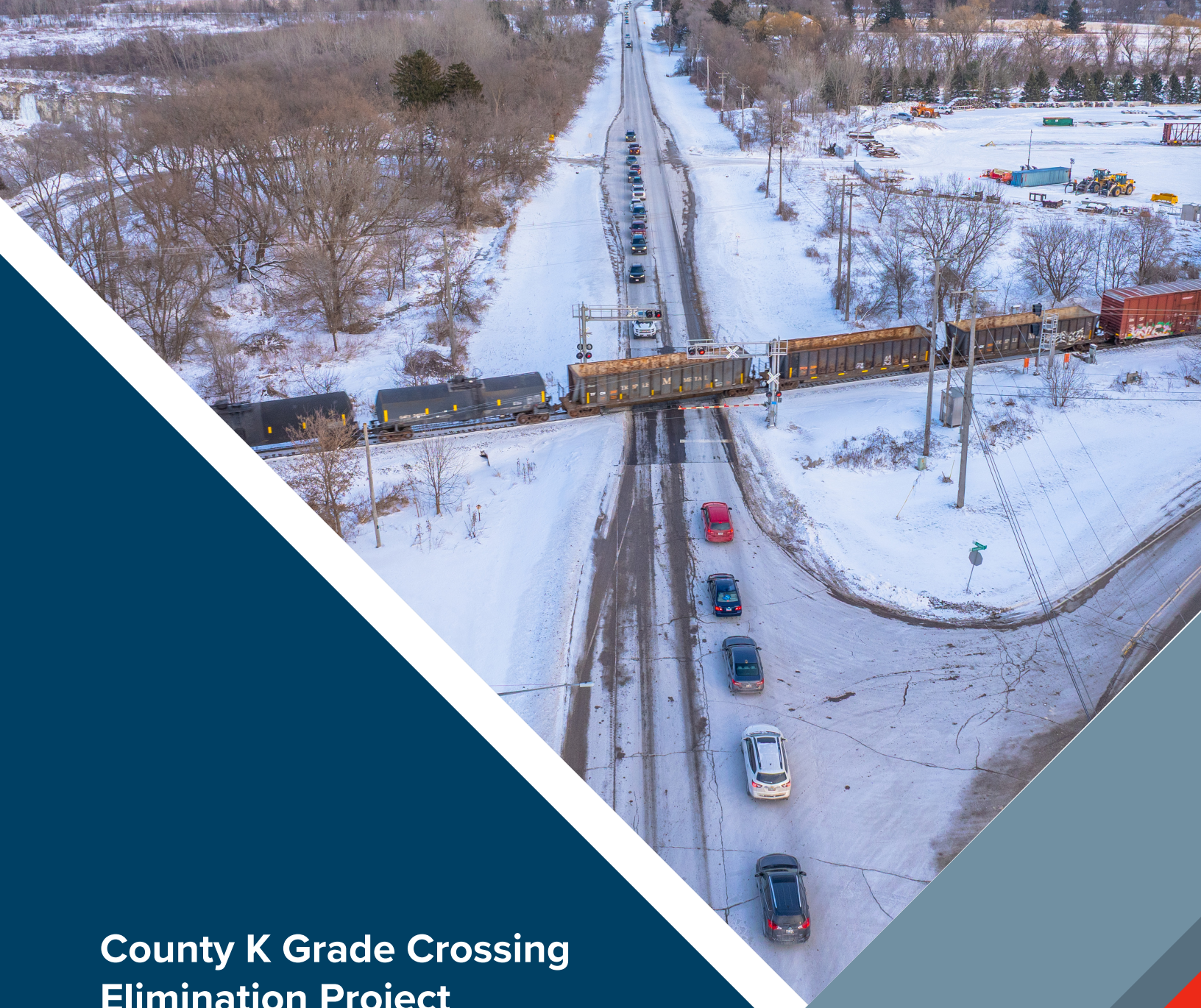


County K Grade Crossing Elimination Project

Merit Criteria

FY 2026 BUILD GRANT PROGRAM

Submitted by
Waukesha County, WI

WAUKESHA COUNTY
LEADING THE WAY

FEBRUARY 2026

Table of Contents

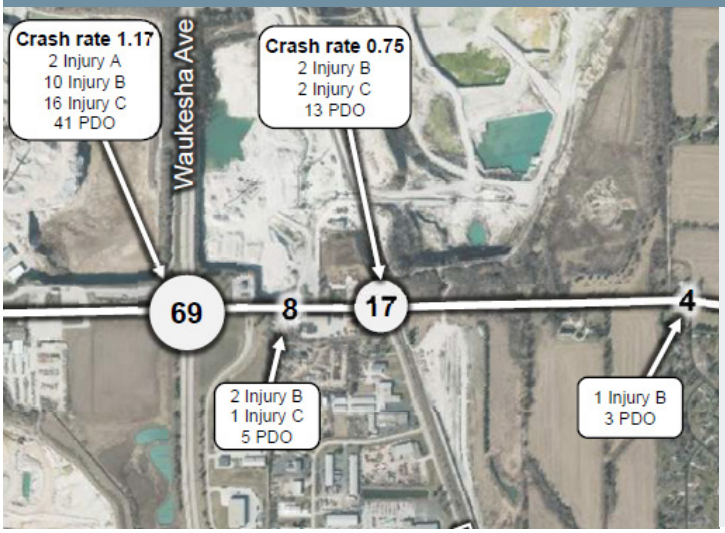
SAFETY

County K is a high-speed (50 MPH), high-volume corridor with a notable history of frequent crashes and a substantial number of road users. As a two-lane roadway, County K experiences a high incidence of crashes, therefore, safety is a primary project purpose, as comprehensively outlined in this section. The grade crossing elimination project spanning from County F to Roberta Drive aims to significantly reduce injury-related crashes and improve access to the rest of the County K corridor, thereby creating a safer and more connected transportation network.

Prevents Fatalities and Serious Injuries by Eliminating At-Grade Crossing

Constructing the grade separation virtually eliminates the potential for future fatalities and serious injuries by affording protection to both vehicles and active, non-motorized travelers within the community. The primary purpose is to eliminate the existing at-grade conflict point between County K traffic and trains, thereby enhancing public safety. As shown in Figure 1 below, in just five years (2020-2024), 17 crashes have taken place near the Duplainville Road and CN railroad intersection, with nearly 60% directly linked to the railroad crossing. Eight of these were rear-end collisions, underscoring how often drivers are forced to slow down or stop for passing trains. The pattern of crashes makes it clear that the current conditions are putting lives in jeopardy and highlights the need for improvements that will make this crossing safer for everyone. Figure 1 also shows the intersection crash rate for the Duplainville Road and County K railroad crossing is 0.75, and the repeated pattern of crashes, especially rear-end collisions caused by vehicles stopping for trains, points to a real operational problem at this location.

