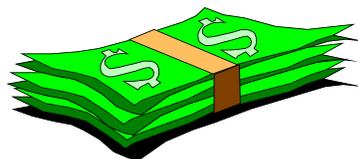
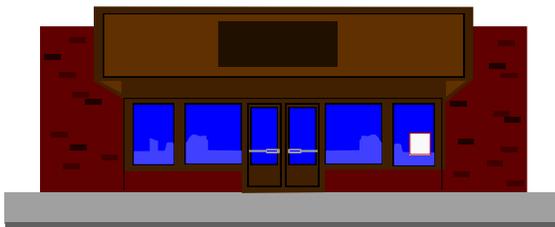




**WINNEBAGO COUNTY, WISCONSIN  
EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM  
2016 – 2020**







**Winnebago County**  
Office of the County Executive

*The Wave of the Future*

**January 2016**  
**WINNEBAGO COUNTY, WISCONSIN**  
**2016-2020**  
**EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM**

Dear Members of the Winnebago County Board:

With this letter I am submitting the 2016-2020 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 2016 to 2020. It represents my recommendation to you of the projects that I feel we should consider during the 5-year planning horizon.

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

Detailed information is provided on those projects, which will require funding during 2016. In reviewing the document, please note that **no funding commitments for any projects are being requested at this time.** Information on the 2016 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 black ink that reads "Mark J. Harris".

Mark Harris  
Winnebago County Executive

# TABLE OF CONTENTS

	<b>Page #</b>
<b>I. Introduction</b>	<b>6</b>
<b>II. 2016 Bonding</b>	<b>9</b>
<b>A. Project descriptions - projects requiring funding during 2016</b>	<b>11</b>
1 Asphalt replacement program	13
2 Computerized maintenance mgnt software	15
3 Courthouse window replacement	16
4 Masonry repair program	18
5 Roof replacement program	22
6 Card access system upgrade	26
7 Department relocation project	27
8 Steam boiler conversion	38
9 Human Services lobby areas security windows	40
10 Mental Health Crisis Service Center and Community Based Residential Facility	47
11 Jail lobby window replacement	48
12 Administration / terminal building	50
13 Snow removal equipment	54
14 Aviation business park taxiway	56
15 Airport hanger construction	58
16 Taxiway B reconstruction	60
17 CTH A Indianpoint Rd to GG	62
18 CTH CB & Oakridge intersection improvements	64
19 CTH G from CTH T to Woodenshoe Rd	66
20 CTH G bridge reconstruction	68
21 CTH I from 35th St to Ripple Rd	70
22 CTH II from STH 76 to Irish Rd	72

23	CTH M from USH 10 to NCLM&P	74
24	CTH N culvert-bridge	76
25	CTH GG from CTH T to Hwy 45	78
26	Traffic signal replacements	80
27	Waukau Ave from Poberezny Rd to airport	82
<b>III.</b>	<b>Outstanding indebtedness</b>	<b>84</b>
<b>IV.</b>	<b>Capital projects outlook</b>	<b>87</b>
<b>V</b>	<b>Projects not included in the 5-year planning horizon</b>	<b>98</b>
<b>VI.</b>	<b>Tables &amp; charts</b>	<b>101</b>
Table 1	All projects (excluding Solid Waste)	102
Table 2	Outstanding debt - all	108
Table 3-5	Debt service - Levy Supported	109
Table 6-8	Debt service - Non Levy Supported	114
Table 9-11	Debt service - all projects	118
Table 12	Indebtedness limitations	121
Chart 1	Growth in valuation vs. growth in debt levy	122
Chart 2	Levy supported debt - payments	123
Chart 3	Non levy supported debt - payments	124
Chart 4	Tax rate information	125
Chart 5	Debt service tax rate - future years	126
Chart 6	Debt outstanding end of year - future years	127
<b>VII.</b>	<b>Appendices</b>	<b>129</b>
	Capital project request form	131

# **SECTION I**

## **INTRODUCTION**



## **I. INTRODUCTION:**

The 2016 - 2020 Executive Capital Improvements Program is submitted to the County Board for its consideration and action.

### **CAPITAL PROJECT DEFINITION:**

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

### **GENERAL:**

This document is intended to serve the following purposes:

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

### **SOLICITATION OF PROJECT REQUESTS:**

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

### **TECHNICAL REVIEW:**

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

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

### **PROJECT EVALUATION/DOCUMENT ASSEMBLY:**

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

**SECTION II**

**2016**

**BONDING**



**II. 2016 BONDING:**

**A. SUMMARY**

Total bonding for capital projects to be included in the 2016 bond issue equals \$9,965,000. Projects are shown below with bonding requirements:

Division	Dept	PROJECT DESCRIPTION	COST PLANNING HORIZON	PROJECTED BONDING 2016	REF
Adm	General	Asphalt replacement program	\$ 1,121,000	\$ 168,000	1
Adm	General	Computerized maintenance mgnt software	150,000	150,000	2
Adm	General	Courthouse window replacement	1,100,000	733,000	3
Adm	General	Masonry repair program	550,000	110,000	4
Adm	General	Roof replacement program	2,682,000	1,112,000	5
Adm	General	Card access system upgrade	150,000	150,000	6
Adm	General	Department relocation project	6,665,000	4,229,000	7
Ed / Rec	UW Fox	Steam boiler conversion	275,000	137,000	8
HS	Human Srvc	Human Services lobby areas security windows	498,000	498,000	9
HS	Human Srvc	Mental Health Crisis Service Center and Community Based Residential Facility	2,995,000	250,000	10
Publ Safety	Sheriff	Jail lobby window replacement	135,000	-	11
Trans	Airport	Administration / terminal building	6,501,000	390,000	12
Trans	Airport	Snow removal equipment	1,350,000	650,000	13
Trans	Airport	Aviation business park taxiway	421,000	-	14
Trans	Airport	Airport hanger construction	825,000	-	15
Trans	Airport	Taxiway B reconstruction	5,308,000	-	16
Trans	Highway	CTH A Indianpoint Rd to GG	3,750,000	-	17
Trans	Highway	CTH CB & Oakridge intersection improvements	280,000	-	18
Trans	Highway	CTH G from CTH T to Woodenshoe Rd	800,000	800,000	19
Trans	Highway	CTH G bridge reconstruction	563,000	153,000	20
Trans	Highway	CTH I from 35th St to Ripple Rd	1,410,000	-	21
Trans	Highway	CTH II from STH 76 to Irish Rd	400,000	400,000	22
Trans	Highway	CTH M from USH 10 to NCLM&P	700,000	550,000	23
Trans	Highway	CTH N culvert-bridge	410,000	-	24
Trans	Highway	CTH GG from CTH T to Hwy 45	900,000	750,000	25
Trans	Highway	Traffic signal replacements	300,000	300,000	26
Trans	Highway	Waukau Ave from Poberezny Rd to airport	250,000	250,000	27
		Debt issue costs		65,000	
		Totals	40,489,000	11,845,000	
		Deferred borrowing		(1,880,000)	
		Net proposed borrowing 2016	<b>\$ 40,489,000</b>	<b>\$ 9,965,000</b>	

Note: some of the projects above show zero bonding for 2016 because the funding needed for 2016 was less than \$100,000 and will be funded using fund balance instead.

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

**B. PROJECT DETAIL - 2016 BONDING:**

This section presents detailed information on each of the projects included in the 2016 Bonding Proposal. Information on each proposed project is shown in the following format:

A. Proposed 2016 Bonding:

This refers to the financial requirements of the project to be met through the 2016 bond issue.

B. Costs and Sources of Funds:

This section identifies total project costs and sources of funds.

C. Description and Justification:

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

**C. PROJECT DESCRIPTIONS – PROJECTS REQUIRING FUNDING DURING 2016:**

Projects and descriptions start on next page.

1. **Asphalt Replacement Program**

A. PROPOSED 2016 BONDING - \$ 168,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
<b>Engineering</b>						\$ -
Park View	\$ 31,000					31,000
Tower locations		17,000				17,000
Parks Shop/Expo			40,000			40,000
NHS/Menasha Salt						
Shds				4,000		4,000
Fairgrounds					5,000	5,000
<b>Constructions</b>						
Park View	137,000	137,000				274,000
Tower locations		77,000	77,000			154,000
Parks Shop/Expo			181,000	181,000		362,000
NHS/Menasha Salt						
Shds				43,000		43,000
Fairgrounds					191,000	191,000
Other						-
<b>Total costs</b>	<b>168,000</b>	<b>231,000</b>	<b>298,000</b>	<b>228,000</b>	<b>196,000</b>	<b>1,121,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	168,000	231,000	298,000	228,000	196,000	1,121,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 168,000</b>	<b>\$ 231,000</b>	<b>\$ 298,000</b>	<b>\$ 228,000</b>	<b>\$ 196,000</b>	<b>\$ 1,121,000</b>

C. DESCRIPTION AND JUSTIFICATION:

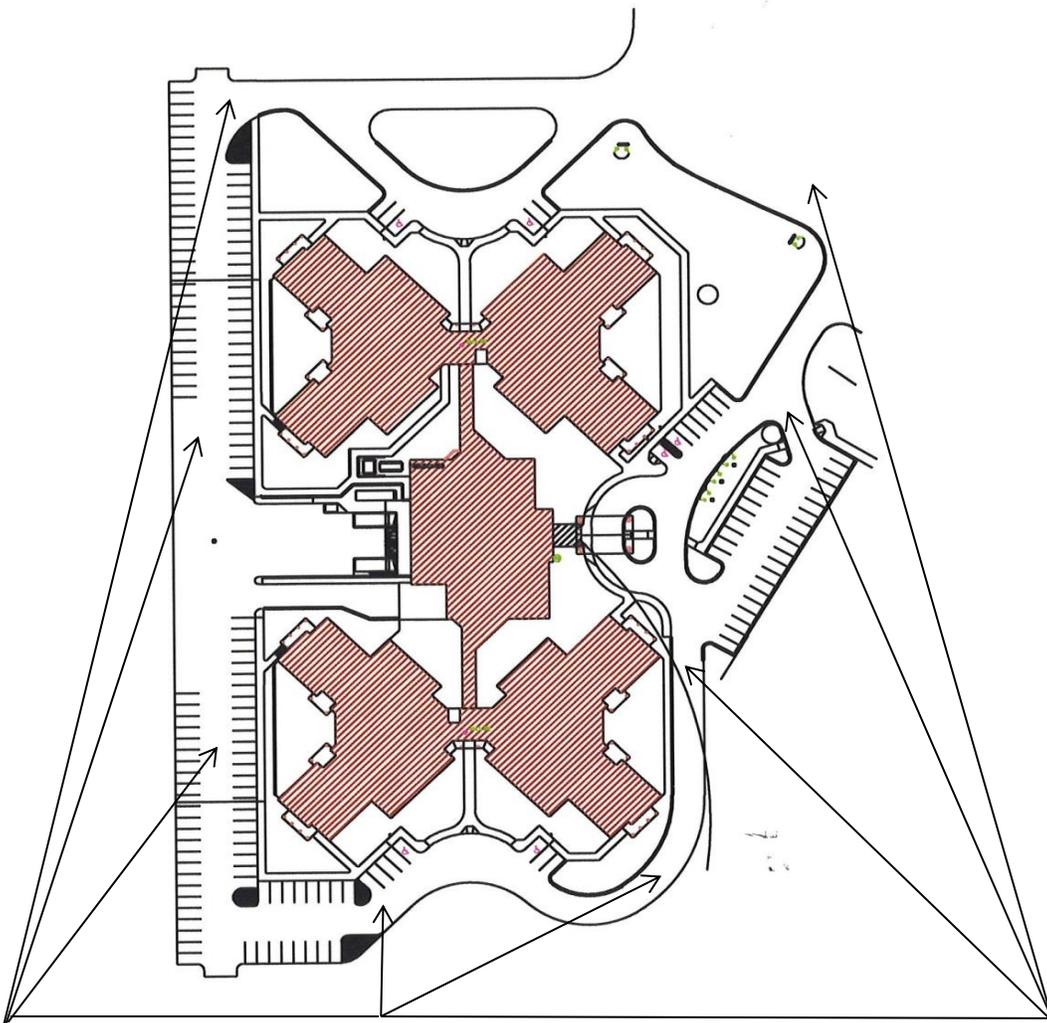
**Project Description:** This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement at various locations. The Courthouse parking lot was completed in 2006. The parking lots at Dawes Street Lot were rebuilt in 2011. The parking lots at the Knapp Street Maintenance Facility repairs were started in 2014 and will be completed in 2016. Various other locations have been rated by the Highway Department. Paving projects have been prioritized in order of their condition from the worst to the best. The pavement areas then were scheduled for replacement.

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

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

Note: The only diagram that is being included here is for the component to be done in 2016.

# Paving Plan Park View Health Center



Pavement areas to be repaired

**2. Computerized Maintenance Management System Upgrade**

A, PROPOSED 2016 BONDING - \$ 150,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 107,000					\$ 107,000
Land purchase						-
Construction						-
Equipment	43,000					43,000
Other						-
<b>Total costs</b>	<b>150,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>150,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	150,000	-	-	-	-	150,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 150,000</b>

C. DECEIPTION AND JUSTIFICATION:

**Project Description:** This project is to upgrade the computerized maintenance management software in use by the Facilities Department. The software in use was originally purchased in the early 1990's. It has been upgraded over the years. The software use has grown to include an inventory of repair parts, copies of technical information and the generation of work orders for repairs and preventive maintenance. The current system provides only 5 users. As a result it is a paper intensive process to assign and document work. The field workers do not have access to the inventory information or the technical information. It is labor intensive to transcribe the handwritten information on the paper work order into the computerized system for record keeping. This project would purchase and install software with user space for all Facilities staff to use at the same time. It would provide tablets so that each worker could get an electronic copy as soon as it was created and to update it with the work they do and their comments.

Using tablets would allow supervisors and staff to work together to solve problems without the supervisor having to travel to the location each time. The field worker can take a picture and transmit it or they can use the camera and show it live while talking to the supervisor. This will improve communications and response time.

The project was originally planned for 2015 but was postponed due to other priorities.

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

**Justification and alternatives considered:** The alternative is to keep the same software and hire an additional clerical person to keep up with the processing of the work orders. The supervisors will need to expend time to travel to job sites to resolve problems frequently. The time saved by more completely automating the work order process can be redirected to deferred project planning, maintenance and policy development

**3. Courthouse Window Replacement**

A. PROPOSED 2016 BONDING - \$ 733,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 90,000					\$ 90,000
Land purchase						-
Construction						-
Equipment	643,000	457,000				1,100,000
Other						-
<b>Total costs</b>	<b>733,000</b>	<b>457,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,190,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	733,000	457,000	-	-	-	1,190,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 733,000</b>	<b>\$ 457,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,190,000</b>

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** This project is to replace the Courthouse windows. The windows are original 1938 vintage single pane windows. Interior storm windows have been added. The windows have deteriorated to the point that repairs may not be sufficient and the windows should be replaced. The interior storm windows have created a void that trapped moisture leading to drywall/plaster damage. In addition, the existing windows are very energy inefficient. This is a two part project. A study was completed to determine the best solution to the window issues. The best solution to the problem is to replace the existing windows with thermal pane windows matching the historic aesthetics of the existing windows.

This project started during 2015 with funds for design work of \$10,000. The project is expected to be complete in 2017.

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

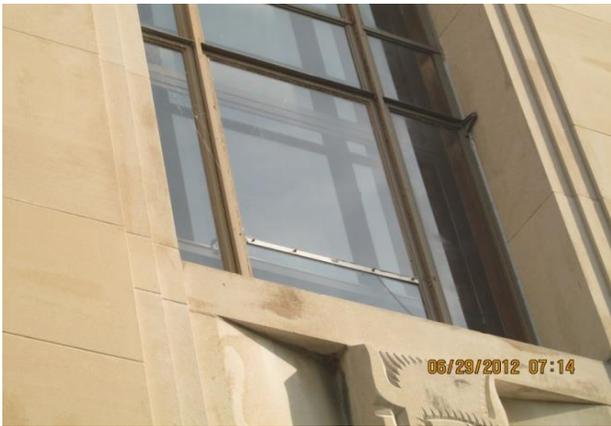
**Justification and alternatives considered:** Currently the windows are reaching the point of failure. Allowing the windows to fail will cause a breach of the building envelop leading to interior damage. Failure to complete this project will increase the likelihood of significant damage to the building.



Rusting frames, discolored glass



Glass is breaking due to corrosion in frame compressing the glass



Deteriorated window framing replaced



Interior framing corrosion

**4. Masonry Maintenance Program**

A. PROPOSED 2016 BONDING - \$ 110,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 50,000
Construction						-
Highway shop	100,000					100,000
Otter St Bldg		100,000				100,000
Neenah Bldg			100,000			100,000
Orrin King Bldg				100,000		100,000
Courthouse					100,000	100,000
<b>Total costs</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>550,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	110,000	110,000	110,000	110,000	110,000	550,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 110,000</b>	<b>\$ 550,000</b>				

C. DESCRIPTION AND JUSTIFICATION:

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

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

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

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



Highway Shop failed mortar joints



Highway Shop failed mortar joints



Highway Shop water damaged façade

**5. Roof Maintenance Program**

A. PROPOSED 2016 BONDING - \$ 1,112,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Design and Construction:						\$ -
Highway (approved during 2015)	\$ 935,000					935,000
Coughlin Bldg	177,000					177,000
Neenah HS Bldg		199,000				199,000
Otter Street Admin Bldg			181,000			181,000
Waugoo State St Bldg				146,000		146,000
Expo Center					1,044,000	1,044,000
<b>Total costs</b>	<b>1,112,000</b>	<b>199,000</b>	<b>181,000</b>	<b>146,000</b>	<b>1,044,000</b>	<b>2,682,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	1,112,000	199,000	181,000	146,000	1,044,000	2,682,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 1,112,000</b>	<b>\$ 199,000</b>	<b>\$ 181,000</b>	<b>\$ 146,000</b>	<b>\$ 1,044,000</b>	<b>\$ 2,682,000</b>

C. DECRPTION AND JUSTIFICATION:

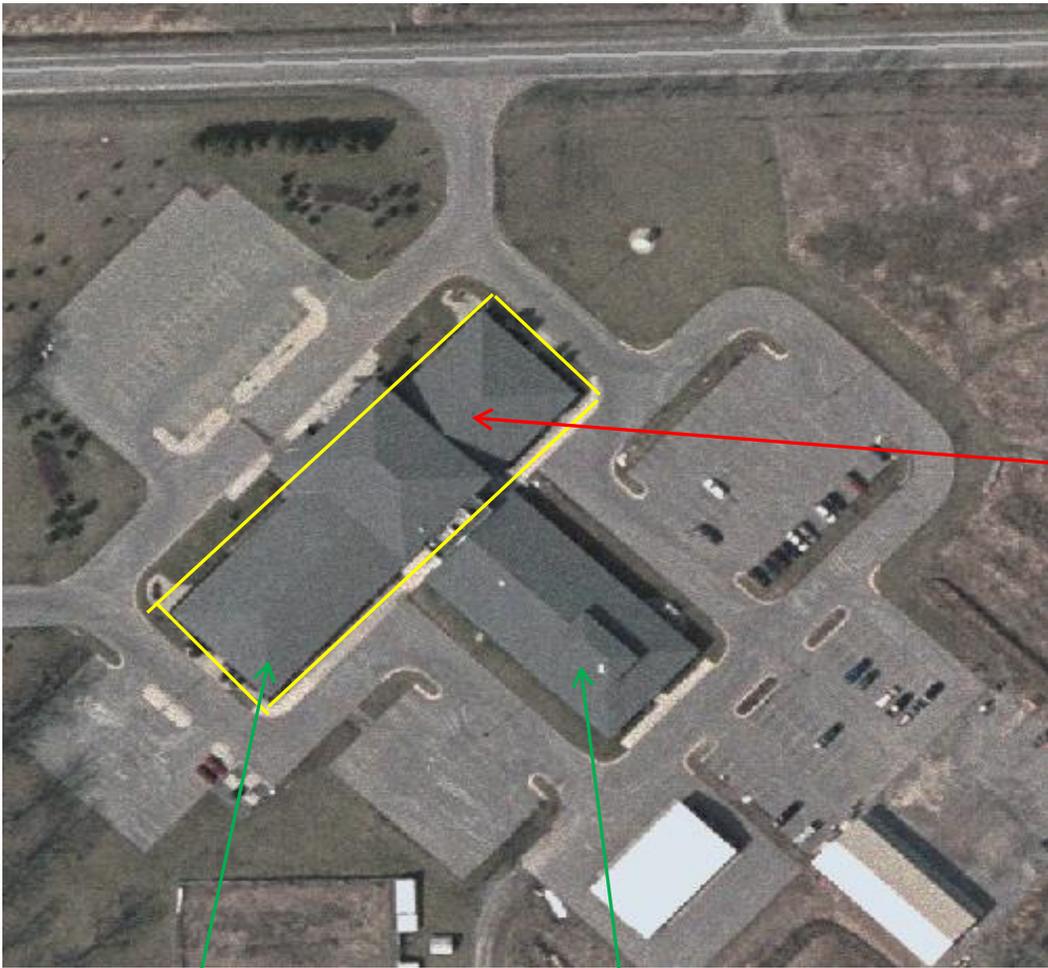
**Project Description:** This project is to replace the roof surfaces of various County Facilities. Each building will be surveyed on a regular basis to identify potential roof problems before they actually occur. Remedial action will be taken to prevent a building envelop failure and more costly repairs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

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

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

The second alternative is to have a roof replacement program. This program will identify potential roof problems before they occur. Repairs or replacement can be planned and funded through the budget

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

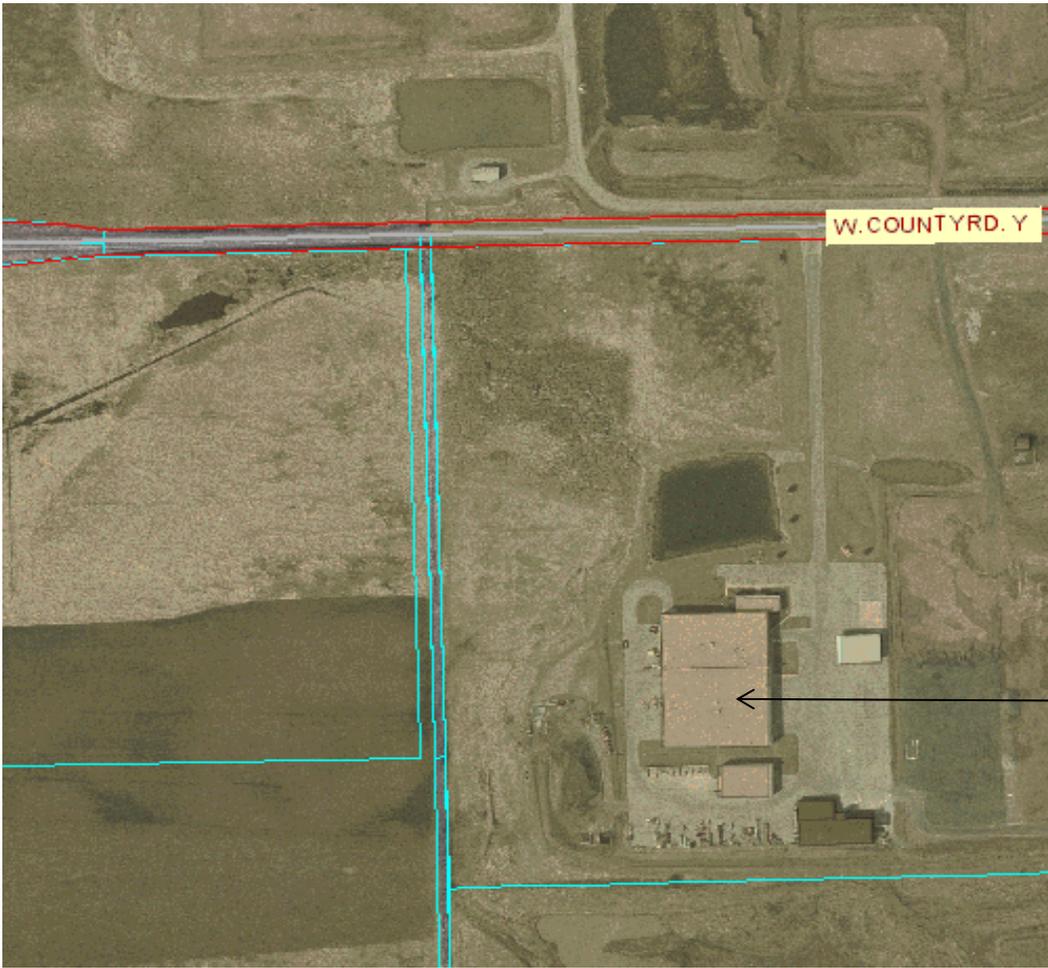


Roof area to be replaced

James P Coughlin Center

DNR Addition

Coughlin Center Roof Replacement



Highway Shop Roof Replacement

**6. Card Access Systems - Buildings**

A. PROPOSED 2016 BONDING - \$ 150,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	110,000					110,000
Other	40,000					40,000
<b>Total costs</b>	<b>150,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>150,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	150,000	-	-	-	-	150,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 150,000</b>

C. DECEIPTION AND JUSTIFICATION:

**Project Description:** This project is to upgrade the card access system software and infrastructure in use by the County and managed by the Facilities Department. The software in use was originally purchased in the early 1990's and updated in 2000. It has not been upgraded over the years. The system uses 1980 technology. The card readers have become obsolete and parts are no longer readily available. The system communicates with the computer controller over telephone lines through dial-up modems. The telephone industry has changed rapidly and significantly over the last several years to increase speed and capacity. These external system improvements are no longer compatible with dial-up modems. Additionally the County card system has grown to the point that daily downloads can not be accomplished due to the slow speed of the modems. This project will upgrade the software to a current version, upgrade and increase the capabilities of the infrastructure and make the system a networked system and no longer a telephone based system. The system will also become real-time, meaning changes and information are accessed in real time rather than time delayed.

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

**Justification and alternatives considered:** The alternative is to continue using the system to the point of failure. Once that occurs any doors controlled by the card access system would revert to key usage and information about access through the doors would no longer be retained.

**7. Department Relocation Project**

A. PROPOSED 2016 BONDING - \$ 4,229,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 576,000					\$ 576,000
Land purchase						-
Construction	3,653,000	2,436,000				6,089,000
Equipment						-
Other						-
<b>Total costs</b>	<b>4,229,000</b>	<b>2,436,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,665,000</b>
<b>PROJECT FUNDS:</b>						
G.O. Bonds or notes	4,229,000	2,436,000	-	-	-	6,665,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 4,229,000</b>	<b>\$ 2,436,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,665,000</b>

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** This project is to reconfigure the Courthouse to accommodate moving the court related functions from the Safety Building into the Courthouse. Many non court related functions will first be moved to the County Administration Building on Otter Avenue. Additionally, security features would be improved at the courthouse or added. Building systems would be repaired and upgraded to meet new codes and energy efficiencies. The Departments to be moved into the Courthouse are; Branch 6, Court Commissioner and Family Court Counseling.

