wisconsin.

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

**Justification and alternatives considered:** The current Highway Department facility located in Oshkosh does not have adequate storage space. Equipment that is used for winter and summer maintenance is stored outside during winter months. This equipment is vital for emergency and non-emergency response. Equipment that is needed for severe winter weather and for unexpected severe weather at other times of the year should not be stored in an unprotected environment. The recent expansion of state, county and local roadways has forced the Highway Department to increase its inventory of maintenance equipment to meet this need. The State Highway System will be experiencing another major expansion over the next several years and additional equipment will need to be acquired prior to completion of the expansion project. Response time for routine maintenance and emergency situations in the northern half of Winnebago County will be greatly enhanced once the new facility is constructed. Projected increases in vehicular travel in this segment of Winnebago County will continue to put pressure on the department to respond to emergency situations as quickly as possible, both to prevent and to address emergency situations.

**ANNUAL OPERATING IMPACT:** Costs associated with utilities and repairs for the building will be offset from savings from not having to transport equipment to this part of the County since it would be stored there. Net impact will be insignificant.



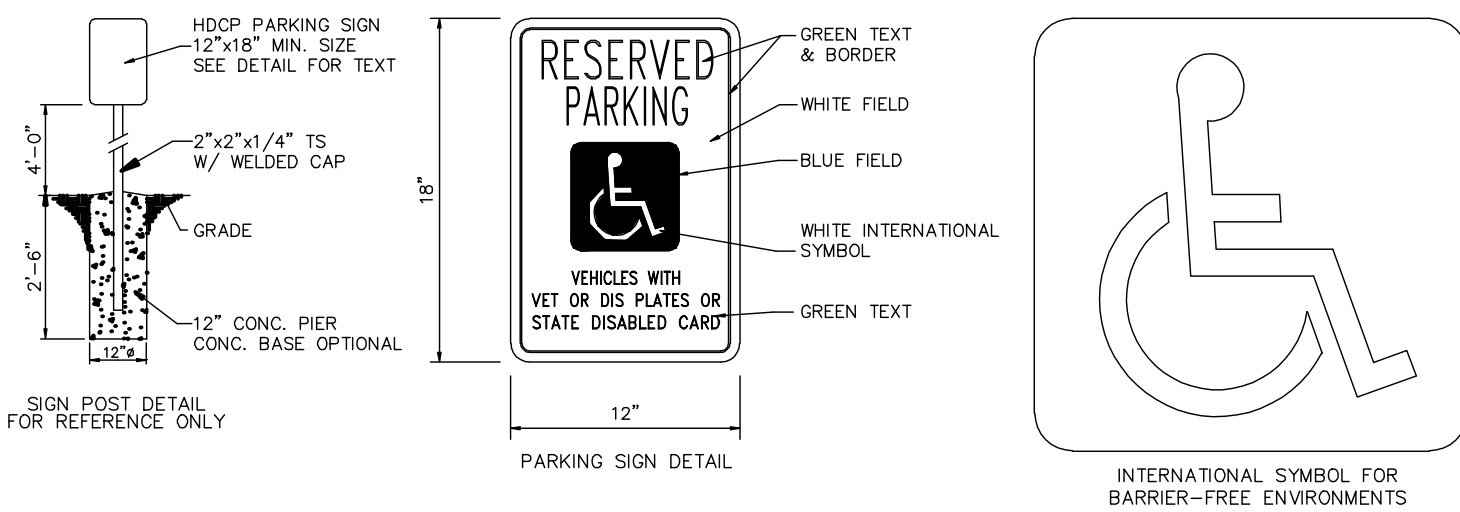


THE LOCATION OF UTILITIES SHOWN ON THE PLANS ARE FROM EXISTING RECORDS AND/OR FIELD LOCATIONS AND MAY NOT BE COMPLETE OR ACCURATE. THE CONTRACTOR(S) SHALL CONTACT DIGGER'S HOTLINE AT (800) 242-8511, AS WELL AS OTHER UTILITIES NOT SERVED BY DIGGER'S HOTLINE, BUT HAVING FACILITIES IN THE WORK AREA, AT LEAST THREE (3) FULL BUSINESS DAYS PRIOR TO CONSTRUCTION TO NOTIFY THE UTILITIES TO LOCATE THEIR UNDERGROUND FACILITIES.

**EROSION CONTROL /STORMWATER MANAGEMENT NOTES:**  
 DISTURBED AREA = 0.60 ACRES EROSION CONTROL PLAN AND STORMWATER MANAGEMENT PLAN NOT REQUIRED (NO NOI REQUIRED)  
 EROSION CONTROL TO BE IN ACCORDANCE WITH THE LATEST WDNR TECHNICAL STANDARDS

**DESCRIPTION:**  
 A tract of land located in the NE 1/4 OF THE NW 1/4 OF Section 23, T.20N., R.15E., Town of Winchester, Winnebago County, Wisconsin and described as follows:  
 Lot 1 of Certified Survey Map No. 3065 excluding any highway right of way. Said tract contains 0.90 acres more or less.  
**NOTE:**  
 The property lines shown on this plan are based on the best available records.

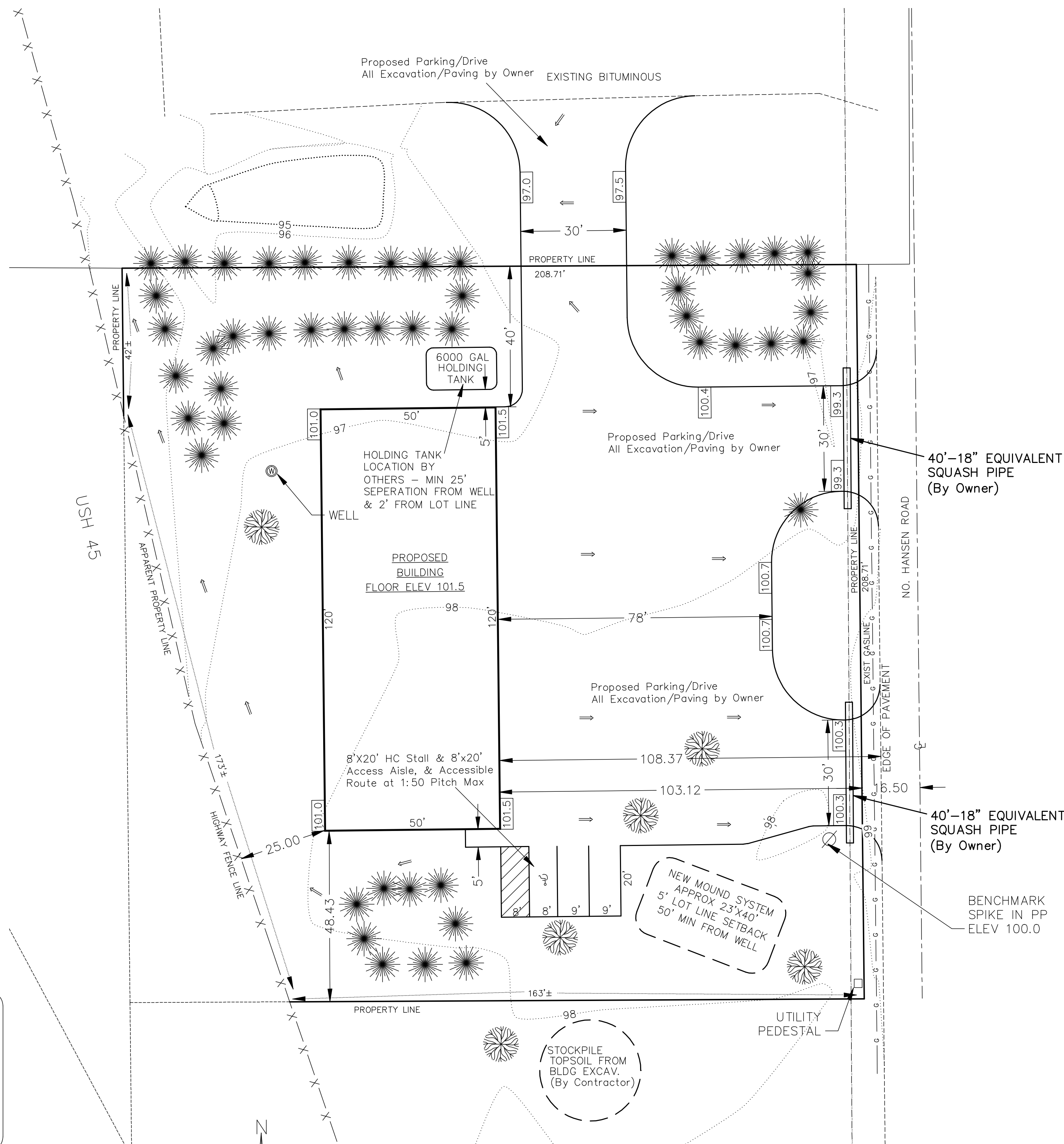
- 000.0 PROPOSED ELEVATION
- PROPOSED WATER DRAINAGE
- DECIDUOUS TREE
- CONIFEROUS TREE
- POWER POLE
- UTILITY PEDESTAL
- 00 EXISTING CONTOUR



HNDCP PARKING SIGN DETAILS

NOT TO SCALE

IT SHALL BE THE RESPONSIBILITY OF THE OWNER TO INSTALL (WHERE SHOWN HEREON), BARRIER FREE PARKING SIGNS IN CONFORMITY TO WISCONSIN ADMINISTRATIVE CODE - TRANS #200.07



NOTE - WELL, MOUND, AND TANK SIZES AND LOCATIONS ARE APPROXIMATE AND ARE TO BE DESIGNED AND LOCATED BY OTHERS

SNOW LOADS	
<b>BALANCED SNOW LOADS</b>	
Ground Snow Load, $P_g = 40$ psf Exposure Factor, $C_e = 1.0$ Thermal Factor, $C_t = 1.0$ Importance Factor, $I = 1.0$ Slope Factor, $C_s = 1.0$	
Balanced Snow Roof Load = $P_f = 0.7 \times C_e \times C_t \times I \times C_s \times P_g = 28$ psf	
SEISMIC CONDITIONS	
Use Group - 1 Importance Factor, $I_e = 1.0$ Site Class = D Short Period Response, $S_{ds} = 0.07g < 0.15g$ 1 Second Response, $S_{d1} = 0.034g < 0.04g$	
Seismic Design Category = A	
WIND LOADS	
$V_3s = 90$ MPH Exposure = C	
WIND ANALYSIS BY METAL BLDG SUPPLIER	

SOIL BEARING	2,000 PSF PRESUMED (SAND, SILTY SAND, CLAYEY SAND, SILTY GRAVEL, CLAYEY GRAVEL) IF ACTUAL CONDITIONS DIFFER FROM ABOVE, CONTACT ENGINEER.
CONCRETE	FOUNDATIONS - 3000 PSI MIN. IN 28 DAYS FLATWORK - 4000 PSI MIN. IN 28 DAYS REBAR - GRADE 60
METAL BUILDING	COMPANY TO BE DETERMINED BY CONTRACTOR & ENGINEER TO MEET DESIGN LOADS AS SPECIFIED & ALL APPLICABLE BUILDING CODES
ELECTRICAL	ALL BY OWNER
PLUMBING	DESIGN-BUILD FORMAT W/FOLLOWING GUIDELINES: BLACK WATER TO MOUND SYSTEM GREY WATER TO 6,000 GAL HOLDING TANK TRENCH DRAIN AND CATCH BASIN PER PLANS TOILETROOM FIXTURES PER ADA REQUIREMENTS ON-DEMAND TANKLESS WATER HEATER IN TOILETROOM MOUNTED UNDER SINK (NOT TO CONFLICT W/KNEE & TOE CLEARANCES) 3 INTERIOR AND 1 EXTERIOR HOSEBIDS AS SHOWN ON PLAN PLUMBING CONTRACTOR SHALL OBTAIN NECESSARY APPROVALS/PERMITS
MECHANICAL	DESIGN-BUILD FORMAT W/FOLLOWING GUIDELINES: GARAGE & NORTH BAY - SUSPENDED GAS UNIT HEATERS AND MAKE-UP HEATED AIR & EXHAUST AS REQUIRED BY CODE TOILETROOM - ELECTRIC BASEBOARD HEATER & EXHAUST FAN PER CODE BREAK ROOM - PTAC UNIT

**GENERAL NOTES**

- ALL WORK SHALL COMPLY WITH ALL STATE AND LOCAL CODES
- PROPOSED BUILDING AREA = 50'x120' = 6000 SQ FT
- PROPOSED BUILDING VOLUME = 108,000 CU FT ±
- CLASS OF CONSTRUCTION - TYPE VB - COMBUSTIBLE CONSTRUCTION
- BUILDING OCCUPANCY - S1 (VEHICULAR STORAGE), B (BUSINESS)
- BUILDING NOT PROTECTED BY AUTOMATIC SPRINKLER
- ALL EXIT DOORS TO BE EQUIPPED WITH:
  - EXIT LIGHTS
  - PROPER EXIT HARDWARE
    - LEVER HANDLES THAT DO NOT REQUIRE TWISTING OF THE WRIST
  - THRESHOLDS THAT DO NOT EXCEED 1/2"
- FIRE EXTINGUISHERS TO BE PROVIDED IF REQUIRED BY CODE
- SMOKE DETECTORS TO BE PROVIDED IF REQUIRED BY CODE

**INDEX OF SHEETS**

LOCATION SKETCH	SHEET 1
PLOT PLAN	SHEET 1
PROJECT NOTES	SHEET 1
FLOOR PLAN	SHEET 2
BUILDING ELEVATIONS	SHEET 2
DOOR/ROOM SCHEDULES	SHEET 2
BUILDING SECTIONS	SHEET 3
ADA TOILETROOM DIMENSIONS	SHEET 3
LIGHTING PLAN	SHEET 3
FOUNDATION PLAN	SHEET 4
FOUNDATION SECTION & DETAILS	SHEET 4

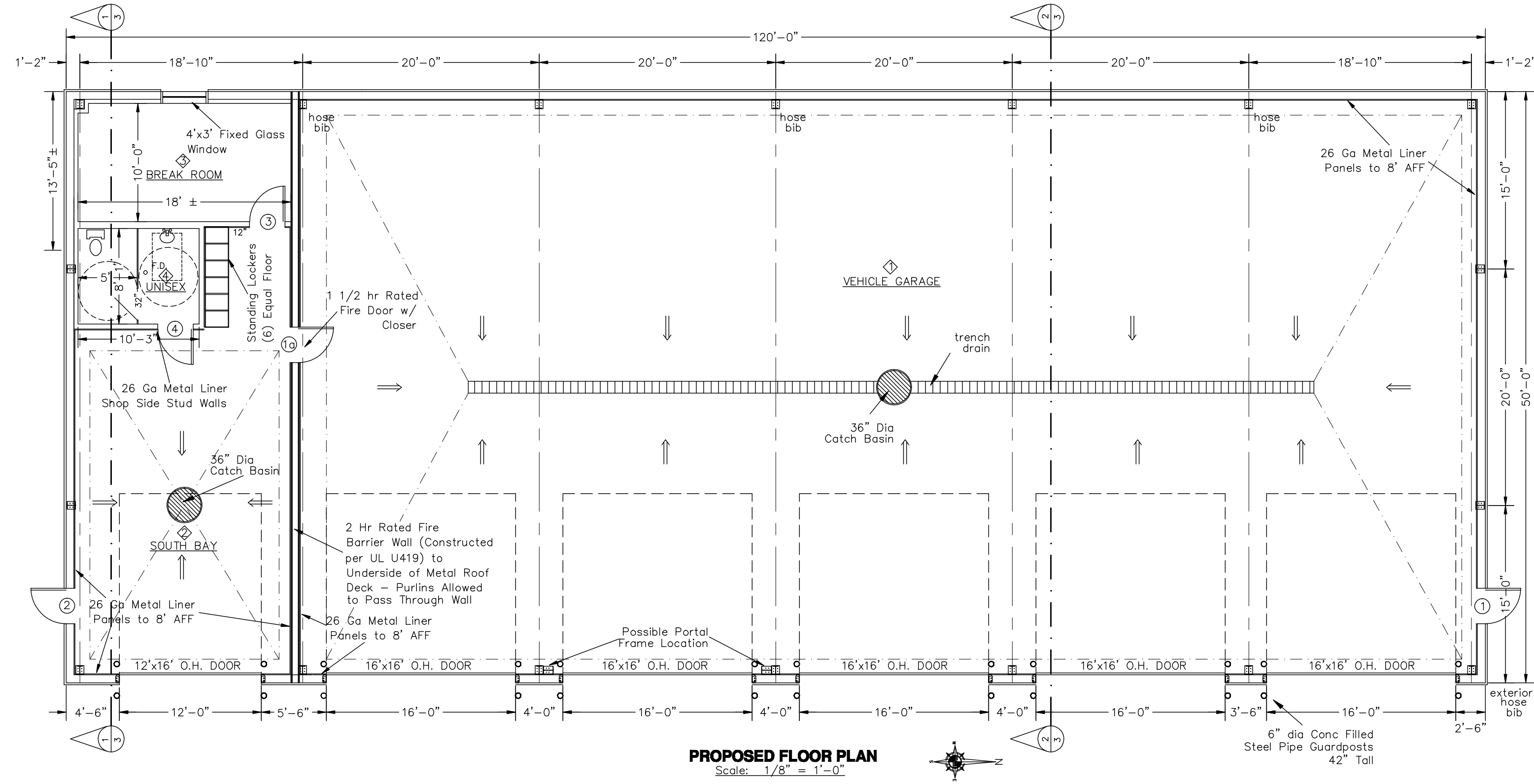
REVISIONS  
DATE

**Proposed Vehicular Storage Building for WINNEBAGO COUNTY HIGHWAY COMMISSION**  
 Located SE Corner USH 45 & Cr II, Town of Winchester

STEINBRECHER & MENEAU, INC.  
 ENGINEERS AND LAND SURVEYORS  
 102 REVERE DRIVE  
 MANITOWOC, WI. 54220-3147  
 PHONE: 684-5583 FAX: 684-5584

**WINNEBAGO COUNTY HIGHWAY COMMISSION**  
 901 W. Cr. I, PO BOX 2764  
 OSHKOSH, WI 54903-2764  
 Contract - Jamey Gosz  
 920-232-1721

PROJECT:	Proposed Vehicular Storage Building for WINNEBAGO COUNTY HIGHWAY COMMISSION
CLIENT:	WINNEBAGO COUNTY HIGHWAY COMMISSION
DATE:	8/11/09
DRAWN BY:	PMS, JTG
JOB NO.:	09264SP, 09263BU
CAD FILE:	
SCALE:	1" = 20'
SHEET:	1 OF 4

