

County K Grade Crossing Elimination Project Project Budget

FY 2026 BUILD GRANT PROGRAM

Submitted by
Waukesha County, WI



FEBRUARY 2026

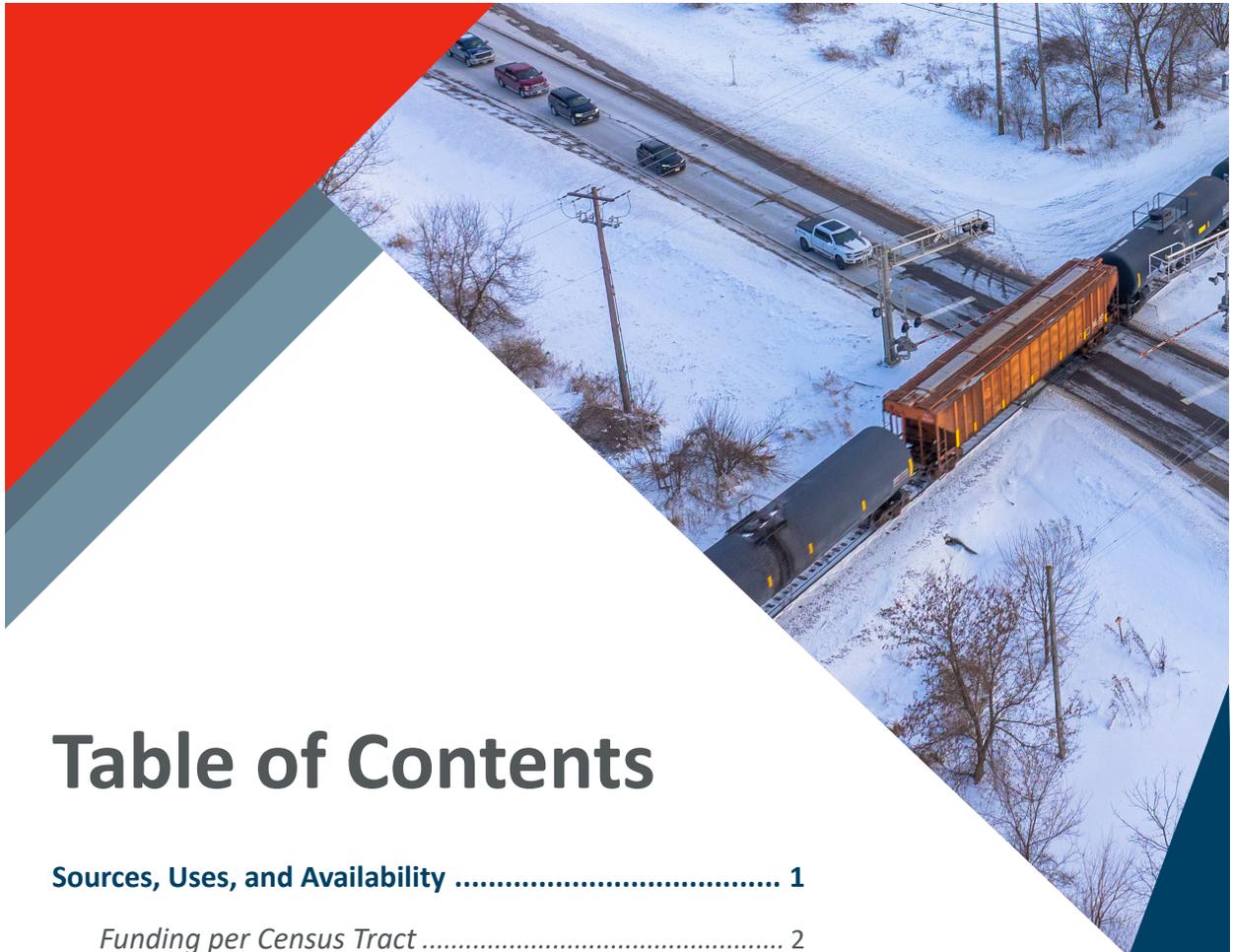


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SOURCES, USES, AND AVAILABILITY