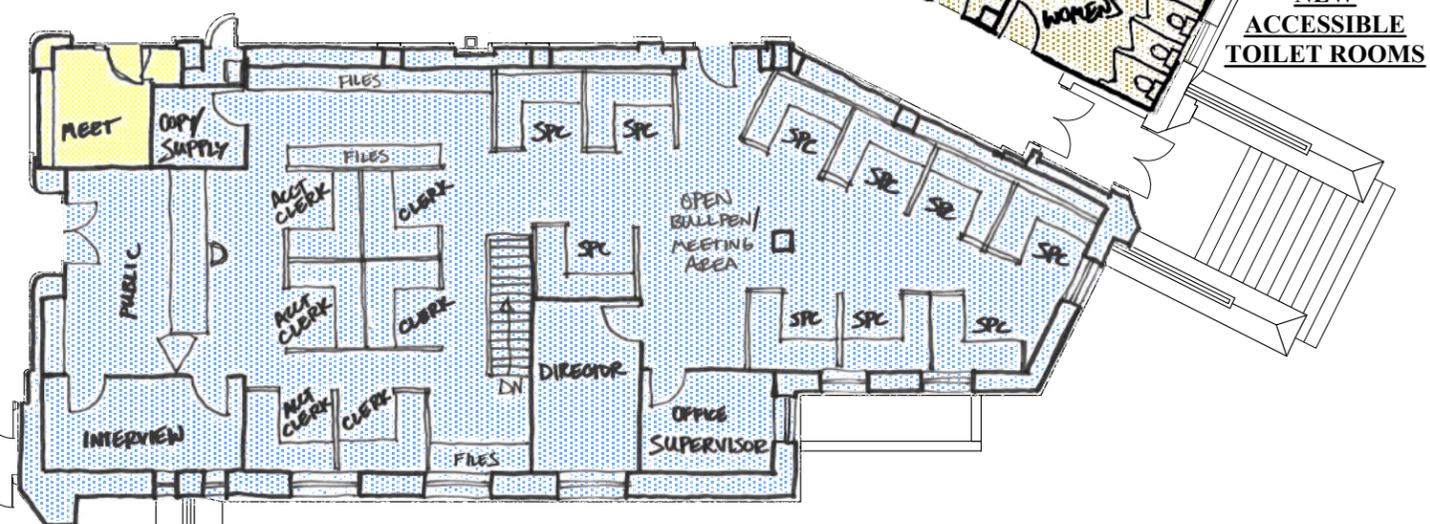
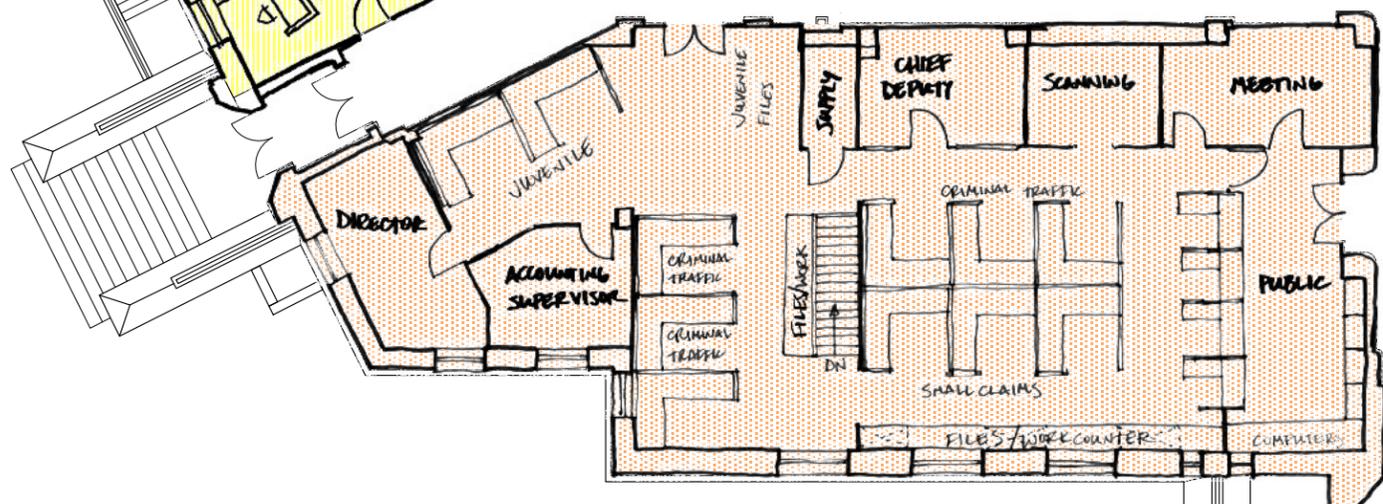
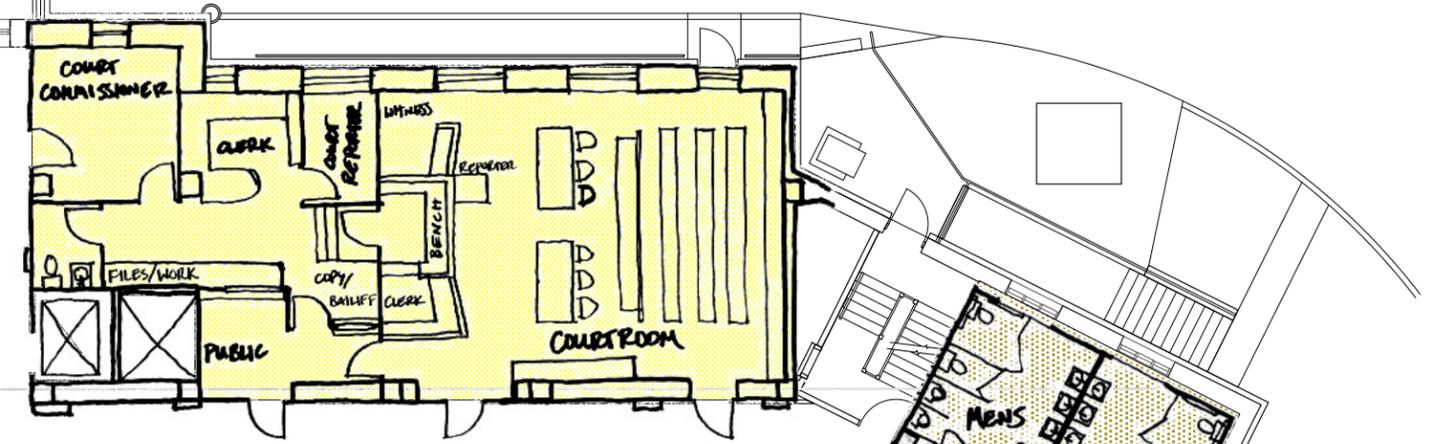
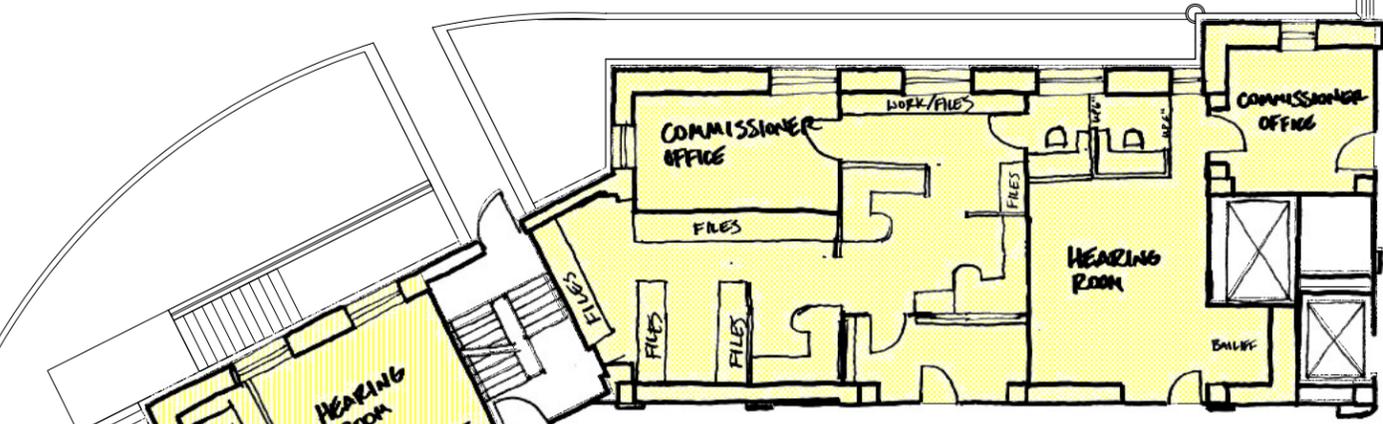
**Relationship to other projects and plans:** This project is related to the reconfiguring of the Oshkosh B'Gosh Building (now named County Administration Building). In order for this project to be successful, the non-court related departments need to be relocated to the County Administrative Building (Otter St) to provide the empty space in the Courthouse for the departments relocating.

**Justification and alternatives considered:** Currently Court functions are in 2 separate buildings. This project would bring all the court functions onto the Courthouse campus. It would also allow overcrowding in the Clerk of Courts and Child Support offices to be addressed. There are three alternatives; pursue this project, add on to the Courthouse, or do nothing and keep rented space. Due to the space needed and the requirements for parking, a large addition to the Courthouse would be added and a parking structure would need to be built. This would include acquiring more of the properties on the block where the Courthouse is located. The second alternative would be to remain in the Safety Building keeping the off-site departments in leased space. The third alternative would be to free up space in the Courthouse, use available space in the County Administrative Building and move the off-site departments into the Courthouse. The third solution would allow the County to address court security in only one building instead of two and is the recommended solution.

If this project does not move forward, rental costs will continue. The availability of the space is controlled by the business needs of the landlord, which is the City of Oshkosh at this time. The city of Oshkosh may have a different need for the space and the departments in the Safety Building could be required to relocate at some future date.

**FAMILY & COURT COMMISSIONERS**

**CIRCUIT COURT COMMISSIONER**



**CLERK OF COURTS**

**CHILD SUPPORT**

PROJECT:

Feasibility Study & Space Planning for  
the  
**WINNEBAGO COUNTY COURTHOUSE**  
415 JACKSON STREET  
Oshkosh, Wisconsin

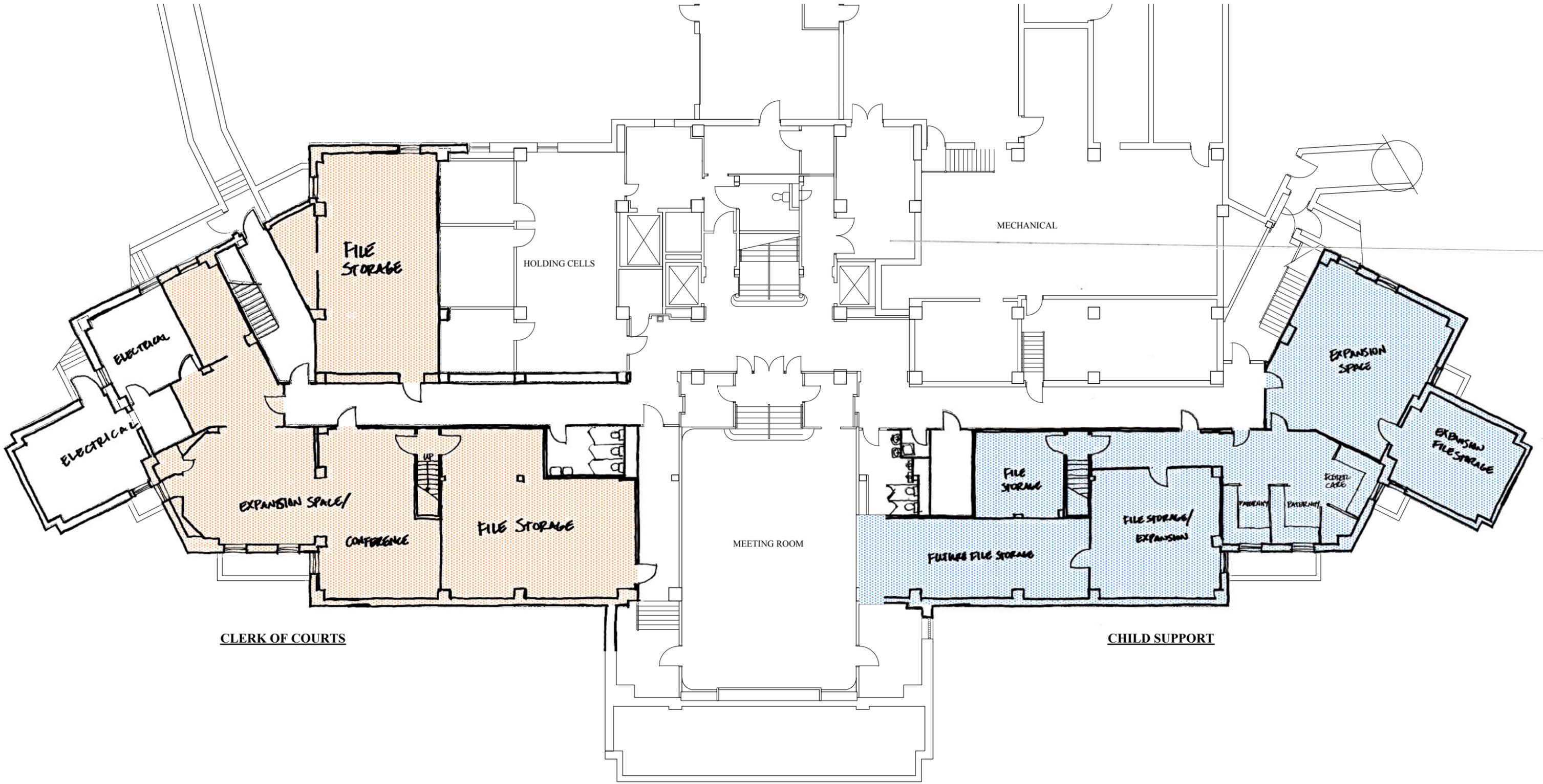
DATE: MAY 2015

SCALE: 1/16" = 1'-0"

PROJECT: 1508

DRAWN BY: ASH

**FIRST FLOOR**

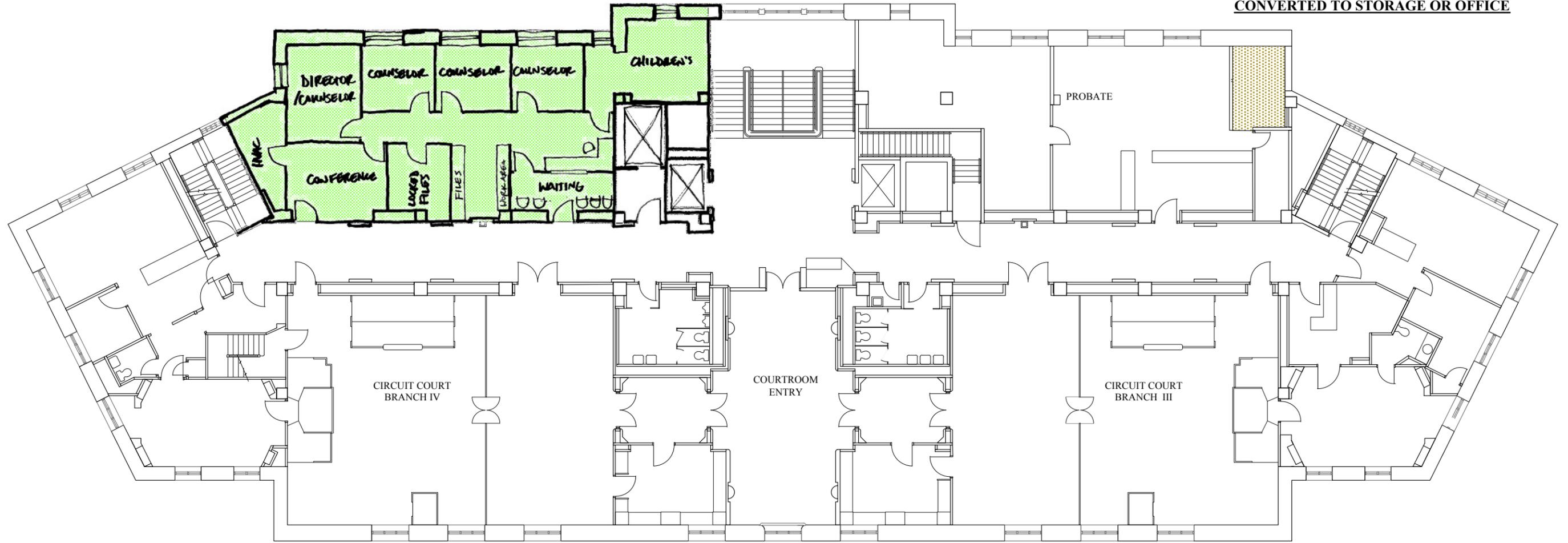


CLERK OF COURTS

CHILD SUPPORT

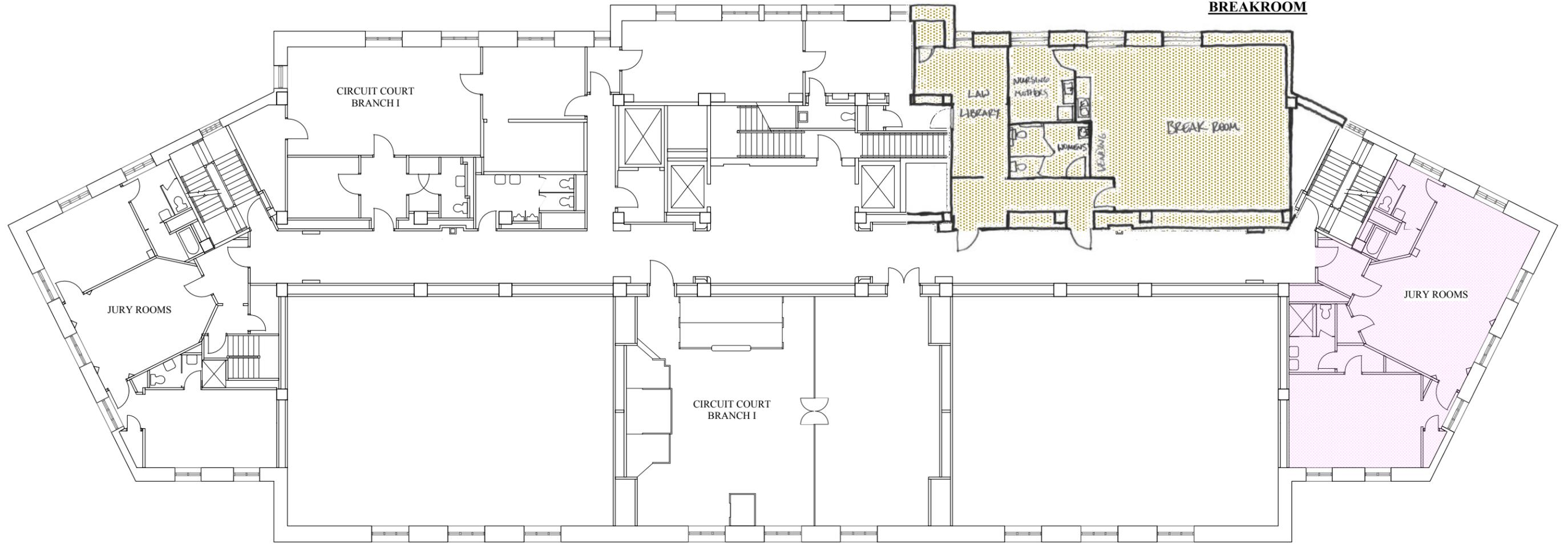
**FAMILY COURT SERVICES**

**FORMER STAIR  
CONVERTED TO STORAGE OR OFFICE**



**LAW  
LIBRARY**

**BREAKROOM**



PROJECT:

Feasibility Study & Space Planning for  
*the*  
**WINNEBAGO COUNTY COURTHOUSE**

**415 JACKSON STREET**  
Oshkosh, Wisconsin

DATE: MAY 2015

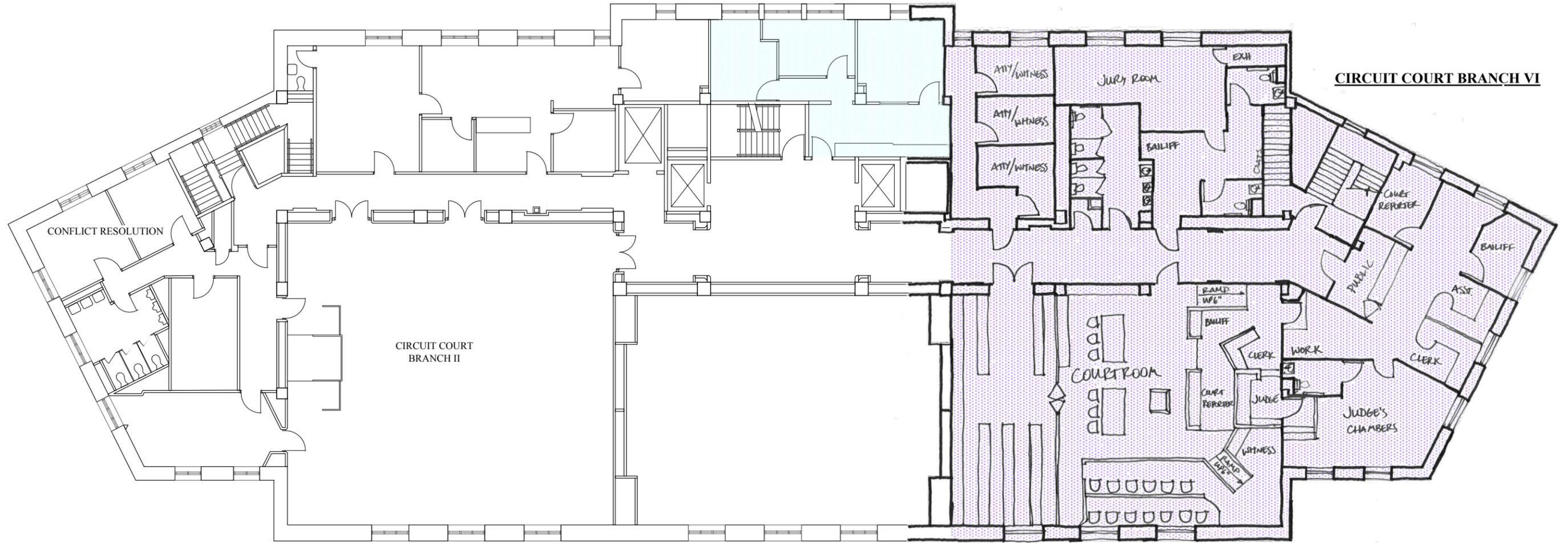
SCALE: 1/16" = 1'-0"

PROJECT: 1508

DRAWN BY: ASH

**THIRD FLOOR**

**CONFERENCE ROOMS - NO WORK**



PROJECT:

Feasibility Study & Space Planning for  
*the*  
**WINNEBAGO COUNTY COURTHOUSE**

**415 JACKSON STREET**  
 Oshkosh, Wisconsin

DATE: MAY 2015

SCALE: 1/16" = 1'-0"

PROJECT: 1508

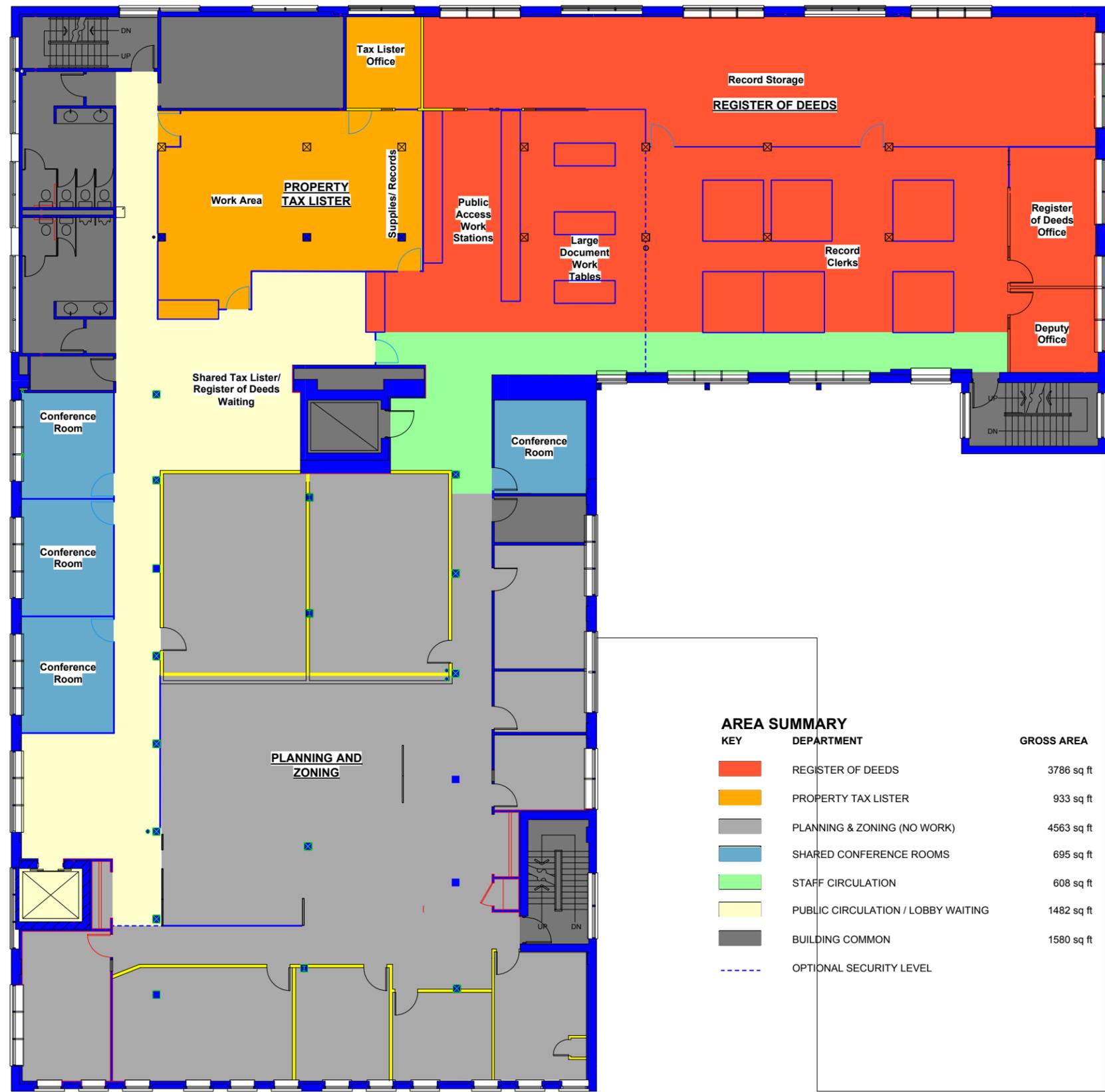
DRAWN BY: ASH

**FOURTH FLOOR**

© COPYRIGHT BY ARCHITECTURE NETWORK, INC.







**AREA SUMMARY**

KEY	DEPARTMENT	GROSS AREA
<span style="color: red;">■</span>	REGISTER OF DEEDS	3786 sq ft
<span style="color: orange;">■</span>	PROPERTY TAX LISTER	933 sq ft
<span style="color: grey;">■</span>	PLANNING & ZONING (NO WORK)	4563 sq ft
<span style="color: blue;">■</span>	SHARED CONFERENCE ROOMS	695 sq ft
<span style="color: green;">■</span>	STAFF CIRCULATION	608 sq ft
<span style="color: yellow;">■</span>	PUBLIC CIRCULATION / LOBBY WAITING	1482 sq ft
<span style="color: darkgrey;">■</span>	BUILDING COMMON	1580 sq ft
<span style="color: blue;">- - -</span>	OPTIONAL SECURITY LEVEL	



**AREA SUMMARY**

KEY	DEPARTMENT	GROSS AREA
[Red Box]	HUMAN RESOURCES	1812 sq ft
[Orange Box]	COUNTY EXECUTIVE (NO WORK)	581 sq ft
[Grey Box]	FINANCE (NO WORK)	2921 sq ft
[Blue Box]	SHARED CONFERENCE ROOMS	657 sq ft
[Green Box]	I.T. TRAINING ROOM	511 sq ft
[Brown Box]	TRAINING ROOM (NO WORK)	1180 sq ft
[Tan Box]	STAFF CIRCULATION/ EXPANSION	4170 sq ft
[Yellow Box]	PUBLIC CIRCULATION / LOBBY WAITING	538 sq ft
[Dark Grey Box]	BUILDING COMMON	1326 sq ft
[Dashed Blue Line]	OPTIONAL SECURITY LEVEL	



**8. Steam Boiler Conversion – UW Fox Valley**

A. PROPOSED 2016 BONDING - \$ 137,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 25,000					\$ 25,000
Land purchase						-
Construction						-
Equipment	250,000					250,000
Other						-
<b>Total costs</b>	<b>275,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>275,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	137,000	-	-	-	-	137,000
Outagamie County						
Match	138,000					138,000
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 275,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 275,000</b>

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** This project is to convert a problematic operating steam boiler system to an integrated component hot water system. The current steam boiler is expensive to supply and maintain. The chemicals required for operation are expensive and are corrosive to the boiler and pipe distribution system. Leaks in the system have become more numerous in recent years and have damaged other building components (ceiling tile, floor tile, walls) leading to additional repair costs.

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

**Justification and alternatives considered:** The current system is old and unreliable and expensive to maintain. Replacing the system will help avert potential leaks that could damage other parts of the building.