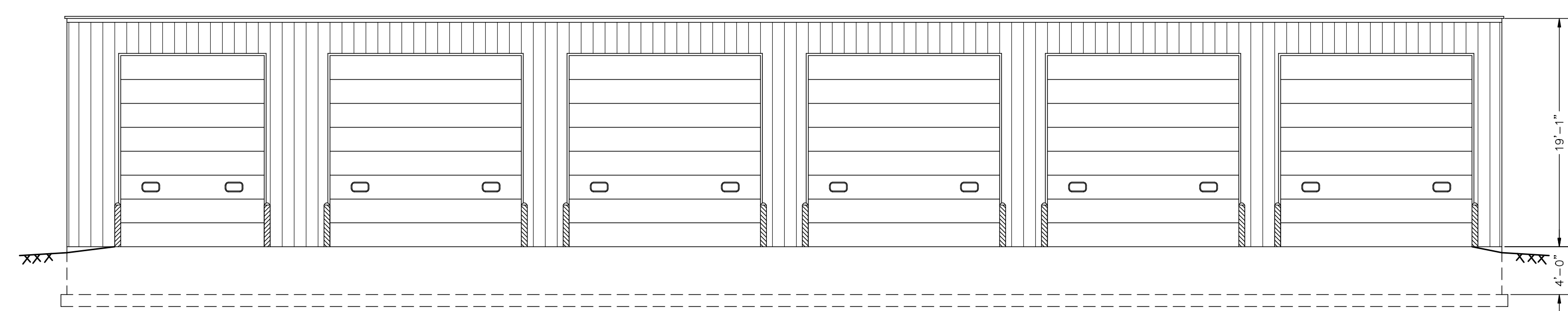


**PROPOSED FLOOR PLAN**  
Scale: 1/8" = 1'-0"

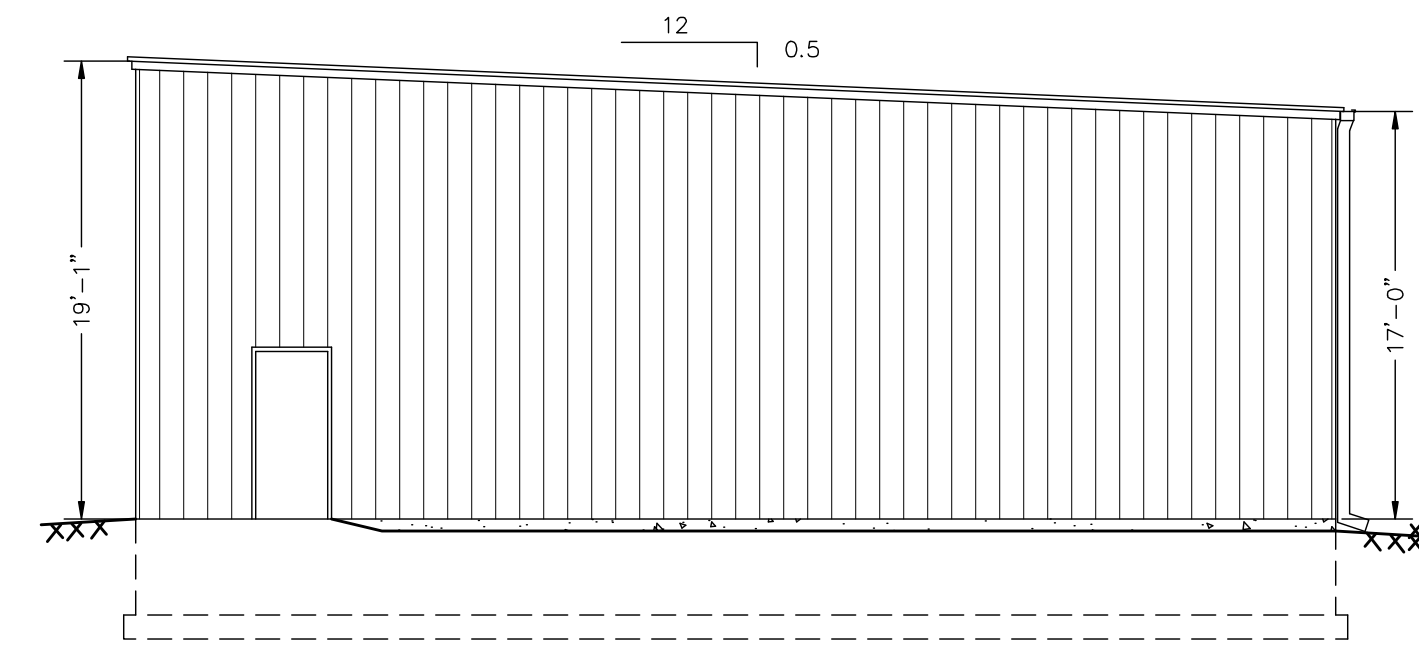
ROOM FINISH SCHEDULE							
ROOM #	FLOORS	BASE	WALLS	CEILING	HEIGHT		
USE THIS FORMAT FOR DETERMINING BASE AND WALL TREATMENTS FOR EACH RESPECTIVE ROOM							
1	VEHICLE GARAGE	Resilient Tile	Concrete	6" Resilient Tile	2x4 wood stud, insul 2x4 wood stud, insul 2x4 wood stud, insul 2 HR rated per detail UL-1419 Painted F. Green GWB Painted F. Green GWB 29 ga liner panel g. A.F.F.	Suspended 22 A.C.T. Susp. 1/2" Concrete A.C.T. Exposed Structural	Varies
2	SOUTH BAY	Resilient Tile	Concrete	6" Resilient Tile	2x4 wood stud, insul 2x4 wood stud, insul 2x4 wood stud, insul 2 HR rated per detail UL-1419 Painted F. Green GWB Painted F. Green GWB 29 ga liner panel g. A.F.F.	Suspended 22 A.C.T. Susp. 1/2" Concrete A.C.T. Exposed Structural	Varies
3	BREAK	Resilient Tile	Concrete	6" Resilient Tile	2x4 wood stud, insul 2x4 wood stud, insul 2x4 wood stud, insul 2 HR rated per detail UL-1419 Painted F. Green GWB Painted F. Green GWB 29 ga liner panel g. A.F.F.	Suspended 22 A.C.T. Susp. 1/2" Concrete A.C.T. Exposed Structural	8'
4	UNISEX	Resilient Tile	Concrete	6" Resilient Tile	2x4 wood stud, insul 2x4 wood stud, insul 2x4 wood stud, insul 2 HR rated per detail UL-1419 Painted F. Green GWB Painted F. Green GWB 29 ga liner panel g. A.F.F.	Suspended 22 A.C.T. Susp. 1/2" Concrete A.C.T. Exposed Structural	8'

OH Doors - Insulated (U=0.14 min), Large Vision Panels as Depicted on Elevations, Operators w/2 Remotes Each  
Window - Vinyl 4'x3' Fixed, Double Pane w/Low E, U=0.55 min

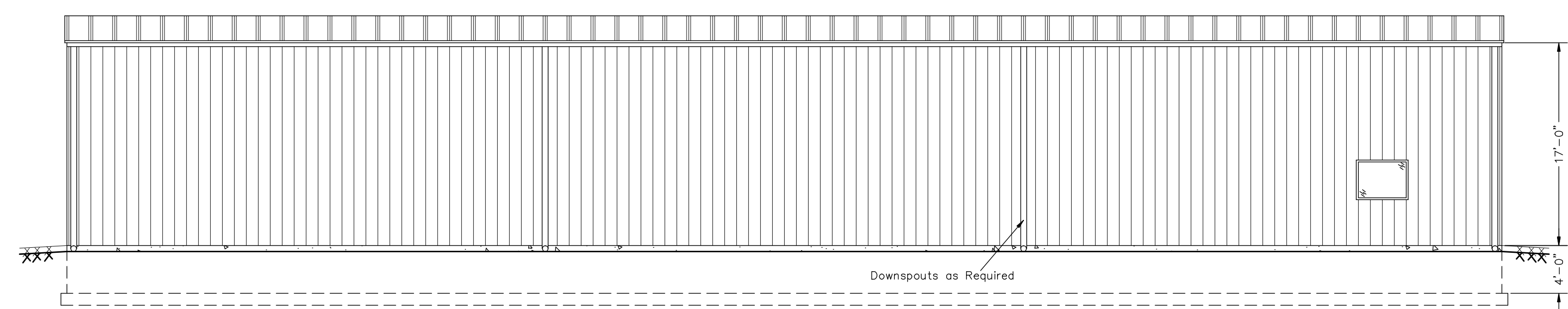
DOOR SCHEDULE						
DOOR #	DOOR SIZE	MATERIAL	FRAME TYPE	HARDWARE	REMARKS	
1	3'-0" X 7'-0"	Hollow Metal	HM	Push Button Keyless Lever Handle	Insulated (U=0.35 min), WS, Threshold, Closer, Exit Sign	
1a	3'-0" X 7'-0"	Hollow Metal	HM	Lever Handle Passage Set	1 1/2 hr Fire Rating, Closer, Exit Sign Both Sides	
2	3'-0" X 7'-0"	Hollow Metal	HM	Push Button Keyless Lever Handle	Insulated (U=0.35 min), WS, Threshold, Closer, Exit Sign	
3	3'-0" X 6'-8"	Hollow Metal	HM	Passage Set Lever Handle	Wall Stop	
4	3'-0" X 6'-8"	Hollow Metal	HM	Lever Handle Privacy Set	Handicap Signage	



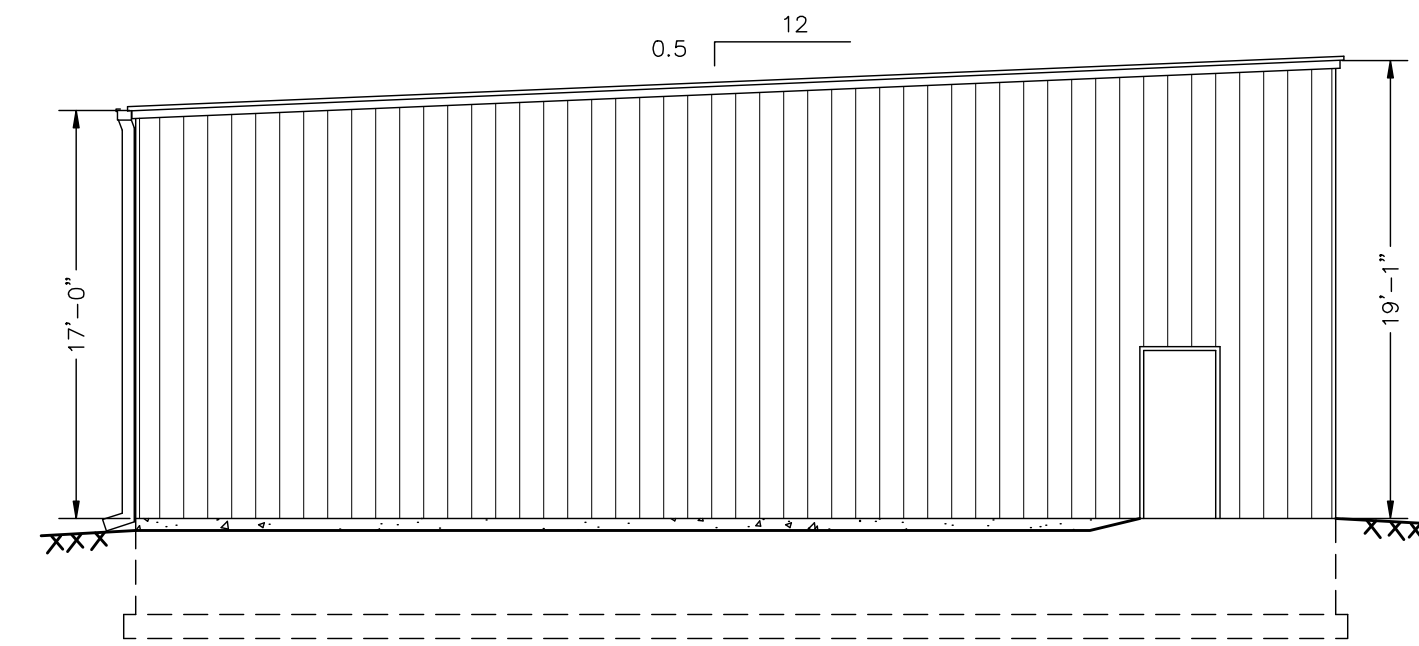
**PROPOSED EAST ELEVATION**  
Scale: 1/8" = 1'-0"



**PROPOSED NORTH ELEVATION**  
Scale: 1/8" = 1'-0"



**PROPOSED WEST ELEVATION**  
Scale: 1/8" = 1'-0"



**PROPOSED SOUTH ELEVATION**  
Scale: 1/8" = 1'-0"

**Proposed Vehicular Storage Building for WINNEBAGO COUNTY HIGHWAY COMMISSION**  
Located SE Corner USH 45 & Cr. II, Town of Winchester



**STEINBRECHER & MENEAU, INC.**  
**ENGINEERS AND LAND SURVEYORS**  
102 REVERE DRIVE  
MANITOWOC, WI. 54220-3147  
PHONE: 684-5583 FAX: 684-5584

**WINNEBAGO COUNTY HIGHWAY COMMISSION**  
301 W. Cr. I, PO BOX 2764  
OSHKOSH, WI 54903-2764  
Contract: Jamey Gosz  
920-232-1721

REVISIONS

DATE

PROJECT:

DATE: 8/11/09

DRAWN BY: JTG

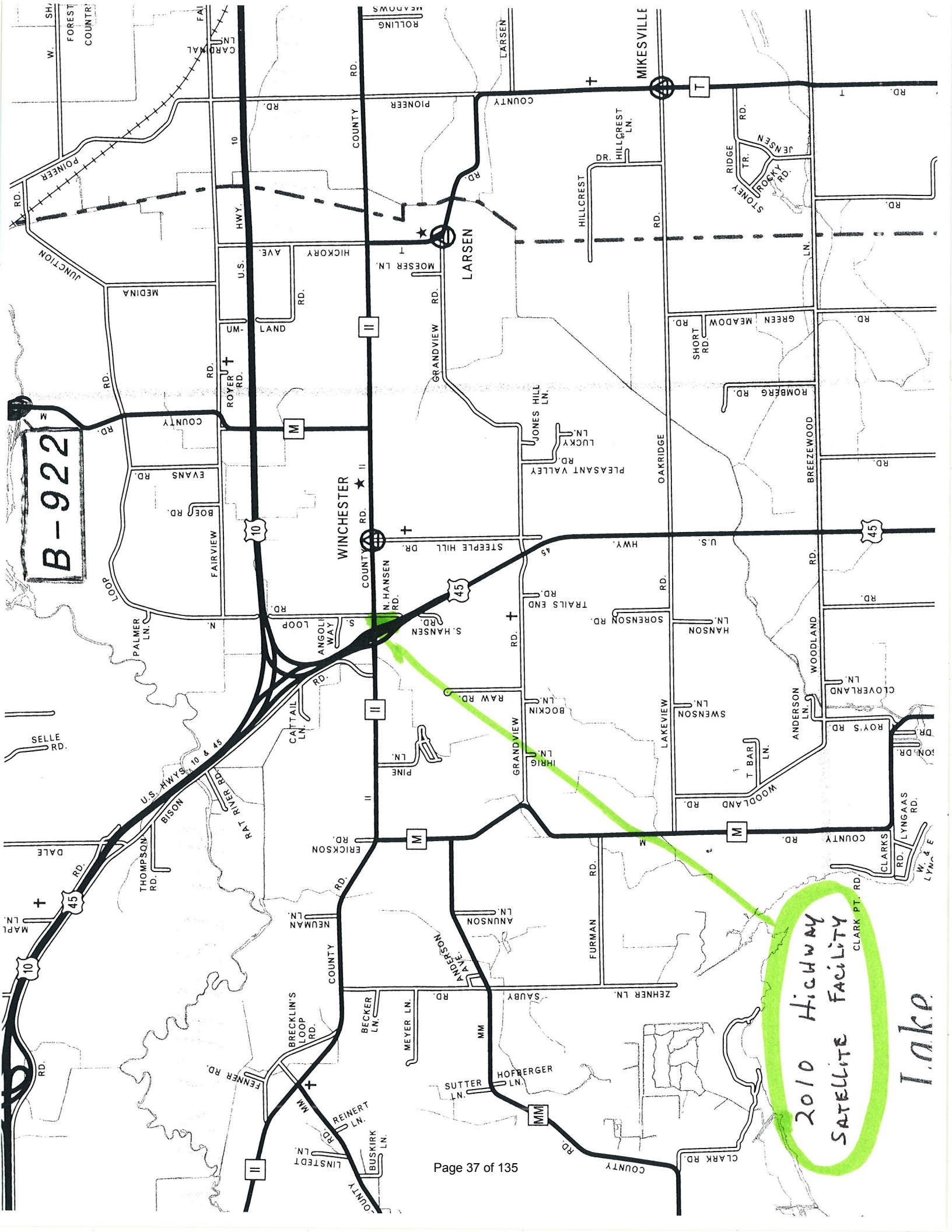
JOB NO.: 09-263-BU

CAD FILE:

SCALE: as shown

SHEET: 2 OF 4





B-922

2010 Highway  
Satellite Facility

Lake

**12. County Highway A (from Indian Point Rd. to City of Neenah)**

A. PROPOSED 2010 BONDING - \$ 200,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>	<b>Beyond Planning Horizon</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase	200,000					200,000	3,000,000
Construction						-	-
Equipment						-	-
Other						-	-
<b>Total costs</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>3,000,000</b>
<b>PROJECT FUNDS:</b>							
G.O.Bonds or notes	200,000	-	-	-	-	200,000	3,000,000
Outside funding						-	-
Tax levy						-	-
Other						-	-
<b>Total funds</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ 3,000,000</b>

C. DESCRIPTION AND JUSTIFICATION:

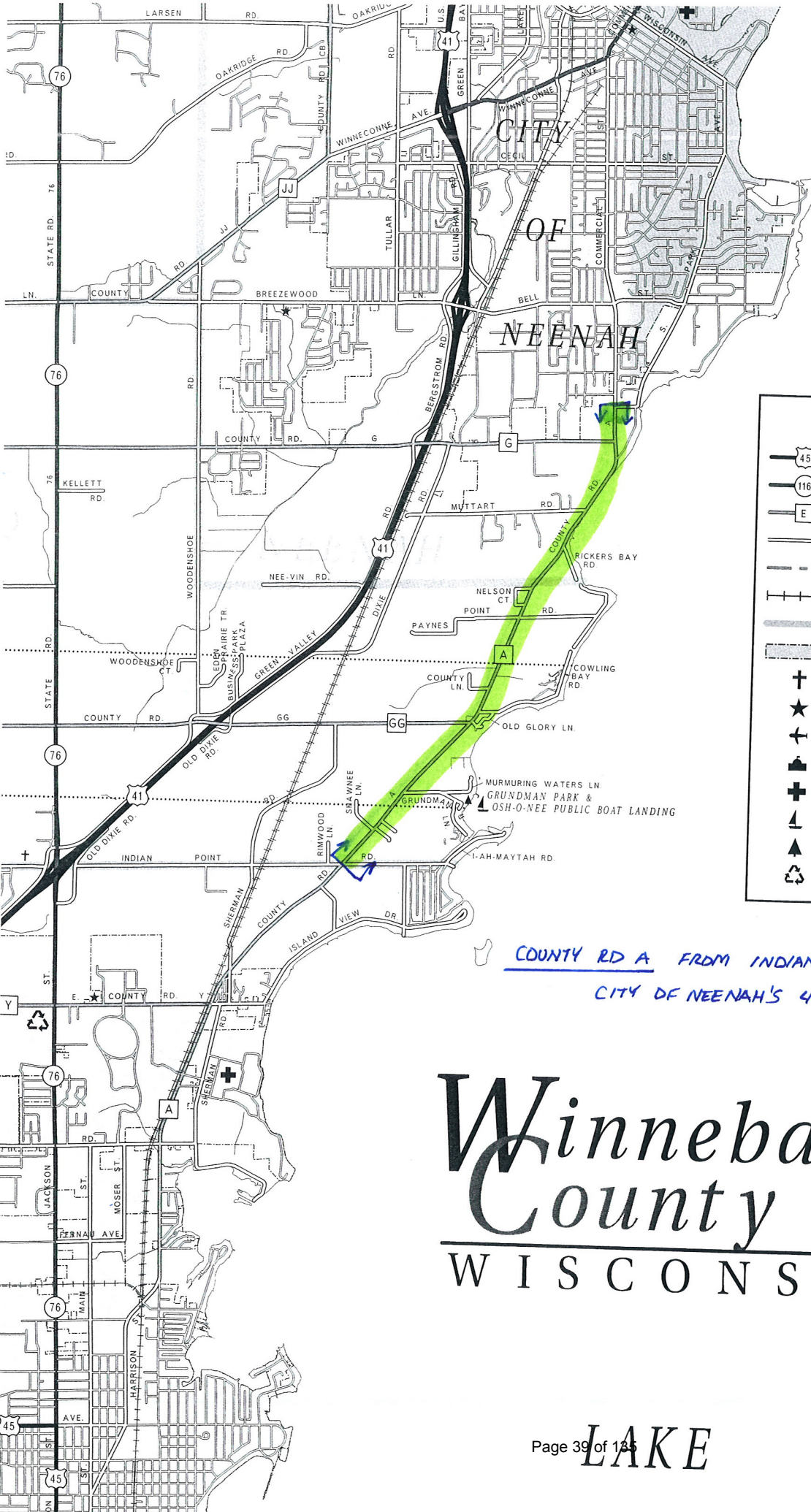
**Project Description:** Design and reconstruction of CTH A from Indian Point Road in the Town of Vinland to the city limits of the City of Neenah. This is a two-lane segment with one lane running in each direction.

**Relationship to other projects and plans:** This would constitute the final design and reconstruction of the current alignment of CTH A.

**Justification and alternatives considered:** This segment of roadway has a deteriorated road surface that was overlaid with asphalt in 2003. The roadway has extensive drainage problems, substandard base materials and concrete sections of older roadbed that continue to cause failure of the existing road surface above it. The current roadway alignment may be readjusted in order to better accommodate vision at several locations and curb and gutter may be installed in other areas if recommended in the design process.

**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.





**LEGEND**

- U.S. HIGHWAY
- STATE ROAD
- COUNTY ROAD
- LOCAL ROAD
- RECREATION TRAIL
- RAILROAD
- CIVIL TOWN BOUNDARY
- INCORPORATED AREA
- CEMETERY
- CITY/TOWN HALL
- COUNTY AIRPORT
- COUNTY COURTHOUSE
- HOSPITAL
- PUBLIC BOAT LANDING
- PUBLIC PARK
- RECYCLING FACILITY

COUNTY RD A FROM INDIAN PT. RD. TO  
CITY OF NEENAH'S 4 LANE (SOUTH PARK AVE.)

