

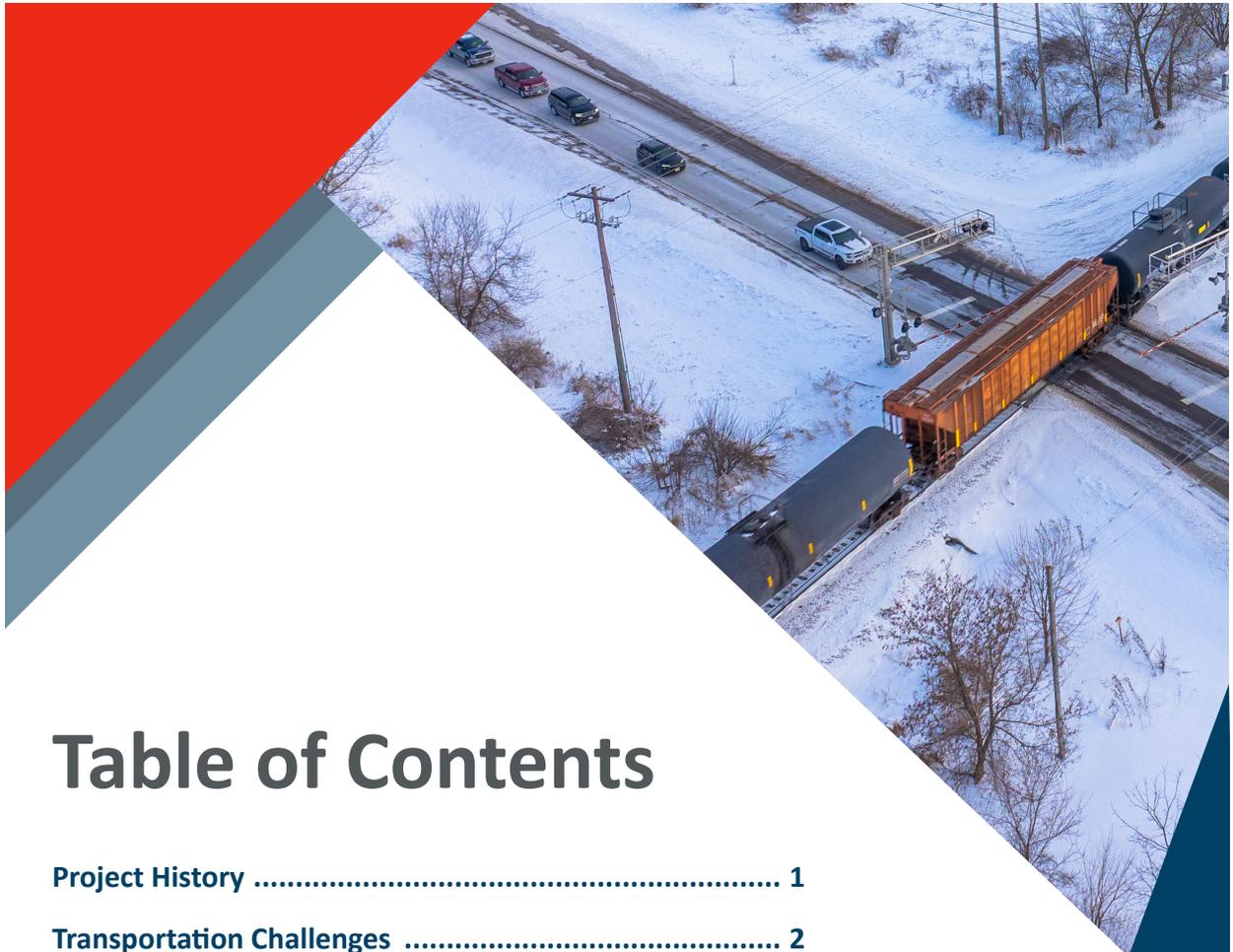
# County K Grade Crossing Elimination Project Project Description