# UW Fox Valley – Boiler Conversion



**9. Security Glass – Human Service Buildings Lobby Areas**

A. PROPOSED 2016 BONDING - \$ 498,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 45,000					\$ 45,000
Land purchase						-
Construction	453,000					453,000
Equipment						-
Other						-
<b>Total costs</b>	<b>498,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>498,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	498,000	-	-	-	-	498,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 498,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 498,000</b>

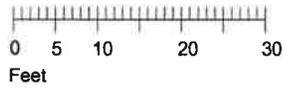
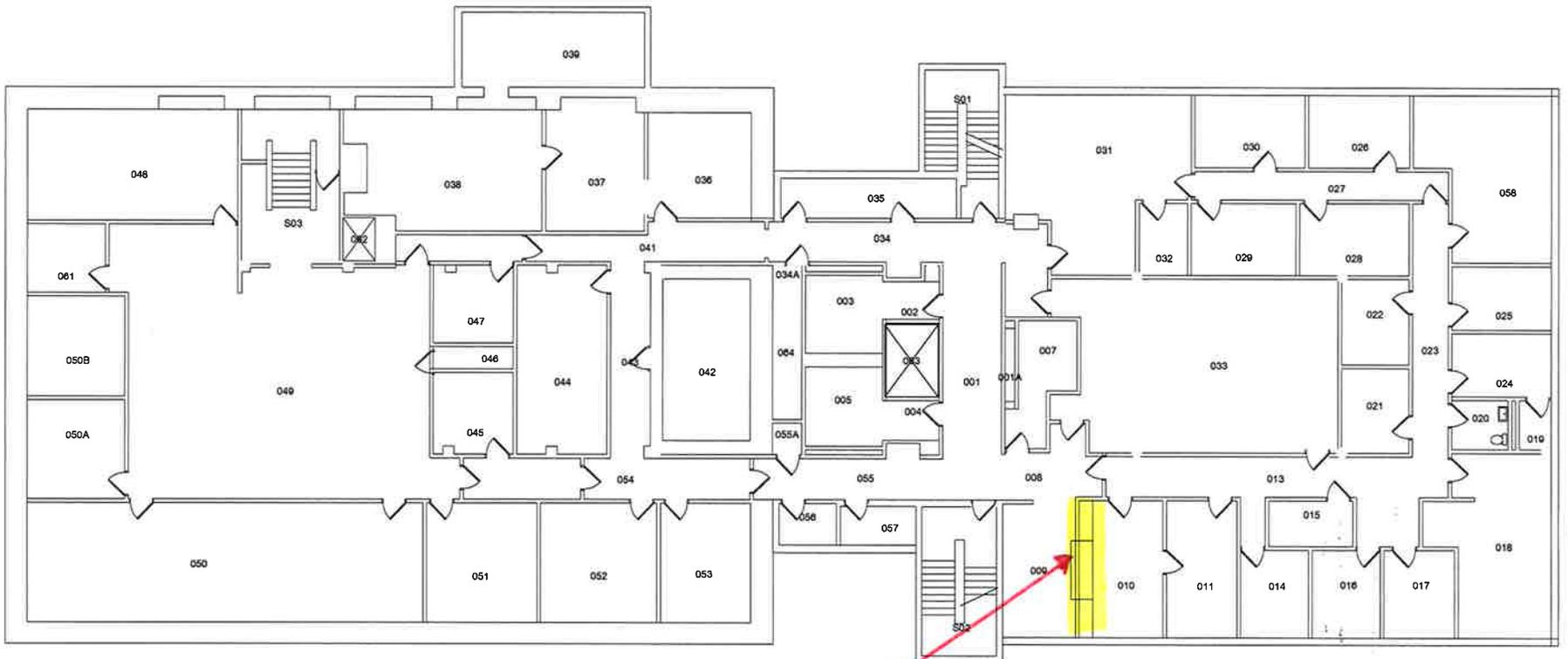
C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** This project is to replace the existing tempered glass partitions in the reception areas of the Neenah and Oshkosh Human Services Buildings. Recent incidents have shown that government buildings, staff and the public are at risk of attack from individuals with violent intent against them or the County. Replacement glass would be resistant to assault caliber weapons. Additionally the walls would be reinforced to support the weight of the glass and frames. The walls themselves would also be reinforced to stop penetrations.

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

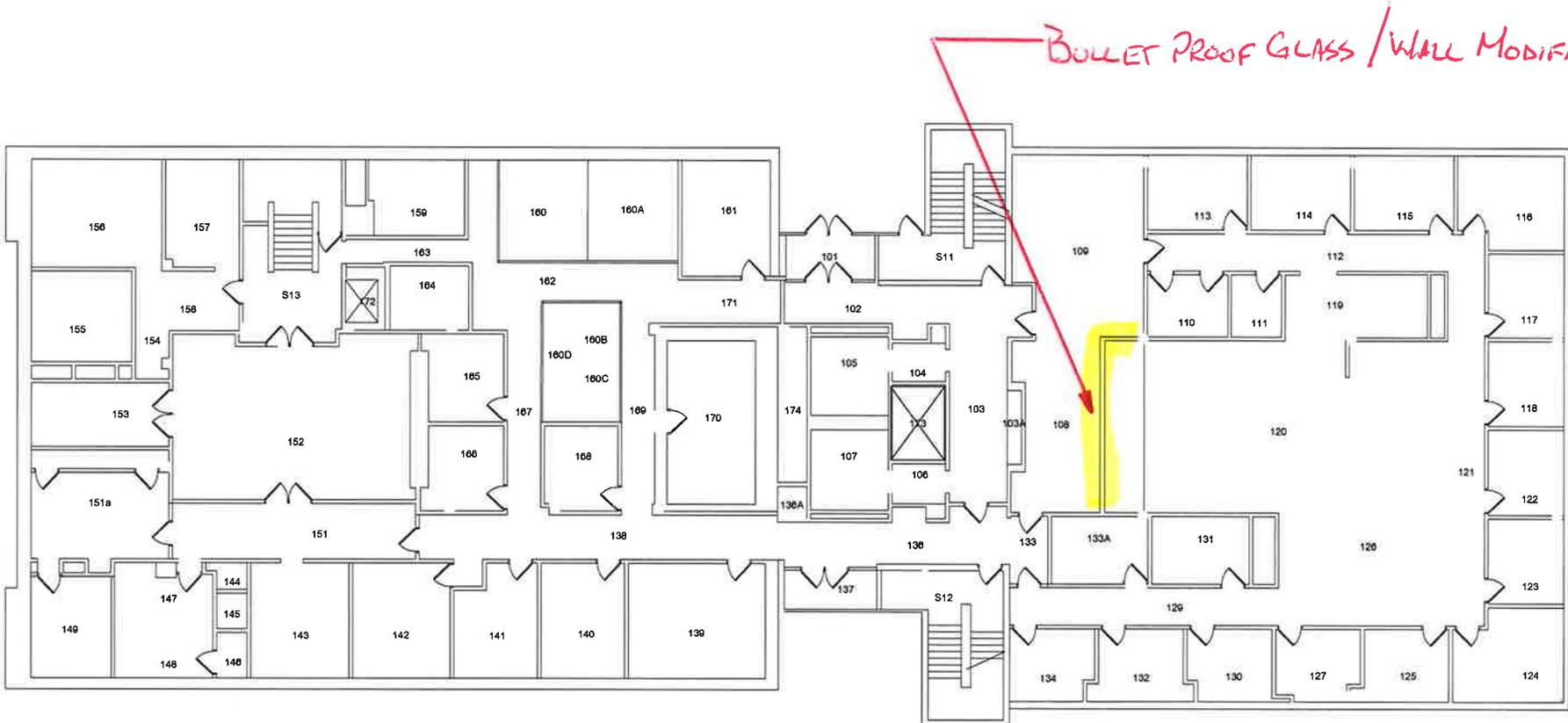
**Justification and alternatives considered:** Recent events have shown that government buildings and individuals involved with providing human services are at risk from attack by violent individuals. Most of the individuals use assault type weapons. While no system is perfect, this project will provide the highest level of safety from automatic weapon fire.

The alternatives are to continue operating as the reception windows are currently configured. These windows provide safety from physical assault but not weapon fire. The second alternative is to provide lesser grade bullet proof glass which will provide protection from small caliber hand guns. The final and preferred alternative is to provide the maximum protection available.

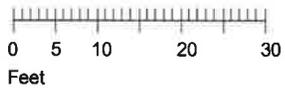


Oshkosh Human Services Lower Level

BULLET PROOF GLASS/WALL MODIFICATIONS



*BULLET PROOF GLASS / WALL MODIFICATIONS*

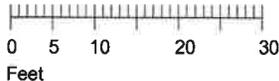
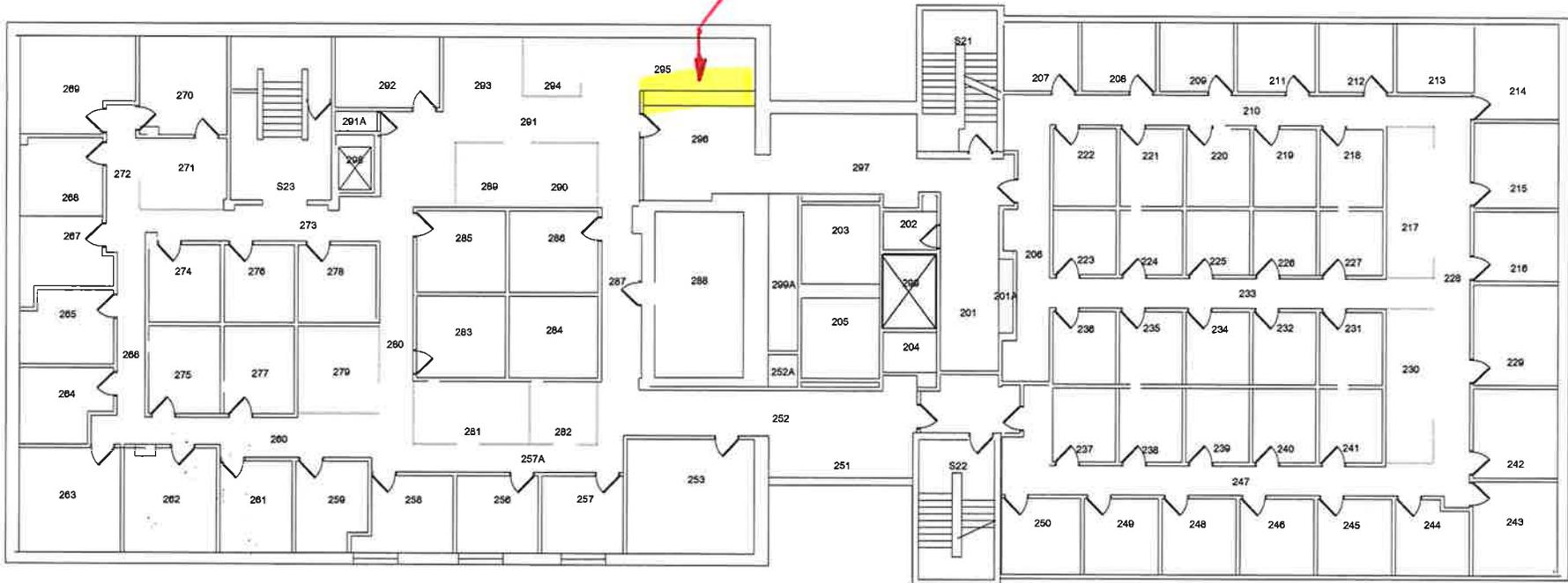


**WINNEBAGO COUNTY HUMAN SERVICES  
OSHKOSH 1st FLOOR**

Exterior Gross Area  
15309

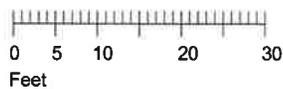
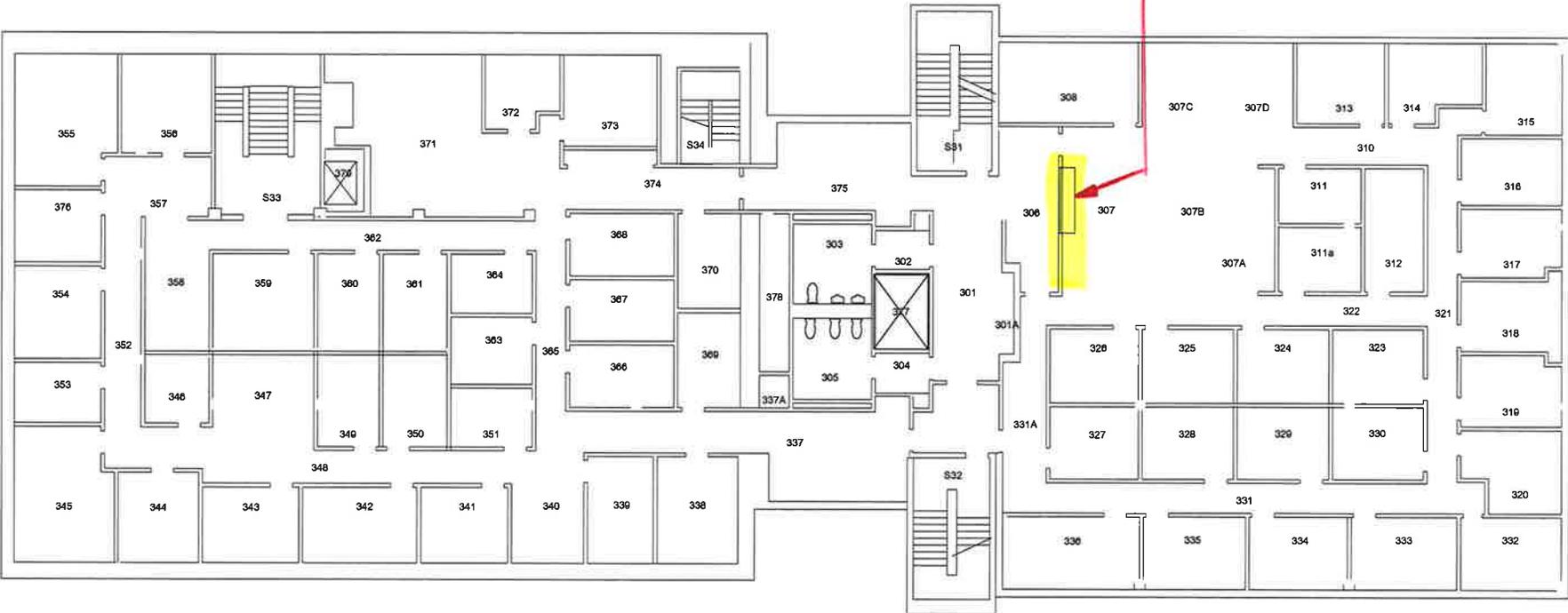
Interior Gross Area  
14495

*BULLET PROOF GLASS/WALL MODIFICATIONS*

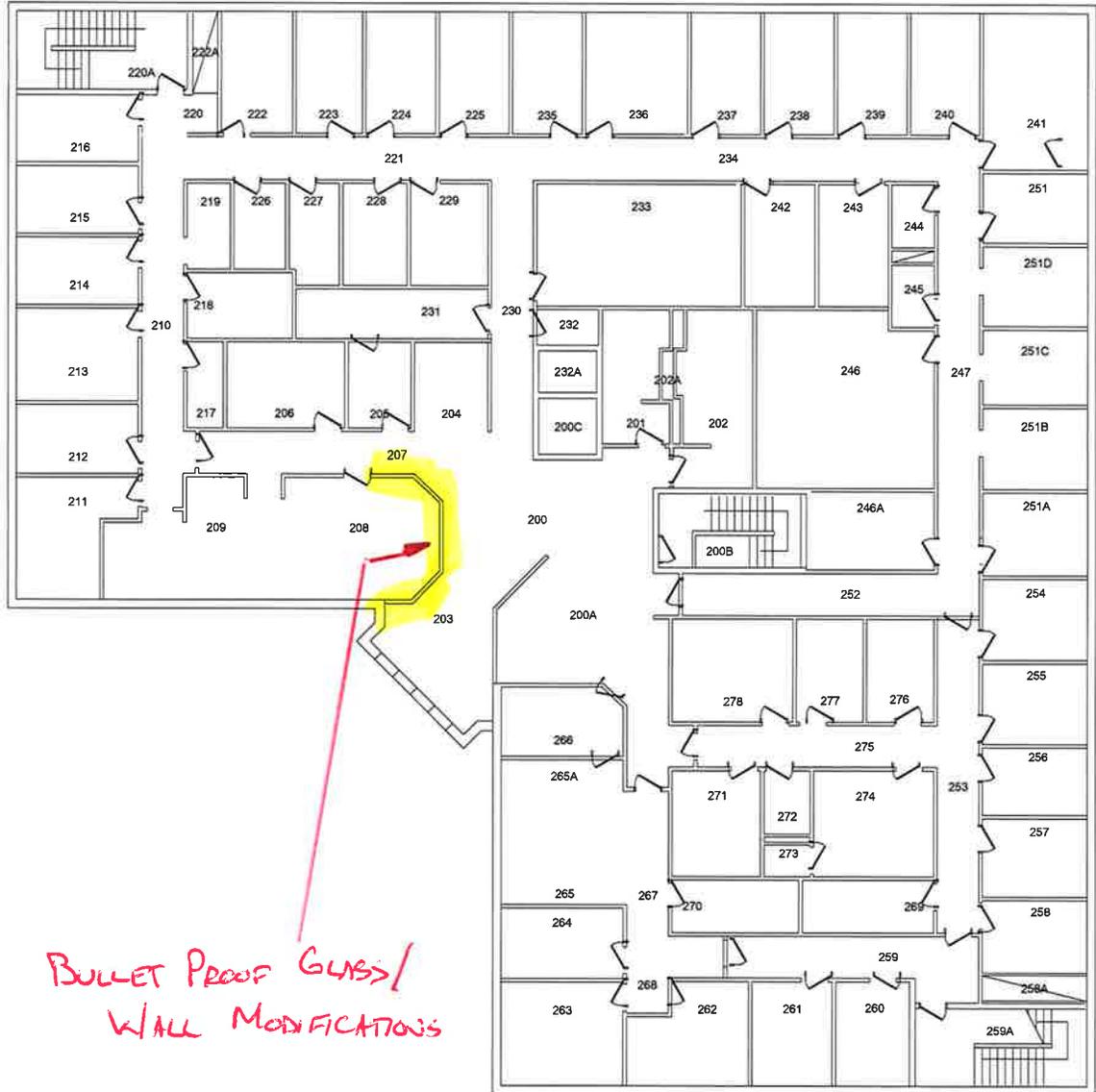


**WINNEBAGO COUNTY HUMAN SERVICES OSHKOSH  
SECOND FLOOR PLAN**

BULLET PROOF GLASS/  
WALL MODIFICATIONS

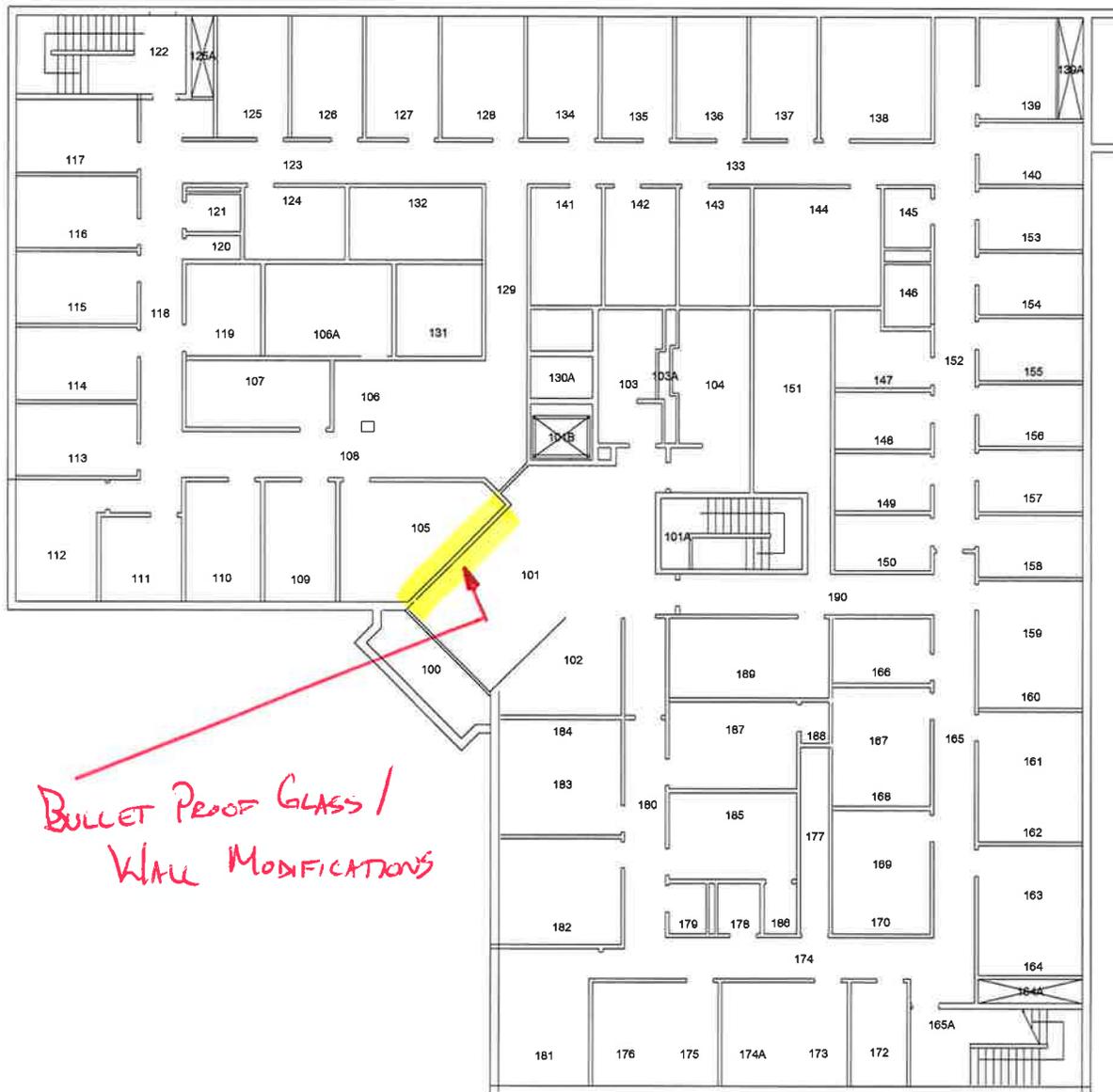


WINNEBAGO COUNTY HUMAN SERVICES - OSHKOSH  
THIRD FLOOR PLAN



BULLET PROOF GLASS /  
WALL MODIFICATIONS

WINNEBAGO COUNTY HUMAN SERVICES  
NEENAH 2nd FLOOR



BULLET PROOF GLASS /  
WALL MODIFICATIONS

WINNEBAGO COUNTY HUMANS SERVICES  
NEENAH  
1st FLOOR

**10. Mental Health Crisis Service Center and Community Based Residential Facility**

A. PROPOSED 2016 BONDING - \$ 250,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 250,000					\$ 250,000
Land purchase						-
Construction		1,373,000	1,372,000			2,745,000
Equipment						-
Other						-
<b>Total costs</b>	<b>250,000</b>	<b>1,373,000</b>	<b>1,372,000</b>	<b>-</b>	<b>-</b>	<b>2,995,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	250,000	1,373,000	1,372,000	-	-	2,995,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 250,000</b>	<b>\$ 1,373,000</b>	<b>\$ 1,372,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,995,000</b>

C. DECRPTION AND JUSTIFICATION:

**Project Description:** Human Services - This project is to construct a combined sixteen (16) bed Behavioral Health Adult Residential Facility which will allow for an 8-bed Emergency Crisis Service that provides an alternative to very costly Inpatient Specialty Hospital setting and a 8-bed Adult Transitional Residential Living facility. The Human Services Department currently operates these two programs which are staffed by County employees. Currently both programs operate within the City of Oshkosh in two separate geographical locations. This new proposal is to combine the two separate facilities into a single facility. At a minimum each bedroom will accommodate one (1) adult and include a toilet, sink and shower unit. Four (4) staff offices would be required. A large kitchen and dining area, two separate group activity and group common living areas. Locked storage rooms required with one for extra refrigeration/freezer unit, and pantry shelving. The other would accommodate dry goods (towels, supplies, bedding etc.) and general locking storage room. Total interior square footage recommended range is estimated at 13,000 to 15,000. Facility should have an attached garage to house the two 8 seat multi-passenger vehicles utilized for client / program transportation.

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

**Justification and alternatives considered:** This project would allow the programs to be operated out of a single facility, owned by the County. It would enjoy the economies of scale and elimination of duplicated space, functions and staff.

If this project does not proceed the current facilities and operations will be continued.

**11. Jail Lobby Window Replacement**

A, PROPOSED 2016 BONDING - \$ 0

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 10,000					\$ 10,000
Land purchase						-
Construction		125,000				125,000
Equipment						-
Other						-
<b>Total costs</b>	<b>10,000</b>	<b>125,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>135,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes		125,000	-	-	-	125,000
Outside funding						-
Tax levy						-
Fund balance applied	10,000					10,000
<b>Total funds</b>	<b>\$ 10,000</b>	<b>\$ 125,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 135,000</b>

C. DECRPTION AND JUSTIFICATION:

**Project Description:** The original design provided for a storefront window system. This system is within the wind loading parameters for the size of the window area, albeit at the upper most limits. When the wind is in the right direction and at the right speed, it causes the windows to flex and create gaps in the weather seals of the window panes. This allows water to get past the seals and into the wall cavity and leak into the building. A replacement curtain wall window system would prevent this problem. The curtain wall design is usually specified for window systems larger in area than the lobby. This system, when placed under the pressure of the wind, flexes and actually pushes against the seals making a tighter seal and keeping the water out.

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

**Justification and alternatives considered:** Currently the windows are allowing water to get into the building. This is potentially causing structure deterioration of the wall structure.

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



Front lobby window system to be replaced

**12. Airport Administration / Terminal Building**

A. PROPOSED 2016 BONDING - \$ 390,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

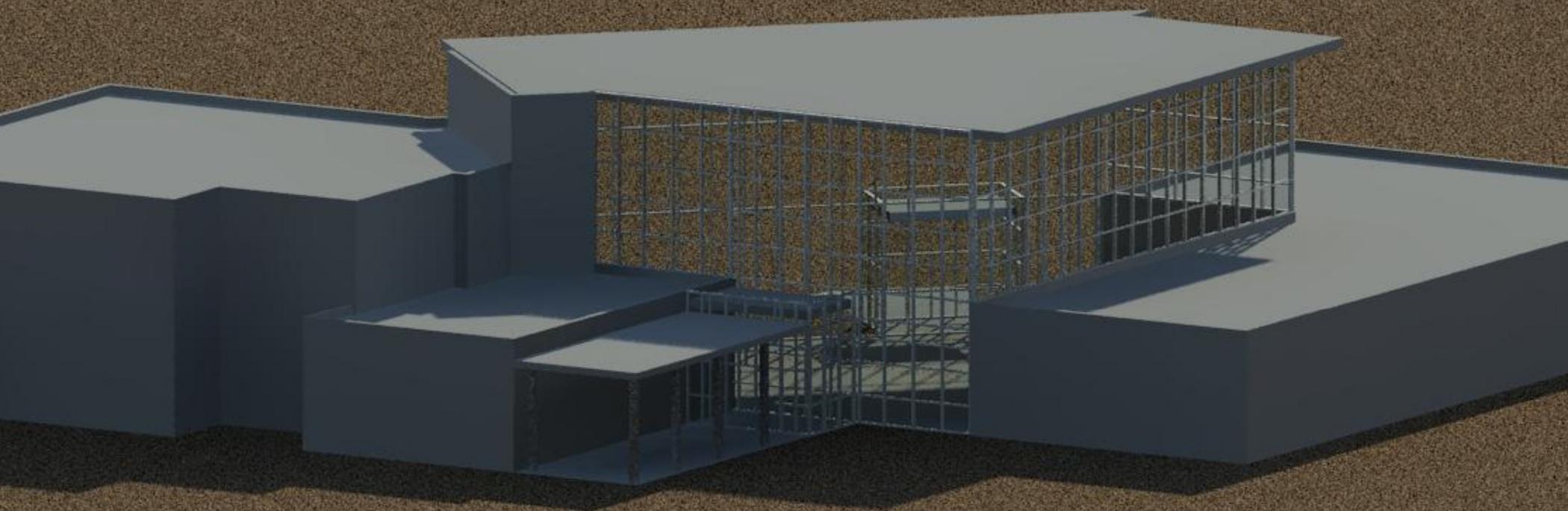
<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 390,000					\$ 390,000
Land purchase						-
Demolition & Construction		6,111,000				6,111,000
Equipment						-
Other						-
<b>Total costs</b>	<b>390,000</b>	<b>6,111,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,501,000</b>
<b>PROJECT FUNDS:</b>						
G.O. Bonds or notes	390,000	6,111,000	-	-	-	6,501,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 390,000</b>	<b>\$ 6,111,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,501,000</b>

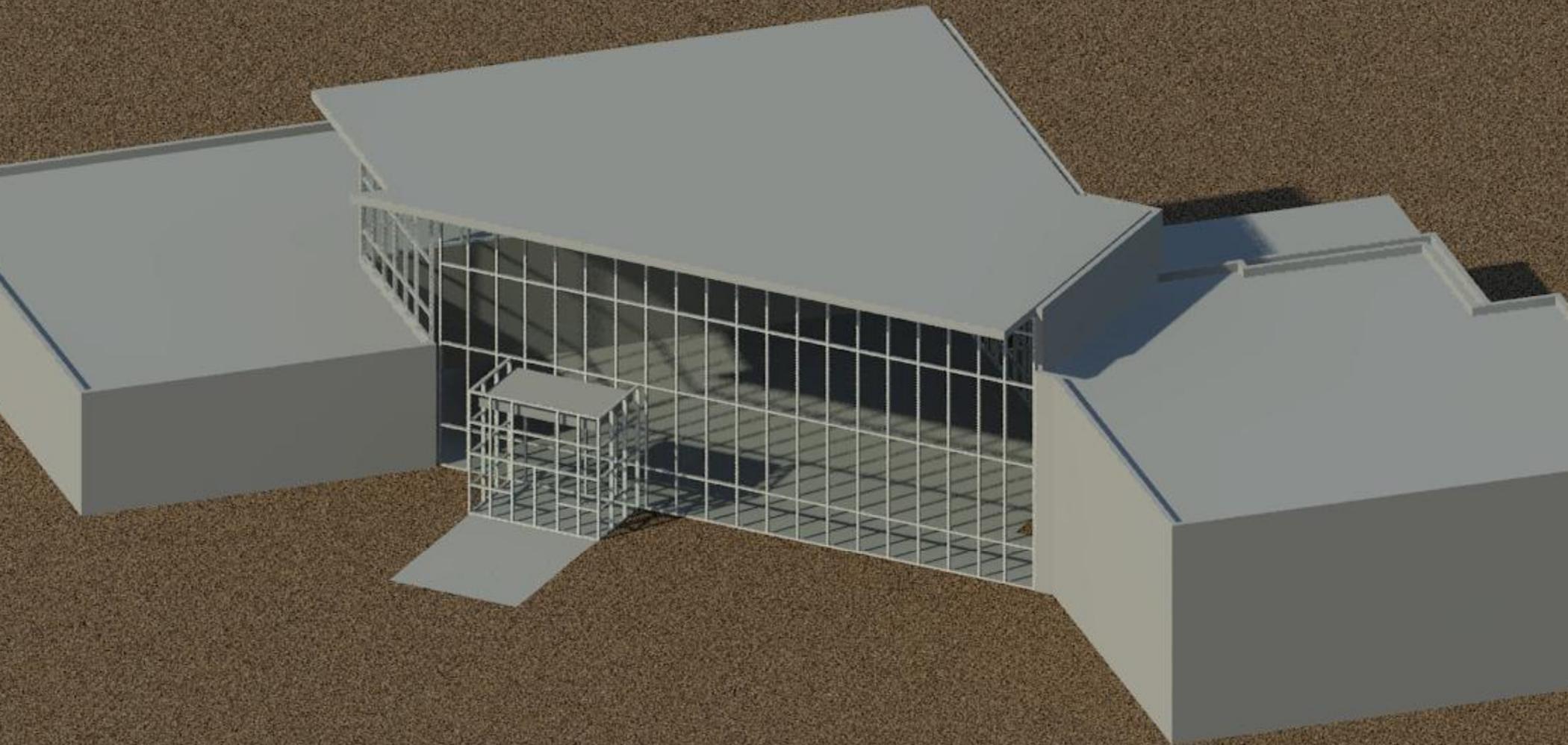
C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** Construct a new airport terminal and administration building, with inclusion of fixed base operator offices and rental car facilities. The cost also includes razing the current facilities.