Figure 1: *Crash Summary – County F to Roberta Drive (2020-2024)*



60%
of crashes linked to railroad crossing

17
crashes near Duplainville Road and CN railroad intersection

8
of these crashes were rear-end collisions

Protects Motorized and Non-Motorized Travelers From Safety Risks

This project is about more than just building a bridge, it's about making daily life safer and easier for everyone who walks or bikes in the community. The project will transform how bicyclists and pedestrians experience the area by introducing a barrier-protected 12-foot shared use facility on the new bridge over the CN railroad. Instead of facing the dangers and uncertainty of crossing busy tracks or navigating narrow shoulders, people walking or biking will have a dedicated, secure path that keeps them separated from vehicle traffic and trains.

A grade separation will dramatically improve safety for bicyclists and pedestrians by completely eliminating the need to cross active railroad tracks or interact with stopped or turning vehicles at the crossing. Instead of waiting for passing trains, navigating around crossing gates, or risking unpredictable driver behavior, people walking or biking will have a dedicated, barrier-protected path that keeps them physically separated from both rail and vehicular traffic. With a crash modification factor (CMF) of 0.75, installing a shared use path would be expected to reduce crashes by 25 percent at this location. By making it easier and safer for everyone to get where they need to go, a grade separation helps the whole community feel more connected.