Waukesha County is seeking federal BUILD funding to cover nearly 73% of the project’s total cost. The County is pursuing the maximum \$25 million award, but its commitment goes even further, Waukesha County is prepared to contribute more than the required 20% local match, ensuring the project not only meets but exceeds statutory cost-sharing requirements. The local contribution will come directly from the County’s Capital Improvement Plan (CIP), demonstrating a strong investment in the community’s future. This project is identified as CIP Project #202514, underscoring its priority within the County’s long-term planning. For further details, see the Capital Plan Project Form found with the Funding Commitment Documentation. Table 1 presents a summary of the project budget, detailing both the sources and uses of funds. For an in-depth breakdown, a detailed engineering cost estimate is available in Attachment 1.

Table 1: Project Budget Summary by Source and Use

Funding Source	Design Engineering	Right-of-Way	Construction & Construction Engineering	Total Funding
BUILD Funds	\$1,694,028	\$6,985,829	\$16,320,143	\$25,000,000
Other Federal Funds (STP-M: Pending)	\$0	\$0	\$2,321,181	\$2,321,181
Non-Federal Funds (Waukesha County)	\$423,507	\$1,746,457	\$4,660,331	\$6,830,295
Total Project Cost	\$2,117,535	\$8,732,286	\$23,301,655	\$34,151,476

The County Board of Supervisors has endorsed the CIP and \$9,151,476 local share, as confirmed by the Letter of Financial Commitment included with the application. On December 1, 2025, the Waukesha County Board of Supervisors demonstrated strong leadership and commitment to the project by unanimously passing Resolution 180-R-006, formally supporting and approving the \$25 million BUILD grant request for the County K Grade Crossing Elimination Project.

The local match for this grant will be financed through the County’s CIP, but the County is also seeking external federal funding beyond the BUILD grant as part of its funding strategy. The County has applied to the Southeastern Wisconsin Regional Planning Commission’s (SEWRPC) Surface Transportation Block Grant – Milwaukee Urbanized Area (STP-M) Funding Program. The County submitted STP-M funding applications for the County K Corridor for the FFY 2030-2031 project solicitation. The STP-M grant funds are currently pending approval, and if approved, \$2,321,181 will be prioritized for the BUILD grant project construction.

Funding per Census Tract

Table 2: Costs per 2020 Census Tracts

2020 Census Tract(s)	Project Cost Per Census Tract
2034.04	\$20,148,175
2033.04	\$14,003,301
Total Project Cost	\$34,151,476

Urban/Rural Designation

Table 3: Costs per Urban/Rural Designation

Urban/Rural	Project Costs
Urban	\$14,003,301
Rural	\$20,148,175
Total Project Cost	\$34,151,476

County K Grade Crossing Elimination Project Conceptual Estimate, split by Urban and Rural can be found in Attachment 2.

CONTINGENCY AMOUNT AND PLAN

The County developed cost estimates for this project in January 2026, incorporating a 5% contingency to account for potential cost fluctuations, material and labor delays, and unforeseen cost increases that are typically undefined or unknown prior to final design. The cost estimate includes a 3% inflation factor to 2031, which is the year of capital construction.

To manage any project cost overruns, a 5% post construction award contingency provides a financial buffer to address unforeseen expenses or changes in project scope, helping to keep the project on track even if unexpected challenges arise. If costs exceed the 5% contingency, the County will first seek cost-saving measures or defer non-essential work. If needed, local funds from the Capital Improvement Plan or reserves will be used, ensuring financial stability and project

continuity. The County will keep stakeholders informed and work collaboratively to minimize any impact on schedule or quality.

As previously noted, the County has applied for STP-M funds as part of the FFY 2030-2031 project solicitation, and the application is currently pending a decision by SEWRPC. If awarded, the funding would be allocated directly to cover construction costs.

LEVEL OF DESIGN

The preliminary design layouts and roadway profiles have been developed and have been advanced to a 20% level of completion. This milestone establishes the foundational improvements and cost estimates for the project. The County has actively engaged with partner agencies and the public during the preliminary design phase, ensuring that every voice is heard and every concern is addressed. In addition, a comprehensive Railroad Grade

Separation Technical Analysis has been developed, providing a foundation of data to support this BUILD grant application. The railroad technical analysis can be found on the project [website](#).

dedication and partnership, making it clear that this project is a true community priority and that local leaders are fully invested in seeing it succeed.