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

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







REV	DATE	DESCRIPTION
<<	<<	<<
<<	<<	<<
<<	<<	<<
<<	<<	<<
<<	<<	<<
<<	<<	<<
<<	<<	<<
<<	<<	<<
<<	<<	<<
<<	<<	<<

<b>OMNI</b> A.S.A. & C.A.L.C.S. ARCHITECTS	
WI	
<b>New Aviation Business Center</b> <b>Wittman Regional Airport</b> <b>525 W. 20th Ave</b> <b>Oshkosh,</b>	
SHEET DESCRIPTION	
THIRD STORY OPTION #2 FLOOR PLANS	
PROJECT MANAGER	
PROJ. NO.	A200.2
DATE	02/20/20
<b>PRELIMINARY</b>	
DRAWING NO.	A200.2

**13. Snow removal equipment - Airport**

A, PROPOSED 2016 BONDING - \$ 650,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	650,000			700,000		1,350,000
Other						-
<b>Total costs</b>	<b>650,000</b>	<b>-</b>	<b>-</b>	<b>700,000</b>	<b>-</b>	<b>1,350,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	650,000	-	-	700,000	-	1,350,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 650,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 700,000</b>	<b>\$ -</b>	<b>\$ 1,350,000</b>

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** Replace aging 4x4 snow removal equipment on an alternating year schedule. Most vehicles will be 6x6 plow trucks with various plows and components (sanding unit, anti-ice/de-ice fluid tank, etc.).

**Relationship to other projects and plans:** Planned phased replacement of snow removal equipment fleet.

**Justification and alternatives considered:** FAA guidelines recommend replacement of snow removal equipment on a ten-year schedule because of heavy operations during snow removal season. Wittman's snow removal equipment fleet is comprised of vehicles between 20 and 37 years of age. Parts are becoming difficult to obtain; all vehicles have had major components - and in some cases nearly the entire vehicle - rebuilt in order to maintain functionality and to ensure future service.



**14. Aviation Business Park Taxiway**

A. PROPOSED 2016 BONDING - \$ 0

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 50,000					\$ 50,000
Land purchase						-
Construction		371,000				371,000
Equipment						-
Other						-
<b>Total costs</b>	<b>50,000</b>	<b>371,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>421,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes		371,000	-	-	-	371,000
Outside funding						-
Tax levy						-
Fund balance applied	50,000					50,000
<b>Total funds</b>	<b>\$ 50,000</b>	<b>\$ 371,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 421,000</b>

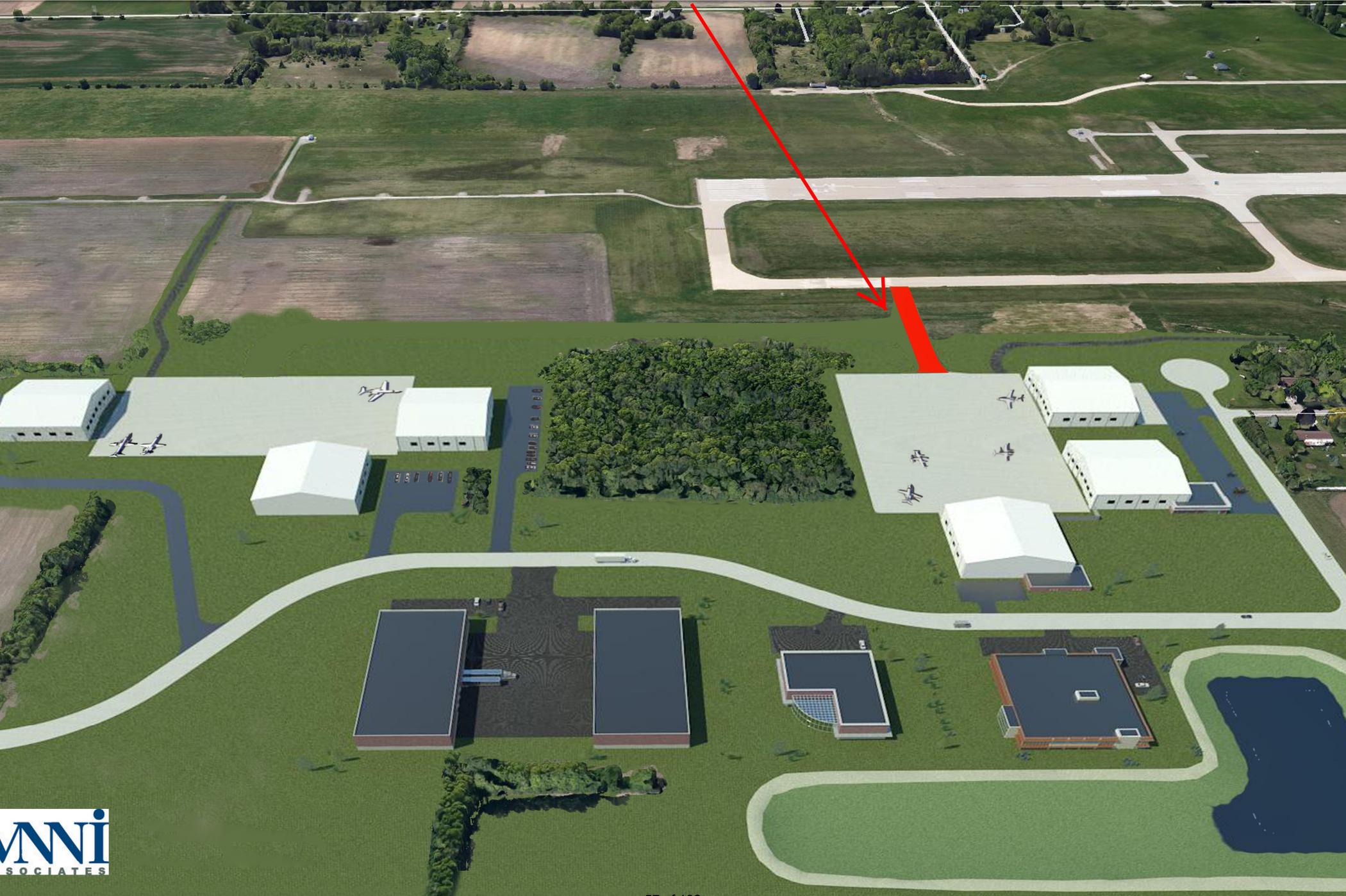
C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** Add an extension from Taxiway A eastward onto the proposed aviation business park and ramp area.

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

**Justification and alternatives considered:** The taxiway extension into the business park is necessary for potential large aircraft operators to access the airport. The extension between Taxiways A5 and A6 is necessary to meet current FAA design standards for safety. The ramp construction will be negotiated with the first tenant (identified) and may possibly be funded by the tenant. This project may also be incorporated into the reconstruction of Taxiway A, if FAA funding is available within this time period.

# Oshkosh Aviation Business Park



**15. Airport Hanger Construction**

A. PROPOSED 2016 BONDING - \$ 0

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 75,000					\$ 75,000
Land purchase						-
Construction		750,000				750,000
Equipment						-
Other						-
<b>Total costs</b>	<b>75,000</b>	<b>750,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>825,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes		750,000	-	-	-	750,000
Outside funding						-
Tax levy						-
Fund balance applied	75,000					75,000
<b>Total funds</b>	<b>\$ 75,000</b>	<b>\$ 750,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 825,000</b>

C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** Construct new 50' x 50' hangar row on site of former Basler Flight Service hangar/office complex (4 hangars).

**Relationship to other projects and plans:** Project is outlined in the updated Airport Layout Plan (ALP). To increase revenue for airport operations, additional hangar space is needed to reduce the number of potential tenants on our waiting list for hangar space.

**Justification and alternatives considered:** The airport is missing the potential for additional hangar rental revenue since current occupancy is 100% for this type/size hangar, and few, if any, private hangars are being constructed. Additionally, we have a waiting list for these types of hangars--at least 5 on the waiting list are ready to sign commitment letters. Annual revenue for the four 50' x 50' hangars would be \$48,000 at a minimum. State and Federal funding is not available for hangar construction until pavement repair projects are substantially completed.



**16. Taxiway B Reconstruction**

A. PROPOSED 2016 BONDING - \$ 0

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 391,000					\$ 391,000
Land purchase						-
Construction	4,917,000					4,917,000
Equipment						-
Other						-
<b>Total costs</b>	<b>5,308,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,308,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	-	-	-	-	-	-
Outside funding	5,131,000					5,131,000
Tax levy						-
General fund balance	177,000					177,000
<b>Total funds</b>	<b>\$ 5,308,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,308,000</b>

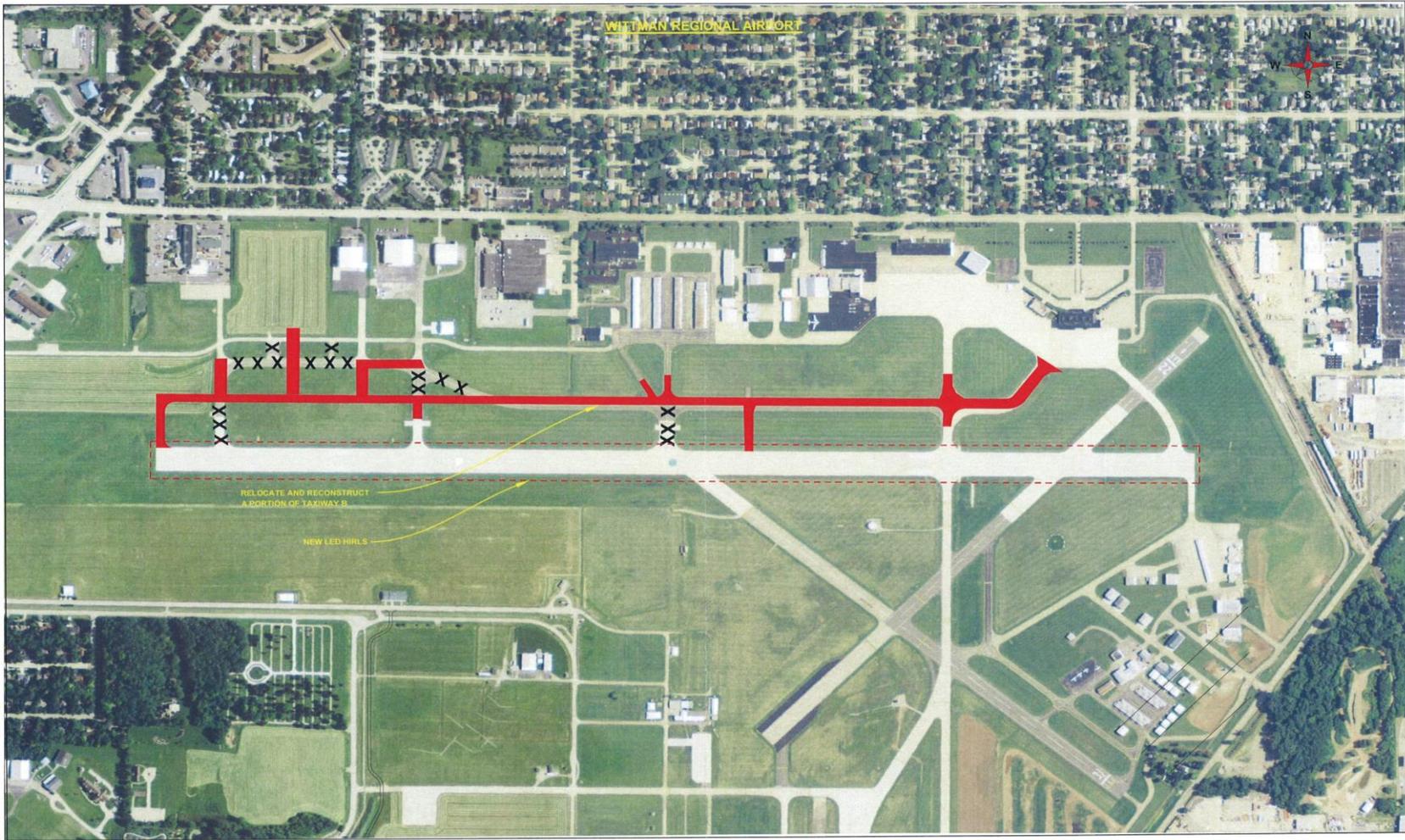
C. DECIPTION AND JUSTIFICATION:

**Project Description:** Relocate and reconstruct a portion of Taxiway B, including lighting and extend taxiway to end of runway and remove current connecting taxiway. This is a continuation of the first phase of the project that was approved and started in 2015. The project was split into phases by the Bureau of Aeronautics resulting in the total cost increasing.

**Relationship to other projects and plans:** The project coincides with the plans and funding request with the WI DOT Bureau of Aeronautics.

**Justification and alternatives considered:** If the project is not approved or funding is not acquired through FAA and WI DOT Bureau of Aeronautics, local funds may be needed for crack filling and sealcoating to extend the life of the pavement.

Sealcoating and crack filling the taxiway would extend the life of the pavement a few more years. The taxiway will still need reconstruction in the future to correct pavement and base course deficiencies. The Pavement Management Report (2012) from the WI DOT BOA notes that the pavement is in need of major rehabilitation.



**17. CTH A Reconstruction from Indian Point Rd to CTH GG**

A, PROPOSED 2016 BONDING - \$ 0

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 50,000	\$ 200,000				\$ 250,000
Land purchase						-
Construction			3,500,000			3,500,000
Equipment						-
Other						-
<b>Total costs</b>	<b>50,000</b>	<b>200,000</b>	<b>3,500,000</b>	<b>-</b>	<b>-</b>	<b>3,750,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes		40,000	700,000		-	740,000
Outside funding	40,000	160,000	2,800,000			3,000,000
Tax levy						-
Fund balance applied	10,000					10,000
<b>Total funds</b>	<b>\$ 50,000</b>	<b>\$ 200,000</b>	<b>\$ 3,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,750,000</b>

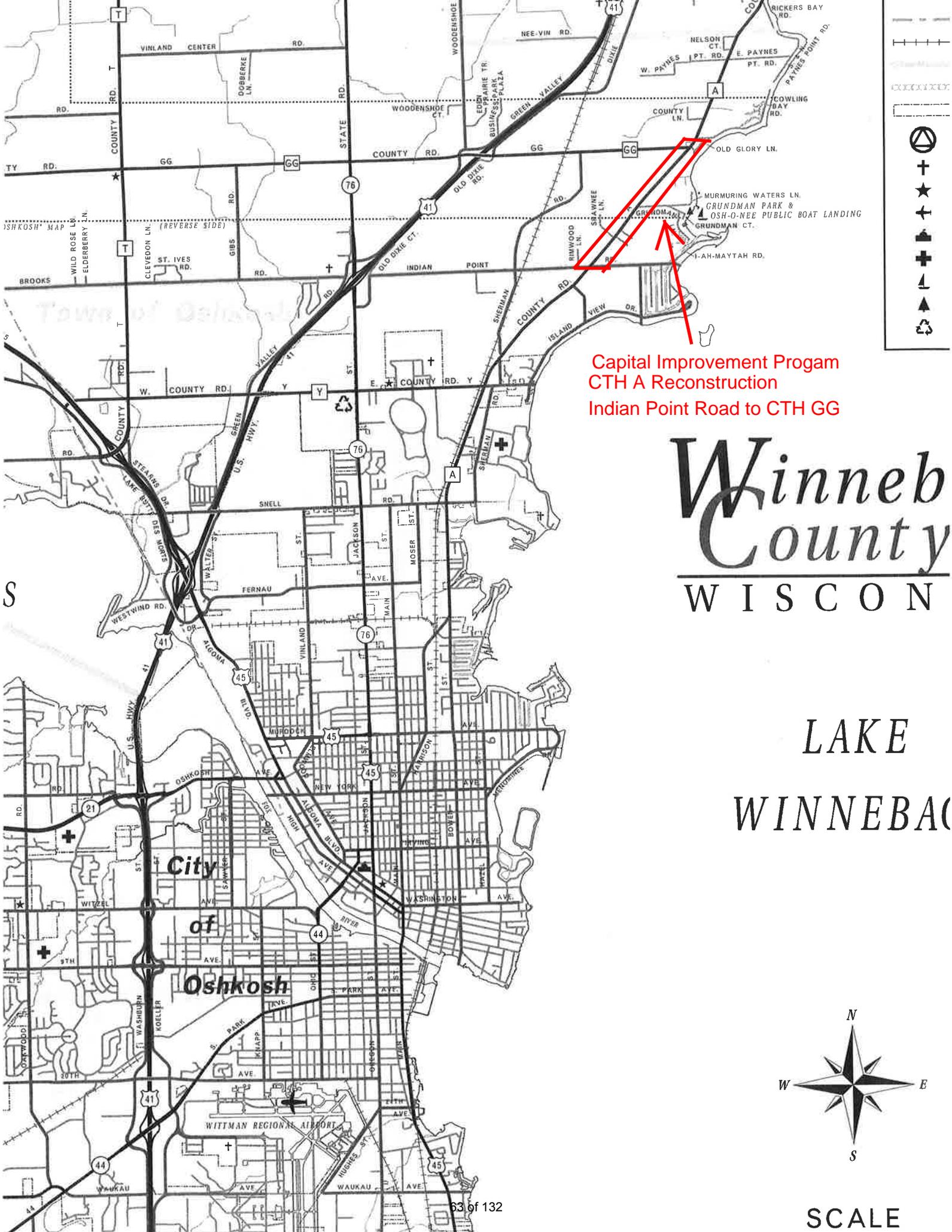
C. DECRPTION AND JUSTIFICATION:

**Project Description:** Complete design, purchase right of way and reconstruct CTH A from Indian Point Road to CTH GG. The project will include limited intersection improvements, acceleration and deceleration lanes, limited storm sewer and curb & gutter. The project will also include bicycle and pedestrian accommodations.

This project qualifies for approximately \$3.0 million in STP (Surface Transportation Program) - Rural funding.

**Relationship to other projects and plans:** This project has been 80% designed but the design will need to be revisited to accommodate changes in traffic volumes and potential design changes.

**Justification and alternatives considered:** The existing pavement is still in reasonable condition however, it was last overlaid in 2003. There are some drainage issues along the corridor and some areas where the old concrete road is migrating up through the surface. The traffic volumes and road safety issues along with the need to extend the bike/pedestrian accommodations all justify the project.



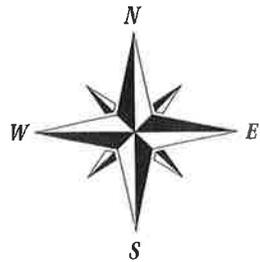
Capital Improvement Program  
 CTH A Reconstruction  
 Indian Point Road to CTH GG

# Winnebago County

WISCONSIN

## LAKE WINNEBAGO

City of Oshkosh



SCALE

**18. CTH CB & Oakridge Intersection Improvements**

A. PROPOSED 2016 BONDING - \$ 0

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 30,000					\$ 30,000
Land purchase						-
Construction	250,000					250,000
Equipment						-
Other						-
<b>Total costs</b>	<b>280,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>280,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	-	-	-	-	-	-
Outside funding	250,000					250,000
Tax levy						-
Fund balance applied	30,000					30,000
<b>Total funds</b>	<b>\$ 280,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 280,000</b>

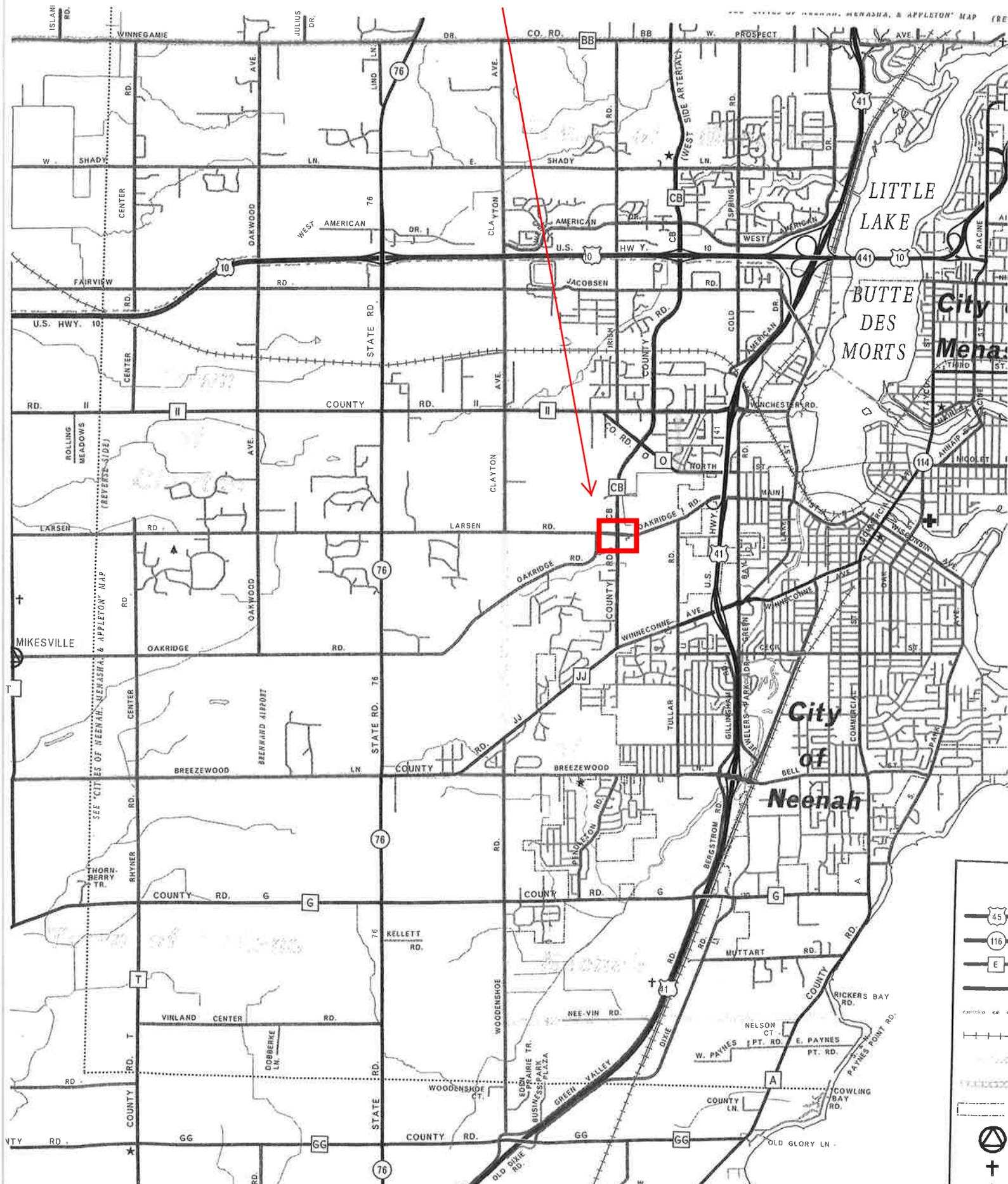
C. DECIPTION AND JUSTIFICATION:

**Project Description:** Traffic & Intersection improvement project consisting of a possible hill reduction on CTH CB to the south of the Intersection in conjunction with traffic signals or possibly other traffic control devices such as a roundabout. The scope of this project will have to be developed as study of the characteristics and the needs of the intersection proceeds further.

**Relationship to other projects and plans:** This project is part of the long term plans to maintain and replace roads and bridges that are part of the County Road System over time on a systematic basis. The objective is to keep the annual spending relatively stable while maintaining good driving conditions on all county roads over time.

**Justification and alternatives considered:** Traffic accidents are a concern at this intersection. The sight distance is not good looking to the south from Oakridge and the intersection is quite wide. Traffic volumes in the area are continuing to increase and it's expected that other methods of traffic control such as signals or perhaps a roundabout will be needed in the near future.

CTH CB & Oakridge Road Int.  
2016 County Highway  
Capital Improvement Project



**19. CTH G from CTH T to Woodenshoe Rd**

A, PROPOSED 2016 BONDING - \$ 800,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design						\$ -
Land purchase						-
Construction	800,000					800,000
Equipment						-
Other						-
<b>Total costs</b>	<b>800,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>800,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	800,000	-	-	-	-	800,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 800,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 800,000</b>

C. DECRPTION AND JUSTIFICATION:

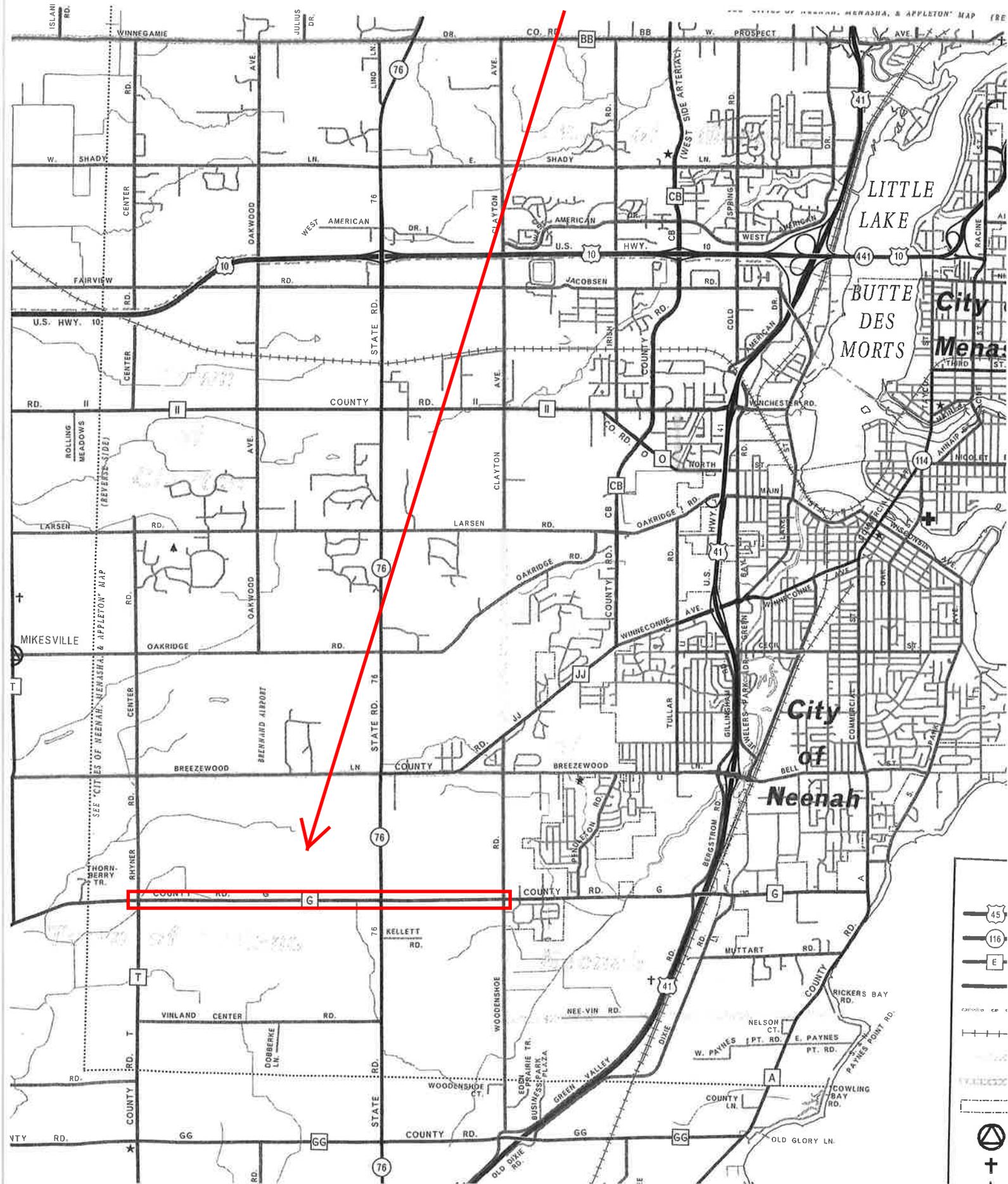
**Project Description:** A 3.0 mile milling and paving project to provide a new surface on CTH G. Will include new culverts, ditch and drainage improvements as needed, signing and marking.