# Winnebago County

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W I S C O N S I N

3

4

5

6



**13. County Hwy D – From STH 116 in the Town of Winneconne to the Waushara County Line in Poygan.**

A, PROPOSED 2010 BONDING - \$ 227,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase						-
Construction	2,500,000					2,500,000
Equipment						-
Other						-
<b>Total costs</b>	<b>2,500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,500,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	227,000	-	-	-	-	227,000
Outside funding	1,973,000					1,973,000
Tax levy	300,000					300,000
Other						-
<b>Total funds</b>	<b>\$ 2,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>

C. DECRPTION AND JUSTIFICATION:

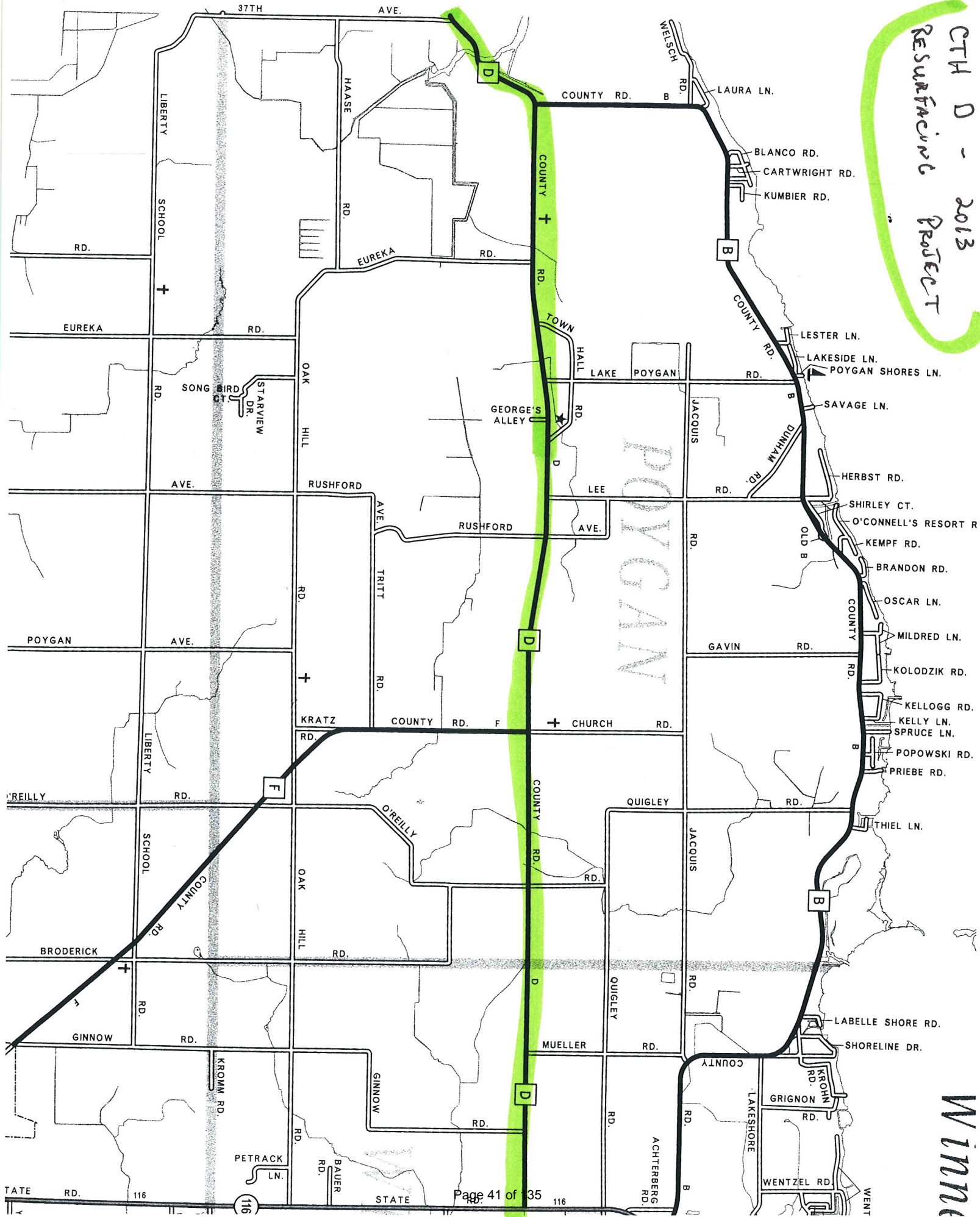
**Project Description:** Remove existing surface through profile milling process. Then overlay existing roadway with a 4" mat of asphalt 22 feet in width. Centerstripe, edge line and shoulder remainder of project. This project is approximately 8 miles in length.

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

**Justification and alternatives considered:** The current roadway has developed severe wheel rutting along the entire proposed project. Longitudinal cracking is prevalent in the existing asphalt surface. 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.

CTH D - 2013  
RESURFACING PROJECT



Winn

**14. County Hwy E – From STH 116 to South County Line**

A, PROPOSED 2010 BONDING - \$ 2,025,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase						-
Construction	2,025,000					2,025,000
Equipment						-
Other						-
<b>Total costs</b>	<b>2,025,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,025,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	2,025,000	-	-	-	-	2,025,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 2,025,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,025,000</b>

C. DECRPTION AND JUSTIFICATION:

**Project Description:** This project is to remove existing surface though the profile milling process. Then overlay existing roadway with a 4" mat of asphalt 22 feet in width. Center stripe, edge line and shoulder remainder of project. This project is approximately 12 miles in length.

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

**Justification and alternatives considered:** The current roadway has developed severe wheel rutting along the entire proposed project. Longitudinal cracking is prevalent in the existing asphalt surface. 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.





Loss of crown –pothole development from standing water





Cracked & faded sheeting. Engineer grade sheeting non-compliant with MUTCD after year 2014











Load cracking and rutting in wheel path







Extensive block cracking through previous repair







Block cracking







Longitudinal cracks breaking down







Chipseal slipping - leading to rutting and surface raveling







Concrete repair needed



Beam guard needed at parapet walls





Beam guard needed at box culvert endwall







Rutting – \*note shoving of edgeline



Rutting



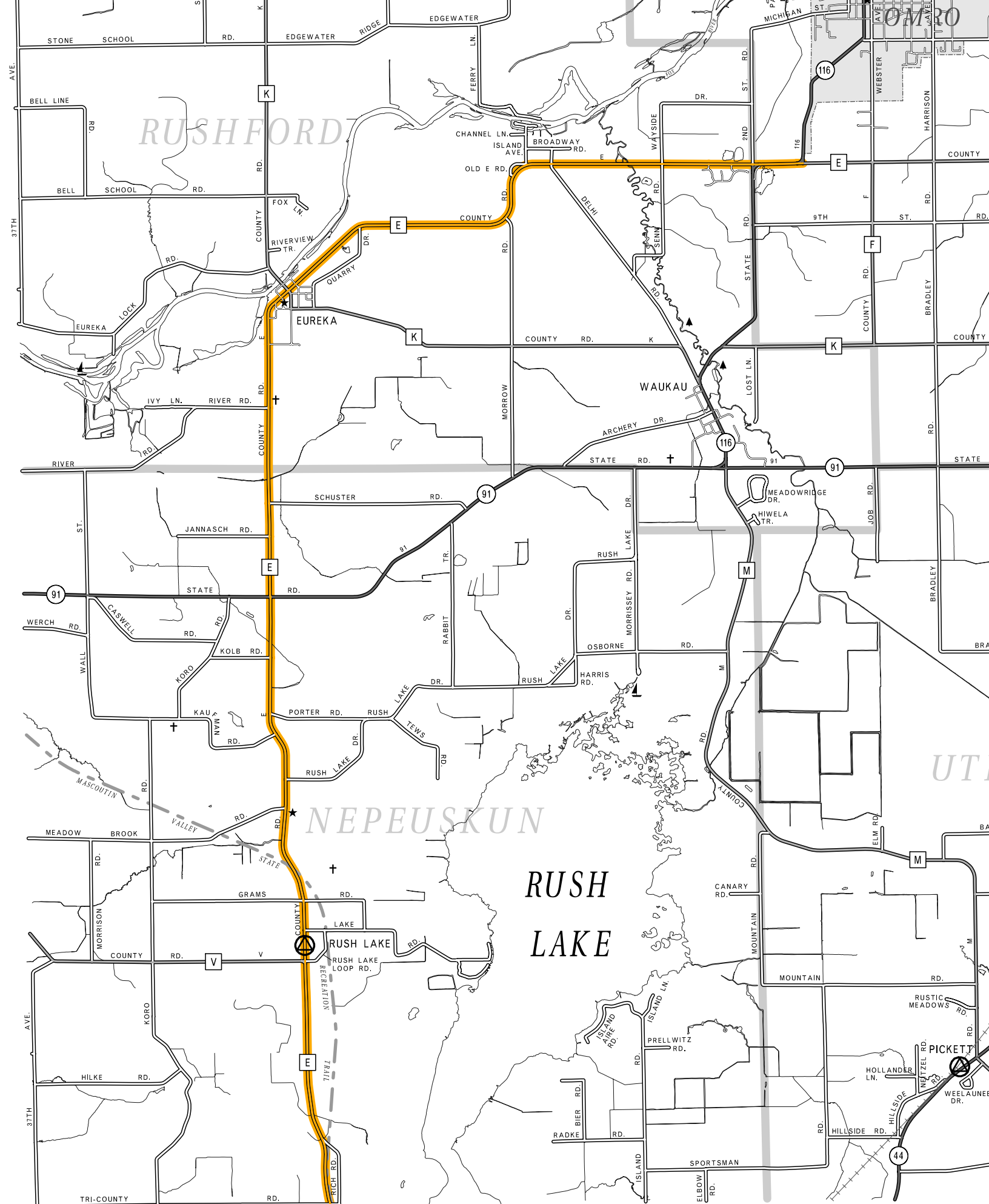


Edge breaking



Edge breaking





**15. County Highway T (CTH Y to CTH G)**

A. PROPOSED 2010 BONDING - \$ 300,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -		\$ -
Land purchase	300,000					300,000
Construction			1,537,000	1,537,000		3,074,000
Equipment						-
Other						-
<b>Total costs</b>	<b>300,000</b>	<b>-</b>	<b>1,537,000</b>	<b>1,537,000</b>		<b>3,374,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	300,000	-	1,537,000	1,537,000		3,374,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ 1,537,000</b>	<b>\$ 1,537,000</b>		<b>\$ 3,374,000</b>

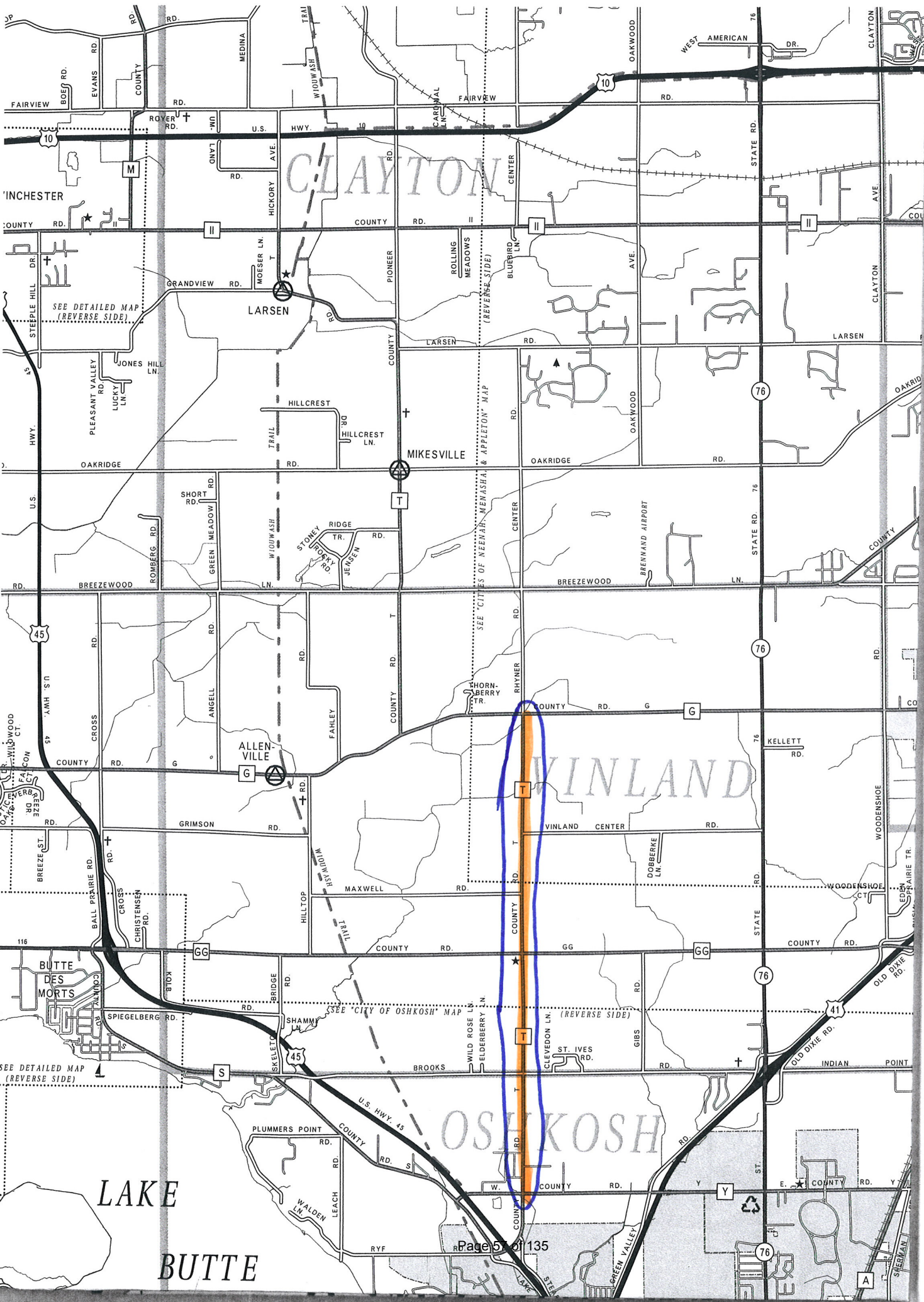
C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** Design and reconstruction of 4.25 miles of CTH T from CTH Y in the Town of Oshkosh to CTH G in the Town of Vinland.

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

**Justification and alternatives considered:** CTH T has several different segments of roadway that need to be addressed in the near future. The road surface is deteriorating and will continue to do so at an accelerated pace because of the existing old concrete road surface beneath the current asphalt surface that is present in that portion of CTH T between CTH Y and CTH G. In other areas of the roadway there are horizontal as well as vertical alignment and profile problems and vision corners that can be corrected through a design and reconstruction project. Roundabouts will be constructed at the intersections of CTH Y and CTH T as well as CTH T and CTH GG. The area just north of CTH Y will be constructed as an urban section. The area (.25 miles) south of CTH Y will be included in the design process and will match the WisDoT USH 45 interchange design.

**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.



CLAYTON

WINLAND

OSHKOSH

LAKE BUTTE

SEE DETAILED MAP (REVERSE SIDE)

SEE DETAILED MAP (REVERSE SIDE)

SEE "CITY OF OSHKOSH" MAP

SEE "CITIES OF NEENAH, MENASHA, & APPLETON" MAP



**16. Airport Runway 18/36**

A. PROPOSED 2010 BONDING - \$ -0-

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase						-
Construction	8,000,000					8,000,000
Equipment						-
Other						-
<b>Total costs</b>	<b>8,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,000,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes		-	-	-	-	-
Outside funding	8,000,000	(200,000)				7,800,000
Tax levy reimb Fed for						
County share		200,000				200,000
Other						-
<b>Total funds</b>	<b>\$ 8,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,000,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** The purpose of this project is to reconstruct Runway 18/36 to the same design specifications as the Runway 9/27 project.

**Project funding:** The Bureau of Aeronautics is responsible for managing the project and pays all project costs as they are incurred. The County is billed our share when the project is complete. This can be seen in the table above. In the case of this project, the County share may be covered with Federal stimulus funds and there may be no ultimate cost to the Airport.

**Relationship to other projects and plans:** The Airport Master Plan and WI Bureau of Aeronautics Pavement Condition Index (PCI) reports recommend completion of this project to properly maintain the airport infrastructure.

**Justification and alternatives considered:** The Wisconsin Bureau of Aeronautics notified OMNI Associates and the Wittman Airport in December 2008 that an economic stimulus package from the FAA has a good chance to include funding for the reconstruction of runway 18/36. Although normally projects of this type are funded by the FAA/State/Local sponsor on a 95/2.5/2.5 percent basis, the possibility exists that it may be entirely funded by FAA. Design work has started; construction would not be started until 2010.

**ANNUAL OPERATING IMPACT:** Airport runways tend to be resurfaced or reconstructed before they start to develop significant repair and patching problems. There was little spent on repairs prior to this project. However the project is necessary because the FAA has determined that it needs replacing before it develops major problems. There is no significant change in operating costs or savings as a result of this reconstruction. The FAA's objective is to replace them before they develop major repair issues. Most of the cost of the project is funded by outside sources. The County match portion is roughly

2.5% of the total project cost and may be covered by Federal stimulus funds as part of the American Recovery and Reinvestment Act of 2009.



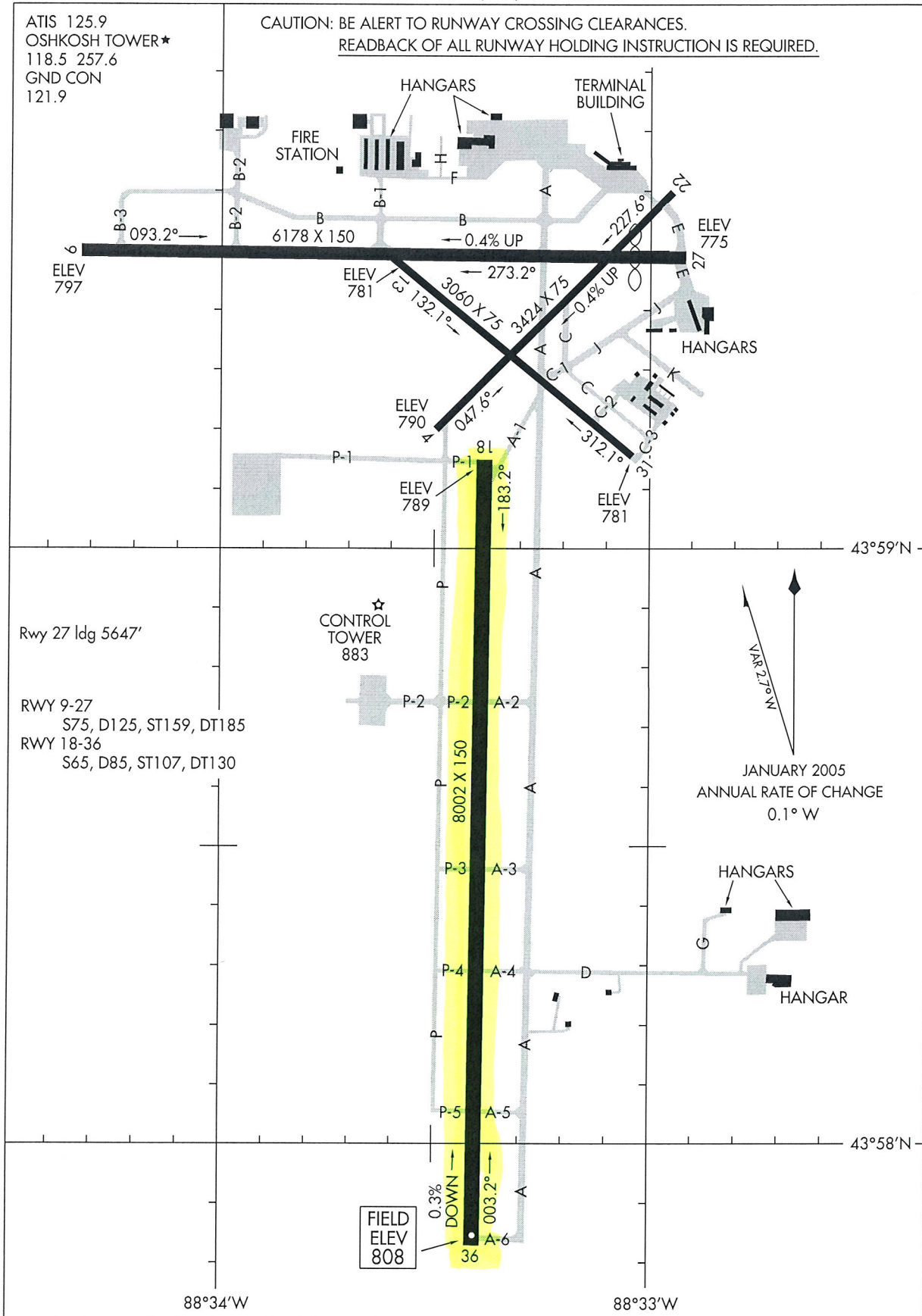
# Runway 18/36 Reconstruction

07298

## AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)  
OSHKOSH, WISCONSIN



EC-3, 18 DEC 2008 to 15 JAN 2009

EC-3, 18 DEC 2008 to 15 JAN 2009

## AIRPORT DIAGRAM

07298

OSHKOSH, WISCONSIN  
OSHKOSH/ WITTMAN RGNL (OSH)

**17. Taxiway D Apron Reconstruction**

A, PROPOSED 2010 BONDING - \$ -0-

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase						-
Construction	450,000					450,000
Equipment						-
Other						-
<b>Total costs</b>	<b>450,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>450,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes		-	-	-	-	-
Outside funding	360,000					360,000
Tax levy	90,000					90,000
Other						-
<b>Total funds</b>	<b>\$ 450,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 450,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** The purpose of this project is to reconstruct the apron at the east end of Taxiway D (Fox Valley Technical College ramp).

The County share of the project costs will be paid through levy dollars or from the Airport Undesignated Fund Balance.