FY 2026 BUILD GRANT PROGRAM

Submitted by  
Waukesha County, WI

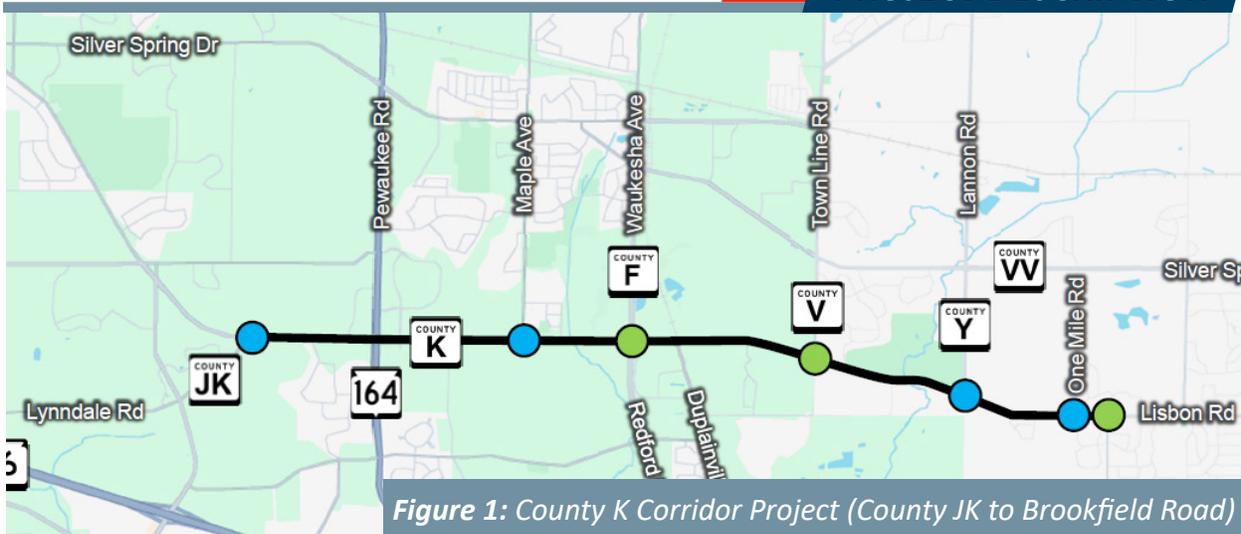


FEBRUARY 2026



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*Figure 1: County K Corridor Project (County JK to Brookfield Road)*

**PROJECT HISTORY**

The County Trunk Highway K (Lisbon Road) Corridor, stretching from County JK (Lynndale Road) in the Village of Lisbon to Brookfield Road in the City of Brookfield, stands as a 6-mile cornerstone project in Waukesha County, WI, set to deliver meaningful community benefits that reach far beyond the corridor itself. As a vital east-west thoroughfare, County Trunk Highway K (County K) currently experiences safety and operational issues, including:

- A high crash rate
- A high frequency of rear end and angle crashes
- Failing movements at stop controlled and signalized intersections
- Long queues
- High truck volumes

County K has undergone improvements to maintain the roadway, but nothing major to address the current safety issues, traffic volumes, lack of multimodal facilities, and increasing development.

These issues have resulted in significant traffic, mobility, and connectivity challenges for County K, especially at the Canadian National (CN) railroad crossing located approximately 1,700 feet east of the County F (Waukesha Avenue/Redford Boulevard) intersection. In 2007, a Feasibility Report was completed to evaluate the feasibility of grade separating County K and the CN railroad crossing. A Value Planning approach to the project was used to develop the Feasibility Report that included an Information Phase, Speculation Phase, Evaluation Phase, and a Development Phase, with input from various project stakeholders.

As part of the study, six Community Advisory Committee (CAC) meetings were held, and Committee members were represented by various local, regional, and state stakeholders. The CAC carefully analyzed existing conditions, traffic demands, evaluated road improvement scenarios, and engaged the public. As a result of the Evaluation Phase of the study, the CAC concluded that Concept 1 – County K Over CNRR should be considered in the next phase of the project, preliminary engineering, and environmental evaluation. The CAC came to this conclusion using the combination of daily

traffic volumes on County K and frequency of train crossings to compute a crossing exposure factor, representing the potential number of vehicle-train conflicts each day at the crossing. The 2007 study cited an exposure factor of 405,000, which was more than four times the Wisconsin Department of Transportation (WisDOT) threshold for considering a grade separation. The 2007 recommendations were not implemented due to a lack of available funding, leaving critical safety and mobility challenges unaddressed along the corridor.

In response to the unfunded grade separation recommendation from the 2007 study, Waukesha County completed a Preliminary Scoping Study (2025) to evaluate the 6-mile corridor that comprehensively assessed the transportation needs of the area, encompassing detailed analyses of current roadway conditions, safety and capacity challenges, and anticipated future transportation requirements. The Scoping Study includes a Purpose and Need Memorandum, Existing Conditions Traffic and Safety Report, Environmental Scan Report, Preliminary Design Plans, Public Involvement and Agency Coordination, and a Railroad Grade Separation Technical Analysis (RR Technical Analysis), which is a reassessment of the 2007 railroad grade separation feasibility report. The RR Technical Analysis evaluated the County K/CN grade crossing and analyzed the feasibility and justification of grade separating this crossing and the impacts to other crossings in the vicinity. Further development of that alternative, based on changes in the existing conditions between 2007 and today, has been identified as the preferred alternative. Compared to the 2007 study, the exposure factor is projected to rise to 687,800 by 2055, highlighting the growing need for grade separation.