**Relationship to other projects and plans:** This road will eventually connect to another milling and paving project planned for CTH G from CTH T south to STH 45.

This project is part of the long term plans to maintain and replace roads and bridges that are part of the County Road System over time on a systematic basis. The objective is to keep the annual spending relatively stable while maintaining good driving conditions on all county roads over time.

**Justification and alternatives considered:** The existing pavement is very poor condition and is likely past the time at which preventive maintenance would have been an alternative. Milling and pavement replacement is less costly than full depth projects and will bring another 15-20 years of useful life.

CTH G Mill & Pave  
2016 County Highway  
Capital Improvement Project



**20. County Highway G Bridge Reconstruction**

A, PROPOSED 2016 BONDING - \$ 153,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 3,000					\$ 3,000
Land purchase	10,000					10,000
Construction	550,000					550,000
Equipment						-
Other						-
<b>Total costs</b>	<b>563,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>563,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	153,000	-	-	-	-	153,000
Outside funding	410,000					410,000
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 563,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 563,000</b>

C. DECRPTION AND JUSTIFICATION:

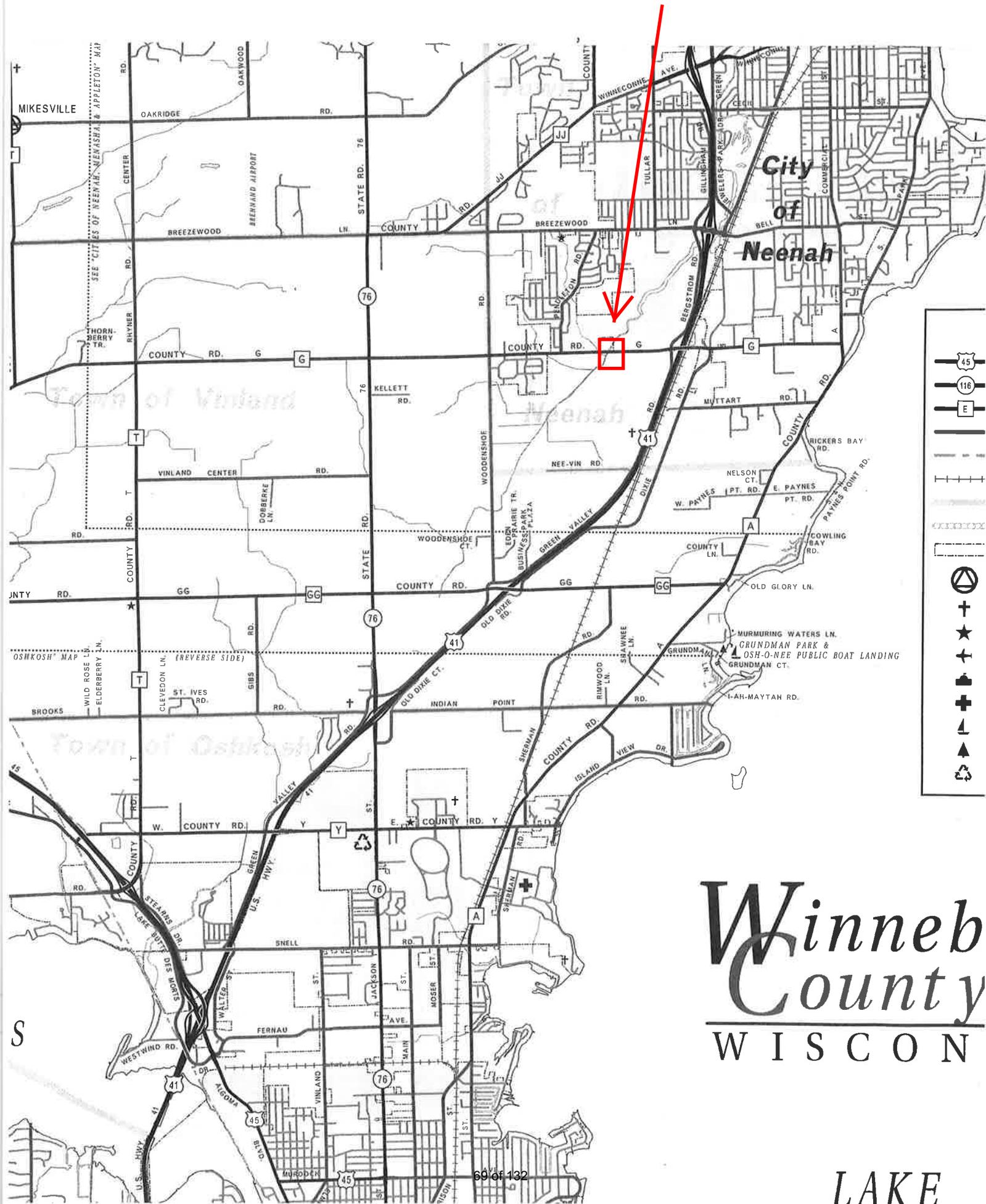
**Project Description:** This structure is located approximately 1/2 mile west of USH 41, is significantly deteriorated and in need of replacement. The project is eligible for STP-Bridge funding in the amount of \$410,000. The project cost estimate at this time is approximately \$550,000 which includes minor right of way and construction engineering.

**Relationship to other projects and plans:** This project will need to be completed prior to any significant reconstruction or repaving of CTH G in this corridor.

This project is part of the long term plans to maintain and replace roads and bridges that are part of the County Road System over time on a systematic basis. The objective is to keep the annual spending relatively stable while maintaining good driving conditions on all county roads over time.

**Justification and alternatives considered:** The structure has reached the end of its useful life according to inspections and the DOT/Federal Bridge system ratings. The design of a new bridge will take into account the existing footprint, future needs and potential future growth in the area.

2016 County Highway CIP  
CTH G Bridge Reconstruction



Winnebago  
County  
WISCONSIN

LAKE

**21. CTH I from 35<sup>th</sup> St to Ripple Rd.**

A, PROPOSED 2016 BONDING - \$ 0

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 10,000					\$ 10,000
Land purchase						-
Construction				1,400,000		1,400,000
Equipment						-
Other						-
<b>Total costs</b>	<b>10,000</b>	<b>-</b>	<b>-</b>	<b>1,400,000</b>	<b>-</b>	<b>1,410,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes		-	-	400,000	-	400,000
Outside funding				1,000,000		1,000,000
Tax levy						-
Fund balance applied	10,000					10,000
<b>Total funds</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,400,000</b>	<b>\$ -</b>	<b>\$ 1,410,000</b>

C. DECRPTION AND JUSTIFICATION:

**Project Description:** Design and reconstruction of CTH I from 35th Street in the City of Oshkosh south to Ripple Avenue. This project will be built as a 4 lane undivided roadway with curb & gutter and storm sewer. This will match the existing profile currently at 35th street. There is STP-Urban funding available on this project of approximately \$1,000,000

**Relationship to other projects and plans:** This project relates to and ties in to the corridor improvements done on CTH I for the past few construction seasons.

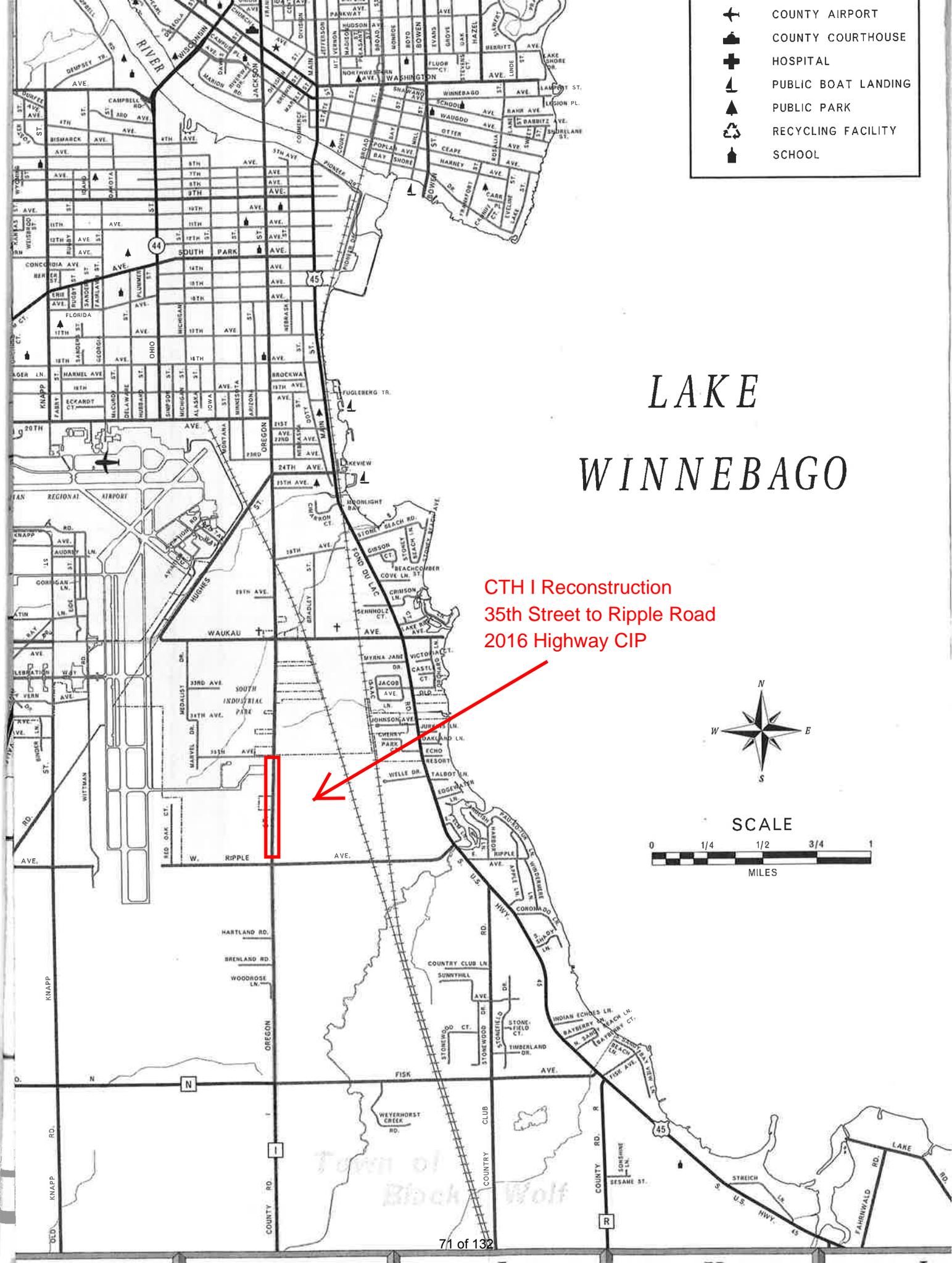
This project is part of the long term plans to maintain and replace roads and bridges that are part of the County Road System over time on a systematic basis. The objective is to keep the annual spending relatively stable while maintaining good driving conditions on all county roads over time.

**Justification and alternatives considered:** The pavement in this section is showing signs of deterioration throughout the project limits. Significant cracking with possible sub-base loss is evident in some areas. The pavement section is past the point at which less costly and invasive procedures would extend the useful life to any great extent.

-  COUNTY AIRPORT
-  COUNTY COURTHOUSE
-  HOSPITAL
-  PUBLIC BOAT LANDING
-  PUBLIC PARK
-  RECYCLING FACILITY
-  SCHOOL

# LAKE WINNEBAGO

CTH I Reconstruction  
35th Street to Ripple Road  
2016 Highway CIP



Town of  
Black Wolf

**22. CTH II from STH 76 to Irish Rd.**

A, PROPOSED 2016 BONDING - \$ 400,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design						\$ -
Land purchase						-
Construction	400,000					400,000
Equipment						-
Other						-
<b>Total costs</b>	<b>400,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>400,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	400,000	-	-	-	-	400,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>

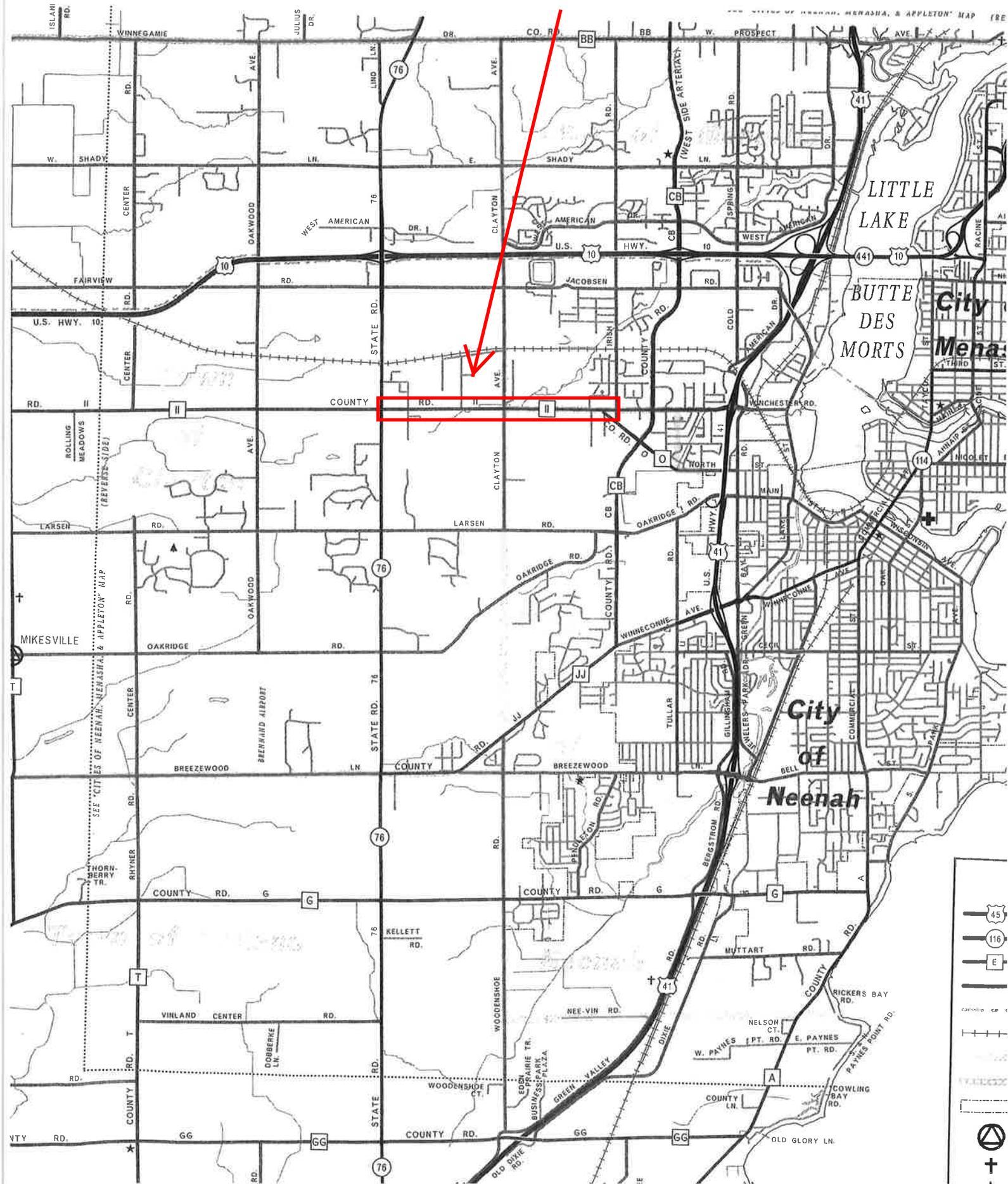
C. DESCRIPTION AND JUSTIFICATION:

**Project Description:** A 1.7 mile milling and paving project for CTH II from STH 76 to Irish Road in the Town of Clayton. Culvert replacements, ditching, signing and marking as needed.

**Relationship to other projects and plans:** This project is part of the long term plans to maintain and replace roads and bridges that are part of the County Road System over time on a systematic basis. The objective is to keep the annual spending relatively stable while maintaining good driving conditions on all county roads over time.

**Justification and alternatives considered:** The existing pavement is very poor condition and is past the point at which less costly and involved maintenance work would extend the useful life.

CTH II Mill & Pave  
2016 County Highway  
Capital Improvement Project



**23. CTH M from STH 10 to North County Line – Mill & Pave**

A, PROPOSED 2016 BONDING - \$ 550,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design						\$ -
Land purchase						-
Construction	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	550,000	-	-	-	-	550,000
Outside funding	150,000					150,000
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 700,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 700,000</b>

C. DECRPTION AND JUSTIFICATION:

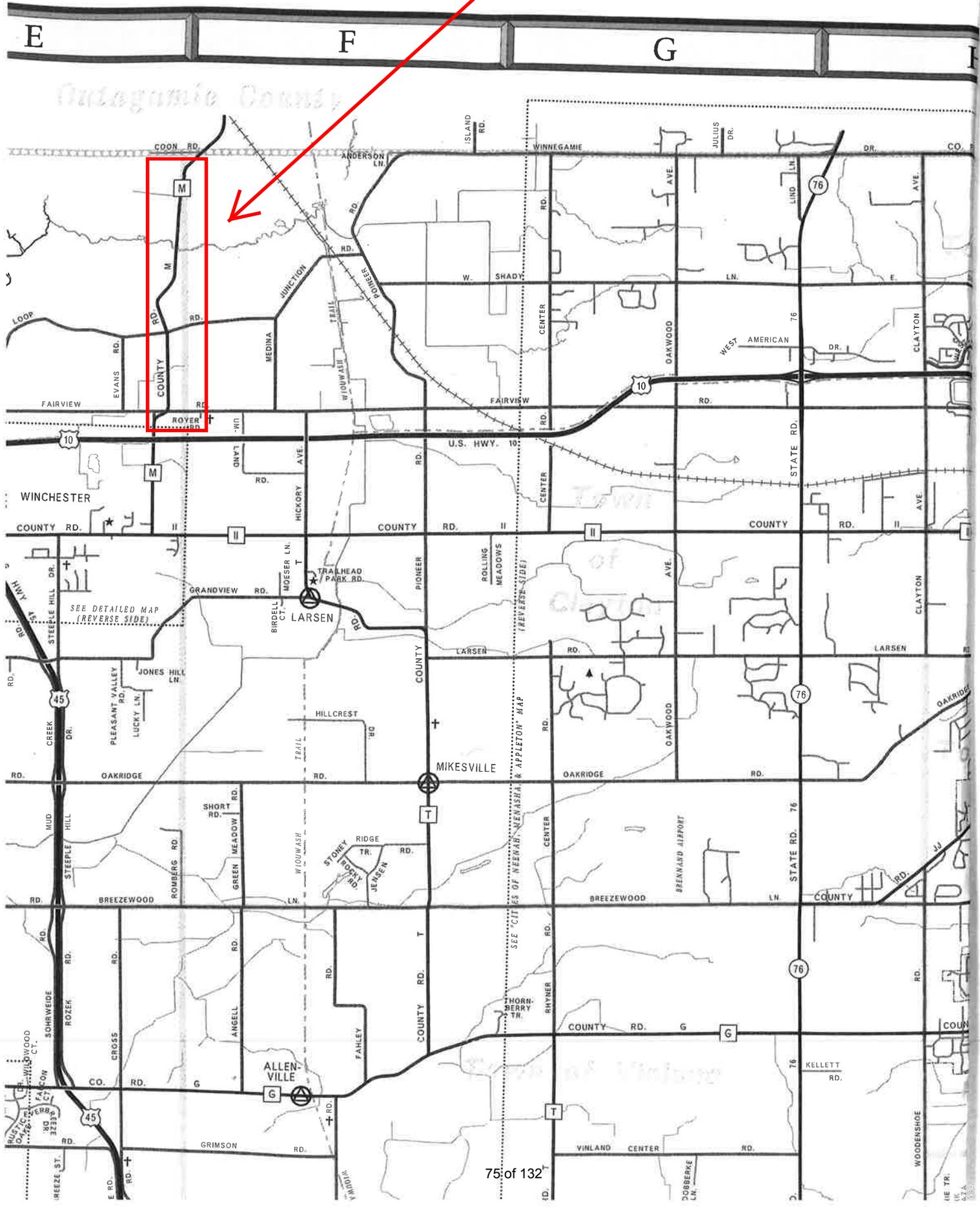
**Project Description:** A 2.5 mile milling and paving project to provide a new surface on CTH M. Will include new culverts, ditch and drainage improvements as needed, signing and marking.

**Relationship to other projects and plans:** This project is part of the long term plans to maintain and replace roads and bridges that are part of the County Road System over time on a systematic basis. The objective is to keep the annual spending relatively stable while maintaining good driving conditions on all county roads over time.

**Justification and alternatives considered:** The existing pavement is very poor condition and is likely past the time at which preventive maintenance would have been an alternative. Milling and pavement replacement is less costly than full depth projects and will bring another 15-20 years of useful life.

This project is eligible for approximately \$150,000 in County Highway Improvement Funding

CTH M - USH 10 to North CL  
2016 Highway Capital Project



**24. County N Culvert / Bridge Replacement**

A, PROPOSED 2016 BONDING - \$ 0

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design	\$ 10,000					\$ 10,000
Land purchase						-
Construction		400,000				400,000
Equipment						-
Other						-
<b>Total costs</b>	<b>10,000</b>	<b>400,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>410,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes		400,000	-	-	-	400,000
Outside funding						-
Tax levy						-
Fund balance applied	10,000					10,000
<b>Total funds</b>	<b>\$ 10,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 410,000</b>

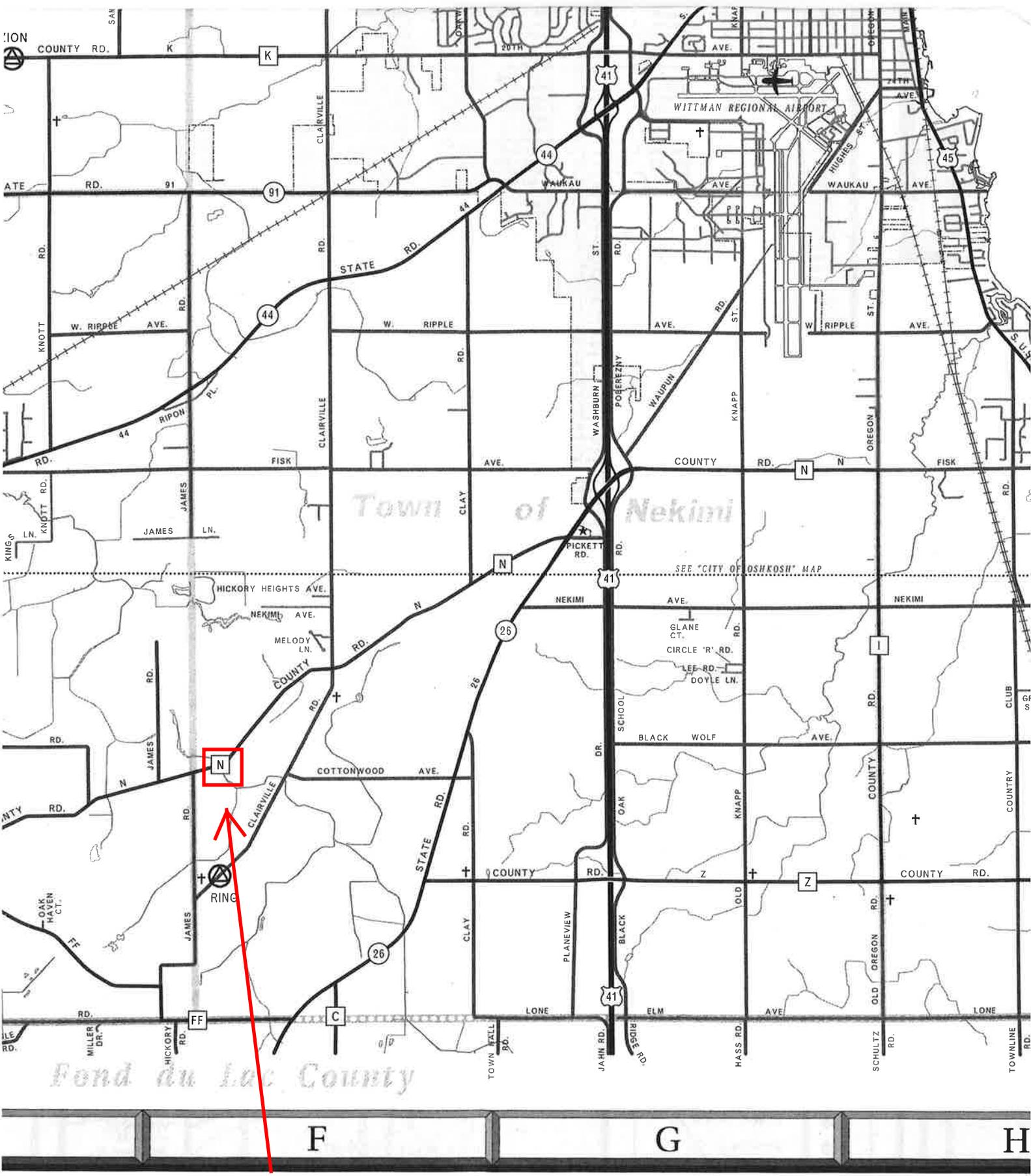
C. DECRPTION AND JUSTIFICATION:

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

**Relationship to other projects and plans:** This project should be completed prior to milling and paving on CTH N in this area.

This project is part of the long term plans to maintain and replace roads and bridges that are part of the County Road System over time on a systematic basis. The objective is to keep the annual spending relatively stable while maintaining good driving conditions on all county roads over time.

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



CTH N Bridge Replacement  
 2016 County Highway  
 Capital Improvement Project

**25. CTH GG from CTH T to STH 45**

A, PROPOSED 2016 BONDING - \$ 750,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	900,000					900,000
Other						-
<b>Total costs</b>	<b>900,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>900,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	750,000	-	-	-	-	750,000
Outside funding	150,000					150,000
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 900,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 900,000</b>

C. DECRPTION AND JUSTIFICATION:

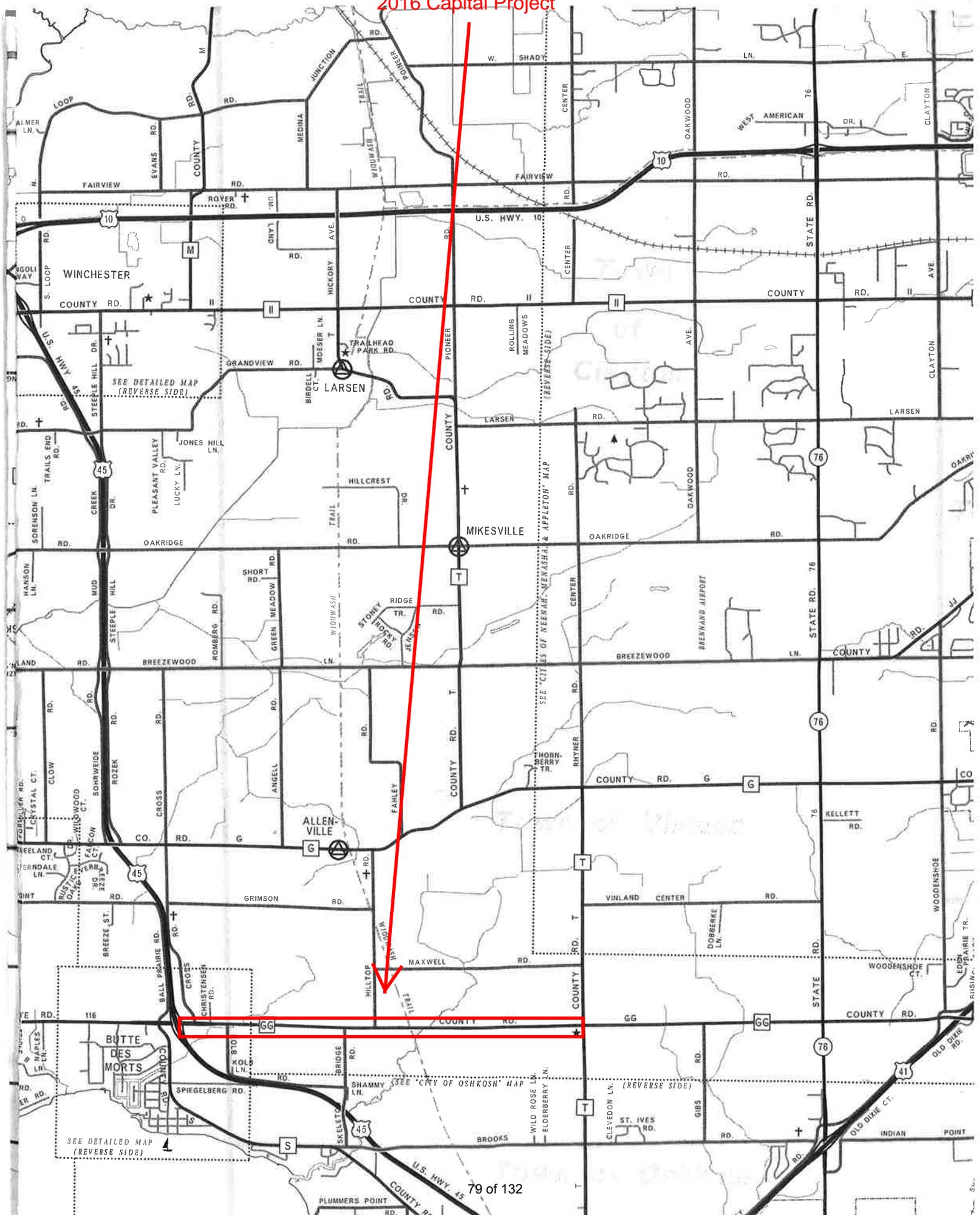
**Project Description:** A 3.5 mile milling and paving project which will provide a new surface and extend the useful life of this road 15-20 years. Will include new culverts, ditch and drainage as need along with signing and marking.