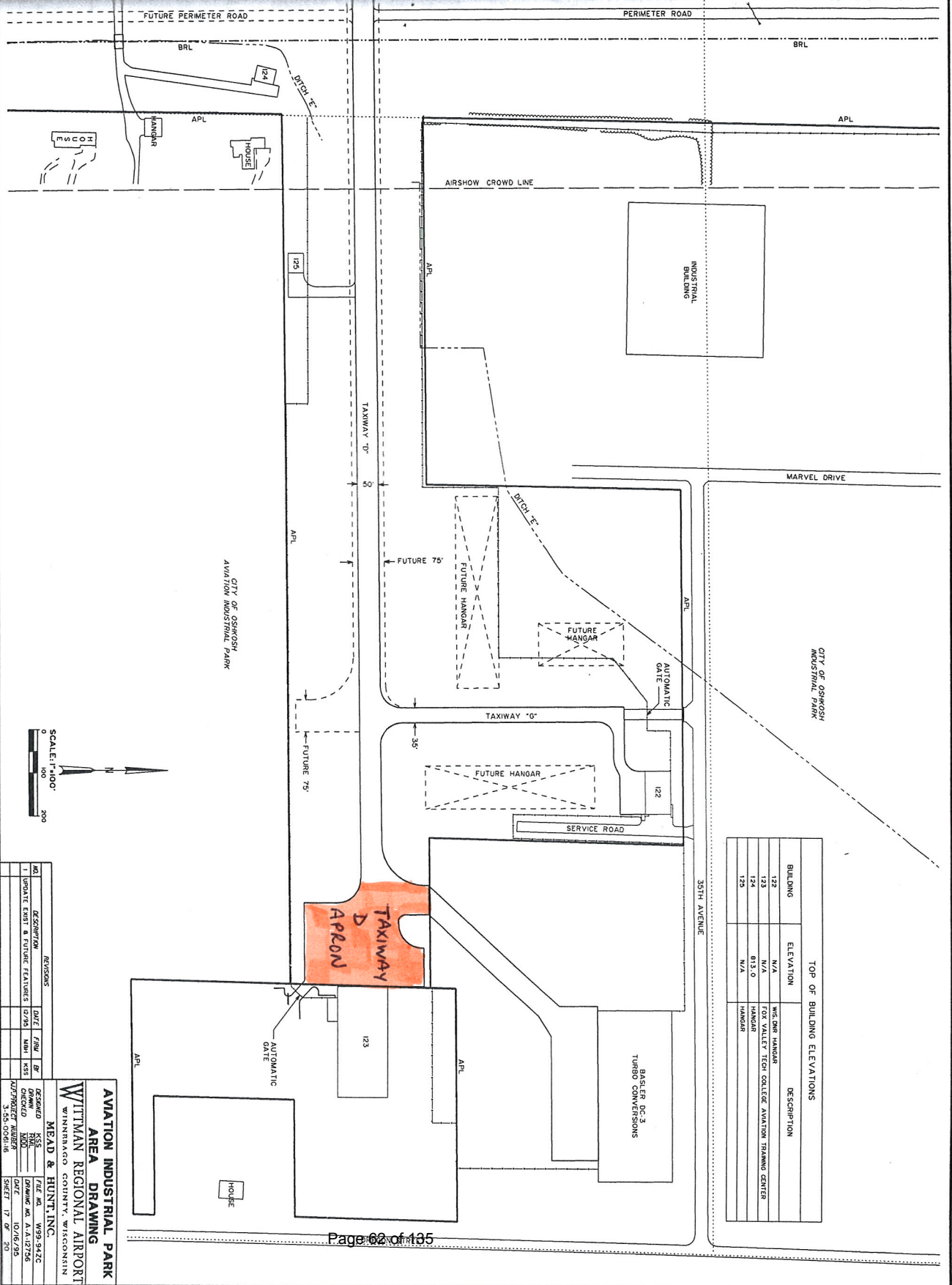
**Relationship to other projects and plans:** This project is recommended per the Airport Master Plan and WI Bureau of Aeronautics Pavement Condition Index (PCI) report.

**Justification and alternatives considered:** This asphalt apron is of minimal strength and thickness for aircraft operations, and is showing significant signs of deterioration. An overlay will not solve the underlying problems with the pavement.

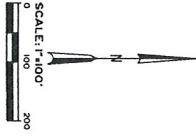
**ANNUAL OPERATING IMPACT:** There is no significant annual operating cost impact. The Bureau of Aeronautics recommends that these surfaces be replaced before they develop maintenance problems and as such there is no real change in maintenance costs.



16:11:21 Nov. 01. 1998



TOP OF BUILDING ELEVATIONS		
BUILDING	ELEVATION	DESCRIPTION
122	N/A	WIS. DNR HANGAR
123	N/A	FOX VALLEY TECH COLLEGE AVIATION TRAINING CENTER
124	813.0	HANGAR
125	N/A	HANGAR



REVISIONS		DATE		BY	
NO	DESCRIPTION				
1	UPDATE EXIST & FUTURE FEATURES	12/28	MMH	KES	

**AVIATION INDUSTRIAL PARK**  
**AREA DRAWING**  
**WITTMAN REGIONAL AIRPORT**  
 WINNEBAGO COUNTY, WISCONSIN

MEAD & HUNT, INC.

DESIGNED BY: KES  
 CHECKED BY: MMH  
 DATE: 10/16/95  
 SHEET: 17 OF 50

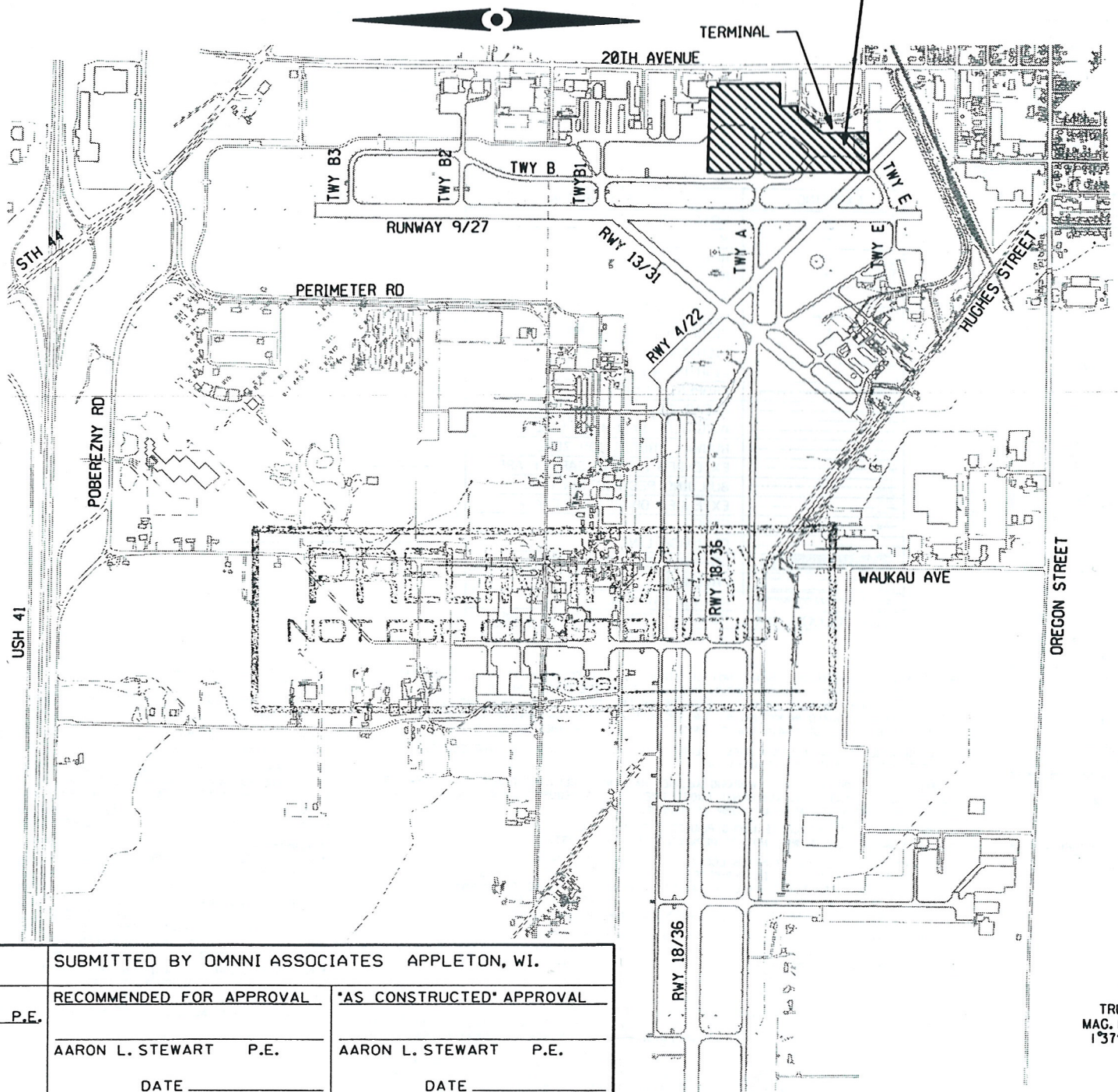


# WITTMAN REGIONAL AIRPORT WINNEBAGO COUNTY OSHKOSH, WISCONSIN

AIP 3-55-0061-27

**APRON RECONSTRUCTION**

PROJECT LOCATION



TRUE NORTH  
MAG. DECLINATION  
1°37' W 1991

SUBMITTED BY OMNI ASSOCIATES APPLETON, WI.			
RECOMMENDED FOR APPROVAL		*AS CONSTRUCTED* APPROVAL	
P.E.	AARON L. STEWART P.E.	P.E.	AARON L. STEWART P.E.
DATE		DATE	





**18. Runway Broom**

A, PROPOSED 2010 BONDING - \$ 130,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase						-
Construction						-
Equipment	650,000					650,000
Other						-
<b>Total costs</b>	<b>650,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>650,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	130,000	-	-	-	-	130,000
Outside funding	520,000					520,000
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 650,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 650,000</b>

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** This project is for the purchase of a new Runway rotary broom to replace the existing 1986 broom truck.

**Relationship to other projects and plans:** Most of the large runway clearing and maintenance vehicles are very old. This is part of a program to replace the aging equipment and is the next piece of equipment in line scheduled for replacement.

**Justification and alternatives considered:** The current broom was built by airport staff from a purchased and previously-used Highway Department snow plow, to which was attached the rotary broom assembly and auxiliary engine taken from a retired airport broom/blower combination. The broom has never quite worked satisfactorily because of a balance problem; the broom only works effectively as the broom is swept to the right side. The broom is currently unable to operate due to fuel delivery problems with the secondary drive engine (located on the back end of the vehicle which operates the broom independently of the drive engine). Our mechanic indicates that it will take a substantial investment to rectify this problem. Considering the age and limited ability of the vehicle, it's more practical to purchase a new vehicle. The advantages to the airport of acquiring and using a broom are, in addition to removing debris from operational surfaces year-round, we will also be able to use in snow plowing and blowing, which will remove most, if not all remaining snow to bare pavement, and consequently will reduce our sand and deicer usage.

**ANNUAL OPERATING IMPACT:** The current broom we have is currently inoperative because of a fuel system failure for the drive engine (that which drives the broom, not the truck itself...there are two engines on this truck). We could spend the estimated \$10-12,000 to fix that issue, but the broom, as indicated, is still inadequate for our needs, as we can only swing the broom to the right. Moving it to a



left-brooming mode leaves it unbalanced, and very little contact with the pavement surface is then made. It's difficult, if not impossible, to determine an annual maintenance cost other than the fuel system cost; representatives of Oshkosh Corporation, MB (broom manufacturer in Chilton), and others have tried diagnosing this problem and are frankly stumped. One cost I could then apply would be 2x the fuel cost to operate the vehicle each time it's used, since we could only broom in one direction, necessitating the operator to return to one end of the runway each time he needs to broom the runway. Because of winds, we don't "split" the runway when we plow (start in the center of the runway and push snow to each side) but rather we push it all to one side and blow it into the areas off the runways and taxiways. The only other cost savings I might offer would be a reduction in the amount of sand usage. We use sand (can't use salt because of its corrosive nature) on the airport to add friction to the surfaces for braking. Using the broom, more often than not, will remove the remaining snow left by they plow and bring us back to bare pavement, thereby reducing our sand usage. If we can achieve 50% reduction in sand, we will then save about \$1,900.





**19. Airport – Utility Extension – NW Hanger Development**

A. PROPOSED 2010 BONDING - \$ 160,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase						-
Construction	160,000					160,000
Equipment						-
Other						-
<b>Total costs</b>	<b>160,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>160,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	160,000	-	-	-	-	160,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 160,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 160,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** Utility and Infrastructure additions will be needed for the development of four new hangars adjacent to the EAA Hangar and Post Office. Two lease agreements are in place; one hangar is slated for construction in early 2010, to which the owner plans to have city sewer and water hookups, electrical and gas connections. The second lessee intends the same, although no firm construction date has been established.

**Relationship to other projects and plans:** Hangar development as outlined on the Airport Layout Plan and the Airport Master Plan.

**Justification and alternatives considered:** Interest in the two hangars planned was expressed in mid-2009. There was no utility plan in place for any hangar development in this location, even though it was outlined in the Airport Layout Plan. These costs are to bring utilities to a central location and for perimeter road extension to the hangar development.

**ANNUAL OPERATING IMPACT:** The annual revenue on the two land leases will total approximately \$2,400; there are opportunities for two more land leases which may at least double that income in future years, depending on the hangar footprints and aprons.

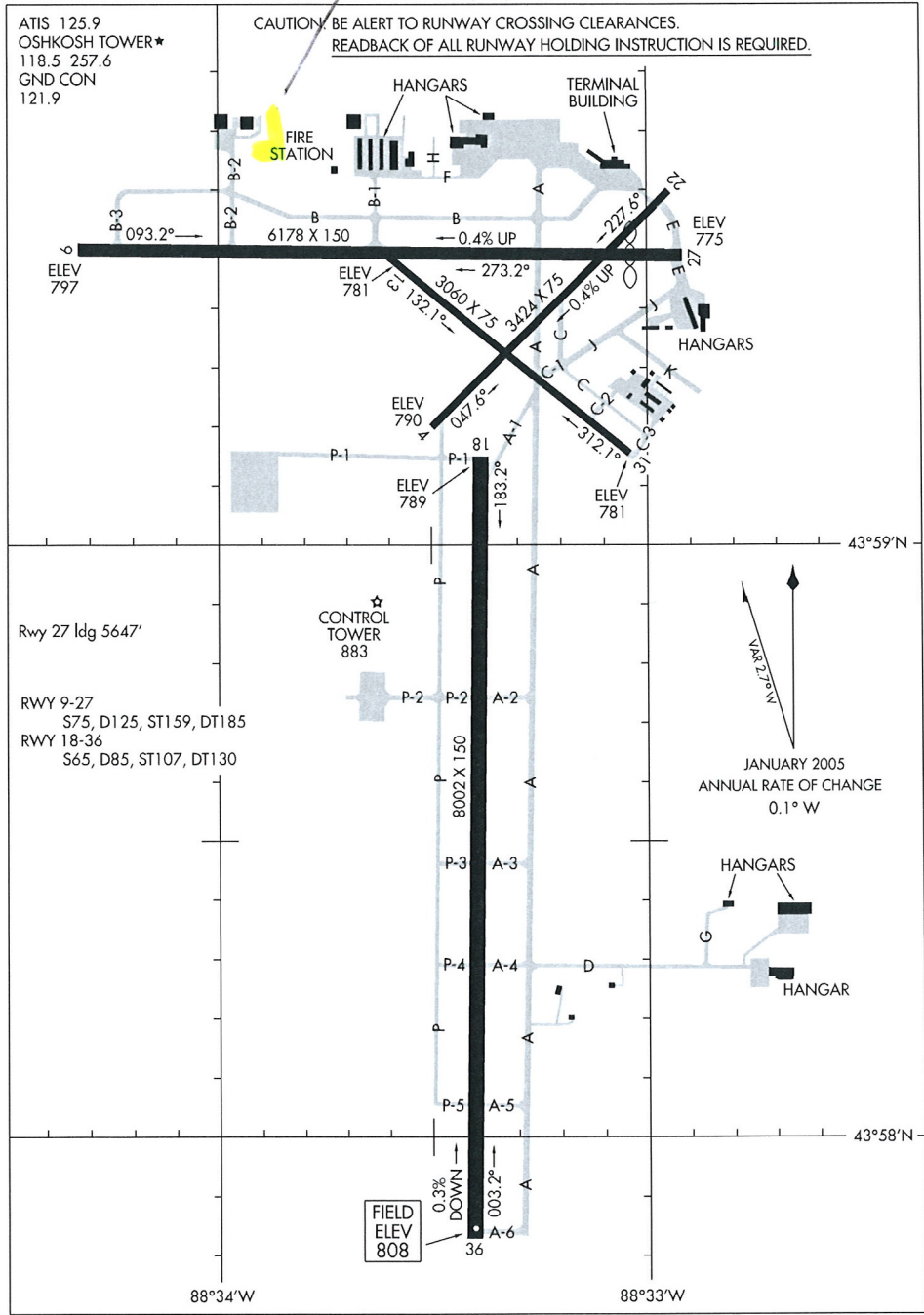
07298

# AIRPORT DIAGRAM

*DEVELOPMENT AREA*

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)  
OSHKOSH, WISCONSIN



EC-3, 28 AUG 2008 to 25 SEP 2008

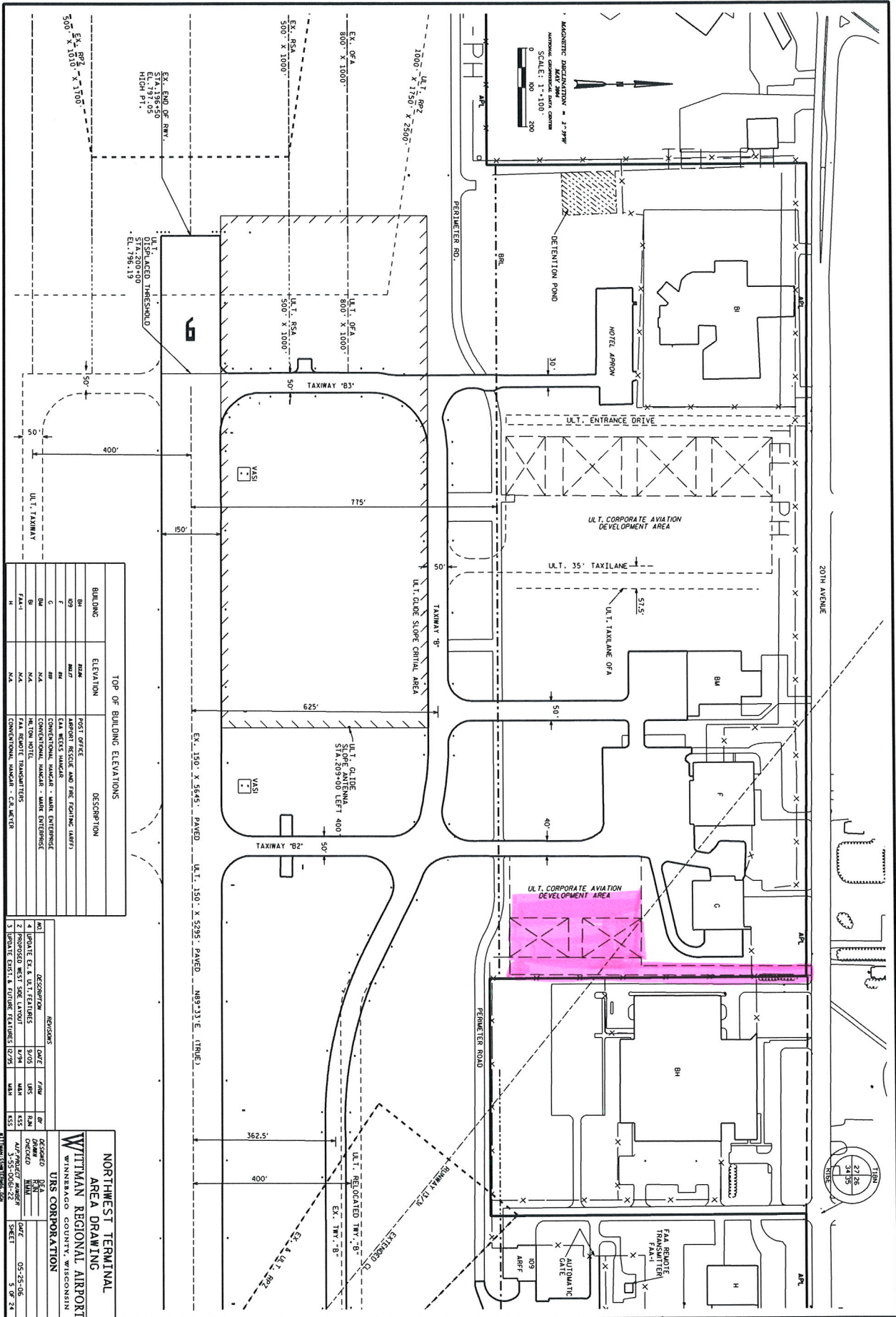
EC-3, 28 AUG 2008 to 25 SEP 2008

# AIRPORT DIAGRAM

07298

OSHKOSH, WISCONSIN  
OSHKOSH/ WITTMAN RGNL (OSH)





TOP OF BUILDING ELEVATIONS

BUILDING	ELEVATION	DESCRIPTION
BU	MM	POST OFFICE
BU	MM	AIRPORT RESCUE AND FIRE FIGHTING (ARFF)
F	MM	CAA KICKS HANGAR
C	MM	CONVENTIONAL HANGAR - MADE DETERMINE
BU	MM	CONVENTIONAL HANGAR - MADE DETERMINE
BU	MM	FAA REPORT TRANSMITTER
H	MM	CONVENTIONAL HANGAR - CALIBRATOR

NO.	DESCRIPTION	REVISED	DATE	BY	CHKD.	DATE
1	ISSUE FOR U.L.T. FEATURES	12/29	MM	KSS		
2	ISSUE FOR U.L.T. FEATURES	02/29	MM	KSS		
3	ISSUE FOR U.L.T. FEATURES	02/29	MM	KSS		

**NORTHWEST TERMINAL AREA DRAWING**

**WITTMAN REGIONAL AIRPORT**  
WINNEBAGO COUNTY, WISCONSIN

**URS CORPORATION**

DATE: 05-25-06  
BY: [Signature]  
CHECKED: [Signature]  
SCALE: 3/8" = 1'-0"

**20. Airport – Land Acquisition**

A, PROPOSED 2010 BONDING - \$ 1,200,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land purchase	1,200,000					1,200,000
Construction						-
Equipment						-
Other						-
<b>Total costs</b>	<b>1,200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,200,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	1,200,000	-	-	-	-	1,200,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 1,200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,200,000</b>

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** Real estate deemed essential to the safety of the airport and for future economic development is available for purchase and more may become available within the next several years. At this time there are a minimum of 115 acres available.