History Overview



2 Studies

- Feasibility study (2007)
- Preliminary Scoping Study (2025)



6 Community Advisory Committee (CAC) Meetings



Exposure Factor projected to rise to **687,800 by 2055**

TRANSPORTATION CHALLENGES

The project addresses the needs of nearby residential, commercial, and industrial land uses while minimizing social and economic impacts. The necessity of this grade separation project is highlighted by the corridor’s crash history, traffic data analysis, and anticipated future demand. The segment lacks essential multimodal facilities, underscoring the need for comprehensive infrastructure improvements to ensure safety and accessibility for all users. With a grade separation, the project will solve:

- Safety issues
- Lower the high exposure factor
- Reduce vehicle delays
- Improve emergency vehicle response times
- Improve sight distance and roadway operations

**PROJECT DESCRIPTION**

Waukesha County, WI is seeking capital funding under the Fiscal Year (FY) 2026 BUILD Grant Program. The County is pleased to submit this application for the County K Grade Crossing Elimination Project. The County K project stretches from the intersection with County F (Waukesha Avenue) eastward to Roberta Drive, covering a vital section of the corridor. The project limits are highlighted in Figure 2. The BUILD grant project is designed to tackle multiple critical issues while dramatically improving County K for future use. This ambitious project aims to significantly enhance safety, alleviate traffic congestion, boost mobility and operations, and expands County K to meet the goals of the broader project.

The purpose of this project is to grade separate County K and the CN railroad by raising County K on a bridge over the railroad to alleviate safety and mobility concerns to motorists, pedestrians, first responders, and all who rely on this critical transportation facility. This roadway segment is essential to maintaining the integrity and functionality of the transportation system in Waukesha County, Village of Lisbon, City of Pewaukee, Village of Sussex, Village of Menomonee Falls, City of Brookfield, and the broader Milwaukee Metropolitan Area. For many years, the County has been strategically planning the County K Grade Crossing Elimination Project, employing a comprehensive approach to community engagement and expert analysis. This project is set to also enhance safety and connectivity for active transportation, linking residents to employment, housing, and parks and recreational facilities in neighboring communities.



Figure 2: Project Limits (County K to Roberta Drive)

**BROADER TRANSPORTATION INFRASTRUCTURE INVESTMENTS**

The grade separation limits extend from the east leg of the County F/K intersection to Roberta Drive, providing the necessary space for profile adjustments and smooth transitions between the proposed four-lane section and the existing roadway at each end. This thoughtful approach ensures that the overpass not only meets technical requirements for grade separation but also fits into the current transportation network. As County K gradually expands to a four-lane facility from County JK to Brookfield Road over the next 5 to 10 years, careful planning will allow the new overpass to tie back into the existing roadway, minimizing disruption and supporting long-term growth. **For more than 15 years, neither Waukesha County nor its municipalities have received TIGER/RAISE/BUILD funding,** making this investment especially meaningful. Now is the time to prioritize this vital corridor, one that serves both local residents and the broader region, by delivering long-overdue improvements that will enhance safety, mobility, and quality of life for everyone who depends on County K.