**Relationship to other projects and plans:** Relates to other possible improvement or maintenance projects on CTH GG in the same corridor.

This project is part of the long term plans to maintain and replace roads and bridges that are part of the County Road System over time on a systematic basis. The objective is to keep the annual spending relatively stable while maintaining good driving conditions on all county roads over time.

**Justification and alternatives considered:** The existing pavement is very poor condition and is likely past the time at which preventive maintenance would have been an alternative. This project will extend the useful life of this pavement by 15 to 20 years.

CTH GG - CTH T to STH 45  
2016 Capital Project



**26. Traffic Signal Replacements (3)**

A, PROPOSED 2016 BONDING - \$ 300,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Planning & design						\$ -
Land purchase						-
Construction						-
Equipment	300,000					300,000
Other						-
<b>Total costs</b>	<b>300,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>300,000</b>
<b>PROJECT FUNDS:</b>						
G.O.Bonds or notes	300,000	-	-	-	-	300,000
Outside funding						-
Tax levy						-
Other						-
<b>Total funds</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>

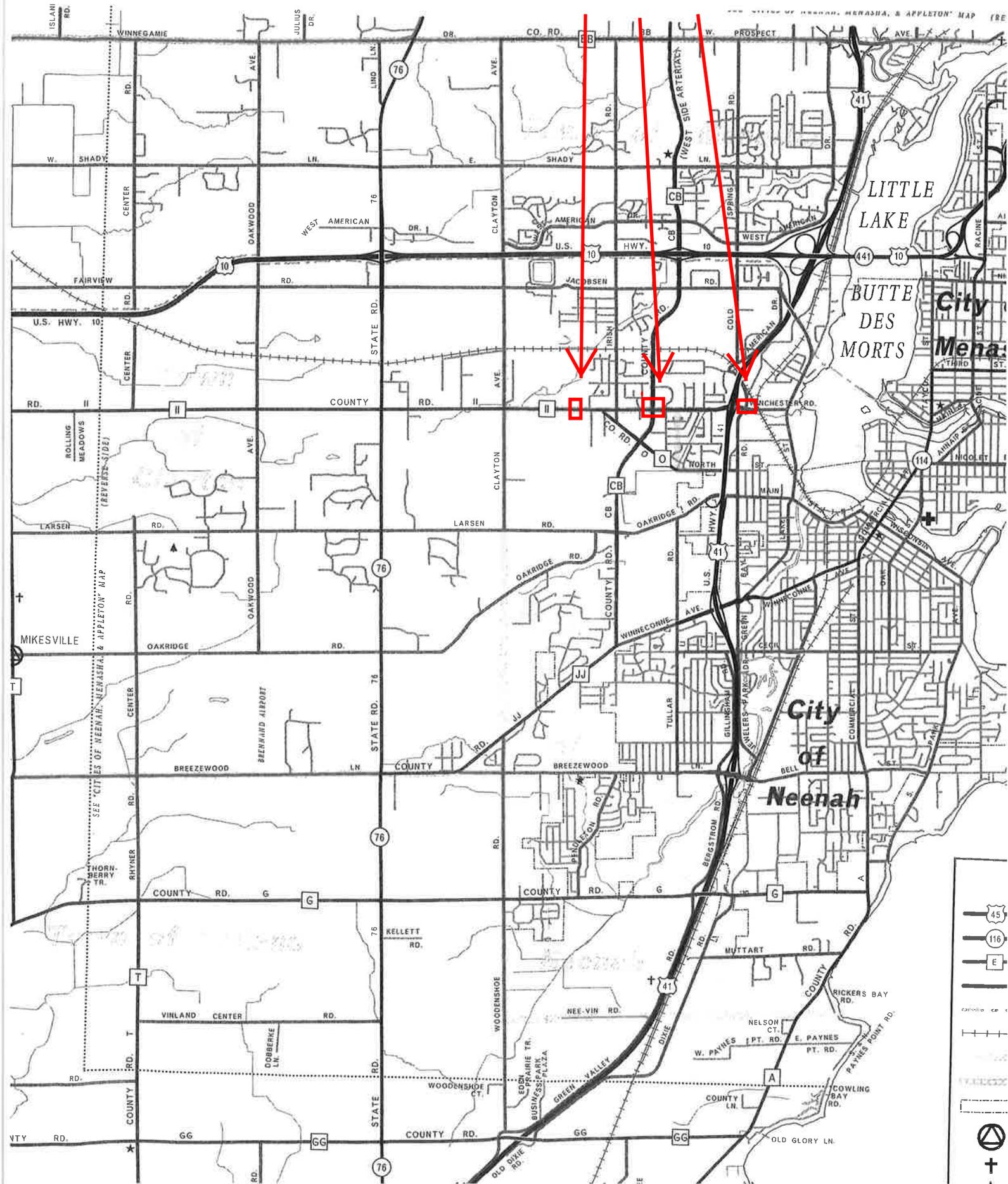
C. DECRPTION AND JUSTIFICATION:

**Project Description:** This project is for the design and replacement of 3 sets of intersection traffic signals. The 3 locations are CTH CB & CTH II, CTH II and the Kimberly Clark entrance road and CTH II & Green Bay Road. It would include new poles, hardware, software and related technologies to replace aging equipment and upgrade to current technologies.

**Relationship to other projects and plans:** None however loop detectors will need to be replaced which will require paving repairs and replacements.

**Justification and alternatives considered:** The signals are in various states of repair and no longer function as well as they should given traffic volumes and the needs of the intersections. The technology for traffic signals has changed along with the hardware and lighting available. Replacing the controllers or the loops or the poles separately doesn't make sense at this time given the age of the equipment.

Traffic Signal Replacements  
2016 County Highway  
Capital Improvement Project



**27. Waukau Ave Improvements**

A, PROPOSED 2016 BONDING - \$ 250,000

B. PROJECT COSTS AND SOURCES OF FUNDS:

<b>PROJECT COSTS:</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</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>-</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>\$ -</b>	<b>\$ 250,000</b>

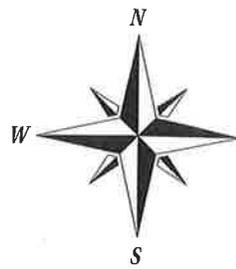
C. DECRPTION AND JUSTIFICATION:

**Project Description:** Pavement maintenance project on Waukau Avenue from Poberezny to the Airport. It's anticipated that this will be primarily maintenance improvements with limited new construction. It's also anticipated that EAA may participate in some fashion, yet to be determined.

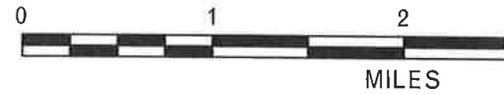
**Relationship to other projects and plans:** This project is not related to any other project.

**Justification and alternatives considered:** The existing pavement is very poor condition and is likely past the time at which minor preventive maintenance would have been an alternative.

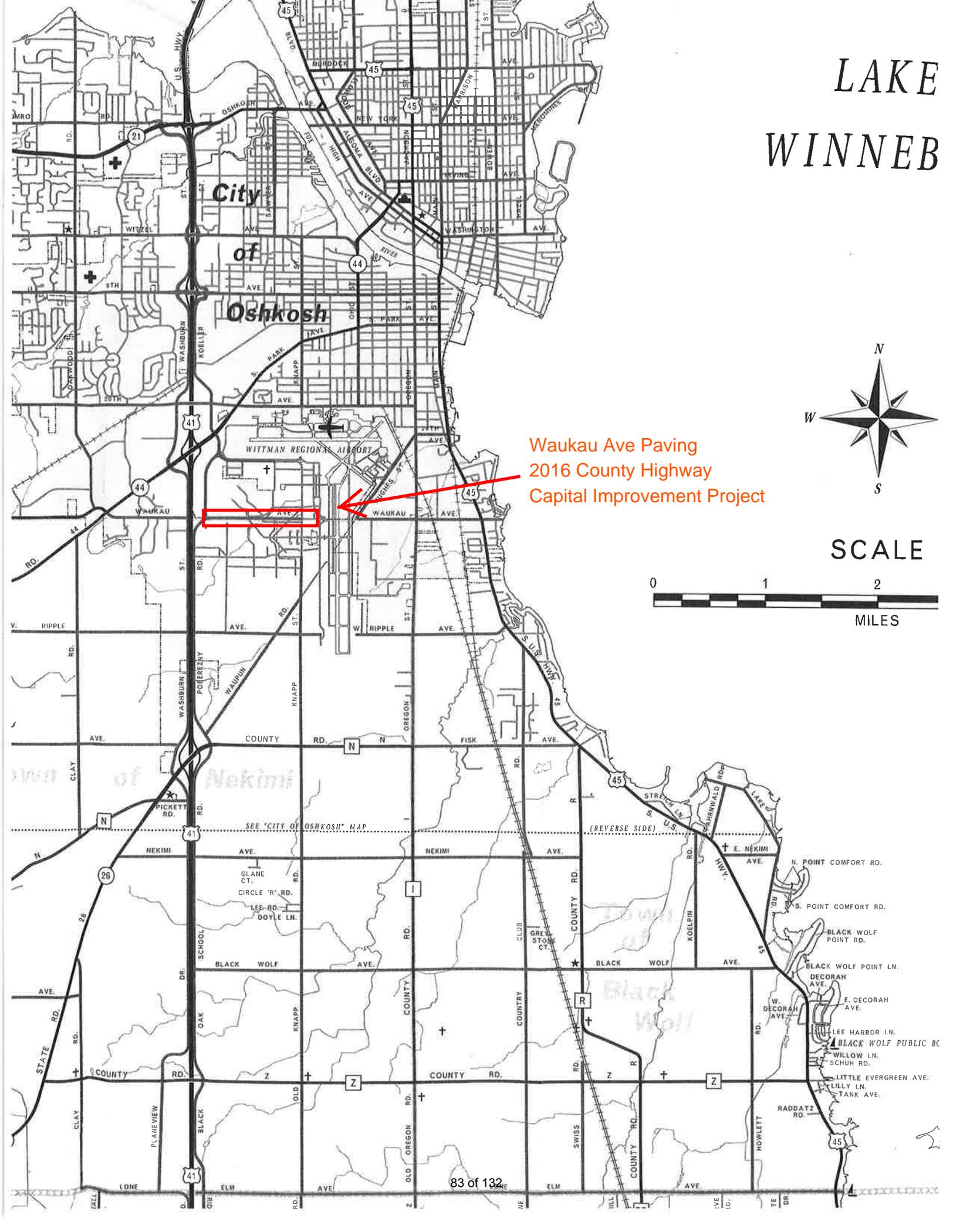
# LAKE WINNEB



SCALE



Waukau Ave Paving  
2016 County Highway  
Capital Improvement Project



**SECTION III**

**OUTSTANDING INDEBTEDNESS**



### III. OUTSTANDING INDEBTEDNESS

Winnebago County's current outstanding debt is outlined in Table 2 of the "Tables and Charts" section of this document. Total County indebtedness at 12/31/2016 is projected to be \$37,957,000.

The outstanding debt at 12/31/2016 will be comprised of \$37,587,000 of levy supported debt (Table 3) and \$370,000 of non levy funded debt (Table 6).

Principal, interest, and total debt service requirements on all levy supported debt that will exist at the end of 2016 and including the new debt issue for 2016 is presented in tables 3, 4, & 5, along with a graphical presentation shown on Chart 2. Total levy supported debt service requirements start at \$8,032,000 in 2016 and end with \$906,000 in the year 2026.

Principal, interest, and total debt service requirements on all non levy funded debt that will exist at 12/31/16 is presented in tables 6, 7, & 8, and is presented graphically on Chart 3. No new borrowing is planned for non levy supported debt in 2016. Total non levy debt service requirements start at \$96,000 in 2016 and end with \$33,000 in the year 2021.

Indebtedness limitations are calculated in Table 12. Based on statutory debt limits of five percent of equalized value, Winnebago County's debt ceiling equals \$603,583,000. With current indebtedness at 12/31/16 projected to be \$37,957,000 (Table 2), this brings total outstanding debt to around 6.3% of the legal debt limit. Winnebago County is well under the statutory limit.

Table 12 also shows a ten year history of the County's total tax levy and debt service levy (dollars) as well as the mill rate for each year (2007-2016). The information is presented graphically on Chart 4.

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

Chart 5 shows the current debt service rate along with the impact all of the proposed future borrowings will have on the tax rate. It remains flat around 78-cents per \$1,000 valuation through 2022, when all of the projects in the 5-year plan have been funded. The reason for the drop off in 2022 and future years is because the 5-year plan only schedules out proposed projects for the next 5 years.

Chart 6 shows the total outstanding debt at the end of each year for current debt through 2030, and shows the impact on year-end outstanding debt if all projects over the planning horizon 2016-2020 were to be approved. Although the outstanding balance trends downwards, it could be expected that in future years as we add more years to the capital improvements program that the outstanding debt at the end of the year would remain around \$50 million.

# **SECTION IV**

## **CAPITAL PROJECTS OUTLOOK**



#### IV. A. CAPITAL PROJECTS OUTLOOK

The capital projects outlook for the county is summarized as Table 1 in the "Charts and Tables" section of this book. This table presents comprehensive list of projects anticipated to be undertaken in the near future. Total expected project costs within the planning horizon for all project types are \$89,689,000. After applying outside funding of \$25,917,000, and internal funding of \$2,743,000, and adding debt issues costs (being financed) of \$325,000, the net borrowing needed is \$61,354,000 over the 5-year period. Projects are listed in Tables 1 & 2 by department within division. The tables contain the following information for each project:

##### Project Description:

A brief description for each project is included. Detailed project descriptions for those projects included in the 2016 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 2016 - 2020. 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 2015 and for portions of 2016 new projects. ***The information for 2017 - 2020 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 (fund balance) applied for each applicable year. **Each year the general fund unassigned fund balance will be reviewed to determine whether we can apply some towards projects to reduce bonding.**

#### B. DIVISIONAL ANALYSIS – ALL PROJECTS EXCEPT SOLID WASTE:

##### 1. DIVISION OF ADMINISTRATION:

The total known cost of capital projects for this division is \$13,353,000. There are no funding sources to cover these so they will all be funded through borrowing or general fund reserves. The projects in this division are as follows:

Asphalt Replacement Program: The total cost of this project over the planning horizon is \$1,121,000. This project is a continuation of a multiyear project to repair or replace damaged and deteriorated pavement (parking lots) at various locations. The Courthouse parking lot was completed in 2006. The parking lot at Dawes Street was rebuilt in 2011. Various other locations have been rated by the Highway Department and are outlined in Section II of this book. Paving projects have been prioritized in

order of their condition, from the worst to the best. Details of this project can be seen in Section II of this book.

Courthouse Boiler Replacement: This project is to replace the two existing steam boilers in the Courthouse. These boilers were installed in 1938 and have reached 74 years of age. The boilers are approximately 65% efficient and have been modified several times from using coal as the fuel. New boilers would get the efficiency up to 90+%. The existing boilers have basic controls. Replacement boilers would have more accurate digital controls. Annual repair costs are beginning to increase. Several of the components are obsolete requiring modern components to be retrofitted and modified to work with the boilers. Projected fuel savings are estimated at \$7500 per year. Engineering and design would take place during 2017 at a cost of \$10,000. The replacement is planned for 2017 and 2018 (with final payments to occur in 2019) at a cost of \$175,000 and will be incorporated into the courthouse department relocation project.

Computerized Maintenance Management Software: This project has a cost of \$150,000 and is to upgrade the computerized maintenance management software in use by the Facilities Department. It is planned for 2016. The software use has grown to include an inventory of repair parts, copies of technical information and the generation of work orders for repairs and preventive maintenance. This project would purchase and install software with user space for all Facilities staff to use at the same time. It would provide tablets so that each worker could get an electronic copy as soon as it was created and to update it with the work they do and their comments. More detail on the project can be viewed in Section II of this book.

Courthouse Window Replacement: This project is to replace the Courthouse windows. The windows are original 1938 vintage single pane windows. Interior storm windows have been added. The windows have deteriorated to the point that repairs may not be sufficient and the windows should be replaced. This project was approved in 2015 with \$10,000 being spent during that period. Total expected cost during 2016 and 2017 is \$1,190,000. More information on this project can be viewed in Section II of this book.

Courthouse Elevator Modernization: Total project cost is \$660,000 and is scheduled to start in 2017. This project is to upgrade the controls and functionality of the 3 elevators in the Courthouse. The two main passenger elevators are 1938 vintage controls and equipment. The controls are composed of parts and electronics that are no longer manufactured and are very difficult to obtain if at all. Due to this, the elevators are experiencing more frequent breakdowns that are impacting passengers and lasting longer. This project will upgrade the controls to modern digital controls and more energy efficient motor and transmissions. The project is scheduled for completion in 2018 with final payments occurring in early 2019.

Masonry Repair Program: This project works in conjunction with the Comprehensive Needs Study and all the other projects for each facility. If a facility is scheduled for major renovation, masonry repairs will become a part of the project to minimize disruption to the facility occupants and consolidate work done to a facility. If a facility is scheduled for disposal, only the basic maintenance of the masonry will be pursued, avoiding unnecessary costs. The project scheduled for 2016 is the Highway Shop. The expected cost is \$110,000. More detailed information about this project can be viewed in Section II of this book. Total costs over the 5 year horizon for this project total \$550,000.

Roof Replacement Program: This will continue during years 2016 and through 2020. Total projected cost during the planning horizon is \$2,682,000. The portion scheduled for 2016 has a cost of \$1,112,000 and is for roofs on the highway and Coughlin buildings. The purpose is to maintain and replace the roofs of various County facilities on a systematic basis to smooth out the cost over time. Each

roof will be surveyed on a regular basis to identify potential roof problems before they occur. Remedial action will be taken to prevent a roof failure and more costly repairs or total replacement. The goal of this program is to maximize the life of the roofs covering the facilities. More detail on this project can be found in Section II of this book.

Card Access System Upgrade: This project is to upgrade the card access system software and infrastructure in use by the County and managed by the Facilities Department. The software in use was originally purchased in the early 1990's and updated in 2000. It has not been upgraded after that. The system uses 1980 technology. The card readers have become obsolete and parts are no longer readily available. Projected cost of this project is \$150,000 and the plan is to do the project in 2016... More information about this project can be found in Section II of this book.

Department Relocation: This project is to reconfigure the Courthouse to accommodate moving the court related functions from the Safety Building into the Courthouse. It also includes remodeling of the County Administration Building at 112 Otter Avenue as some departments will be relocated here from the courthouse. Total cost of this project is estimated to be \$6,665,000. More information about this project can be viewed in Section II of this book.

All of the previous courthouse projects are inter-related and necessary to bring our court system up to date.

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

The total cost of capital projects for this division is projected to be \$11,178,000 with offsetting revenue of \$4,963,000 leaving the balance of \$6,215,000 for borrowing. The projects in this division are as follows:

Parking Lot Rehabilitation – Community Park: This project has a cost estimated to be \$764,000 and is scheduled for 2018. It will address the rehabilitation of nine (9) parking lots of various sizes set throughout the northern half of the Community Park. The lots would first be milled and subsequently raised approximately 1 - 2 inches through the addition of crushed gravel; elevating of parking lots will allow for improved drainage and elimination of issues created by standing water. A 2" type E-1.0 hot mix asphalt mat will be utilized to topcoat. Miscellaneous grading, culvert installation and ditching to be performed as necessary.

The parking lots were constructed between 1969 and 1970, none of the surfaces have had any restorative work performed on them except for sporadic sealcoating and patching. The pavement at each site is characterized by the widespread presence of both settling and swells as well as profuse amounts of longitudinal and transverse cracking.

Exposition Center Improvements: This project has three components and the estimated cost is \$489,000 and is scheduled for 2018-2019. It will address the complete replacement of the batt/roll insulation installed within the walls and on the ceilings of the expo building. The project will require removal of wall and ceiling panels from both the south and west wings followed by extraction of existing insulation materials throughout the structure. All affected areas will subsequently receive a sprayed-on foam insulation coating.

Grandstand and covered arena improvements - Although the metal panels on both the grandstand and covered arena roofs are held on by thousands of rivet style fasteners, several surfaces areas atop these structures are experiencing ejection of a multitude of rivets. A copious amount of hand

tool labor will be required to re-insert fasteners into these surfaces in order to ensure that the metal panels are fully secured.

Exposition center improvements - In following with past practice, the expo building will once again receive "light" restorative work over the entire roof deck surface. Said restorative work will include the following: 1. Re-securing of loose metal panel seams combined with the application of seam sealants; and, 2. Top coating of key sections of the roof surface with a rolled-on liquid rubber membrane.

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

Steam Boiler Conversion: This project is to convert a problematic operating steam boiler system to an integrated component hot water system. The cost is projected to be \$275,000 and will be done during 2016. The current steam boiler is expensive to supply and maintain. The chemicals required for operation are expensive and are corrosive to the boiler and pipe distribution system. Leaks in the system have become more numerous in recent years and have damaged other building components (ceiling tile, floor tile, walls) leading to additional repair costs. More information on the project can be viewed in Section II of this book.

Reconstruction of South Parking Lot: Total estimated cost of this project is \$194,000 and is scheduled for 2018-2020. Constructed in 1990 over poor soil conditions with poor drainage, the parking lot has deteriorated over time to a point where annual maintenance is putting patches on patches. Surface conditions are deteriorating beyond remediation. A single project to reconstruct the 82,000 square foot parking lot will result in a lot that drains well and will require fewer dollars for repair and maintenance over the long term.

Expand Food Service and Union Facilities: This project is scheduled to start in 2018 with funding for design. Construction would start during 2019 and continue into 2020. Total estimated cost of the project is \$5,667,000. It involves renovation of the food preparation/storage, kitchen and service area originally constructed in 1959. Additional space would be added to the union/student development areas.

Existing facilities for food storage, preparation and service have had little improvement since original construction in 1959. Areas are too small to serve the numbers of students and other customers on a daily basis. Existing utilities limit the quality and type of food service equipment to adequately serve campus needs. Additional area is to be added to the existing activity space constructed in 1989 in order to better serve and encourage student participation in organized academic and entertainment interests.

The current food service preparation and service area was built in 1960 and are inadequate to serve campus enrollment and needs 50-plus years later.

Enlarge Music Classroom: This project is scheduled to start with design work in 2019. Construction would start in 2020 and be completed in years beyond the planning horizon covered by this document. Total project cost is roughly \$1,679,000. This project will enlarge the size of the music rehearsal space to provide sufficient room for performers and improve acoustic conditions in the space. Additional floor space and increased ceiling height are needed to address problems present in the current rehearsal/classroom space.

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

Enlarge Student Affairs Service Space: The total cost of this project is \$2,591,000. Planning would take place in 2019-2020. Construction would occur during 2020 and continue beyond the planning horizon covered by this book. The project would involve the construction of an additional (approximately 5,000 square feet) to accommodate growth in enrollment, services and staff.

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

Astronomical Observation Facility: Total project cost is \$155,000. Planning and design would take place during 2017-18 at a cost of roughly \$12,000. The construction cost is roughly \$143,000 and would occur during 2019.

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

Medical Science and Anthropology Lab: The total cost for this project is estimated at \$2,710,000. Planning and design would start in 2018. Project construction would be completed during 2020. This project is to construct a medical sciences and anthropology laboratory to be used by students intending to major in nursing and other health-care professions, and fields of anthropology. The facility will be constructed to serve students enrolled in life sciences along with anthropology and art courses. University funds will be used to equip and staff the facility.

Child Care Center Addition: Cost of this project is \$598,000. Planning and design is expected to start in 2017 with project completion projected to occur during 2019. Current facilities are inadequate which limits the ability of staff to serve parents and provide the best environment for child learning and growth. Providing a high quality educational environment is a key objective at the university, including the child care program for toddlers and preschoolers.

### **3. DIVISION OF HUMAN SERVICES:**

The total cost of capital projects for this division is projected to be \$3,934,000. There are no revenue offsets.

#### Human Services Department Projects:

Neenah HS boiler replacement: The project is estimated to have a cost of \$160,000 with design work in 2019 and project work to be done in 2020. This project is to replace the two existing hot water boilers in the Neenah Human Services Building. These boilers were installed in 1994 and have reached 21 years of age. The interior firebox structure is deteriorating and will eventually need to be replaced. The boilers are approximately 75% efficient. New boilers would get the efficiency up to 90+%. . Annual repair costs are beginning to increase. Several of the components are obsolete requiring modern components to be retrofitted and modified to work with the boilers. Projected fuel savings are estimated at \$7500 per year.

Human Service Lobby Area Safety Glass: This project will cost roughly \$498,000 and is scheduled to be done during 2016. This project is to replace the existing tempered glass partitions in the reception areas of the Neenah and Oshkosh Human Services Buildings. Recent incidents have shown that government buildings, staff and the public are at risk of attack from individuals with violent intent against them or the County. Replacement glass would be resistant to assault caliber weapons. Additionally the walls would be reinforced to support the weight of the glass and frames. The walls themselves would also be reinforced to stop penetrations. More information on the project can be viewed in Section II of this book.

Mental Health Crises Service Center & Community Based Residential Facility: This project is expected to start in 2016 and be completed during 2018 at a cost of \$2,995,000. The project is to construct a combined sixteen (16) bed Behavioral Health Adult Residential Facility which will allow for an 8-bed Emergency Crisis Services that provides an alternative to very costly Inpatient Specialty Hospital setting and an 8-bed Adult Transitional Residential Living section. The Human Services Department currently operates these two programs which are staffed by County employees. Currently both programs operate within the City of Oshkosh in two separate geographical locations. This new proposal is to combine the two separate facilities into a single facility. More information on this project can be viewed in Section II of this book.

Park View Health Center – Garage and Storage Building: Expected cost of this project is \$281,000 and will start during 2017 with completion in 2018. This project is to provide a garage for the County vehicles assigned to Park View and to accommodate the materials stored in the old Laundry Building. The old Park View campus had a garage available to park the vehicles in. The new Park View Project did not provide for the garage. Additionally storage space was reduced. Currently the vehicles are parked in the weather (accelerating the vehicle deterioration and increasing maintenance costs) and excess materials are stored in the old Laundry Building. The plan was to use the old Boiler House as the garage and for storage, but structural problems were discovered that make repairs economically unfeasible. This project then would raze both old buildings and construct a new metal building for vehicles and material storage.

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

The total known cost of capital projects for this division is \$ 135,000. There are no outside funding sources available. There is only one project planned during the planning horizon.

Jail Lobby Window Replacement: The original design provided for a storefront window system. This system is within the wind loading parameters for the size of the window area, albeit at the upper most limits. When the wind is in the right direction and at the right speed, it causes the windows to flex and create gaps in the weather seals of the window panes. Total project cost is roughly \$135,000, most of which will be done in 2017. More information about this project can be viewed in Section II of this book.

#### **5. DIVISION OF TRANSPORTATION:**

The total known net County cost of capital projects for this division is \$58,869,000. After deducting revenue offsets of \$21,104,000, the total needed borrowing will be \$37,765,000. The projects in this division consist of road and airport projects and are as follows:

Wittman Airport Administration Building (Terminal Replacement): The project estimated cost is \$6,501,000. Engineering and design work is to be done during 2016. Construction would start in late 2016 and be completed during 2017. This project is to replace the current terminal / administration building with the construction of a new administration building, with inclusion of FBO offices and rental car facilities. More information can be viewed about this project in Section II of this book.