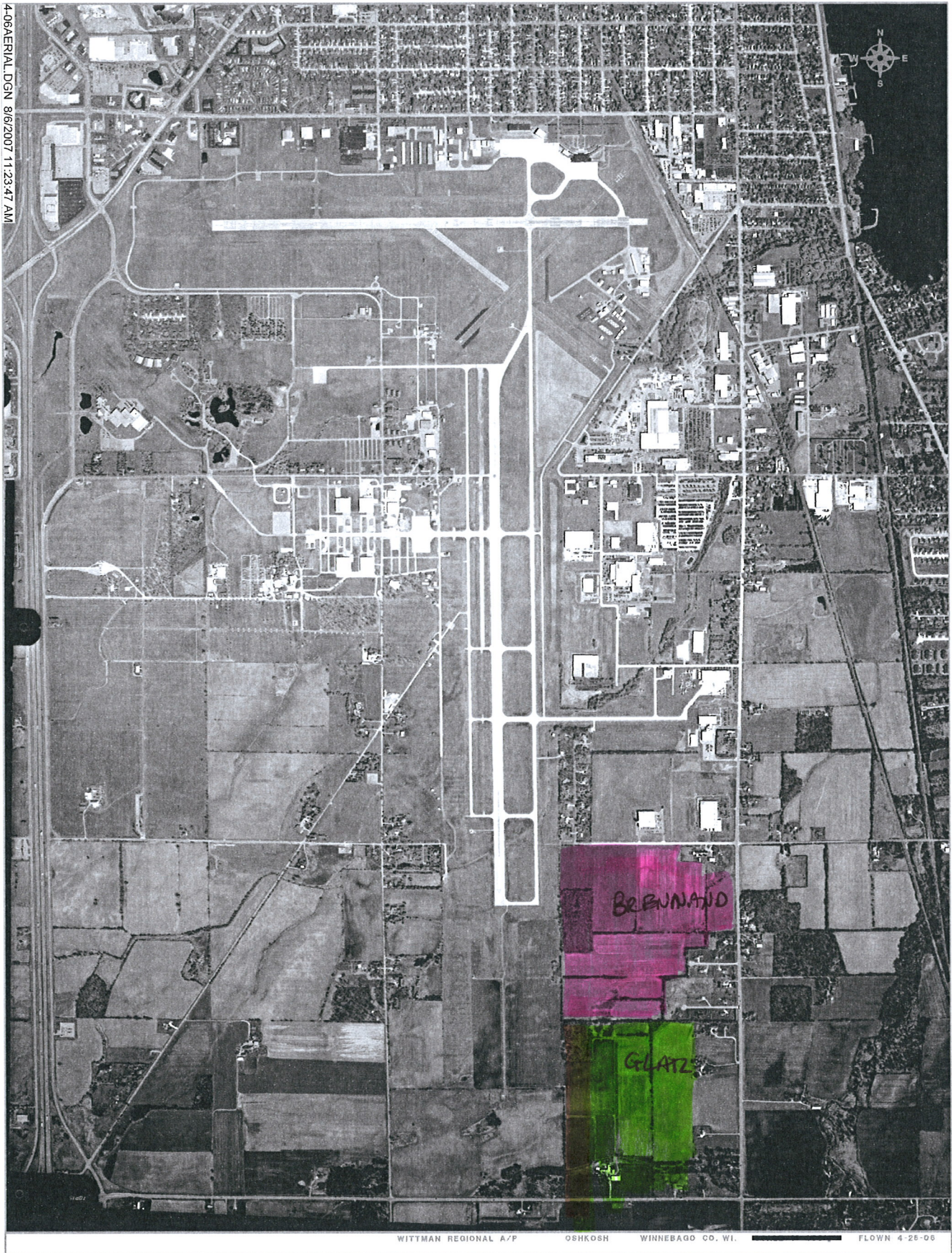
**Relationship to other projects and plans:** These potential properties are identified in the Airport Layout Plan established by the Wisconsin Bureau of Aeronautics and approved by the Federal Aviation Administration.

**Justification and alternatives considered:** There are approximately 7 fragmented acres available within the airport boundary for economic development in the form of new aviation businesses or expansion of existing businesses. Without future land acquisition, we are limited in our ability to market the airport for future business development, particularly those that may add large employment numbers to the county. Although borrowing was identified as the funding source, other sources may be identified at the time of purchase approval.

**ANNUAL OPERATING IMPACT:** The point of purchasing these properties is to have land available to market to and attract aviation businesses. That may take years to develop, or it may happen within a year. If this additional land is purchased and tenants located to place facilities on the property it could generate a significant amount of rental revenue per year. It is not possible at this time to determine an amount.



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WITTMAN REGIONAL A/P

OSHKOSH

WINNEBAGO CO. WI.

FLOWN 4-26-06



**21. Park View – Storage Building**

A, PROPOSED 2010 BONDING - \$ 1,085,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ 68,000
Land purchase						-
Construction	967,000					967,000
Equipment	50,000					50,000
Other						-
<b>Total costs</b>	<b>1,085,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,085,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	1,085,000	-	-	-	-	1,085,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 1,085,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,085,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** This project is to construct a 3000 square foot storage building and a 5000 square foot vehicle garage to provide storage for needed furniture, supplies and the 6 vehicles assigned to Park View. The construction of the new building was financially unable to accommodate the storage space that is now needed. Razing of the Pavilion and Pleasant Acres is eliminating storage space and covered parking for some of the vehicles.

This project has not had any design or engineering done at this time. The building will be located on the Park View campus at a spot determined during the design process.

**Relationship to other projects and plans:** This project is related to the razing of the Pavilion and Pleasant Acres buildings. Razing of these two buildings creates the need for this project.

**Justification and alternatives considered:** This project is needed to provide adequate storage so that supplies can be bought in bulk and at the best cost. Parking vehicles in a covered garage prolongs the life of the vehicles and keeps them in a ready to use state (no snow or frost to remove). There is also a need to store more equipment as the current equipment is replaced by resident specific equipment, such as bariatric beds. The standard equipment needs to be stored so it is available when the special equipment is no longer needed. Residents also bring their own furniture to use in their room, causing facility provided furniture to be stored. The new construction project budget could not afford to build the additional space. Several alternatives have been looked at. The current one is to use the existing Pleasant Acres building to store equipment and furniture and supplies. This alternative is lost when the Pleasant Acres building razed. Another alternative is to use the old Laundry building. This building is a

distance from Park View and requires a vehicle and staff time to move items. Covered vehicle parking is being provided by the garages attached to the Pavilion. This alternative is lost when the Pavilion is razed.

**ANNUAL OPERATING IMPACT:** This project is for the construction of a storage building. There will be very little in terms of utilities and maintenance. An estimate of the annual costs is around \$25,000 per year.



**22. Air Conditioning at Exposition Center**

A, PROPOSED 2010 BONDING - \$ 311,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ -	\$ -	\$ -	\$ -		\$ -
Land purchase						-
Construction						-
Equipment	460,000					460,000
Other						-
<b>Total costs</b>	<b>460,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>460,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	311,000	-	-	-		311,000
Outside funding	149,000					149,000
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 460,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 460,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** The original Expo Building HVAC system, consisting of 15 rooftop units, would be replaced.

**Relationship to other projects and plans:** The replacement of the HVAC system is tied into the Energy Conservation Feasibility Study that the Parks Department contracted for through Grumman Butkus Associates.

**Justification and alternatives considered:** The Energy Conservation Feasibility Study provided the research and analysis that led to the recommendation that the County proceed in replacing the entire Expo HVAC system. The main justification for reaching that conclusion was based on the fact that the HVAC units are on the average 19 years old and the life expectancy for this type of equipment runs at between 18 and 20 years.

The study also indicated that the existing units are highly inefficient and are costing the department an additional \$5,000 to \$7,000 per year in energy and maintenance costs. Additionally, because of the age of the units it is likely that within the next two years one or more of them will fail. Unfortunately, the failure of any one unit will put an added load on the heat exchangers supporting the adjacent units which may eventually cause them to fail as well.

As an alternative to replacing all the HVAC units the Facilities & Property Management Dept. would continue to perform maintenance on the system and repair each piece of equipment as it breaks down. Unfortunately, at some point the County will be exposed to a vulnerable situation where one or more units cease to function at a critical time in relation to a scheduled event(s). As a result, the favorable image the Expo Center currently enjoys will likely be compromised and the County may become liable for losses realized by one or more of the affected Expo clients.

**ANNUAL OPERATING IMPACT:** It is difficult to determine the net utility cost savings because this equipment shares the same meter as the rest of the utilities at the Expo Center. As mentioned earlier, it has been estimated that replacing the units could result in utility savings and maintenance cost avoidance of between \$5,000 and \$7,000 per year.

# Winnebago County Expo Building



## W.I.N.G.S. PROJECT DISCLAIMER

This data was created for use by the Winnebago County Geographic Information System project. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. Winnebago County disclaims all liability regarding fitness of the information for any use other than Winnebago County business.  
\*Data for this map copyrighted December 31, 2006\*

*Aerial Flown: April 9 & 13, 2005*

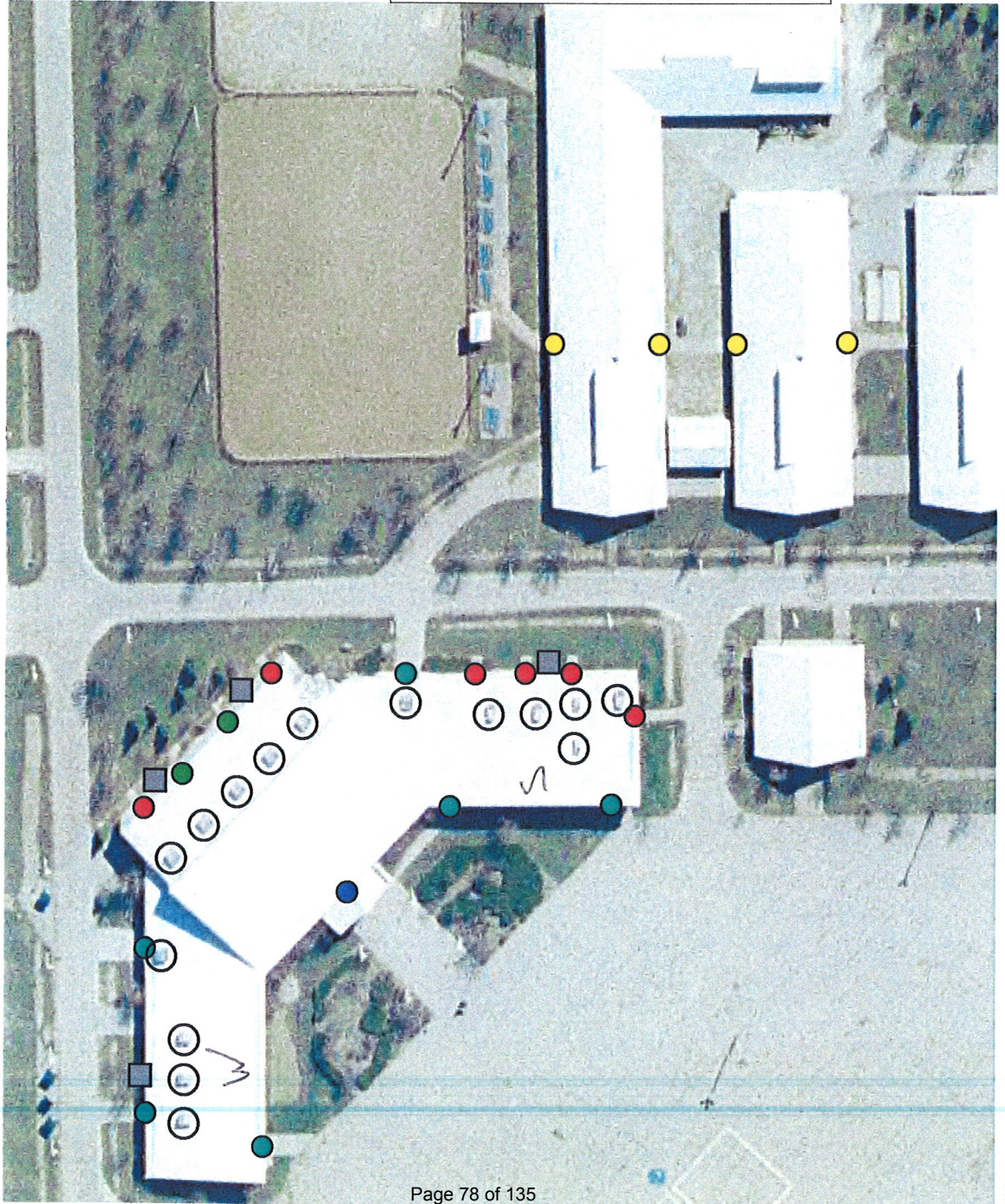
Scale: 1 in. = 60 ft.

Winnebago County  
W.I.N.G.S. Project  
dianec / May 12 2008





# Expo HVAC & Doors



## Legend

- Possible HVAC locations.shp
- HVAC units.shp
- Single doors.shp
- 2 Door Bank.shp
- 3 Door Bank.shp
- 5 Door Bank.shp
- Double Steel Barn Doors.shp
- \* Note: Parks Workshop unit included

**23. UW Fox – 1655 University Ave Building Renovate and Remodel**

A, PROPOSED 2010 BONDING - \$ 45,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ 90,000	\$ 196,000	\$ -	\$ -	\$ -	\$ 286,000
Land purchase						-
Construction		2,800,000				2,800,000
Equipment						-
Other						-
<b>Total costs</b>	<b>90,000</b>	<b>2,996,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,086,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	45,000	1,498,000	-	-	-	1,543,000
Outagamie County						
funding	45,000	1,498,000				1,543,000
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 90,000</b>	<b>\$ 2,996,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,086,000</b>

C. DECIPTION AND JUSTIFICATION:

**Project Description:** Winnebago County, in partnership with Outagamie County, purchased property adjacent to the campus in 2008. At the same time it was noted that renovation of the building is needed to make it fully functional.

**Relationship to other projects and plans:** This project is included in the campus' Master Plan.

Because the campus programs in service to the community are growing, additional facilities are needed to carryout the educational program of the University of Wisconsin.

The counties recognized the rare opportunity to acquire facilities to support the campus program when the purchase of the building was made in 2008.

The project to install an elevator was completed in 2009.

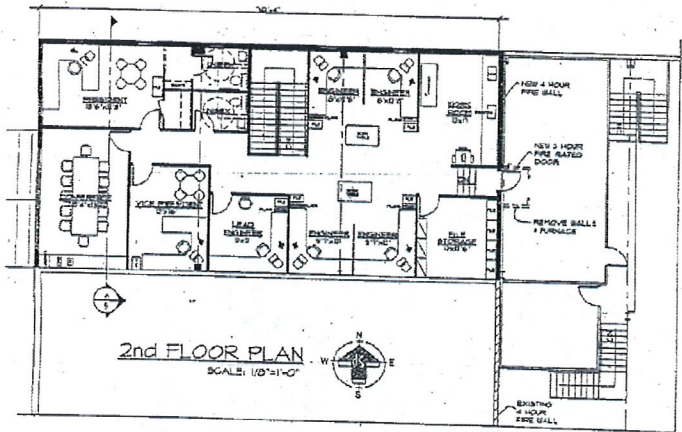
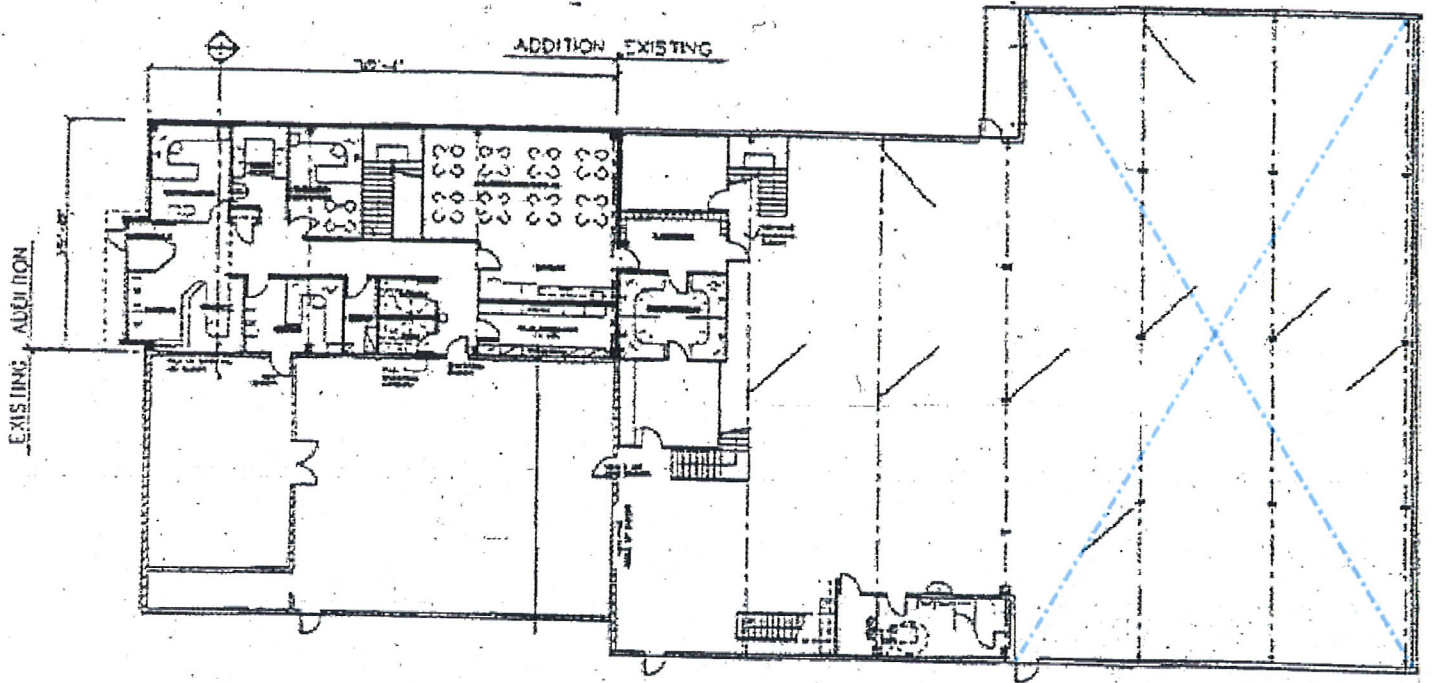
Funding for the renovation of the existing engineering lab is included in this project.

**Justification and alternatives considered:** Without renovation, the counties' investment in the building goes unused. The alternative to renovating this existing space is to construct new space at a cost far more expensive than renovation costs.

**ANNUAL OPERATING IMPACT:** There is no annual operating cost to the Counties with the exception of minimal building maintenance during the early years. Annual operating expenses of using

the facility are paid for by the University of Wisconsin system. The counties only provide the building space.









Acquired  
manufacturing building

Present engineering  
lab/classroom/offices

**24. UW Fox – Reconstruct North Parking Lot**

A, PROPOSED 2010 BONDING - \$ 161,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>
Planning & design	\$ 17,000	\$ -	\$ -	\$ -	\$ -	\$ 17,000
Land purchase						-
Construction	305,000					305,000
Equipment						-
Other						-
<b>Total costs</b>	<b>322,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>322,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	161,000	-	-	-	-	161,000
Outagamie County						
funding	161,000					161,000
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 322,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 322,000</b>

C. DECEIPTION AND JUSTIFICATION:

**Project Description:** Constructed in 1990 over poor soil conditions and with poor drainage, the parking lot has deteriorated over time to a point where annual maintenance is putting patches on patches. Surface conditions are nearing the point of being dangerous.

A single project to reconstruct the lot will result in a parking lot that drains well and requires fewer dollars for repair and maintenance over the long term.

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

**Justification and alternatives considered:** Without reconstruction, annual expenditures for repairs will increase. Exposure to personal injury liability also increases with deterioration of the lot's condition.

**ANNUAL OPERATING IMPACT:** Annual costs for minor repairs in this lot have averaged \$2,000 each of the last three years. The repairs include filling of pot holes and some crack-filling. In anticipation of this capital project recent repairs did not include the types of repairs needed to reestablish the integrity of the parking lot.



This is the subject parking lot outlined in yellow below.





# Section III

Outstanding

Indebtedness

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### 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 12/31/2010 is projected to be \$59,102,000.

The outstanding debt at 12/31/2010 will be comprised of \$58,645,000 of levy supported debt (Table 4) and \$457,000 of non-levy supported debt (Table 7).

Levy supported debt is any debt which is retired through the levying of a property tax on County taxpayers.

Non-levy supported debt is any debt which is paid by some means other than a tax levy. In Winnebago County's case, non-levy debt is mostly attributed to the Solid Waste Department and the Highway Department and is retired through tipping fees and customer charges. Additional non-levy debt is attributable to the refinancing of our unfunded past service pension liability within those departments. Debt for county roads is supported by levy.

Principal, interest, and total debt service requirements on all existing levy supported debt as of 12/31/2010 is presented in tables 4, 5, & 6, along with a graphical presentation shown on Chart 2. Total levy supported debt service requirements start at \$12,710,000 in 2011 and end with \$1,961,000 in the year 2020.

Principal, interest, and total debt service requirements on all existing non-levy supported debt is presented in tables 7, 8, & 9, and is presented graphically on Chart 3. Total non-levy supported debt service requirements start at \$51,000 in 2011 and end with \$12,000 in the year 2020.

Indebtedness limitations are calculated in Table 13. Based on statutory debt limits of five percent of equalized value, Winnebago County's debt ceiling equals \$605,338,000. With current indebtedness at 12/31/10 of \$59,102,000, this brings total outstanding debt to around 9.8% of the legal debt limit. Winnebago County is well under the statutory limit.

Table 13 also shows a fourteen year history of the County's total tax levy and debt service levy (dollars) as well as the mill rate for each year (1997-2010). The information is presented graphically on Chart 4.

