

<b>Project Title:</b>	CTH YY, CTH VV to WIS 175	<b>Project #:</b>	202521
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Repaving
<b>Phase:</b>	Formation	<b>Road Name:</b>	Pilgrim Road
<b>Budget Action:</b>	C - Rev Update C - \$ Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	June 2, 2025	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Design		Construction			Project
Expenditure Budget	\$0	\$660,000	\$0	\$7,380,000	\$0	\$8,040,000
Revenue Budget	\$0	\$0	\$0	\$1,954,000	\$0	\$1,954,000
Net Costs After Revenues Applied	\$0	\$660,000	\$0	\$5,426,000	\$0	\$6,086,000
<b>COST DOCUMENTATION</b>			<b>REVENUE</b>			
Design	\$640,000		Traffic Signal Replacement			
WisDOT Design Review	\$20,000		Federal CRP (Construction)			\$1,954,000
Construction	\$6,400,000					
Construction Management	\$640,000					
WisDOT Construction Review	\$20,000					
Contingency	\$320,000					
Total Project Cost	\$8,040,000		Total Revenue			\$1,954,000
<b>EXPENDITURE BUDGET</b>	\$8,040,000		<b>REVENUE BUDGET</b>			\$1,954,000

### **Project Scope & Description**

The existing asphalt pavement will be milled and overlaid to extend the pavement life and improve surface condition on the 3.5-mile-long project. Urban drainage and curb and gutter will be reviewed for improvements. Rehabilitation to bridge approach pavement, parapets and curb and gutter for B-67-57 will be investigated. DPW received federal Carbon Reduction Program (CRP) funding for the construction phase of replacement and upgrade to the traffic signals at Kendall Place, Mill Road, and CTH W (Good Hope Road). Federal CRP funding is not available for design. Revenue budget decreased by \$254,400 due to the CRP funding being lower than the application amount. Design budget increased by \$320,000 to reflect standard design cost.

### **Location**

Village of Menomonee Falls

### **Analysis of Need**

The northern project segment between WIS 175 and CTH W was constructed in 1989 and was last rehabilitated in 2006. The southern project segment between CTH W and CTH VV was constructed in 2000 and has not been rehabilitated. The existing asphalt pavement has a PCI rating between 55-69, ranging from poor to fair condition. Pilgrim Road carries 18,000 vehicles per day on the project segment. The segment between CTH VV and CTH W is 4-lane divided by median. The project segment between CTH W and WIS 175 is a 5-lane cross section that will require planned traffic management to repave safely and effectively. A large bridge (B-67-57) is within the project limits and approach pavement, parapets, and curb and gutter have settled over time and require rehabilitation. The traffic signal equipment at the intersections of Kendall, Mill, and Good Hope roads are original to the initial construction. The traffic signal equipment is approaching the end of its life cycle.

### **Alternatives**

The pavement will need to be milled and resurfaced either from the county-funded annual paving program or from a stand-alone county-funded project. Completing the repaving as a stand-alone county-funded project allows for improved traffic management and bridge approach rehabilitation versus completing in the annual paving program.

### **Ongoing Operating Costs**

No change in operating costs is expected with the proposed project.

### **Previous Action**

Approved as a new project in the 2025-2029 capital plan.