Wittman Airport Snow Removal Equipment: Two snow removal vehicles are scheduled, one each for 2016 and 2019. One carries an estimated cost of \$650,000 and the other is \$700,000. All vehicles are 6x6 plow trucks with various plows and components (sanding unit, anti-ice/de-ice fluid tank, etc.). There is the potential for trade-in value for existing equipment, or it will be sold through public auction. More information on this project can be viewed in Section II of this book.

Aviation Business Park Taxiway: This project is to add an extension from Taxiway A eastward onto the proposed aviation business park and ramp area. With the land acquired for the aviation business park, a taxiway extension into the park and potential ramp area will help market the land to future tenants. The taxiway extension into the business park is necessary for potential large aircraft operators to access the airport. The extension between Taxiways A5 and A6 is necessary to meet current FAA design standards for safety. The ramp construction will be negotiated with the first tenant (identified) and may possibly be funded by the tenant. This project may also be incorporated into the reconstruction of Taxiway A, if FAA funding is available within this time period.

The project is expected to start during 2016 with completion in 2017 at a total cost of roughly \$421,000. More detail on this project can be viewed in Section II of this book.

East General Aviation Hangar Area Development: This project consists of redeveloping the east general aviation hangar and business area to better accommodate new hangar construction and business development. The project may include hangar relocation, hangar construction, and utility additions/extensions. The estimated cost of this project is \$800,000 and it is scheduled for 2017. State and Federal funding will cover \$640,000 of this cost.

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

Airport Hanger Construction: This project will cost \$825,000 with design work planned for 2016 and construction starting in 2016 with completion in 2017. The airport is missing the potential for additional hangar rental revenue since current occupancy is 100% for this type/size hangar, and few, if any, private hangars are being constructed. Additionally, we have a waiting list for these types of hangars--at least 5 are on the waiting list and are ready to sign commitment letters. Annual revenue for the four 50' x 50' hangars would be \$48,000 at a minimum. State and Federal funding is not available for hangar construction until pavement repair projects are substantially completed.

Reconstruct and Widen Taxiway A: The projected cost of this project is \$11,750,000, with \$11,164,000 covered by Federal and State funding. This leaves \$587,000 to be covered by Winnebago County. It is scheduled to start in 2018 and be completed during 2020.

This project coincides with WI DOT Bureau of Aeronautics long-range plans for project funding requests. This funding is not guaranteed, so the project may be moved to future years. The request also coincides with the WI DOT Bureau of Aeronautics (BOA) Pavement Management report from 2012 which identified Taxiway A pavements as needing major rehabilitation. The taxiway widening is consistent with FAA design standards for minimum VFR runway width; this portion is converted for use as a runway during EAA Air Venture.

Major portions of Taxiway A were the original north-south runway for the airport in the 1950s, and have only received maintenance as needed, with some concrete panels being replaced in the late 2000s. The widening of the southern portion of the taxiway will enhance safe aircraft operations during EAA Air

Venture. If the project is not undertaken during the time period, it will be shifted to a later time period. Additional repairs and preventative maintenance will then be accomplished until then.

Taxiway B Reconstruction: Relocate and reconstruct a portion of Taxiway B, including lighting and extend taxiway to the end of the runway and remove current connecting taxiway. Total cost of this portion of the taxiway B reconstruction is \$5,308,000. After state and federal and City of Oshkosh funding offsets, the County's portion is \$177,000. The project is scheduled for 2016. More information about this project can be viewed in Section II of this book.

Several County Road and Bridge Projects are included during the planning horizon including projects to re-pave roads, re-construct bridges and projects which involve design and complete road reconstruction and replace some traffic lights. Total costs of projects during the planning horizon are \$33,553,000 with offsetting funding of \$5,810,000. The remainder will be borrowed over the five year period. The projects are listed in **Table 1** of this book. Many of these roads have severely cracked or deteriorated segments and require reconstruction. Repaving many of the roads now will eliminate the future need for reconstruction when deterioration is so severe that they must be totally reconstructed at a much higher cost. This category also includes culverts. More detail on road projects scheduled for funding in 2016 can be viewed in Section II of this book.

## **6. DIVISION OF PLANNING AND ENVIRONMENT:**

Capital projects for this division total \$ 2,220,000. 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:

### **Project for 2016:**

Recycling Compactor & Installation: Total cost of \$250,000. This project is for the installation of a compactor in the transfer station for recyclable materials. It is used for loading recyclable materials into semi trailers for shipment to the Outagamie County Recycling Facility as part of the Tri-County Regional Agreement. The compactor will greatly increase recycling load densities and reduce overall hauling costs.

MSW Compactor & Installation: Total cost of \$350,000. The project is for the installation of a compactor in the transfer station for municipal solid waste (MSW) materials. It is used for loading MSW materials into semi trailers for shipment to the Outagamie County and Brown County Landfills as part of the Tri-County Regional Agreement. Compactor will greatly increase MSW load densities and reduce overall hauling costs.

SCADA System Upgrade: Total project cost is \$100,000. It consists of an upgrade to the existing Supervisory Control and Data Acquisition (SCADA) system, used in conjunction with the landfill gas collection and utilization systems. It is used for monitoring and data collection for landfill gas being utilized in the (5) engine/generators and (2) flares at the Snell Road and Sunnyview Landfills. "Real time" data collection (every 15 minutes) is a requirement for WDNR/EPA air permit compliance and annual reporting. The existing SCADA system needs to be expanded/upgraded to meet the current requirements for our (5) engine/generator and (2) flare system configuration. It will improve operation/monitoring efficiency and data collection reliability, simplifying WDNR/EPA air permit annual reporting.

Boiler System Replacement: Total cost of this project is \$110,000. It is for a replacement Boiler System that provides heat for the landfill office and shop. The current boiler system is approximately 15 yrs. old, and is not reliable and needs immediate replacement.

Landfill Convenience Area Paving: Total cost of this project is \$150,000. It is asphalt paving for traffic areas around the convenience (small vehicle) and brush/yard waste drop-off sites. The current convenience drop-off area is not totally paved or pavement is in poor condition. The brush/yard waste drop-off area is in need of being paved for better access to this area by our users.

### **Project for 2017 – 20:**

Transfer Station Office Renovations: The projected cost of this project is \$150,000. This project is scheduled for 2017. Renovation of the existing landfill and transfer station office facilities will result in improved space utilization and employee efficiency. Currently, employee offices exist in three aging facilities and these renovations will allow consolidation of employee locations and improve efficiency of operations.

Transfer Station Scale Replacement: Total projected project cost is \$150,000 and is scheduled for 2017. This will replace the existing 70'x10' Duraline Model MT70603x10 truck scale at the Transfer Station. This scale is used as a back-up system to weigh/process trucks hauling solid waste and recyclable materials into and out of our facilities. The scale is inspected/calibrated twice per year, and failed the inspection performed in October 2015. In order to continue meeting calibration requirements, replacement will be necessary in 2017.

Front End Loader Replacements: There are two scheduled purchases; the first is for 2017, with a cost of \$230,000. The second is scheduled for 2018, also at a cost of \$230,000. The purpose is to replace existing Volvo L90F front end loaders for use at the Sunnyview Landfill/Transfer Station and for snow plowing. They serve as loaders for the Solid Waste/Recycling Transfer Station operations, loading semi transfer trailers with waste and recyclable materials. They are also equipped with a special grapple buckets and scales. The current loaders have high hours of usage and will reach the end of their useful lives, one in 2017 and one in 2018. They also act as backups for each other in case one goes down for repairs or general maintenance.

Engine Generator Rebuilds #1 and 2: There are two scheduled for rebuilds; the first is scheduled for 2018 in the amount of \$250,000. The second is scheduled for 2019 at a cost of \$250,000. They are used for electric power generation from landfill gas. The economic useful lives will be reached as the engine/generators reaches 60,000 hours. The rebuilds will allow another 60,000 hours of power generation capability.

## **SECTION V**

**PROJECTS NOT INCLUDED IN THE 5-YEAR**

**PLANNING HORIZON**

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

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



# **SECTION VI**

## **TABLES & CHARTS**

**Table 1**  
**2016- 2020 EXECUTIVE CAPITAL IMPROVEMENTS PROGRAM**  
All (including Solid Waste)

Updated ----> 1/19/16

Division	Dept	PROJECT DESCRIPTION	2016	2017	2018	2019	2020	TOTAL (excluding prior yrs)	Outside Planning Horizon
Adm	General	Asphalt replacement program	168,000	231,000	298,000	228,000	196,000	1,121,000	
Adm	General	Courthouse boiler replacement		10,000	120,000	55,000		185,000	
Adm	General	Computerized maintenance mgnt software	150,000					150,000	
Adm	General	Courthouse window replacement	733,000	457,000				1,190,000	
Adm	General	Courthouse elevator modernization		60,000	450,000	150,000		660,000	
Adm	General	Masonry repair program	110,000	110,000	110,000	110,000	110,000	550,000	
Adm	General	Roof replacement program	1,112,000	199,000	181,000	146,000	1,044,000	2,682,000	
Adm	General	Card access system upgrade	150,000					150,000	
Adm	General	Department relocation project	4,229,000	2,436,000				6,665,000	
<b>Administration Total</b>			<b>6,652,000</b>	<b>3,503,000</b>	<b>1,159,000</b>	<b>689,000</b>	<b>1,350,000</b>	<b>13,353,000</b>	<b>-</b>
Ed / Rec	Parks	Parking lot rehabilitation			764,000			764,000	
Ed / Rec	Parks	Expo Center improvements			15,000	474,000		489,000	
Ed / Rec	UW Fox	Steam boiler conversion	275,000					275,000	
Ed / Rec	UW Fox	Reconstruct South Parking Lot			1,000	14,000	179,000	194,000	
Ed / Rec	UW Fox	Food service and union facilities			42,000	403,000	5,222,000	5,667,000	
Ed / Rec	UW Fox	Enlarge music classroom				12,000	111,000	123,000	1,556,000
Ed / Rec	UW Fox	Enlarge student affairs service space				19,000	184,000	203,000	2,388,000

Division	Dept	PROJECT DESCRIPTION	2016	2017	2018	2019	2020	TOTAL (excluding prior yrs)	Outside Planning Horizon
Ed / Rec	UW Fox	Astronomical Observation Facility		1,000	11,000	143,000		155,000	
Ed / Rec	UW Fox	Medical science and anthropology lab			20,000	193,000	2,497,000	2,710,000	
Ed / Rec	UW Fox	Child Care Center Addition		4,000	43,000	551,000		598,000	
Ed / Rec	UW Fox	Outagamie County funding - all UW Fox projects	(138,000)	(2,000)	(59,000)	(668,000)	(4,096,000)	(4,963,000)	(1,972,000)
<b>Education &amp; Recreation Total</b>			<b>137,000</b>	<b>3,000</b>	<b>837,000</b>	<b>1,141,000</b>	<b>4,097,000</b>	<b>6,215,000</b>	<b>1,972,000</b>
HS	Human Srvc	Boiler replacement - Neenah bldg				10,000	150,000	160,000	
HS	Human Srvc	Human Services lobby areas security windows	498,000					498,000	
HS	Human Srvc	Mental Health Crisis Service Center and Community Based Residential Facility	250,000	1,373,000	1,372,000			2,995,000	
HS	Park View	Garage & storage building		26,000	255,000			281,000	
<b>Human Services Total</b>			<b>748,000</b>	<b>1,399,000</b>	<b>1,627,000</b>	<b>10,000</b>	<b>150,000</b>	<b>3,934,000</b>	<b>-</b>
Publ Safety	Sheriff	Jail lobby window replacement	10,000	125,000				135,000	
<b>Public Safety Total</b>			<b>10,000</b>	<b>125,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>135,000</b>	<b>-</b>
Trans	Airport	Administration / terminal building	390,000	6,111,000				6,501,000	
Trans	Airport	Snow removal equipment	650,000			700,000		1,350,000	
Trans	Airport	Aviation business park taxiway	50,000	371,000				421,000	
Trans	Airport	East general aviation area hanger development		800,000				800,000	
Trans	Airport	Funding offset		(640,000)				(640,000)	
Trans	Airport	Airport hanger construction	75,000	750,000				825,000	

Division	Dept	PROJECT DESCRIPTION	2016	2017	2018	2019	2020	TOTAL (excluding prior yrs)	Outside Planning Horizon
Trans	Airport	Taxiway A reconstruction			901,000	5,425,000	5,425,000	11,751,000	
Trans	Airport	Funding offset			(856,000)	(5,154,000)	(5,154,000)	(11,164,000)	
Trans	Airport	Taxiway B reconstruction	5,308,000					5,308,000	
Trans	Airport	Funding offset	(5,130,000)					(5,130,000)	
Trans	Highway	Butler Avenue		150,000	1,000,000	500,000		1,650,000	
Trans	Highway	CTH A from GG to Neenah		50,000	250,000	2,500,000		2,800,000	
Trans	Highway	CTH FF & Zoar Rd intersection		25,000	300,000			325,000	
Trans	Highway	CTH FF Bridge reconstruction - Fisk		75,000	465,000			540,000	
Trans	Highway	CTH G from T to STH 45			1,000,000			1,000,000	
Trans	Highway	CTH G from A to Woodenshoe Rd			500,000	3,850,000		4,350,000	
Trans	Highway	CTH I Box culvert - Waukau Ave		75,000	500,000			575,000	
Trans	Highway	CTH K from Claireville rd to Waukau			1,500,000			1,500,000	
Trans	Highway	CTH N from STH 26 to FF			1,750,000			1,750,000	
Trans	Highway	CTH T reconstruction		700,000	100,000	5,000,000		5,800,000	
Trans	Highway	Funding offset		(600,000)				(600,000)	
Trans	Highway	CTH Y From STH 76 to Interstate 41				250,000	2,050,000	2,300,000	

Division	Dept	PROJECT DESCRIPTION	2016	2017	2018	2019	2020	TOTAL (excluding prior yrs)	Outside Planning Horizon
Trans	Highway	CTH GG from T to CTH A		1,200,000				1,200,000	
Trans	Highway	Funding offset		(260,000)				(260,000)	
Trans	Highway	West side arterial roadway						-	14,000,000
Trans	Highway	CTH A Indianpoint Rd to GG	50,000	200,000	3,500,000			3,750,000	
Trans	Highway	Funding offset	(40,000)	(150,000)	(2,800,000)			(2,990,000)	
Trans	Highway	CTH CB & Oakridge intersection improvements	280,000					280,000	
Trans	Highway	Funding offset	(250,000)					(250,000)	
Trans	Highway	CTH G from CTH T to Woodenshoe Rd	800,000					800,000	
Trans	Highway	CTH G bridge reconstruction	563,000					563,000	
Trans	Highway	Funding offset	(410,000)					(410,000)	
Trans	Highway	CTH I from 35th St to Ripple Rd	10,000			1,400,000		1,410,000	
Trans	Highway	Funding offset				(1,000,000)		(1,000,000)	
Trans	Highway	CTH II from STH 76 to Irish Rd	400,000					400,000	
Trans	Highway	CTH M from USH 10 to NCLM&P	700,000					700,000	
Trans	Highway	Funding offset	(150,000)					(150,000)	
Trans	Highway	CTH N culvert-bridge	10,000	400,000				410,000	
Trans	Highway	CTH GG from CTH T to Hwy 45	900,000					900,000	

Division	Dept	PROJECT DESCRIPTION	2016	2017	2018	2019	2020	TOTAL (excluding prior yrs)	Outside Planning Horizon
Trans	Highway	Funding offset	(150,000)					(150,000)	
Trans	Highway	Traffic signal replacements	300,000					300,000	
Trans	Highway	Waukau Ave from Poberezny Rd to airport	250,000					250,000	
<b>Transportation Total</b>			<b>4,606,000</b>	<b>9,257,000</b>	<b>8,110,000</b>	<b>13,471,000</b>	<b>2,321,000</b>	<b>37,765,000</b>	<b>14,000,000</b>
Planning / Environ	Solid Waste	Recycling Compactor Installation	250,000					250,000	
Planning / Environ	Solid Waste	MSW Compactor Installation	350,000					350,000	
Planning / Environ	Solid Waste	SCADA System Upgrade	100,000					100,000	
Planning / Environ	Solid Waste	Replacement Boiler System	110,000					110,000	
Planning / Environ	Solid Waste	Landfill Convenience Area Paving	150,000					150,000	
Planning / Environ	Solid Waste	Landfill/Transfer Station Office Renovations		150,000				150,000	
Planning / Environ	Solid Waste	Transfer Station Scale Replacement		150,000				150,000	
Planning / Environ	Solid Waste	Front End Loader Replacement		230,000				230,000	
Planning / Environ	Solid Waste	Front End Loader Replacement			230,000			230,000	
Planning / Environ	Solid Waste	Engine Generator #1 Rebuild			250,000			250,000	
Planning / Environ	Solid Waste	Engine Generator #2 Rebuild				250,000		250,000	
Planning / Environ	Solid Waste	Solid Waste Fund Bal applied	(960,000)	(530,000)	(480,000)	(250,000)		(2,220,000)	
<b>Planning / Environment Total</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Grand Total</b>			<b>12,153,000</b>	<b>14,287,000</b>	<b>11,733,000</b>	<b>15,311,000</b>	<b>7,918,000</b>	<b>61,402,000</b>	<b>15,972,000</b>

<b>Division</b>	<b>Dept</b>	<b>PROJECT DESCRIPTION</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>TOTAL (excluding prior yrs)</b>	<b>Outside Planning Horizon</b>
		Debt issue costs	65,000	65,000	65,000	65,000	65,000	325,000	
		Totals	12,218,000	14,352,000	11,798,000	15,376,000	7,983,000	61,727,000	15,972,000
		Fund balance applied	(373,000)						
		Defer borrowing	(1,880,000)	1,880,000	(1,850,000)	1,850,000			
		<b>Net borrowing by year</b>	<b>9,965,000</b>	<b>16,232,000</b>	<b>9,948,000</b>	<b>17,226,000</b>	<b>7,983,000</b>	<b>61,727,000</b>	

**Table 2**  
**WINNEBAGO COUNTY**  
**OUTSTANDING INDEBTEDNESS - ALL**

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

<b>Notes:</b>	<b>ISSUE DATE</b>	<b>MATURITY DATE</b>	<b>NET EFFECTIVE INTEREST RATE</b>	<b>OUTSTANDING 12/31/15</b>	<b>2016 PRINCIPAL PAID</b>	<b>2016 NEW DEBT</b>	<b>12/31/16 OUTSTANDING DEBT (Projected)</b>
Taxable Gen Obligation (Build America Bonds) Series 2009B	11/10/09	04/01/2019	2.9900%	1,657,000	397,000		1,260,000
General Obligation Notes Series 2010B	11/19/10	04/01/2020	3.7100%	7,145,000	1,365,000		5,780,000
State of Wisconsin Trust Fund Loan Series 2010C	11/22/10	03/15/2025	5.2500%	841,000	66,000		775,000
State of Wisconsin Trust Fund Loan Series 2010D	12/15/10	03/15/2020	5.0000%	77,000	14,000		63,000
General Obligation Notes Series 2011A	11/08/11	04/01/2021	2.6800%	2,353,000	373,000		1,980,000
General Obligation Notes Series 2012A Refunding	03/15/12	04/01/2020	1.6100%	3,005,000	651,000		2,354,000
General Obligation Notes Series 2012B Refunding	03/15/12	04/01/2016	0.7100%	2,585,000	2,585,000		-
General Obligation Notes Series 2012C	11/06/12	04/01/2022	2.7600%	9,835,000	1,310,000		8,525,000
General Obligation Notes Series 2014A	11/08/14	04/01/2024	2.6200%	3,780,000	375,000		3,405,000
General Obligation Notes Series 2015A	11/10/15	04/01/2025	2.7000%	4,150,000	300,000		3,850,000
<b>NEW ISSUES - 2016:</b>							
General Obligation Notes Series 2016A	Nov 2016	04/01/2026	Unknown			9,965,000	9,965,000
			<b>GRAND TOTALS</b>	<b>\$ 35,428,000</b>	<b>\$ 7,436,000</b>	<b>\$ 9,965,000</b>	<b>\$ 37,957,000</b>

### Table 3

#### Levy Funded Debt

#### Descriptions of Issues

Issue	Description
2009B Build America Bonds	This borrowing is for air conditioning the equipment room in the jail, various county road resurfacing projects, engineering costs for a satellite Highway facility in Winchester and HVAC and door replacement at the County Expo Center.
2010 B	This financing is for various projects including; demolition of old nursing home facilities, parking lot resurfacing, Info Sys Hub relocation, central dictation system, purchase and remodeling of the B'Gosh properties in downtown Oshkosh, new financial software, Fairview tower fiber installation, various road resurfacing projects, Expo Center air conditioning and UW Fox Valley parking lot resurfacing.
2010 C	This was a State Trust Fund loan we took out and "passed through" to the Winnebago County Housing Authority for remodeling of some low income housing units. They will be reimbursing us each year the amount that is due on this loan.
2010 D	This was a State Trust Fund loan we took out and "passed through" to the East Central Wisconsin Regional Planning Commission. They used these funds to refinance their past service pension liability. Each year they will be reimbursing us as we pay the principal and interest on this loan.
2011 A	This borrowing is for various projects including; Utility extension & infrastructure - NW Hanger development at our airport, computer aided dispatch and mobile data computer replacement, UW Fox Valley engineering building renovations, various road reconstruction and resurfacing projects, Sheriff Department radio system upgrade / replacement, airport runway resurfacing and land acquisition.
2012 A	This bond issue refunded our Series 2003 B and Series 2004 B. Both of these issues are described above.
2012 B	This bond issue refunded our Series 2003 D, 2005 B and Series 2006 A. All of these issues are described above.
2012 C	This bond issue will finance the following projects: facility tuck pointing, remainder of the financial software replacement, courthouse window replacement, demolition of old buildings, Sheriff radio system project, jail chiller upgrade, public safety answering point consolidation, various road resurface and reconstructions projects, tennis court rehabilitation project, UW Fox Valley engineering building remodeling, Airport runway broom and Park View storage and therapy addition.
2014 A	This bond issue will finance the following projects: parks road/lighting project, various facilities asphalt replacement, various road resurface and reconstructions projects.
2015 A	This bond issue will finance the following projects: road resurface and reconstruction, E911 hardware, and courthouse window replacement.

## Levy Funded Debt

### Descriptions of Issues

Issue	Description
2016 A	This bond issue will finance the following projects: parking lot resurfacing, software, building improvements, roof replacements, department relocation various departments, steam boiler, safety (bullet proof) glass at various locations, windows at County Jail, airport terminal / administration building, snow removal equipment, airport hangers, airport taxiway and hanger construction and road and bridge projects.

**Table 3 Continued**  
**Principal Payment Schedule - Levy Funded Debt**  
(In Thousands)

Year	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	2016 A	Total
2016	395	1,365	66	14	345	593	2,585	1,310	375	300	-	7,348
2017	403	1,395	70	15	341	633	-	1,335	385	385	2,650	7,612
2018	418	1,425	73	15	355	679	-	1,365	400	395	740	5,865
2019	433	1,460	77	16	364	728	-	1,400	410	405	755	6,048
2020	-	1,500	81	17	378	105	-	1,435	425	415	770	5,126
2021	-	-	85	-	387	-	-	1,475	435	425	790	3,597
2022	-	-	90	-	-	-	-	1,515	440	440	810	3,295
2023	-	-	95	-	-	-	-	-	450	450	830	1,825
2024	-	-	99	-	-	-	-	-	460	460	850	1,869
2025	-	-	105	-	-	-	-	-	-	475	875	1,455
2026	-	-	-	-	-	-	-	-	-	-	895	895
<b>Totals</b>	<b>1,649</b>	<b>7,145</b>	<b>841</b>	<b>77</b>	<b>2,170</b>	<b>2,738</b>	<b>2,585</b>	<b>9,835</b>	<b>3,780</b>	<b>4,150</b>	<b>9,965</b>	<b>44,935</b>

**Table 4**  
**Interest Payment Schedule - Levy Funded Debt**  
(In Thousands)

Year	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	2016 A	Total
2016	39	118	44	4	47	40	39	184	79	90	-	684
2017	29	98	41	3	40	32	-	157	71	93	183	747
2018	18	76	37	2	33	23	-	130	63	83	168	633
2019	6	48	33	2	24	10	-	103	55	73	153	507
2020	-	17	29	1	15	1	-	74	47	63	136	383
2021	-	-	25	-	5	-	-	45	38	52	117	282
2022	-	-	20	-	-	-	-	15	28	42	96	201
2023	-	-	16	-	-	-	-	-	17	30	76	139
2024	-	-	11	-	-	-	-	-	6	19	55	91
2025	-	-	5	-	-	-	-	-	-	6	33	44
2026	-	-	-	-	-	-	-	-	-	-	11	11
<b>Totals</b>	<b>92</b>	<b>357</b>	<b>261</b>	<b>12</b>	<b>164</b>	<b>106</b>	<b>39</b>	<b>708</b>	<b>404</b>	<b>551</b>	<b>1,028</b>	<b>3,722</b>

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

Year	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014 A	2015 A	2016 A	Total
2016	434	1,483	110	18	392	633	2,624	1,494	454	390	-	8,032
2017	432	1,493	111	18	381	665	-	1,492	456	478	2,833	8,359
2018	436	1,501	110	17	388	702	-	1,495	463	478	908	6,498
2019	439	1,508	110	18	388	738	-	1,503	465	478	908	6,555
2020		1,517	110	18	393	106	-	1,509	472	478	906	5,509
2021		-	110	-	392	-	-	1,520	473	477	907	3,879
2022		-	110	-	-	-	-	1,530	468	482	906	3,496
2023		-	111	-	-	-	-	-	467	480	906	1,964
2024		-	110	-	-	-	-	-	466	479	905	1,960
2025		-	110	-	-	-	-	-	-	481	908	1,499
2026		-	-	-	-	-	-	-	-	-	906	906
<b>Totals</b>	<b>1,741</b>	<b>7,502</b>	<b>1,102</b>	<b>89</b>	<b>2,334</b>	<b>2,844</b>	<b>2,624</b>	<b>10,543</b>	<b>4,184</b>	<b>4,701</b>	<b>10,993</b>	<b>48,657</b>

**Table 6**  
**Non Levy Funded Debt**  
**Descriptions of Issues**

<b>Issue</b>	<b>Description</b>
2009B Build America Bonds	This borrowing is for engineering costs for a satellite Highway facility in Winchester.
2011 A	This borrowing is for the construction of a Highway Satellite shop in Winchester.
2012 A	This bond issue refunded our Series 2003 B and Series 2004 B. Both issues were for refunding of the pension liability.