Chart 1 shows a graphical presentation of valuation versus debt service. Notice that they are growing at a fairly equal pace. 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 2010 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 2024. It includes the impact on year-end outstanding debt if all projects over the planning horizon 2010-2014 were to be approved. A line charted on the same graph shows the debt service tax rate. Notice that it is relatively flat through 2016, when it starts to decline dramatically. Years 2010 through 2016 show a fairly horizontal line for the debt service tax rate. This is because we amortize our debt using a level debt service philosophy, keeping the debt tax rate fairly stable. If additional projects are added in future updates to the 5-year plan, extending beyond 2016, that line could be expected to remain flat around \$1.00 per thousand of equalized value.

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# Section IV

## Capital Projects Outlook

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#### 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 document. These tables present comprehensive lists of projects anticipated to be undertaken in the near future. Table 1 includes those projects that require a tax levy to retire the debt. Table 2 includes projects where other sources of funding are used to retire the debt or there is no borrowing involved. Total expected project costs within the planning horizon for levy supported projects are \$80,645,000. After applying outside funding of \$15,498,000, tax levy of \$1,604,000, the net borrowing needed is \$63,543,000 over the 5-year period. Projects are listed in Tables 1 & 2 by department within division. The table contains 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 2010 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 2010 - 2014. 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 2009 and for portions of 2010 new projects. ***The information for 2011 - 2014 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.

#### **B. DIVISIONAL ANALYSIS - LEVY SUPPORTED PROJECTS:**

##### **1. DIVISION OF ADMINISTRATION:**

The total known cost of capital projects for this division is \$15,192,000. After deducting other funding sources, the net borrowing needed is \$14,977,000. The projects in this division are as follows:

Purchase and Remodel of B' Gosh Properties: The County Board approved the purchase of these three properties located in downtown Oshkosh in late 2009. Funds to pay for the buildings were advanced from the General Fund. The funds are being replaced by a 2010 borrowing. The buildings were purchased to relocate the Health Department and Second Chance program both currently located in the Park View Health Center old Pavilion building. These functions along with other county departments

that are currently in the Orrin King Building and in leased space may be relocated to these properties. More information on this project can be found in Section 2 of this document.

Demolition of old Pleasant Acres and Pavilion buildings (Park View Health Center): The purpose of these projects is to demolish the two old Park View Health Center buildings. Total estimated cost for both buildings is \$1.4 million. A new facility was completed in early 2008 and these two buildings are nearly vacant. A hub for the information systems department must first be relocated from the Pavilion building before it can come down. The County Health Department and a program that the County administers (Second Chance) are also located in the Pavilion building. Both of these functions need to be relocated before the Pavilion building can come down. The two functions would be relocated to the B' Gosh properties discussed above. More information about this project can be found in Section 2 of this document.

Facilities Roof Maintenance program: This will continue during years 2010 through 2013 at a total cost of roughly \$600,000. 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 information on this project can be found in Section 2 of this document.

The Orrin King (Administration) Building Remodel project: This building which houses various administrative departments and Planning, Zoning and GIS is scheduled to be remodeled in 2011. This project is to reconfigure the building to house the District Attorney's office currently located in a rental facility. Space in the Administration Building will be available once non-court related functions are relocated to the B' Gosh properties. In addition to reconfiguring the office space, outdated building systems will be upgraded such as the boiler, ventilation and lighting. Estimated cost of this project is \$701,000.

Asphalt Replacement Program: The total cost from 2010 through 2012 is \$416,000. This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The Courthouse parking lot was completed in 2006. The parking lots at the Park View Campus and Dawes Street Lot are deteriorated beyond repair and require replacement. Butler Avenue leading to the Coughlin Center and Park View is also deteriorated beyond repair. This project would replace the pavement over a 3 year period. More information on this project can be found in Section 2 of this document.

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 \$7,070,000 and is scheduled for 2013 - 14. 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.

Financial Software Replacement and Possible Payroll Human Resources Applications Replacement: The purpose of this project is to replace the PeopleSoft financial applications. The current versions of the financial applications we operate are old and no longer supported. Cost to upgrade would be unacceptable. Also, if we were to upgrade, we would have to pay back maintenance charges and we would have to pay maintenance again going forward. PeopleSoft is just too complex and costly to continue to use on a long-term basis. Because we have not done upgrades, there is no longer support from PeopleSoft for our version. As a result, if we had to upgrade our operating systems, there is a good possibility our version of PeopleSoft would not run. We must continue to upgrade our operating system software to prevent viruses from hitting our systems and for fixing the systems when viruses do hit.

PeopleSoft needs to be replaced with something that we can afford to stay current with. An estimated cost to replace the PeopleSoft financial applications is \$725,000. More information on this project can be found in Section 2 of this document.

East Central Regional Planning Commission (ECRPC): East Central approached the County to do a “conduit” borrowing. We would borrow the funds, pass them along to East Central and they would pay us back as we pay off the debt. East Central would like to refinance their unfunded past service pension liability. They are currently paying 7.8% interest on the outstanding balance. The County can borrow funds at tax exempt rates around 3.5%. East Central does not have authority to issue tax exempt debt. Therefore, they approached the County to assist with this refinancing. The \$125,000 needed would be added to our 2010 general obligation borrowing. More information on this project can be found in Section 2 of this document.

Central Dictation System: The current Dictation system for Park View, Human Services, and Sheriff is comprised of approximately 75 dictators and 16 transcribers. A new digital system will replace the current dictation system that uses tapes. Estimated cost of the system is \$90,000. More information on this project can be found in Section 2 of this document.

Relocation of Information Systems Hub from Pavilion Building: There is currently a technology hub located in the Pavilion building (which was part of the old Park View Health Center facility). Since the plans are to tear down this building the hub must be relocated. Estimated cost of this project is \$215,000. More information on this project can be found in Section 2 of this document.

## **2. DIVISION OF PUBLIC SAFETY:**

The total known cost of capital projects for this division is \$ 21,303,000.

The Sheriff Department – Radio System Upgrade is the first project under this division and is estimated to have a cost of \$11 million and is planned for the 2010-12 time period. 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. More information on this project can be found in Section 2 of this document.

Fairview Tower Fiber Installation: This project is for the connecting of fiber optic cable from the Menasha Police Department to the Winnebago County Sheriff's Tower on Hwy 76 and Fairview Road. As we upgrade our radio and mobile data systems, this project will create a hot loop for public safety radio/data. Creation of a hot loop will prevent the public safety radio/data system from crashing when lines are severed due to weather, car accidents or digging by utilities. Total estimated cost of this project is \$303,000 and is scheduled for 2010. More information on this project can be found in Section 2 of this document.

Jail Expansion: This is the addition of more space to the Jail at a cost roughly estimated to be \$10 million. The project is scheduled for 2013 and 2014. It is estimated that shortly after that we will run out of space in our current jail. There are two options, convert the Work Release Center into regular jail cells or add an additional pod to the current jail facility. The analysis that will take place will help determine the best course of action.



### **3. DIVISION OF TRANSPORTATION:**

The total known net County cost of capital projects for this division is \$36,093,000. After deducting revenue offsets, the total needed borrowing will be \$21,830,000. The projects in this division consist mostly of road and airport projects and are as follows:

- Several County Road projects are included during the planning horizon including projects to re-pave roads and projects which involve design and complete reconstruction. Total costs of projects during the planning horizon are \$23,148,000 with offsetting funding of \$4,793,000. The remainder will be borrowed over the five year period. The projects are listed in **Table 1** of this book. Many of these roads have severely cracked or deteriorated segments and require reconstruction. Repaving many of the roads now will eliminate the future need for reconstruction when deterioration is so severe that they must be totally reconstructed at a much higher cost. This category also includes bridges and culverts and a satellite facility in Winchester. More information on these projects can be found in Section 2 of this document.
- Wittman Airport:
  - Runway 18/36 Reconstruction – total cost of \$8 million. The County share after Federal AIP funds and State funds is \$200,000. This project would reconstruct Runway 18/36 to the same design specifications as the Runway 9/27 project. This is in line with the Airport Master Plan and WI Bureau of Aeronautics Pavement Condition Index (PCI) report. More information on this project can be found in Section 2 of this document.
  - Taxiway D Apron Rehabilitation – this project calls for the reconstruction of the apron at the east end of Taxiway D (Fox Valley Technical College ramp). The Airport Master Plan and WI Bureau of Aeronautics Pavement Condition Index (PCI) report indicate that this pavement needs replacement and is scheduled for 2010 at a cost of \$450,000. After AIP funds and State share, the County cost will be \$90,000. This will be put on the tax levy rather than borrowing. More information on this project can be found in Section 2 of this document.
  - Replacement of security perimeter fence - Airport – cost of \$590,000 – 2013, County share is \$90,000 and would be funded through bonding: The intent of this project is to continue upgrading perimeter security fencing from four-foot farm fencing with one strand of barbed wire to eight-foot chain link fencing, per recommendation and directives of the FAA and TSA. To help offset the cost we will continue to seek out grants from the TSA, Office of Justice Administration (OJA) and the FAA. This project is recommended in the Airport Master Plan, TSA/FAA recommendations/requirements in further anticipation of re-acquiring our FAR Part 139 certificate.
  - Four vehicles are included over the planning horizon as follows:
    - Runway broom – cost of \$650,000, scheduled for 2010. This project has \$520,000 of Federal funding to partially offset the cost.
    - Runway snow blower – cost of \$625,000, scheduled for 2011.
    - Snow plow – cost of \$435,000, scheduled for 2012.
    - Snow plow – cost of \$360,000, scheduled for 2013.

All of these vehicles will have exceeded their estimated useful lives, require more maintenance and in some cases, parts are difficult to obtain when needed. This is part of the planned phased replacement of the aging snow removal and fire fighting equipment fleet.

- Utility extension & infrastructure upgrade at the northwest hanger development. The estimated cost is \$160,000. Utilities and Infrastructure additions will be needed for the development of four new hangars adjacent to the EAA Hangar and Post Office. More information on this project can be found in Section 2 of this document.
- Land acquisition – Airport - Real estate deemed essential to the safety of the airport and for future economic development is available for purchase and more may become available within the next several years. The estimated cost for this project is \$1.2 million. At this time there is a minimum of 115 acres available. More information on this project can be found in Section 2 of this document.

#### **4. HEALTH AND HUMAN SERVICES:**

Storage Building – Park View Health Center – This project is to construct a 3000 square foot storage building and a 5000 square foot vehicle garage to provide storage for needed furniture, supplies and the 6 vehicles assigned to Park View. The total project budget is \$1,085,000. The construction budget of the new facility was financially unable to accommodate the storage space that is now needed. Razing of the Pavilion and Pleasant Acres is eliminating storage space and covered parking for some of the vehicles. More information on this project can be found in Section 2 of this document.

#### **5. EDUCATION, CULTURE, AND RECREATION:**

The total cost of capital projects for this division is projected to be \$6,972,000 with offsetting revenue of \$2,624,000 leaving the balance of \$4,348,000 for borrowing. The projects in this division are as follows:

Community Park Road and Parking Lot Reconstruction – Total cost of \$917,000 scheduled for 2013. 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.

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.

Parks Department – Community Park Tennis Court Rehabilitation: This project is scheduled to be done during 2011 and has a cost projected at \$151,000. The intent would be to reconstruct the tennis courts located in the southeast section of the Community Park. The poor conditions of each of the 6 courts are such that the department has elected to disallow further play on them by no longer installing the nets.

Expo Center Maintenance Shop and Storage Facility: This project would involve the construction of a single pole barn structure with 3,528 sq. ft. of floor space. The building would be similar to the barns present in the livestock display area. Besides a 40' X 41' equipment and vehicle storage area the building would contain both a meeting room and a restroom facility. The structure would also house a 22' X 16' workshop area and would include a 40' X 25' storage area

for the 4-H. Total cost of the project is \$344,000. Design work would take place in 2013 with construction in 2014.

Parks Department – Livestock Barns – scheduled for 2013 at a projected cost of \$474,000, with \$227,000 coming from private contributions. 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.

Soccer Complex – Southwest Restroom / Shelter Facility - 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. The projected cost is expected to be \$159,000 and is scheduled for 2011.

Parks Department – Exposition Center HVAC Replacement – projected to cost \$460,000 and be completed during 2010. Energy grant funding of \$149,000 is expected to cover part of the project cost. The original Expo Building HVAC system, consisting of 15 rooftop units, would be replaced. More information on this project can be found in Section 2 of this document.

UW Fox Valley – Improvements to Purchased Property – Winnebago County, in partnership with Outagamie County, purchased property adjacent to the campus in 2008. Renovation of building space and property is necessary to make full use of the building for classrooms and offices. Upgrades are necessary because of building codes that take effect when there is an ownership change and change in planned use of the property. Total improvements needed (including engineering costs) will cost about \$3,086,000 and will be split with our partner to the project, Outagamie County. These improvements are currently scheduled for 2011 with design work to be done in 2010. More information on this project can be found in Section 2 of this document.

UW Fox Valley – Reconstruct North Parking Lot – This project is necessary because the lot was constructed in 1990 over poor soil conditions and with poor drainage. The parking lot has deteriorated over time to a point where annual maintenance is putting patches on patches. Surface conditions are nearing the point of being dangerous. Total cost is projected to be \$322,000, to be split evenly with Outagamie County. The project is scheduled for 2010. More information on this project can be found in Section 2 of this document.

UW Fox Valley - Boiler Replacement – Main building - 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. The cost is estimated to be \$480,000 to be split equally by Winnebago and Outagamie Counties.

UW Fox Valley – Astronomical Observation Facility – This project is to construct an astronomical observation facility having three components: A small telescope observing facility to allow students and public to directly observe through telescopes; A computer controlled large telescope with a video link to the planetarium for indirect viewing by larger audiences; (3) A set of portable telescopes to enable on off-site outreach program (university funded). The building would cost \$99,000 and be funded equally by Winnebago and Outagamie Counties (\$49,500 each). The University of Wisconsin System supplies all of the equipment.

UW Fox Valley - Child Care Center Addition - This project would provide a parent/teacher conference area, teacher preparation area, and storage space. Current facilities are either non-existent or inadequate which limits the ability of staff to serve parents and provide the best environment for child learning and growth. The total cost of this project is \$480,000 and is planned for 2012. The cost would be split equally between Winnebago and Outagamie Counties (\$240,000 each).

UW Fox Valley also has two other projects that have been moved beyond the planning horizon. They include an Expansion of the Food Service and Auxiliary Facilities and the Enlargement of a Music Classroom. These projects have been moved beyond the planning horizon to prevent the County's outstanding debt to get too high. These projects are listed in Section 5 of this book.

## **C. DIVISIONAL ANALYSIS - NON-LEVY SUPPORTED PROJECTS:**

### **1. PLANNING AND ENVIRONMENT:**

The total known cost of capital projects for this division is \$ 6,455,000. 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:

Transfer Station – Improvements for Single Stream Recycling - Winnebago County plans to offer single stream recycling processing capability to its communities in 2010. It is anticipated that communities will begin to switch to single stream collection and Winnebago County will be able to obtain enough support from a vote of its communities to eliminate the debagging operation at the Transfer Station. Transfer Station improvements include removal and deconstruction of the debagging conveyor line and demolition of the existing interior walls and doors which houses the debagging operation. In addition, the commingle pit will be filled in, additional columns/footings will be modified/removed, a concrete push wall will be added, surface water grading will be modified and necessary electrical components relocated. The projects estimated cost is \$400,000 and is planned for 2010

Landfill Gas Engine Generator Replacements – These are engine generators for county facilities. Their possible locations include Highway, and the transfer station. This is part of the landfill gas utilization plan for revenue generation. Gas recovered would be used to heat other County facilities. There are two generator replacements scheduled during the planning horizon as follows:

- Generator, cost = \$1.9 million, scheduled for 2010, includes waste heat recovery system.
- Generator, cost = \$2.5 million, scheduled for 2013.

The generators with the waste heat recovery systems would be used to heat County facilities. The engines are piston engines, in contrast to the jet engine that was used when the gas recover system was first placed in service. The jet engine did not work well when gas volumes were low. Having multiple piston engines allows the facility to shut some down when gas recover is low and do maintenance on them. This system works better. The piston engines have a life of about 10 years.

2 - Front End Loader Replacements - Replace two existing loaders with comparable equipment of same size and capacity for loading wastes from the transfer station. This equipment is essential in operating the transfer station facility. It is used for placing waste materials and recyclable materials within the transfer station. It is equipped with a grapple fork bucket for picking very large loads of waste materials and loading into open topped semi trailers. In the year 2011, when the landfill will close, all waste will flow through the transfer station and consequently this machine and one other will be needed to load out recyclable materials and other wastes. Both replacements are planned during 2011. Each has a cost of about \$220,000.

Cat D6 Dozer Replacement – This is the replacement of an existing D6 Cat Dozer. This machine is used extensively at the landfill. It is used for waste placement, cover placement and sludge cell work. It has extra wide tracks which allow it to be useful in wet unstable areas in the landfill. Its size lends itself to be used on steep side slopes. This is the preferred machine to be used for fine grading of surfaces on final cover work. The cost is around \$290,000 and is scheduled for 2011.

Morbark Wood Grinder Replacement - Replace an existing machine with new one of comparable size and capacity. The total project is expected to cost \$600,000 and is scheduled for 2012. Winnebago County Solid Waste accepts waste wood materials at the landfill from all sources. The wood waste is stockpiled and then processed into wood chips using the Morbark horizontal in feed wood grinder. This machine is essential to the landfill operations. The shredded wood wastes is hauled into the landfill and used for daily cover, and for stabilizing the roadways in wet weather conditions. This machine processes about 6,000 tons per year. This machine also is rented out to neighboring communities and counties. Winnebago County Solid Waste Department transports this machine with an operator and loader to other sites to provide grinding services. This rental income aids in the overall costs to purchase and operate this machine. The County expects to continue to take in yard wastes at the landfill site, even after this landfill is closed. Alternate usage of the waste wood is expected to be part of this waste stream in the future.

Gas Pipeline to Oshkosh Correctional Institution – This pipeline would be used to sell excess landfill gas to the Oshkosh Correctional Institution. It would create a revenue source from excess landfill gas. The estimated cost of this project is \$125,000 and is scheduled to be done during 2010.

Volvo L70 Front End Loader Replacement – This is the replacement of an existing Volvo L70C front end loader. It is used extensively at the landfill for loading waste wood into wood grinder with special grapple bucket. It also is equipped with special attachments: snow plow, fork lift, boom crane, bucket and power sweeper. The equipment has reached the end of its useful life and needs to be replaced. The total cost to replace it is \$200,000. It is scheduled for replacement in 2011.

# Section V

## Projects Not Included In The 5-Year Planning Horizon



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

<b>PROJECT DESCRIPTION</b>	<b>Outside Planning Horizon</b>	<b>2015</b>	<b>2016</b>	<b>Move To</b>	<b>Requested In</b>
CTH A (Indian Pt Rd to City of Neenah)	3,000,000	3,000,000		NA	2015
CTH I (City Oshkosh limits south to CTH N Tn Black Wolf)	1,600,000	1,600,000		2015	2014
Snow plow - Airport	400,000				Beyond Horizon
Snow plow - Airport	378,000				Beyond Horizon
Expand Food Service and Auxiliary Facilities	4,100,000		4,100,000	2016	2013
Outagamie County funding	(2,050,000)		(2,050,000)		
Enlarge Music Classroom	1,000,000	1,000,000		2015	2014
Outagamie County funding	(500,000)	(500,000)			

The “NA” means the department did not request the project during the planning horizon but beyond.

The “Requested In” column: For the items that say “beyond horizon” the department did not specify a particular year. They only noted that the project is being requested beyond the planning horizon.

**VI. Tables and Charts**

See tables and charts that follow in the next section.