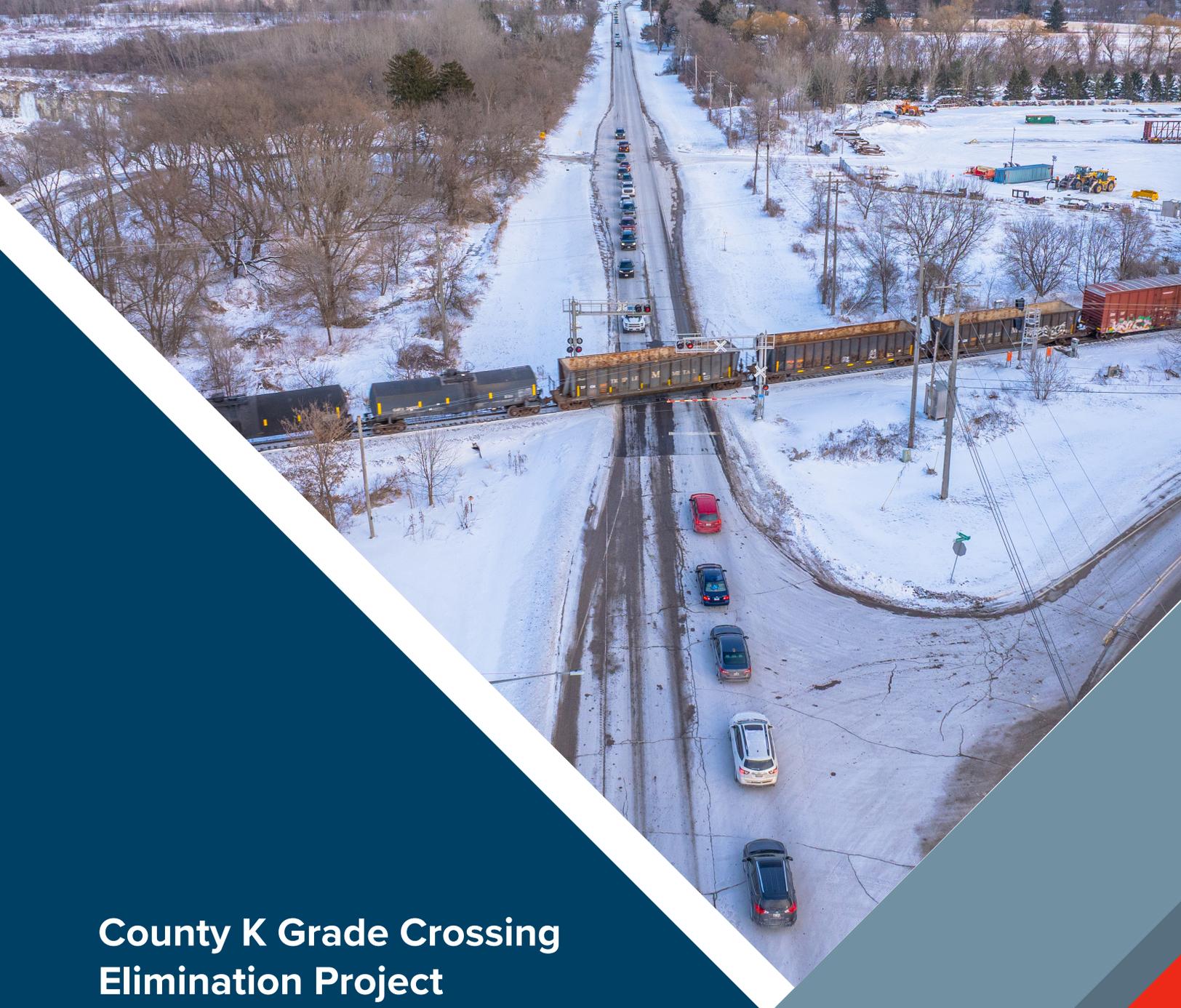
COST ESTIMATE

The project cost estimate was developed by the engineering firm raSmith in collaboration with the County and finalized in January 2026. This detailed cost estimate, which includes a comprehensive breakdown of project components, is available in Attachment 1. The engineering firm brings a history of successful collaboration with the County, having already delivered key milestones for the County K project, including the 20% preliminary design layouts, the Existing Conditions Traffic and Safety Report, the Environmental Scan, and the Railroad Grade Separation Technical Analysis.