Reduces Fatalities and Serious Injuries to Bring Them Below the State-Wide Average

Table 1 provides a summary of the most current (2018-2022) Wisconsin Department of Transportation (WisDOT) statewide average crash rates for rural county highways, alongside the specific crash rates for the County K corridor, including KAB rates, those crashes classified as fatal, severity A, or severity B. As shown in Table 1, the County K corridor had an overall crash rate of 285 crashes per 100 million vehicle miles (HMVMT), which exceeds the statewide average (84.07) by more than 3 times. The corridor KAB crash rate of 58 KAB crashes per HMVMT also exceeds the statewide average (19.33). In both severity categories, the County K crash rate is more than 300% higher than the statewide average for rural county highways. The grade separation and expansion from two to four lanes will drive a substantial reduction in fatalities and serious injuries, bringing crash rates below the statewide average. By eliminating vehicle-rail conflicts, ensuring continuous, smooth traffic flow, and optimizing roadway operations, the project will create a much safer corridor for all users.

Table 1: *County K Corridor Crash Rates (2020-2024)*

Category	County K	Statewide Average[1]	Comparison to Statewide Average
Total Crash Rate	285.34	84.07	340%
KAB Crash Rate[2]	57.71	19.33	305%

1) The most recent available statewide average crash rates represent 2018-2022 crash data
2) KAB = Fatal, Injury Severity A, and Injury Severity B crashes

The CMFs presented, 0.71 for adding through lanes, 0.49 for constructing a raised median, and 0.86 for reducing the speed from 50 to 45 mph, demonstrate that these proposed project improvements are expected to enhance safety. Together, these measures will reduce both the frequency and severity of crashes along the corridor, making travel safer for everyone.

Incorporates Specific Corridor Safety Improvements

The project incorporates several corridor safety improvements that are proven FHWA Proven Safety Measures like grade separation, separated shared use lane, and median barriers. Raised medians, like those included in this project for urban driveway access control, are proven to reduce right-angle, left-turn, and rear-end crashes by 51 percent (CMF 0.49) As shown in Table 2, rear-end (39%) and angle crashes (36%) were the most common crash types along the County K corridor. Combined, these two crash types represent 75% of all crashes along the corridor. Possible contributing factors for the high number of rear end and angle crashes include insufficient intersection capacity resulting in congestion, high traffic volumes resulting in shorter headways and gaps, several driveways and side streets resulting in turning movements, and the railroad crossing resulting in stopped/slowing traffic. Further, most corridor crashes occurred at a signalized intersection (157 of 267, 59%). The remaining occurred at unsignalized study intersections (57 of 267, 21%) or non-study intersection/midblock locations (53 of 267, 20%). Four fatalities were recorded along the County K (Lisbon Road) corridor during the analysis period.

Table 2: *County K (County JK to Brookfield Road) Corridor Crash Summary (2020-2024)*

Crash Type								Severity			Total
Rear	Angle	Head On	Side Swipe	Fixed Object	Leaving Roadway	Other	Ped/ Bike	PDO	Injury	Fatality	267
103 (39%)	97 (36%)	3 (1%)	26 (10%)	18 (7%)	14 (5%)	4 (1%)	2 (1%)	179 (67%)	84 (31%)	4 (1%)	

Further advancing corridor safety, the segment of roadway from County F to Roberta Drive covers approximately 0.8 miles and includes 18 private access points. This high concentration of driveways and entrances means that, on average, drivers encounter a new access point roughly every 230 feet. Such a dense pattern of access can increase the potential for vehicle conflicts, turning movements, and unexpected stops, which may impact both safety and traffic flow along the corridor. Managing this level of access is important for reducing crash risks, improving mobility, and ensuring that the roadway can serve the needs of residents, businesses, and travelers efficiently and safely. The project will improve safety and traffic flow by consolidating access points and limiting all access between County F and the CN railroad to right-in, right-out only, reducing driveways and minimizing crash risks.

ENVIRONMENTAL SUSTAINABILITY

Incorporates Permeable Pavements, Bioswales, Vegetated Swales

The proposed capacity expansion project would incorporate bioswales and stormwater detention ponds to the extent feasible as cost effective infrastructure improvements that manage increased stormwater runoff while maximizing long term economic value. Bioswales are shallow, landscaped channels that capture runoff directly from the roadway, slowing the flow and naturally filtering pollutants through vegetation and soil. By treating stormwater at its source, bioswales can reduce reliance on larger storm sewer systems and can lower both construction and longterm maintenance costs.