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# Section VI

## Tables & Charts

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**Table 1**

**2010- 2014 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM**

**LEVY SUPPORTED PROJECTS**

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DIVISION / DEPT	PROJECT DESCRIPTION	2010	2011	2012	2013	2014	TOTAL	Outside Planning Horizon	Move To	Requested In
	<b>ADMINISTRATION:</b>									
General	Pavillion demolition	700,000					700,000			
	Pleasant Acres demolition	700,000					700,000			
	Roof maintenance program	150,000	150,000	150,000	150,000		600,000			
	Funds available in capital project fund	(150,000)	(65,000)				(215,000)			
	Admin building remodel		701,000				701,000			
	Asphalt replacement program	122,000	122,000	172,000			416,000			
	Courthouse remodel				1,150,000	5,920,000	7,070,000			
	Purchase of Oshkosh B' Gosh prop	1,250,000					1,250,000			
	Remodel Oshkosh B' Gosh prop	2,600,000					2,600,000			
	Financial Software package	575,000	150,000				725,000			
	ECRPC unfunded pension liab refinance	125,000					125,000			
	Central dictation system	90,000					90,000			
	Relocate Info Systems hub from Pavilion building	215,000					215,000			
	<b>Total Administration</b>	<b>6,377,000</b>	<b>1,058,000</b>	<b>322,000</b>	<b>1,300,000</b>	<b>5,920,000</b>	<b>14,977,000</b>	<b>-</b>		
	<b>PUBLIC SAFETY:</b>									
Sheriff	Radio System Upgrade	500,000	6,500,000	4,000,000			11,000,000			
	Fairview Tower Fiber Installation	303,000					303,000			
	Jail Expansion				5,000,000	5,000,000	10,000,000			
	<b>Total Public Safety</b>	<b>803,000</b>	<b>6,500,000</b>	<b>4,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>21,303,000</b>	<b>-</b>		
	<b>TRANSPORTATION:</b>									
Highway	Satellite facility - Winchester	275,000					275,000			
	CTH A (Indian Pt Rd to City of Neenah)	200,000					200,000	3,000,000	NA	2015



DIVISION / DEPT	PROJECT DESCRIPTION	2010	2011	2012	2013	2014	TOTAL	Outside Planning Horizon	Move To	Requested In
	CTH D (STH 116 in Tn Winneconne to Waushara Cty line Town Poygan)	2,500,000					2,500,000			
	CTH D funding	(1,973,000)					(1,973,000)			
	CTH E (STH 116 to south county line)	2,025,000					2,025,000			
	CTH E funding available	(200,000)					(200,000)			
	CTH F (CTH D in Town Poygan to City of Omro)		692,000				692,000			
	CTH FF (Zoar & FF intersection rebuild)			500,000			500,000			
	CTH FF (STH 21 in Tn Omro to CTH K)		422,000				422,000			
	CTH FF (STH 44 in Tn Utica to Fond du Lac Cty line)			760,000			760,000			
	CTH G (USH 41 to CTH A)				150,000		150,000			
	CTH G (USH 41 to STH 76)		150,000				150,000			
	CTH H (CTH AH in Tn Wolf River to Waushara Cty line)			1,350,000			1,350,000			
	CTH I (City Oshkosh limits south to CTH N Tn Black Wolf)					1,600,000	1,600,000	1,600,000	2015	2014
	CTH I (CTH N to CTH Z in Tn Black Wolf)				1,030,000		1,030,000			
	CTH K Bridge over Fox River in Eureka		1,400,000				1,400,000			
	CTH K Bridge outside funding		(1,120,000)				(1,120,000)			
	CTH M (STH 44 to north Fond du Lac county line)			1,375,000			1,375,000			
	CTH M (CTH II Tn Winchester to STH 116 Tn Winneconne)			1,181,000			1,181,000			
	CTH MM (CTH M in Tn Winchester to Richter Ln)		709,000				709,000			
	CTH T (CTH Y to CTH G)	300,000		1,537,000	1,537,000		3,374,000			
	CTH T (CTH G to CTH II)		180,000		850,000		1,030,000			
	CTH Z (STH 26 to USH 45)					2,400,000	2,400,000			
	West Side Arterial - Oshkosh					300,000	300,000			

DIVISION / DEPT	PROJECT DESCRIPTION	2010	2011	2012	2013	2014	TOTAL	Outside Planning Horizon	Move To	Requested In
	Annual County Rd paving money to be applied from General Fund	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)	(1,500,000)			
Airport	Runway 18/36 reconstruction	8,000,000					8,000,000			
	Fed and State funding	(8,000,000)					(8,000,000)			
	County funding to reimb Fed		200,000				200,000			
	Taxiway D apron rehabilitation	450,000					450,000			
	Fed, State and EAA funding	(360,000)					(360,000)			
	Tax levy	(90,000)					(90,000)			
	Security perimeter fencing				590,000		590,000			
	Fed, State and EAA funding				(500,000)		(500,000)			
	Runway Broom	650,000					650,000			
	Funding offset	(520,000)					(520,000)			
	Runway snow blower		625,000				625,000			
	Snow plow			435,000	360,000		795,000	778,000		Not specified
	Utility extension & infrastructure - NW hanger development	160,000					160,000			
	Land acquisition	1,200,000					1,200,000			
	<b>Total Transportation</b>	<b>4,317,000</b>	<b>2,958,000</b>	<b>6,838,000</b>	<b>3,717,000</b>	<b>4,000,000</b>	<b>21,830,000</b>	<b>5,378,000</b>		
	<b>HUMAN SERVICES</b>									
Park View	Storage building	1,085,000					1,085,000			
	<b>Total Human Services</b>	<b>1,085,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,085,000</b>	<b>-</b>		
	<b>Education / Recreation</b>									
Parks	Community park road & parking lot repaving				917,000		917,000			
	Community park tennis court rehabilitation		151,000				151,000			
	Expo maintenance shop & storage facility				14,000	330,000	344,000			
	Tax levy				(14,000)		(14,000)			

DIVISION / DEPT	PROJECT DESCRIPTION	2010	2011	2012	2013	2014	TOTAL	Outside Planning Horizon	Move To	Requested In
	Livestock barn				474,000		474,000			
	Livestock barn private contributions				(227,000)		(227,000)			
	Soccer Complex - SW Restroom/Shelter Facility		159,000				159,000			
	Expo Center - air conditioning replacement	460,000					460,000			
	Energy grant funding	(149,000)					(149,000)			
UW Fox Valley	1655 University Ave property renovation	90,000	2,996,000				3,086,000			
	Outagamie County funding	(45,000)	(1,498,000)				(1,543,000)			
	Reconstruct north parking lot	322,000					322,000			
	Outagamie County funding	(161,000)					(161,000)			
	Replace boilers (installed 1959)			480,000			480,000			
	Outagamie County funding			(240,000)			(240,000)			
	Astronomical Observation Facility				99,000		99,000			
	Outagamie County funding				(50,000)		(50,000)			
	Expand Food Service and Auxiliary Facilities						-	4,100,000	2016	2013
	Outagamie County funding						-	(2,050,000)		
	Enlarge Music Classroom						-	1,000,000	2015	2014
	Outagamie County funding						-	(500,000)		
	Child Care Center Addition					480,000	480,000			
	Outagamie County funding					(240,000)	(240,000)			
	Total Education / Recreation	517,000	1,808,000	240,000	1,213,000	570,000	4,348,000	2,550,000		
	Required Borrowing for Levy Supported Projects	\$ 13,099,000	\$ 12,324,000	\$ 11,400,000	\$ 11,230,000	\$ 15,490,000	\$ 63,543,000	\$ 7,928,000		



TABLE 2							
2010 - 2014 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM							
NON - LEVY PROJECTS							
DEPT	PROJECT DESCRIPTION	2010	2011	2012	2013	2014	TOTAL
Solid Waste	Transfer station improvements - single stream recycling	400,000					400,000
	Volvo L70 front end loader		200,000				200,000
	Landfill gas pipeline to Oshkosh Correctional Institution	125,000					125,000
	Landfill gas engine generator with waste heat recovery	1,900,000					1,900,000
	Cat D6 dozer		290,000				290,000
	2 - Volvo L90F front end loaders.		440,000				440,000
	Morbark wood grinder			600,000			600,000
	Landfill gas engine generator				2,500,000		2,500,000
	Totals	2,425,000	930,000	600,000	2,500,000	-	6,455,000
	Funds applied from fund balance to projects	(2,425,000)	(930,000)	(600,000)	(2,500,000)	-	(6,455,000)
	<b>Required borrowing for non-levy projects</b>	-	-	-	-	-	-
	<b>Total All Borrowing</b>	13,099,000	12,324,000	11,400,000	11,230,000	15,490,000	63,543,000

**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 12/31/09	2010 PRINCIPAL PAID	2010 NEW DEBT	12/31/10 OUTSTANDING DEBT (Projected)
General Obligation Notes, Series 2002 A	05/15/02	04/01/2012	4.1611%	11,665,000	11,665,000	-	-
General Obligation Refunding Bonds, Series 2003B - refunding 2003 NAN's	03/01/03	04/01/2019	5.2704%	925,000	71,000	-	854,000
General Obligation Notes, Series 2003 D	12/01/03	04/01/2013	3.0183%	1,775,000	400,000	-	1,375,000
General Obligation Refunding Bonds, Series 2004B - refunding State Trust Fund Loan 2003	04/15/04	04/01/2020	4.5690%	4,500,000	220,000	-	4,280,000
General Obligation Notes, Series 2005B	10/01/05	04/01/2015	3.4619%	1,545,000	235,000	-	1,310,000
General Obligation Notes, Series 2006A	09/01/06	04/01/2016	4.5000%	18,035,000	2,500,000	-	15,535,000
General Obligation Notes, Series 2007A	10/09/07	10/01/2017	3.7024%	3,170,000	340,000	-	2,830,000
General Obligation Notes, Series 2008A	10/01/08	10/01/2018	4.0700%	6,110,000	1,325,000	-	4,785,000
General Obligation Refunding Notes, Series 2009A <i>estimated</i>	02/01/09	04/01/2011	1.7200%	3,315,000	1,790,000	-	1,525,000
Taxable Gen Oblig (Build America Bonds) Series 2009B <i>estimated</i>	11/10/09	04/01/2019	2.9900%	3,825,000	655,000	-	3,170,000
Taxable Recovery Zone Economic Devel Bonds (State Trust Fund Loan) Series 2009C	11/10/09	04/01/2019	2.4700%	2,393,000	-	-	2,393,000
<b>NEW ISSUES - 2010:</b>							
General Obligation Refunding Notes Series 2010A	01/19/10	04/01/2012	2.0000%	-	240,000	8,140,000	7,900,000
General Obligation Notes Series 2010B	11/19/10	04/01/2020	3.7100%	-	-	13,145,000	13,145,000
<b>GRAND TOTALS</b>				<b>\$ 57,258,000</b>	<b>\$ 19,441,000</b>	<b>\$ 21,285,000</b>	<b>\$ 59,102,000</b>

## Table 4

### Levy Supported 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.
2003 D	The 2003 D bonding was to pay for costs of courthouse security, public safety system, CTH JJ and K, a replacement generator for Park View Health Center and for a restroom / shower and animal wash rack facility at the Parks Exposition Center.
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.
2005 B	The 2005B bonding is for the Facility Roof Replacement, Public Safety System, County Highways Y and M, and Park View Health Center Facility.
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 will be 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 will be 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.



**Table 4**  
**Levy Supported Debt**

Descriptions of Issues

Issue	Description
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.
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, Sheriff radio system upgrade, Fairview tower fiber installation, Highway satellite facility in Winchester, various road resurfacing projects, Airport land and equipment acquisition, Park View storage building, Expo Center air conditioning and UW Fox Valley building renovations and parking lot resurfacing.

**Table 4 (Continued)**  
**Principal Payment Schedule - Levy Supported Debt**  
(in Thousands)

Year	2002 A	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009 A	2009 B	2009 C	2010 A	2010 B	Total
2011		68	400	236	240	3,275	355	465	1,525	40	226	3,915	-	10,745
2012		73	400	273	250	2,235	370	545		355	248	3,985	500	9,234
2013		77	575	315	260	2,340	385	565		365	255		1,395	6,532
2014		82		355	275	2,445	405	590		370	261		1,440	6,223
2015		87		404	285	2,560	420	615		385	268		1,490	6,514
2016		92		456		2,680	440	640		395	273		1,540	6,516
2017		96		514			455	670		405	281		1,600	4,021
2018		101		574				695		420	287		1,660	3,737
2019		105		642						435	294		1,725	3,201
2020				127						-			1,795	1,922
2021										-				-
<b>Totals</b>	-	781	1,375	3,896	1,310	15,535	2,830	4,785	1,525	3,170	2,393	7,900	13,145	58,645

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

Year	2002 A	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009 A	2009 B	2009 C	2010 A	2010 B	Total
2011		39	38	174	42	573	99	149	17	108	138	119	469	1,965
2012		35	26	164	33	459	86	137		104	98	40	461	1,643
2013		32	9	151	24	365	72	120		96	86		433	1,388
2014		27		137	15	266	57	103		86	76		389	1,156
2015		23		120	5	163	47	84		74	63		341	920
2016		18		101		56	25	62		61	51		290	664
2017		14		77			9	39		45	39		233	456
2018		9		52				13		28	26		172	300
2019		3		22						10	13		106	154
2020				3									36	39
2021														-
<b>Totals</b>	-	200	73	1,001	119	1,882	395	707	17	612	590	159	2,930	8,685



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

Year	2002 A	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009 A	2009 B	2009 C	2010 A	2010 B	Total
2011	-	107	438	410	282	3,848	454	614	1,542	148	364	4,034	469	12,710
2012	-	108	426	437	283	2,694	456	682	-	459	346	4,025	961	10,877
2013	-	109	584	466	284	2,705	457	685	-	461	341	-	1,828	7,920
2014	-	109	-	492	290	2,711	462	693	-	456	337	-	1,829	7,379
2015	-	110	-	524	290	2,723	467	699	-	459	331	-	1,831	7,434
2016	-	110	-	557	-	2,736	465	702	-	456	324	-	1,830	7,180
2017	-	110	-	591	-	-	464	709	-	450	320	-	1,833	4,477
2018	-	110	-	626	-	-	-	708	-	448	313	-	1,832	4,037
2019	-	108	-	664	-	-	-	-	-	445	307	-	1,831	3,355
2020	-	-	-	130	-	-	-	-	-	-	-	-	1,831	1,961
2021	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Totals</b>	-	981	1,448	4,897	1,429	17,417	3,225	5,492	1,542	3,782	2,983	8,059	16,075	67,330

**Table 7**  
**Non - Levy Supported Debt**  
**Descriptions of Issues**

<b>Issue</b>	<b>Description</b>
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.

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

Year	2003 B	2004 B	Total
2011	7	23	30
2012	7	27	34
2013	8	31	39
2014	8	35	43
2015	8	39	47
2016	9	44	53
2017	9	50	59
2018	10	56	66
2019	11	63	74
2020		12	12
2021			-
<b>Totals</b>	<b>77</b>	<b>380</b>	<b>457</b>



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

Year	2003 B	2004 B	Total
2011	4	17	21
2012	4	16	20
2013	3	15	18
2014	3	13	16
2015	3	12	15
2016	1	10	11
2017	1	8	9
2018	1	5	6
2019		3	3
2020			-
2021			-
<b>Totals</b>	<u>20</u>	<u>99</u>	<u>119</u>

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

Year	2003 B	2004 B	Total
2011	11	40	51
2012	11	43	54
2013	11	46	57
2014	11	48	59
2015	11	51	62
2016	10	54	64
2017	10	58	68
2018	11	61	72
2019	11	66	77
2020	-	12	12
2021	-	-	-
<b>Totals</b>	<u>97</u>	<u>479</u>	<u>576</u>

**Table 10**  
**Principal Payment Schedule - All Debt**

(In Thousands)

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009 A	2009 B	2009 C	2010 A	2010 B	Total
2011	75	400	259	240	3,275	355	465	1,525	40	226	3,915	-	10,775
2012	80	400	300	250	2,235	370	545	-	355	248	3,985	500	9,268
2013	85	575	346	260	2,340	385	565	-	365	255	-	1,395	6,571
2014	90	-	390	275	2,445	405	590	-	370	261	-	1,440	6,266
2015	95	-	443	285	2,560	420	615	-	385	268	-	1,490	6,561
2016	101	-	500	-	2,680	440	640	-	395	273	-	1,540	6,569
2017	105	-	564	-	-	455	670	-	405	281	-	1,600	4,080
2018	111	-	630	-	-	-	695	-	420	287	-	1,660	3,803
2019	116	-	705	-	-	-	-	-	435	294	-	1,725	3,275
2020	-	-	139	-	-	-	-	-	-	-	-	1,795	1,934
2021	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Totals</b>	<b>858</b>	<b>1,375</b>	<b>4,276</b>	<b>1,310</b>	<b>15,535</b>	<b>2,830</b>	<b>4,785</b>	<b>1,525</b>	<b>3,170</b>	<b>2,393</b>	<b>7,900</b>	<b>13,145</b>	<b>59,102</b>



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

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009A	2009 B	2009 C	2010 A	2010 B	Total
2011	43	38	191	42	573	99	149	17	108	138	119	469	1,986
2012	39	26	180	33	459	86	137	-	104	98	40	461	1,663
2013	35	9	166	24	365	72	120	-	96	86	-	433	1,406
2014	30	-	150	15	266	57	103	-	86	76	-	389	1,172
2015	26	-	132	5	163	47	84	-	74	63	-	341	935
2016	19	-	111	-	56	25	62	-	61	51	-	290	675
2017	15	-	85	-	-	9	39	-	45	39	-	233	465
2018	10	-	57	-	-	-	13	-	28	26	-	172	306
2019	3	-	25	-	-	-	-	-	10	13	-	106	157
2020	-	-	3	-	-	-	-	-	-	-	-	36	39
2021	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Totals</b>	<b>220</b>	<b>73</b>	<b>1,100</b>	<b>119</b>	<b>1,882</b>	<b>395</b>	<b>707</b>	<b>17</b>	<b>612</b>	<b>590</b>	<b>159</b>	<b>2,930</b>	<b>8,804</b>

**Table 12**  
**Total Payment Schedule - All Debt**

(In Thousands)

Year	2003 B	2003 D	2004 B	2005 B	2006 A	2007 A	2008 A	2009A	2009 B	2009 C	2010 A	2010 B	Total
2011	118	438	450	282	3,848	454	614	1,542	148	364	4,034	469	12,761
2012	119	426	480	283	2,694	456	682	-	459	346	4,025	961	10,931
2013	120	584	512	284	2,705	457	685	-	461	341	-	1,828	7,977
2014	120	-	540	290	2,711	462	693	-	456	337	-	1,829	7,438
2015	121	-	575	290	2,723	467	699	-	459	331	-	1,831	7,496
2016	120	-	611	-	2,736	465	702	-	456	324	-	1,830	7,244
2017	120	-	649	-	-	464	709	-	450	320	-	1,833	4,545
2018	121	-	687	-	-	-	708	-	448	313	-	1,832	4,109
2019	119	-	730	-	-	-	-	-	445	307	-	1,831	3,432
2020	-	-	142	-	-	-	-	-	-	-	-	1,831	1,973
2021	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Totals</b>	<b>1,078</b>	<b>1,448</b>	<b>5,376</b>	<b>1,429</b>	<b>17,417</b>	<b>3,225</b>	<b>5,492</b>	<b>1,542</b>	<b>3,782</b>	<b>2,983</b>	<b>8,059</b>	<b>16,075</b>	<b>67,906</b>

**Table 13**  
**WINNEBAGO COUNTY, WISCONSIN**  
**INDEBTEDNESS LIMITATIONS (Dollars in thousands)**  
**DECEMBER 31, 2010 (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.

2009 Certified Equalized Value	
For Winnebago County (includes TIF Districts)	\$ <u>12,106,750</u>
Debt Limit at 5%	605,338
Debt outstanding as of December 31, 2010 (projected)	59,102
Remaining Debt Margin	\$ <u>546,236</u>

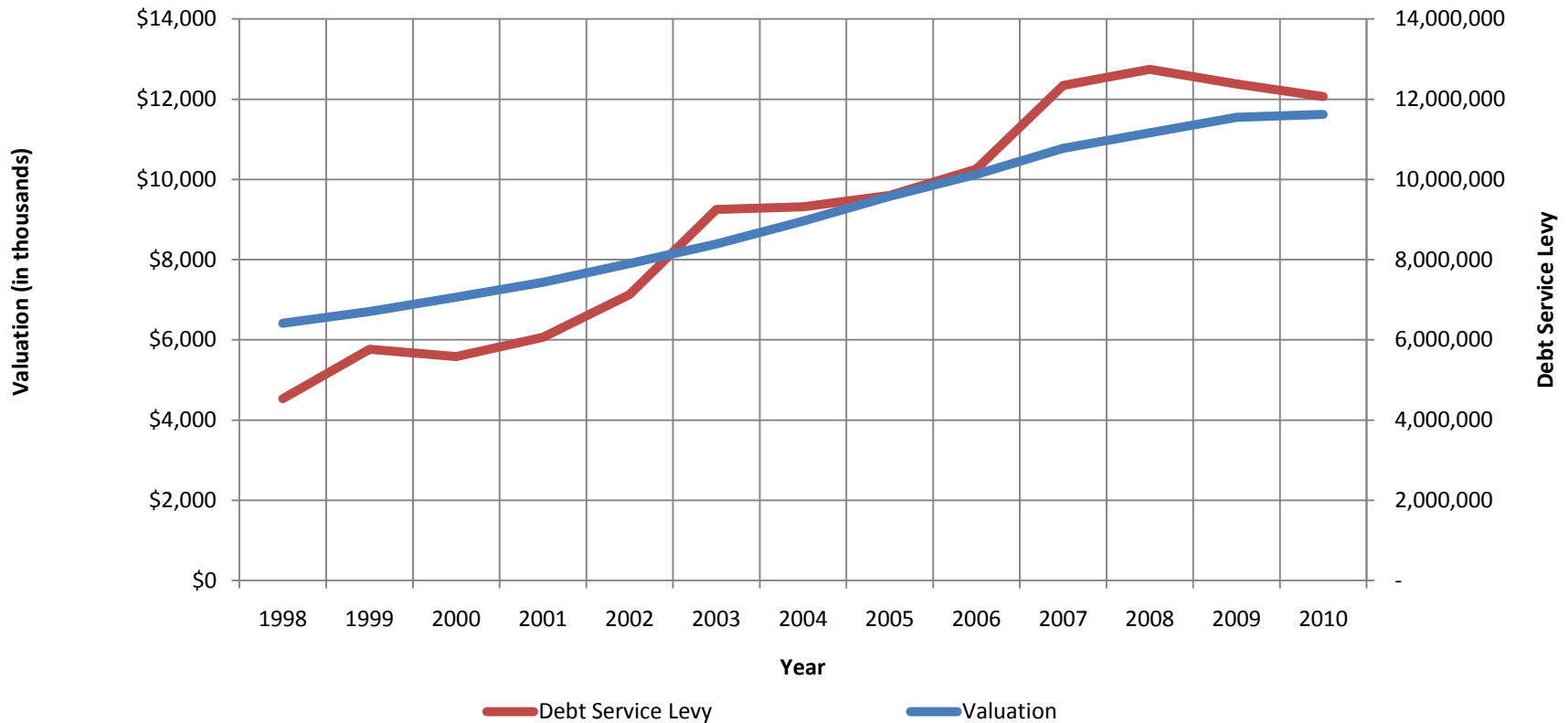
**INFORMATION ON COUNTY TAX RATE AND DEBT SERVICE RATE:**

YEAR	EQUALIZED VALUE (000) (TID OUT)	TAX LEVY (in thousands)		TAX RATE	
		TOTAL	DEBT SERVICE	TOTAL	DEBT SERVICE
1997	6,022,800	30,412	4,004	5.05	0.66
1998	6,412,773	32,445	4,532	5.06	0.71
1999	6,704,390	35,257	5,763	5.26	0.86
2000	7,059,646	37,106	5,585	5.26	0.79
2001	7,436,745	39,786	6,061	5.35	0.82
2002	7,901,354	45,002	7,128	5.70	0.90
2003	8,392,125	48,481	9,254	5.78	1.10
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