For the past year and a half, RaSmith, its subconsultants, and the County have worked side by side, building a strong partnership dedicated to every aspect of this project, including the preparation of this grant application. The BUILD grant project cost estimate has been adjusted with a 3% annual inflation factor to ensure accuracy and financial responsibility given that 2031 is the year of construction.

COST SHARE

The project goes beyond just meeting the BUILD program's requirements, it actually exceeds the minimum 20% local match, as shown in Table 1. The County is demonstrating notable commitment by contributing 27% of the total project cost, well above the required 20% match. By committing more local funding than required, the County is showing real



County K Grade Crossing Elimination Project

Project Budget Attachments

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BUILD COST ESTIMATE SUMMARY-COUNTY K GRADE CROSSING ELIMINATION PROJECT

CONSTRUCTION LET	\$	17,403,497	
INFLATED (@ 3%) TO 2031	\$	20,175,352	
2031 CONSTRUCTION LET COST	\$	20,175,352	
CONSTRUCTION ENGINEERING AND CONTINGENCY (15%)	\$	3,026,303	
WISDOT CONSTRUCTION REVIEW	\$	100,000	
TOTAL CONSTRUCTION COST	\$	23,301,655	68%
DESIGN COST (10%)	\$	2,017,535	
WISDOT DESIGN REVIEW	\$	100,000	
TOTAL DESIGN COST	\$	2,117,535	6%
REAL ESTATE COST	\$	8,732,286	26%
TOTAL PROJECT COST	\$	34,151,476	

	80%	20%	Total
\$	27,321,181	\$ 6,830,295	\$ 34,151,476
\$	9,151,476	Local share above BUILD Grant (\$25 million)	

BUILD PROJECT SCHEDULE

DESIGN	2027	JANUARY
REAL ESTATE	2029	JANUARY
CONSTRUCTION	2031	JANUARY

FUNDING PLAN

	TOTAL	CONSTRUCTION	DESIGN	REAL ESTATE
BUILD GRANT (FED)	\$ 25,000,000	\$ 16,320,143	\$ 1,694,028	\$ 6,985,829
STP-M (FED)	\$ 2,321,181	\$ 2,321,181	\$ -	\$ -
WAUKESHA COUNTY	\$ 6,830,295	\$ 4,660,331	\$ 423,507	\$ 1,746,457
	\$ 34,151,476	\$ 23,301,655	\$ 2,117,535	\$ 8,732,286
				\$ 34,151,476

CTH K CONCEPTUAL ESTIMATE - SPLIT BY % URBAN VS % RURAL FOR GRANT APPLICATION
PHASE 2A
CTH F to ROBERTA DRIVE CTH K
WAUKESHA COUNTY