**Table 6 Continued**  
**Principal Payment Schedule - Non Levy Funded Debt**  
**(In Thousands)**

<b>Year</b>	<b>2009 B</b>	<b>2011A</b>	<b>2012A</b>	<b>Total</b>
2016	2	28	58	88
2017	2	29	62	93
2018	2	30	66	98
2019	2	31	71	104
2020	-	32	10	42
2021	-	33	-	33
<b>Totals</b>	<b>8</b>	<b>183</b>	<b>267</b>	<b>458</b>

**Table 7**  
**Interest Payment Schedule - Non Levy Funded Debt**  
**(In Thousands)**

<b>Year</b>	<b>2009 B</b>	<b>2011A</b>	<b>2012A</b>	<b>Total</b>
2016	-	4	4	8
2017	-	3	3	6
2018	-	3	3	6
2019	-	2	1	3
2020	-	1	-	1
2021	-	-	-	-
<b>Totals</b>	-	13	11	24

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

<b>Year</b>	<b>2009 B</b>	<b>2011A</b>	<b>2012A</b>	<b>Total</b>
2016	2	32	62	96
2017	2	32	65	99
2018	2	33	69	104
2019	2	33	72	107
2020	-	33	10	43
2021	-	33	-	33
<b>Totals</b>	<b>8</b>	<b>196</b>	<b>278</b>	<b>482</b>

**Table 9**  
**Principal Payment Schedule - All Debt**  
(In Thousands)

Year	2009 B	2010 B	2010 C	2010 D	2011A	2012 A	2012 B	2012 C	2014A	2015 A	2016 A	Total	
2016	397	1,365	66	14	373	651	2,585	1,310	375	300	-	7,436	
2017	405	1,395	70	15	370	695	-	1,335	385	385	2,650	7,705	
2018	420	1,425	73	15	385	745	-	1,365	400	395	740	5,963	
2019	435	1,460	77	16	395	799	-	1,400	410	405	755	6,152	
2020	-	1,500	81	17	410	115	-	1,435	425	415	770	5,168	
2021	-	-	85	-	420	-	-	1,475	435	425	790	3,630	
2022	-	-	90	-	-	-	-	1,515	440	440	810	3,295	
2023	-	-	95	-	-	-	-	-	450	450	830	1,825	
2024	-	-	99	-	-	-	-	-	460	460	850	1,869	
2025	-	-	105	-	-	-	-	-	-	475	875	1,455	
2026	-	-	-	-	-	-	-	-	-	-	895	895	
<b>Totals</b>	<b>1,657</b>	<b>7,145</b>	<b>841</b>	<b>77</b>	<b>2,353</b>	<b>3,005</b>	<b>2,585</b>	<b>9,835</b>	<b>3,780</b>	<b>4,150</b>	<b>9,965</b>	<b>45,393</b>	
												Less 2016 principal retirement	<u>(7,436)</u>
												Net outstanding projected 12/31/16	<u><u>37,957</u></u>

**Table 10**  
**Interest Payment Schedule - All Debt**  
(In Thousands)

<b>Year</b>	<b>2009 B</b>	<b>2010 B</b>	<b>2010 C</b>	<b>2010 D</b>	<b>2011A</b>	<b>2012 A</b>	<b>2012 B</b>	<b>2012 C</b>	<b>2014A</b>	<b>2015 A</b>	<b>2016 A</b>	<b>Total</b>
2016	39	118	44	4	47	44	39	184	79	90	-	688
2017	29	98	41	3	40	35	-	157	71	93	183	750
2018	18	76	37	2	33	26	-	130	63	83	168	636
2019	6	48	33	2	24	12	-	103	55	73	153	509
2020	-	17	29	1	15	2	-	74	47	63	136	384
2021	-	-	25	-	5	-	-	45	38	52	117	282
2022	-	-	20	-	-	-	-	15	28	42	96	201
2023	-	-	16	-	-	-	-	-	17	30	76	139
2024	-	-	11	-	-	-	-	-	6	19	55	91
2025	-	-	5	-	-	-	-	-	-	6	33	44
2026	-	-	-	-	-	-	-	-	-	-	11	11
<b>Totals</b>	<b>92</b>	<b>357</b>	<b>261</b>	<b>12</b>	<b>164</b>	<b>119</b>	<b>39</b>	<b>708</b>	<b>404</b>	<b>551</b>	<b>1,028</b>	<b>3,735</b>

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

<b>Year</b>	<b>2009 B</b>	<b>2010 B</b>	<b>2010 C</b>	<b>2010 D</b>	<b>2011A</b>	<b>2012 A</b>	<b>2012 B</b>	<b>2012 C</b>	<b>2014A</b>	<b>2015 A</b>	<b>2016 A</b>	<b>Total</b>
2016	436	1,483	110	18	420	695	2,624	1,494	454	390	-	8,124
2017	434	1,493	111	18	410	730	-	1,492	456	478	2,833	8,455
2018	438	1,501	110	17	418	771	-	1,495	463	478	908	6,599
2019	441	1,508	110	18	419	811	-	1,503	465	478	908	6,661
2020	-	1,517	110	18	425	117	-	1,509	472	478	906	5,552
2021	-	-	110	-	425	-	-	1,520	473	477	907	3,912
2022	-	-	110	-	-	-	-	1,530	468	482	906	3,496
2023	-	-	111	-	-	-	-	-	467	480	906	1,964
2024	-	-	110	-	-	-	-	-	466	479	905	1,960
2025	-	-	110	-	-	-	-	-	-	481	908	1,499
2026	-	-	-	-	-	-	-	-	-	-	906	906
<b>Totals</b>	<b>1,749</b>	<b>7,502</b>	<b>1,102</b>	<b>89</b>	<b>2,517</b>	<b>3,124</b>	<b>2,624</b>	<b>10,543</b>	<b>4,184</b>	<b>4,701</b>	<b>10,993</b>	<b>49,128</b>

**Table 12**  
**WINNEBAGO COUNTY, WISCONSIN**  
**INDEBTEDNESS LIMITATIONS (Dollars in thousands)**  
**DECEMBER 31, 2016 (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.

2015

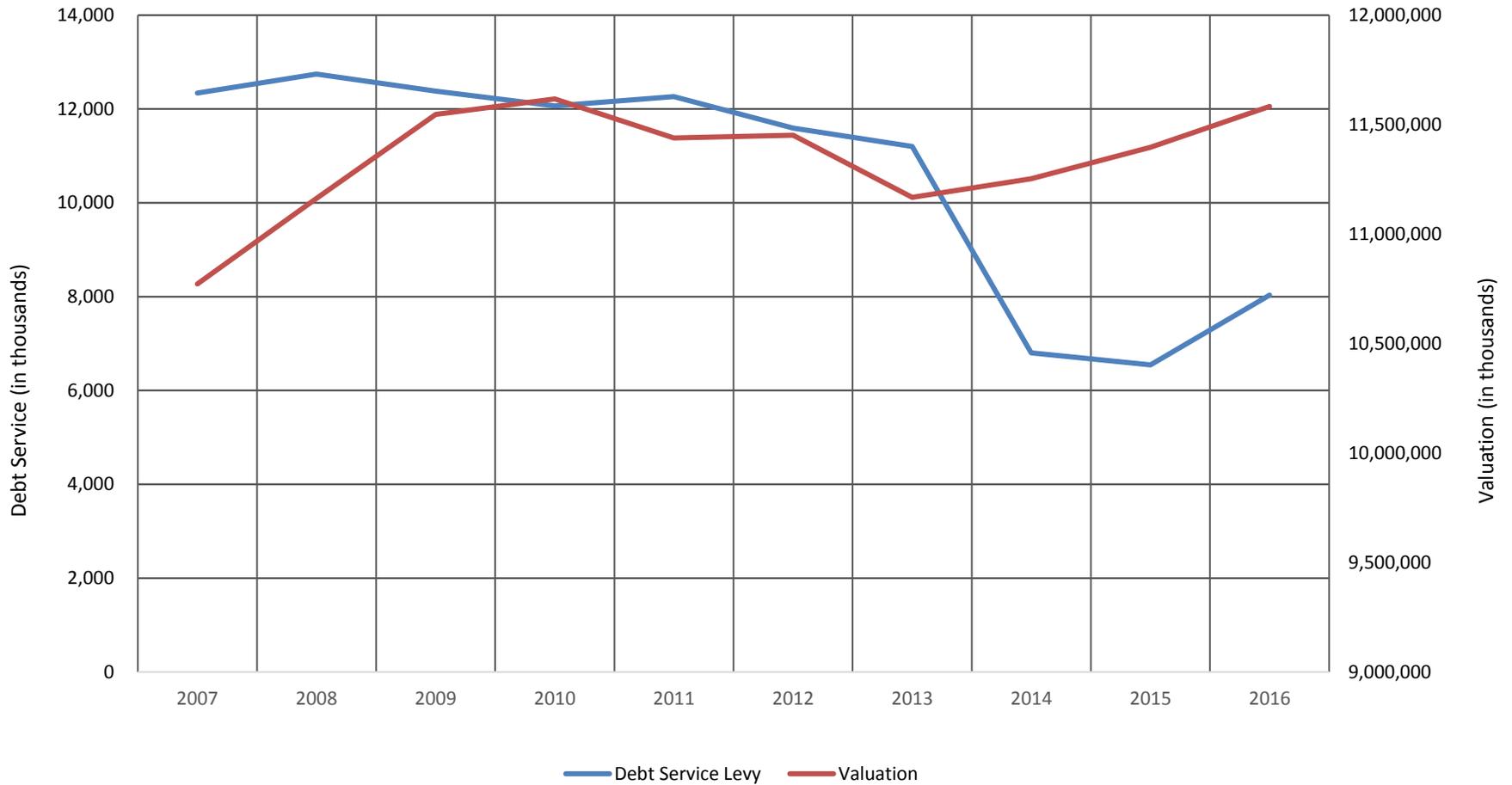
For Winnebago County (includes TIF Districts)	\$ <u>12,071,659</u>
Debt Limit at 5%	603,583
Debt outstanding as of December 31, 2016 (projected)	37,957
Percent of debt limit used	<u>6.29%</u>
Remaining Debt Margin	\$ <u>565,626</u>

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

YEAR	EQUALIZED VALUE (000) (TID OUT)	<u>TAX LEVY (in thousands)</u>		<u>TAX RATE</u>	
		TOTAL	DEBT SERVICE	TOTAL	DEBT SERVICE
2007	10,772,552	60,722	12,340	5.64	1.15
2008	11,163,115	63,878	12,745	5.72	1.14
2009	11,546,865	66,013	12,381	5.72	1.07
2010	11,617,689	67,791	12,069	5.84	1.04
2011	11,439,687	68,591	12,263	6.00	1.07
2012	11,452,052	67,745	11,596	5.92	1.01
2013	11,167,428	67,288	11,204	6.03	1.00
2014	11,252,938	64,786	6,801	5.76	0.60
2015	11,396,366	65,494	6,546	5.75	0.57
2016	11,583,546	65,063	8,032	5.62	0.69

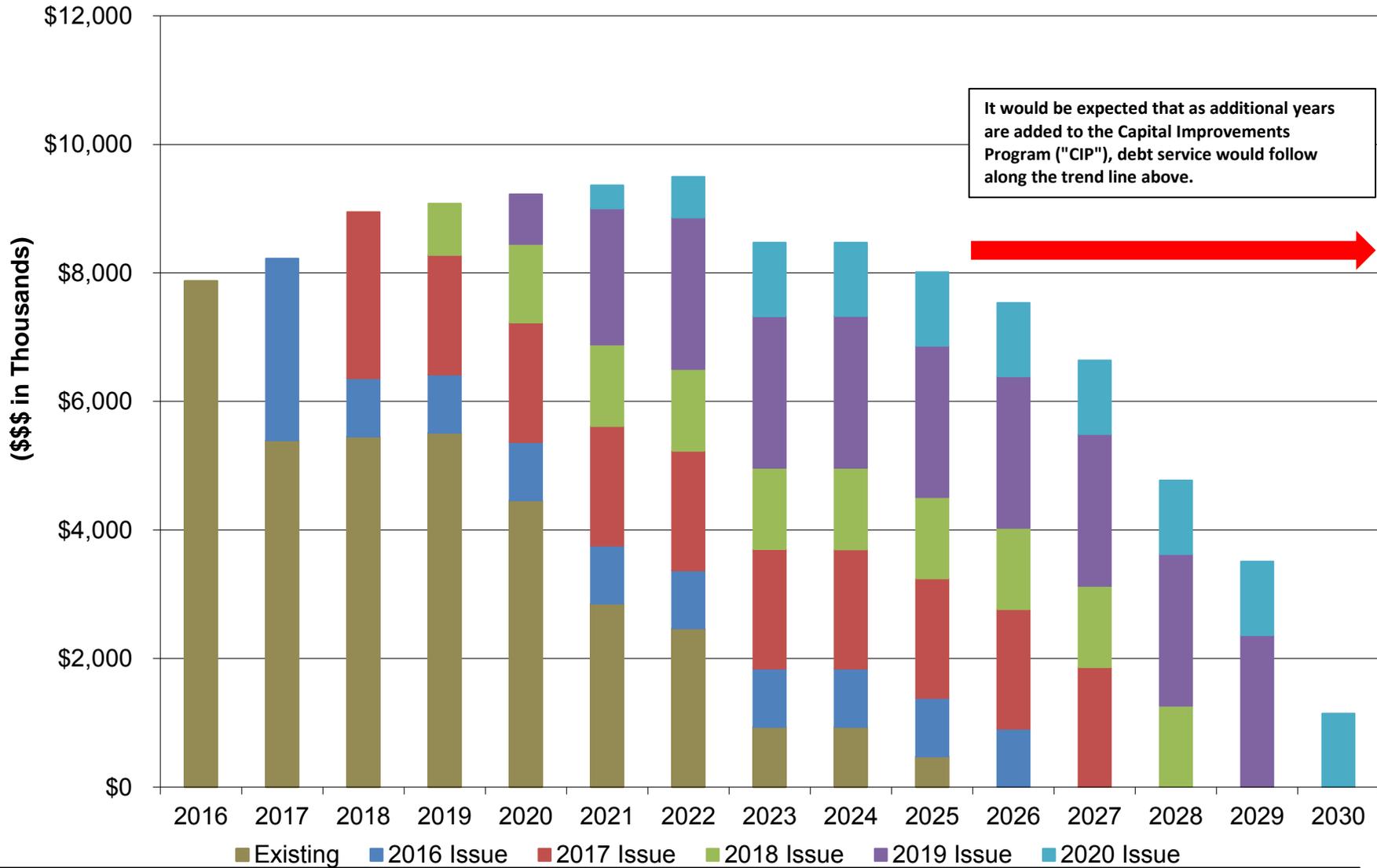
Note: The debt service for 2016 will not be the same as that shown in the 2016 Adopted Budget book. It is different because the projected borrowing for 2016 has changed.

Chart 1  
Growth in Valuation Vs Growth in Debt Levy



Note: The debt service levy generally follows the same path as growth in valuation. This happens because we use a level debt service practice when scheduling repayment of debt. In other words, we try to keep the debt service mill rate roughly the same from year to year. Notice that in 2014 and 2015, debt service drops off in relation to changes in valuation. This has happened because we have decreased our outstanding debt.

**Chart 2**  
**Levy Supported Debt Current and Future Payments**

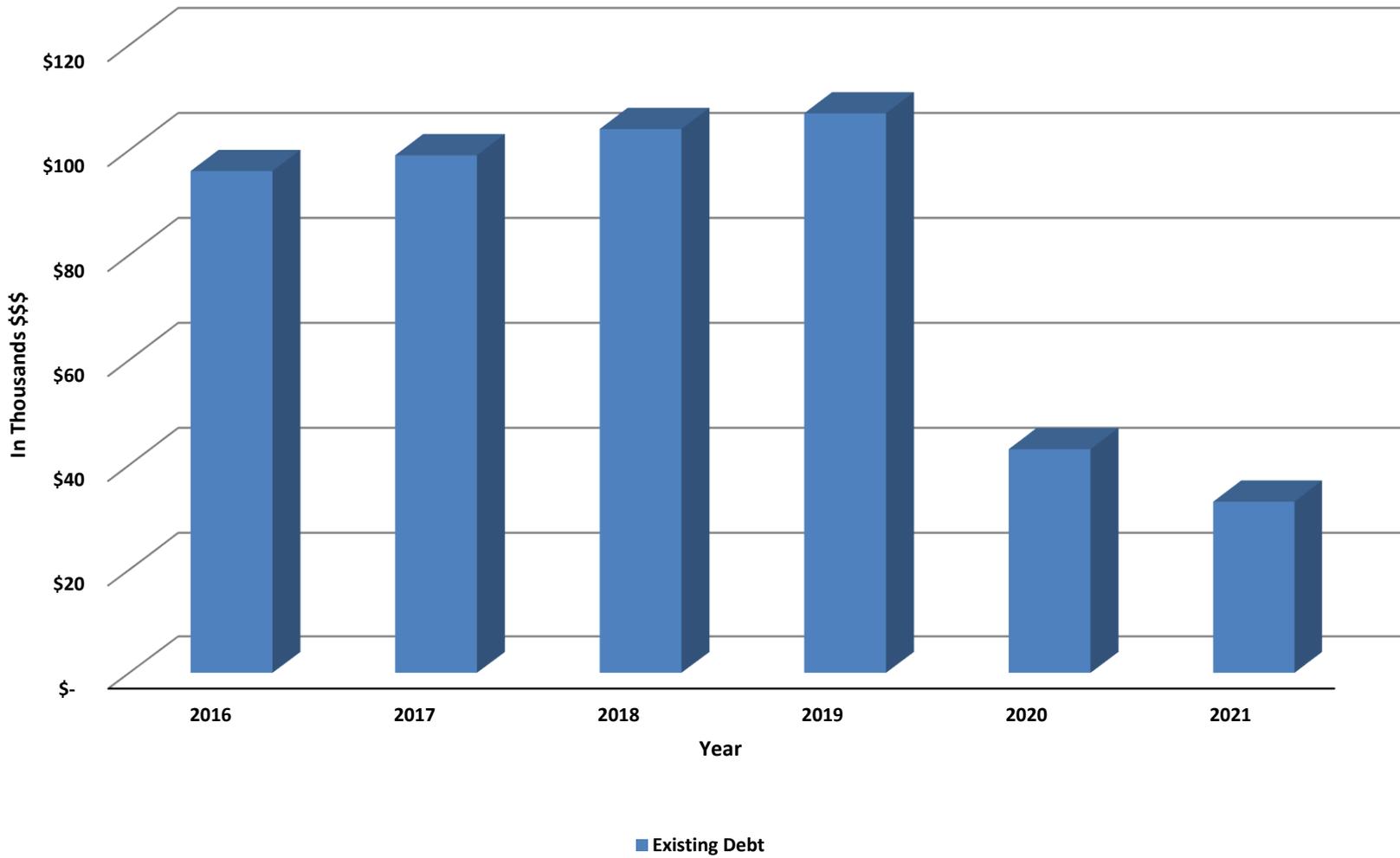


It would be expected that as additional years are added to the Capital Improvements Program ("CIP"), debt service would follow along the trend line above.

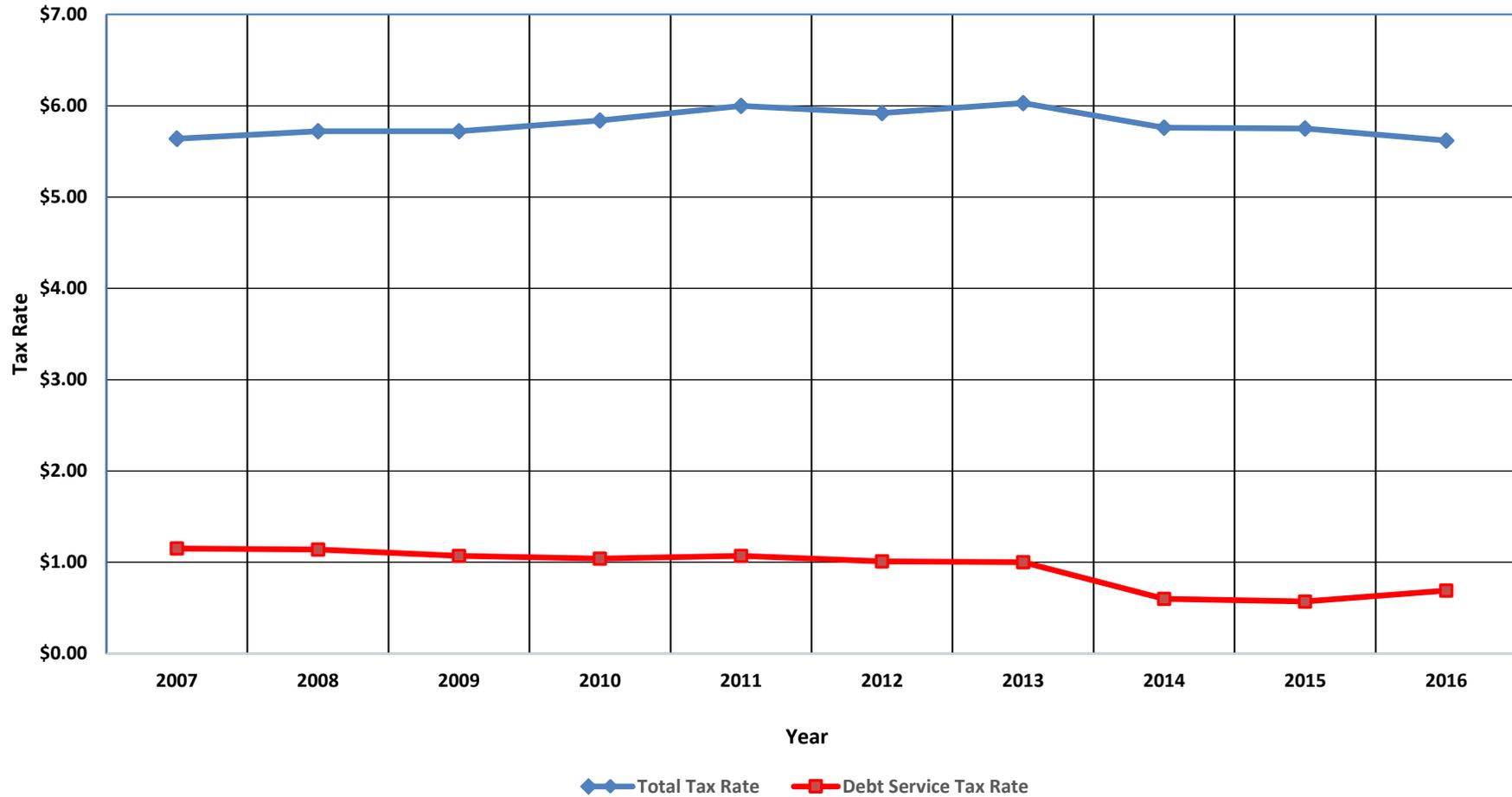


*Note: Assumes future interest rates range from 2.31-4.50%*  
*Note: Graph represents levy supported debt service payments, net of subsidy and non-levy supported debt.*

Chart 3  
Non-Levy Supported Debt Service

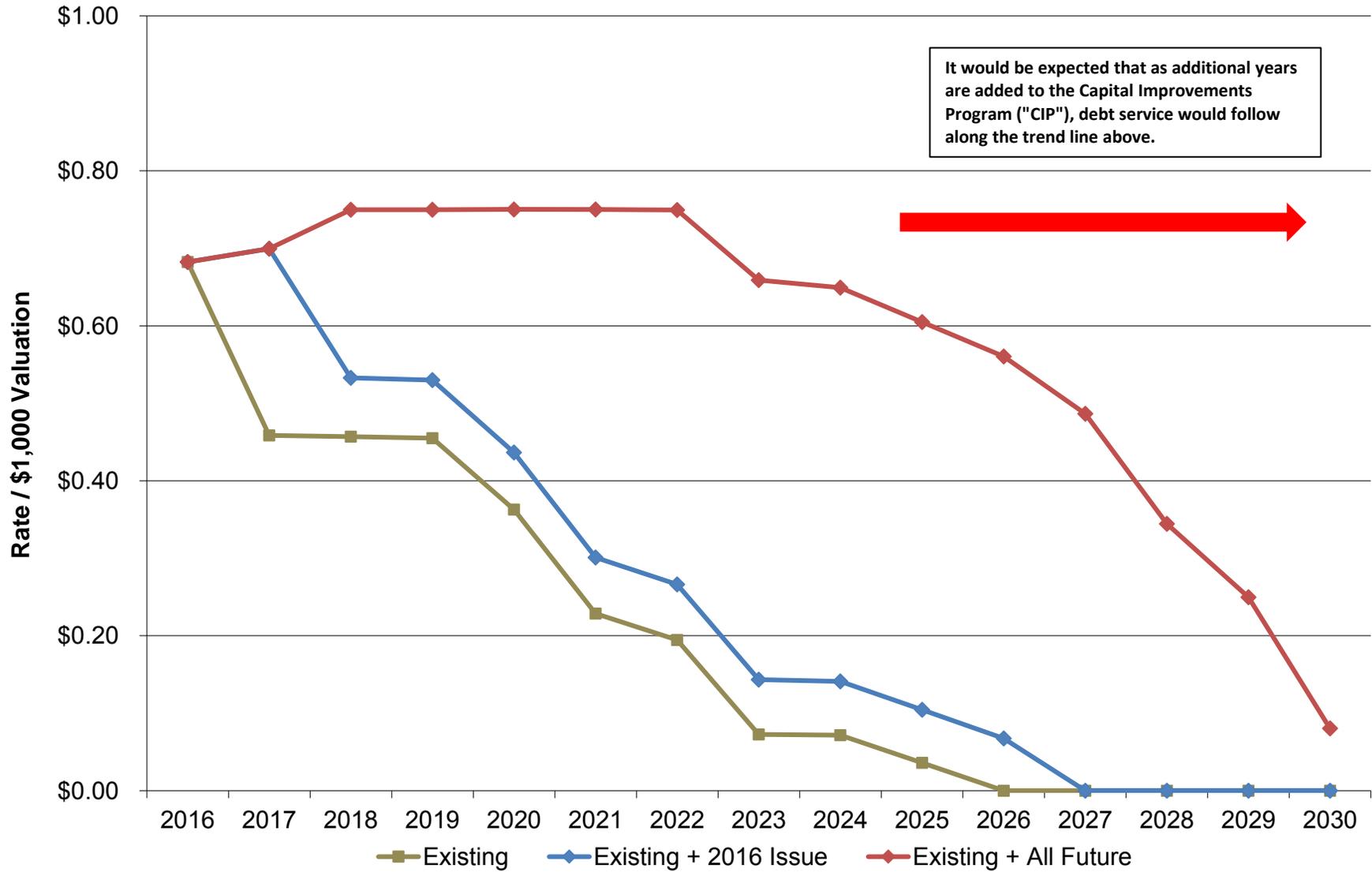


### Chart 4 Tax Rate Information - Historical



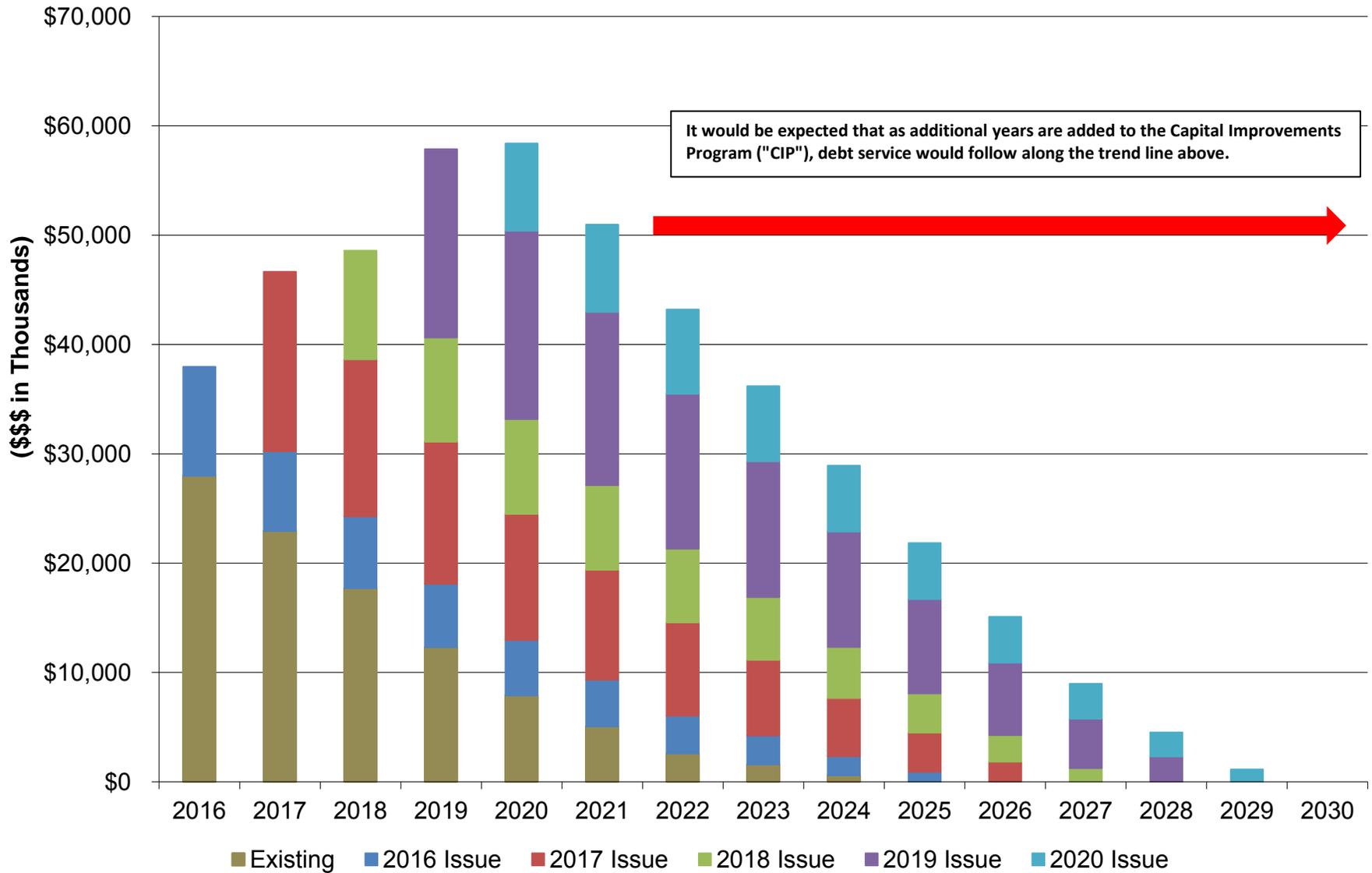
Note: This chart shows that both the overall tax rate and debt service rate remain relatively flat until 2014. The decreases in 2014 through 2016 are the result of two factors; 1) We have been reducing the amount of outstanding debt by using fund balance to finance projects rather than borrowing, 2) there were excess reserves in the debt service fund that were applied to reduce the levy and rate needed to fund debt service.

### Chart 5 Debt Service Tax Rate - Current and Future Years



*Note: Tax rate based on 2015 Equalized Valuation (TID-OUT) of \$11,583,545,900 with 1.5% annual growth.*

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





# **SECTION VII**

# **APPENDICIES**



**WINNEBAGO COUNTY, WISCONSIN  
CAPITAL PROJECT REQUEST**

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

**Department:**

---

**Project title:**

---

**Department head:**

---

**Contact:**

---

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

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

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

**CAPITAL PROJECT REQUEST**

Project Name ---->

**ANTICIPATED PROJECT COSTS AND SOURCES OF FUNDS:**

	<u>Prior years</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</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>

**Note: Any project requiring funding in 2016 must have diagrams and detailed project descriptions submitted to Finance.**