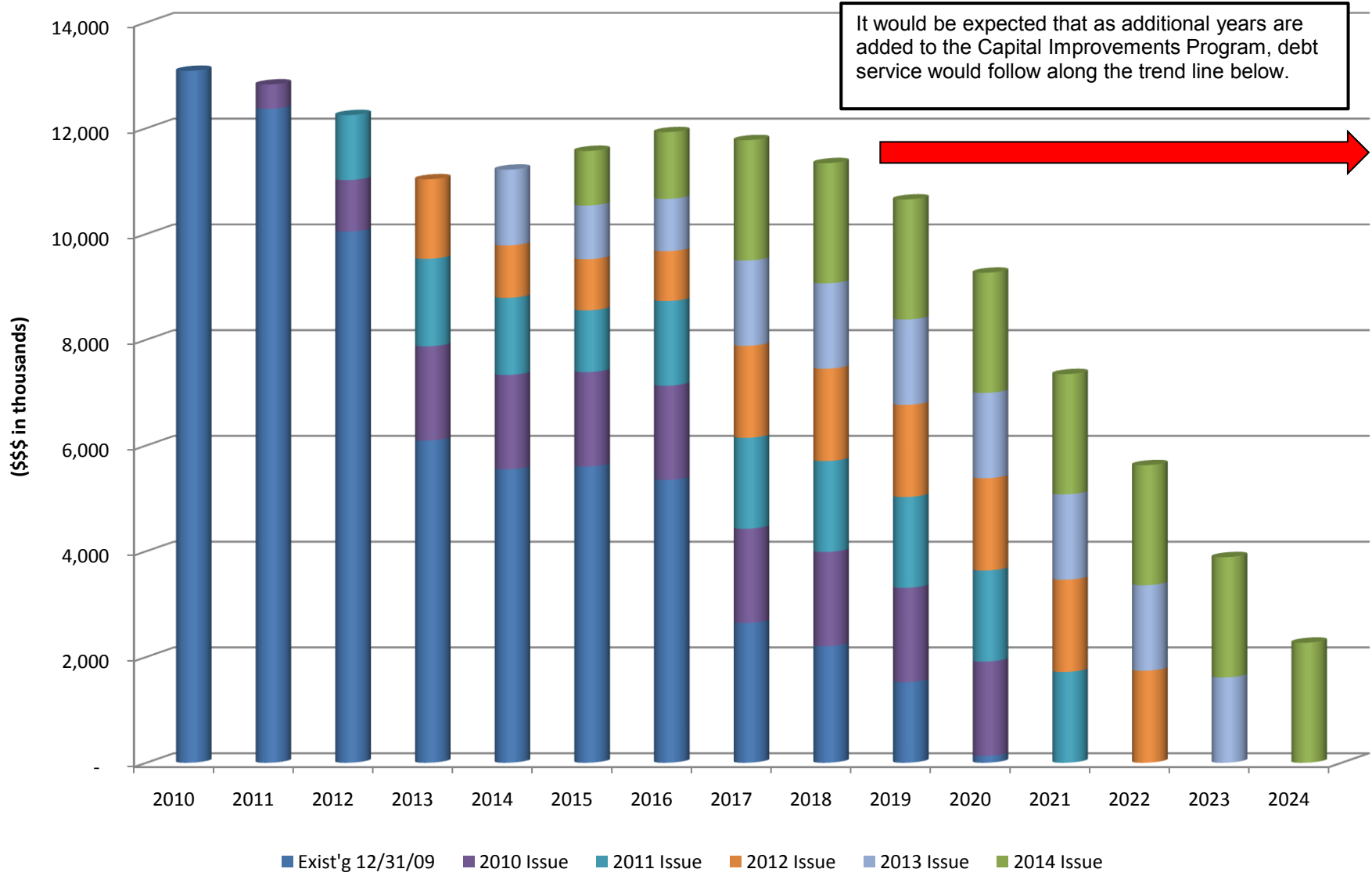


**Chart 1**  
**Growth in Valuation Vs Growth in Debt Levy**



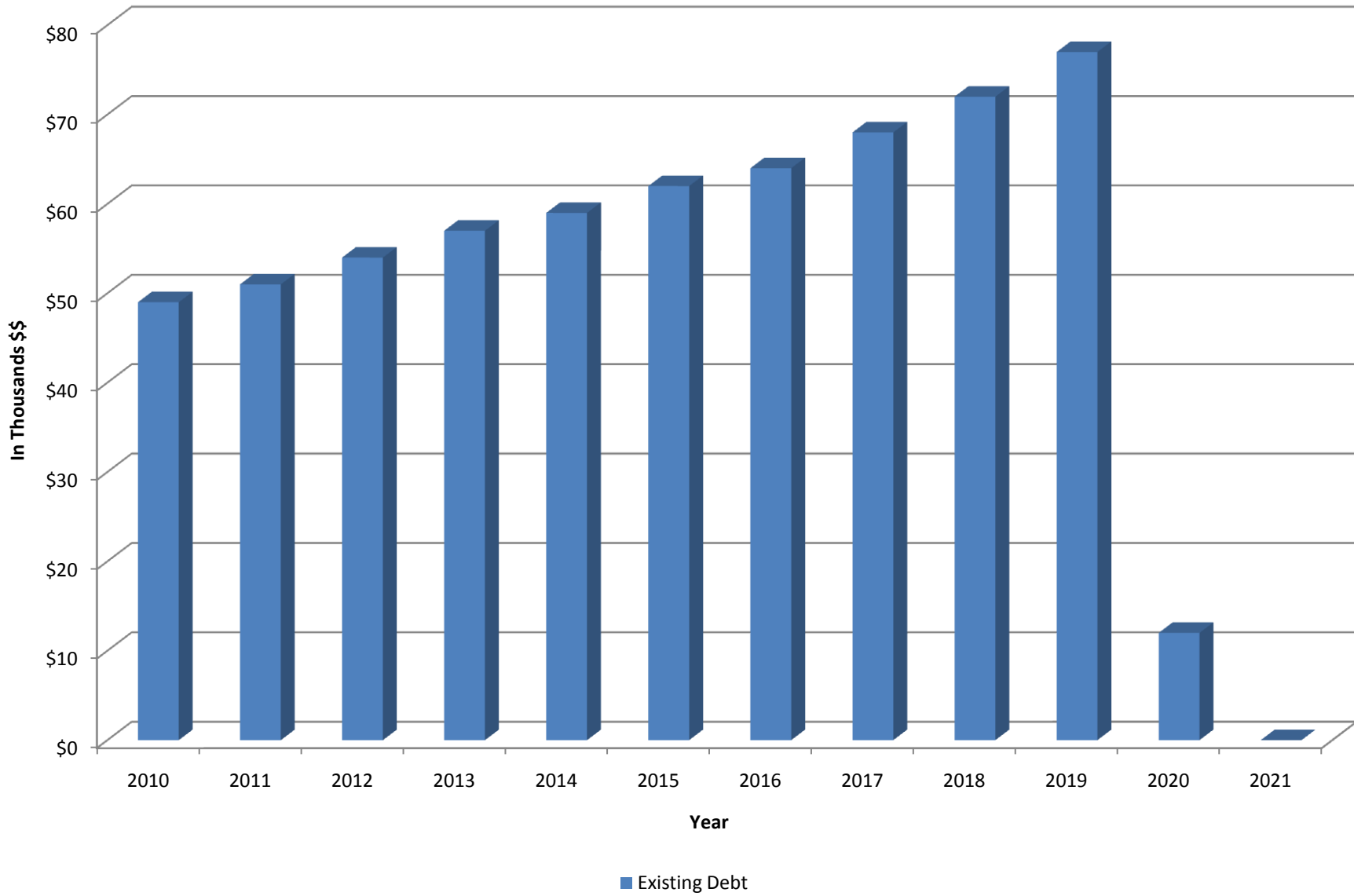
Note: This chart shows that the debt service levy is growing at about the same rate as property values. It shows that we schedule debt repayment using a level debt service philosophy. It keeps the tax rate for debt service relatively level with the growth in valuation, although we have allowed it to 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**

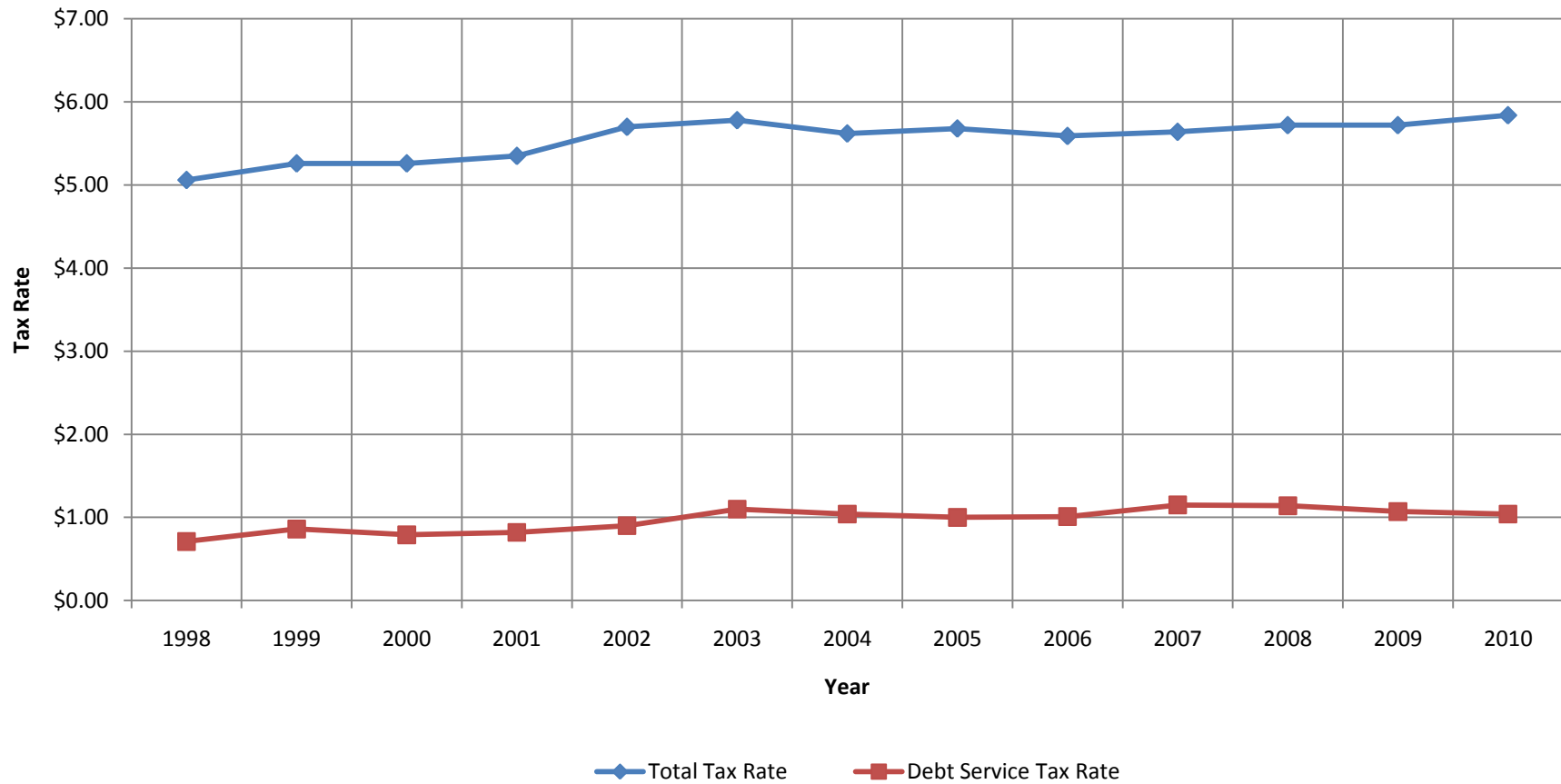




**Chart 3**  
**Non-Levy Supported Debt Service**

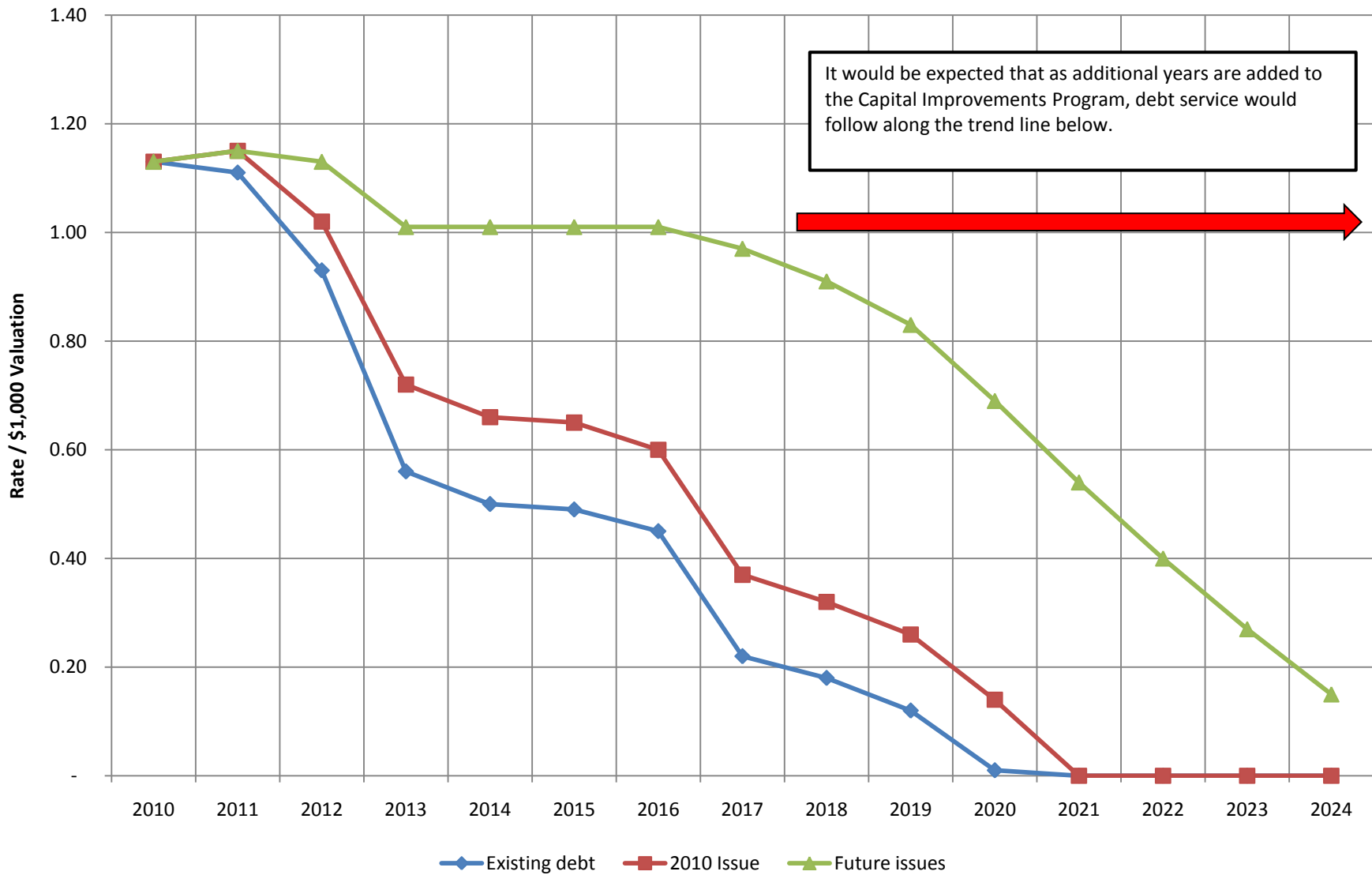


### Chart 4 Tax Rate Information - Historical



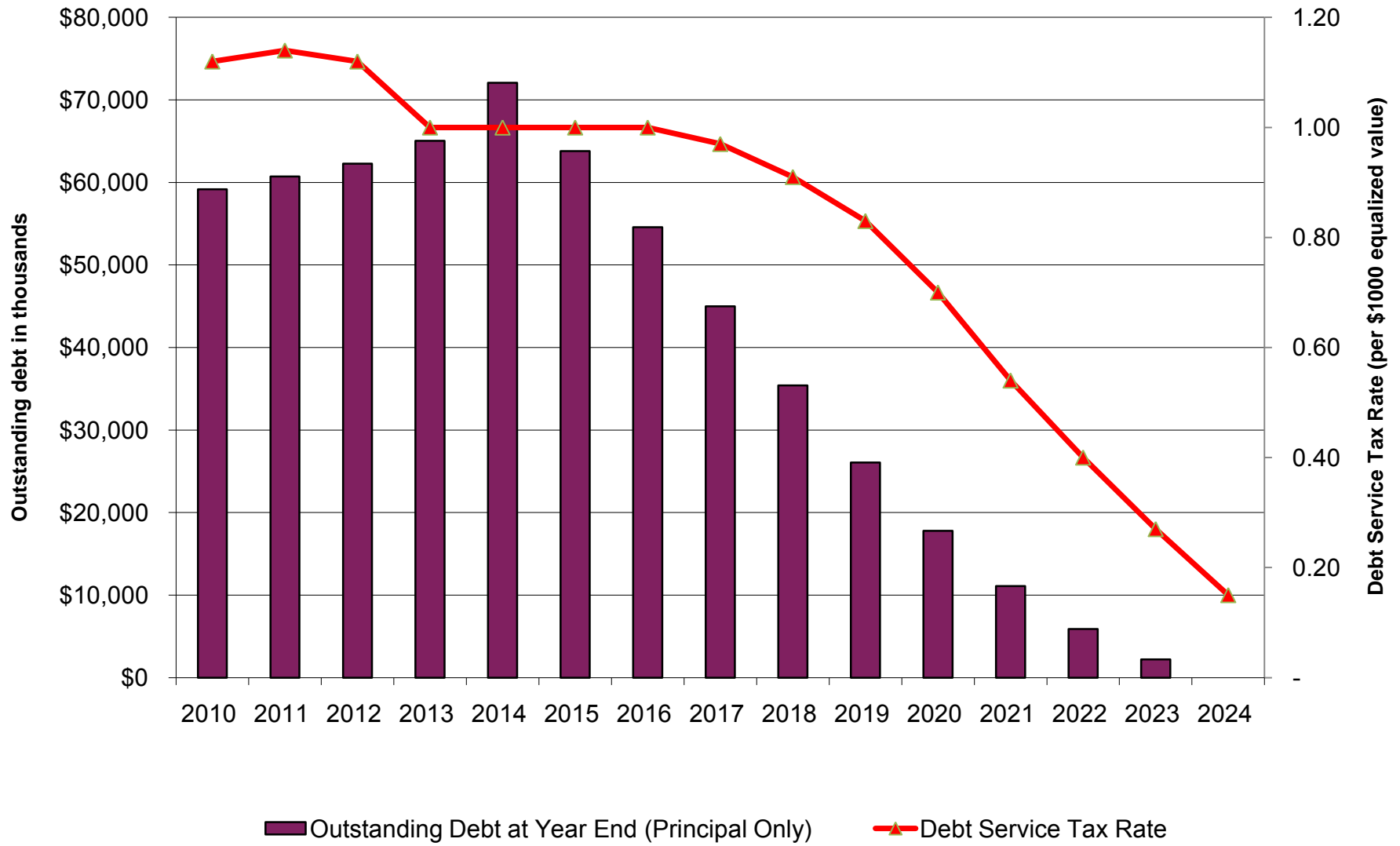
Note: this chart shows that both the overall tax rate and debt service rate remain relatively flat. It means that both total spending as well as debt service are growing at about the same rate as valuation.

**Chart 5**  
**Debt Service Tax Rate - Current & Future Years**





**Chart 6**  
**Outstanding Debt at Year End (Principal Only) With Debt Service Tax Rate**



# Section VII

## Appendices

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# 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							
	<u>Prior years</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>Beyond</u>	<u>Total</u>
<b><u>PROJECT COSTS</u></b>								
Planning, Design, Engineering	_____	_____	_____	_____	_____	_____	_____	-
Land Purchase	_____	_____	_____	_____	_____	_____	_____	-
Construction	_____	_____	_____	_____	_____	_____	_____	-
Equipment	_____	_____	_____	_____	_____	_____	_____	-
Other	_____	_____	_____	_____	_____	_____	_____	-
	_____	_____	_____	_____	_____	_____	_____	_____
<b>TOTAL</b>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>
<b><u>PROJECT FUNDS</u></b>								
Current Revenue	_____	_____	_____	_____	_____	_____	_____	-
Tax Levy	_____	_____	_____	_____	_____	_____	_____	-
Borrowing (Bonds or Notes)	_____	-	_____	_____	_____	_____	_____	-
Revenue Bonds	_____	_____	_____	_____	_____	_____	_____	-
Federal or State Funds	_____	_____	_____	_____	_____	_____	_____	-
Other (specify)	_____	_____	_____	_____	_____	_____	_____	-
	_____	_____	_____	_____	_____	_____	_____	_____
<b>TOTAL</b>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>	<u>      -      </u>

Project Name..... \_\_\_\_\_

Contact Person: \_\_\_\_\_

Cost Benefit Analysis

Explanation \_\_\_\_\_ Amounts \_\_\_\_\_

Costs avoided:

Costs eliminated:

Cost of new equip / etc.

Annual operating cost of new equip / etc.