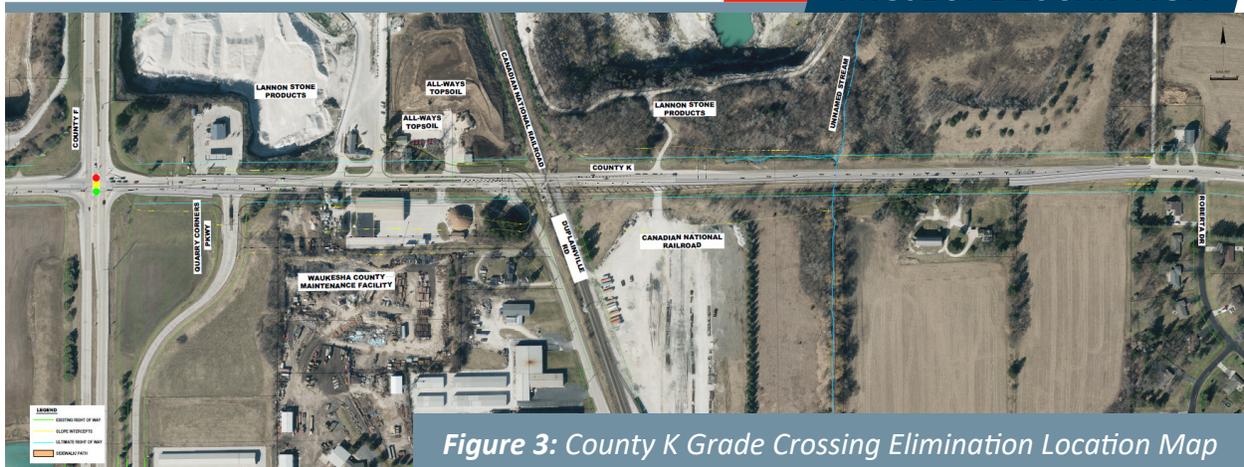


Figure 3: County K Grade Crossing Elimination Location Map

## PROJECT LOCATION

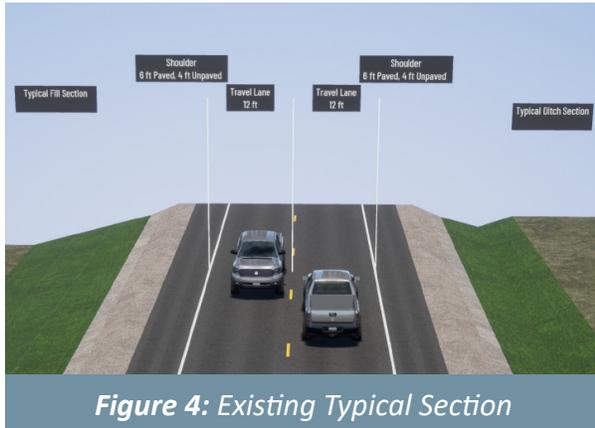
The project starts at the intersection of County K and County F and extends eastward, crossing the CN railroad and continuing for approximately half a mile beyond, ending at Roberta Drive. Located in northern Waukesha County, partly within the Milwaukee Metropolitan Area, County K serves as a crucial connector to County F in Lisbon and WI-164 in Sussex. The project is situated within Census Tracts 2034.04 and 2033.04. Neither of these Census Tracts is classified as Areas of Persistent Poverty or Historically Disadvantaged Communities. A portion of the project is located within the Milwaukee, WI 2020 Census-Designated Urban Area. Figure 3 above shows the County K and CN railroad crossing and the surrounding quarry, businesses, residences, agricultural land, and County maintenance facility.

## SCOPE OF WORK

### *County F/County K to CN Railroad Crossing*

With the expansion of County K to four lanes, direct access to the Lannon Stone property will be limited to right-in/right-out movements for safety and efficiency. To ensure trucks can still safely enter and exit from the eastbound side, the project includes a longer bridge and a thoughtfully designed access road running along the north side of County K. This new route passes under the proposed overpass beside the railroad and connects with the re-aligned Duplainville Road south of County K, allowing trucks to reach County K at the Quarry Corners Parkway intersection without unnecessary detours or safety risks. Because Duplainville Road sits so close to the CN railroad, it will be shifted west, looping around the Waukesha County Maintenance Facility. These changes are designed not just to keep traffic moving smoothly, but to make sure local businesses like Lannon Stone and the numerous construction-related businesses within the industrial development between County F and Duplainville Road can continue to operate efficiently and safely.

Figure 4 illustrates the current typical section, highlighting existing roadway conditions, while Figure 5 presents the proposed 45-mph (posted speed) transitional urban cross section. The design adds 2-foot paved inside shoulders and 10-foot paved outside shoulders, along with a



*Figure 4: Existing Typical Section*



*Figure 5: Recommended Typical Section*

curbed median that not only improves safety and traffic flow but also brings a touch of green to the corridor. This median will feature bioswales and storm water detention areas, thoughtfully integrated to manage runoff, as detailed in the Environmental Sustainability Section of the Merit Criteria.

**County K/CN Railroad Crossing**

The core scope of the project calls for elevating County K over the CN railroad track while maintaining its existing horizontal alignment. Both the CN railroad’s horizontal and vertical alignments would remain unchanged, meaning there would be no impact on CN train operations and no need for temporary tracks or signal work like a shoofly to maintain service. The proposed bridge over the CN railroad is designed as a

robust three-span structure, stretching 223 feet in total length with a 17-degree skew. It includes four 12-foot travel lanes, 2-foot paved inside shoulders, and 10-foot paved outside shoulders. The design also features a barrier protected 12-foot shared use facility on the bridge, supporting safe and accessible travel for pedestrians and cyclists.

**CN Railroad Crossing to Roberta Drive**

East of the County K/CN grade separation, the roadway will be designed to transition smoothly from the new four-lane section back to a two-lane configuration, ensuring a seamless connection with the existing rural stretch that extends to Roberta Drive. This transition is engineered for both safety and comfort, featuring two 12-foot travel lanes and generous 10-foot paved shoulders. Similar to the west approach, the east approach will feature a 45-mph posted speed.

**CURRENT DESIGN STATUS**

The preliminary design layouts have been developed and have been advanced to a 20% level of completion. This builds on the successful completion of the Existing Conditions Traffic and Safety Report, the Environmental Scan, and the Railroad Grade Separation Technical Analysis, each providing a critical foundation of data and insight to guide the project’s next steps.