2/2/26

81% of Mainline 19% of Mainline

ITEM	QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL	Rural (Mainline)	Urban (Mainline)	Urban (Access Rd)	Urban (Total)
205.0100	24,000	CY	EXCAVATION COMMON	\$15.00	\$360,000	\$170,286	\$39,714	\$150,000	\$189,714
208.0100	310,000	CY	BORROW	\$12.00	\$3,720,000	\$3,016,490	\$703,510	\$0	\$703,510
305.0110	2,300	TON	BASE AGGREGATE DENSE 3/4-INCH	\$35.00	\$80,500	\$42,571	\$9,929	\$28,000	\$37,929
305.0120	19,600	TON	BASE AGGREGATE DENSE 1 1/4-INCH	\$18.00	\$352,800	\$239,373	\$55,827	\$57,600	\$113,427
312.0110	24,500	TON	SELECT CRUSHED MATERIAL	\$20.00	\$490,000	\$319,488	\$74,512	\$96,000	\$170,512
415.0105	29,900	SY	CONCRETE PAVEMENT 10.5-INCH	\$65.00	\$1,943,500	\$1,249,167	\$291,333	\$403,000	\$694,333
460.6223	1,200	TON	HMA PAVEMENT 3 MT 58-28 S	\$100.00	\$120,000	\$97,306	\$22,694	\$0	\$22,694
460.6424	600	TON	HMA PAVEMENT 4 MT 58-28 H	\$100.00	\$60,000	\$48,653	\$11,347	\$0	\$11,347
601.0553	7,500	LF	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	\$25.00	\$187,500	\$143,932	\$33,568	\$10,000	\$43,568
603.1142	1,353	LF	CONCRETE BARRIER TYPE S42	\$160.00	\$216,480	\$175,540	\$40,940	\$0	\$40,940
614.2300	680	LF	MGS GUARDRAIL 3	\$35.00	\$23,800	\$19,299	\$4,501	\$0	\$4,501
614.2500	160	LF	MGS THRIE BEAM TRANSITION	\$100.00	\$16,000	\$12,974	\$3,026	\$0	\$3,026
614.2610	4	EACH	MGS GUARDRAIL TERMINAL EAT	\$5,000.00	\$20,000	\$16,218	\$3,782	\$0	\$3,782
645.0220	35,000	SY	GEOGRID TYPE SR	\$1.75	\$61,250	\$39,875	\$9,300	\$12,075	\$21,375
SPV.0060	1	EACH	STORM SEWER	\$1,223,080.00	\$1,223,080	\$991,776	\$231,304	\$0	\$231,304
SPV.0165	5,400	SF	MSE PANEL WALL WITH PARAPET NORTH SIDE OF CTH K	\$190.00	\$1,026,000	\$831,967	\$194,033	\$0	\$194,033
SPV.0165	1,900	SF	MSE PANEL WALL FULL RETAINING ABUTMENT WEST SIDE OF RAILROAD BRIDGE	\$190.00	\$361,000	\$292,729	\$68,271	\$0	\$68,271
SPV.0165	11,913	SF	CTH K EB BRIDGE OVER RAILROAD/QUARRY ACCESS (36" PRESTRESSED GIRDER BRIDGE)	\$200.00	\$2,382,600	\$1,932,013	\$450,587	\$0	\$450,587
SPV.0165	8,860	SF	CTH K WB BRIDGE OVER RAILROAD/QUARRY ACCESS (36" PRESTRESSED GIRDER BRIDGE)	\$200.00	\$1,772,000	\$1,436,887	\$335,113	\$0	\$335,113

CONSTRUCTION SUBTOTAL					\$14,417,000	\$11,077,000	\$2,584,000	\$757,000	\$3,340,000	
CONST, MISC ITEMS (TRAFF. CONTROL, PAVT. MKG, SIGNING, ETC.)					40%	\$5,767,000	\$4,431,000	\$1,034,000	\$303,000	\$1,336,000
Construction Subtotal					\$20,184,000	\$15,508,000	\$3,618,000	\$1,060,000	\$4,676,000	
Inflation (3%) to 2031					3%	\$23,413,400	\$17,989,200	\$4,196,900	\$1,229,600	\$5,424,200
CONSTRUCTION ENGINEERING (E&C)					15%	\$3,512,010	\$2,698,380	\$629,535	\$184,440	\$813,630
WISDOT CONSTRUCTION REVIEW						\$100,000	\$76,800		\$23,200	
CONSTRUCTION TOTAL (2031 DOLLARS))					3%	\$23,301,654	\$17,040,624	\$4,826,435	\$1,414,040	\$6,261,030
DOES NOT INCLUDE DESIGN, UTILITY RELOCATIONS, OR REAL ESTATE							73%		27%	

Mainline Length East of RR 1,390.00
 Mainline Length West of RR 2,285.00
 % Mainline Urban =(0.5*ML Length West of RR)/(ML Length West of RR+ML Length East of RR) 19%
 % Mainline Rural =(0.5*ML Length West of RR+ML Length East of RR)/(ML Length West of RR+ML Length East of RR) 81%

\$23,301,654 **\$17,010,208** **\$6,291,447**
 73% 27%