Stormwater detention ponds temporarily store runoff during heavy rain events and release it gradually, reducing flooding, erosion, and damage to roadway infrastructure. Together, these features can decrease the likelihood of weather related lane closures, protect pavement and drainage assets, and improve freight reliability by maintaining consistent travel conditions for commercial vehicles. This integrated approach ensures the proposed capacity improvements on County K deliver durable benefits by reducing lifecycle costs, minimizing disruption to goods movement, and strengthening the overall resilience of the transportation corridor.

Goals for stormwater management would be set to meet Wisconsin NR 151 and Trans 401 standards for peak discharge rates and total suspended solids (TSS) reduction. Best management practices (BMP) such as bioswales and storm water detention would be employed to maintain or reduce the peak runoff discharge rates, to the maximum extent practicable, as compared to pre-development conditions for the 2-year, 24-hour design storm applicable to the area. These BMPs would also be used to achieve a target TSS removal of 80 percent. Because the corridor is being widened from two to four lanes, there would be an appreciable increase in impervious area and, therefore, stormwater runoff.

Figure 2: *Waukesha County – County M Bioswale Construction*

Waukesha County has successfully utilized innovative stormwater management practices on previous projects to manage and improve both stormwater quantity and quality. Figure 2 features the CTH M (North Avenue) capacity expansion project in the City of Brookfield, which was built in 2020-21. Waukesha County coordinated with local, state, and federal resource agencies to develop a sound stormwater plan that utilizes median bioswales for bioretention. Figure 3 below offers a glimpse of what's planned for the County K project, including the four-lane divided roadway with a landscaped bioswale running alongside it. Integrating bioswales into the project not only improves water quality and protects the surrounding environment, but also demonstrates a commitment to resilient infrastructure that benefits both the community and the natural landscape.

Figure 3: *Aesthetic/Landscaped Median with Bioretention/Stormwater Handling*

QUALITY OF LIFE

Beautifying Transportation Infrastructure with Context Appropriate Design

Constructing a railroad grade separation can transform transportation infrastructure into a safer, more attractive and user-friendly space. By eliminating at-grade crossings, the project removes visual clutter like gates, flashing lights and warning signs, creating a cleaner and more welcoming corridor. Context-appropriate design such as using materials, colors and landscaping that reflect the character of the surrounding community, ensures the new structure feels like a natural extension of the area rather than an imposition. Figure 4 depicts the existing County K and CN railroad crossing, highlighting the current at-grade conditions and associated limitations. In contrast, Figure 5 illustrates the proposed upgraded bridge typical section, showcasing the transformation to a modern, grade-separated structure.

Figure 4: *County K/CN Railroad Crossing (Google Maps)*

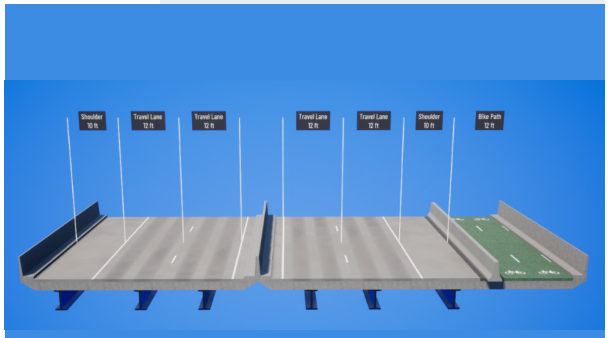


Figure 5: *Recommended Bridge Typical Section*

For users, the experience is noticeably improved. Pedestrians and bicyclists benefit from dedicated, barrier-protected paths that are both safe and inviting, often enhanced with lighting. Drivers enjoy smoother, uninterrupted travel without the delays and hazards of waiting for trains. These thoughtful design choices not only make the infrastructure more visually appealing but also foster a sense of pride and connection within the community. At the same time, grade separation improves operational efficiency by separating rail and road traffic, reducing crash risks and supporting reliable movement for all modes. The result is a transportation corridor that is not only functional and safe but also beautiful and welcoming for everyone who uses it.

Make Transportation More Affordable

A railroad grade separation will deliver meaningful cost savings for local businesses like Lannon Stone by eliminating the delays and unpredictability caused by waiting for passing trains. Even shaving a few seconds or minutes off each truck trip adds up quickly over hundreds of trips each year. The planned County K improvements, including grade crossing separation, are projected to generate about $174.6 million (undiscounted) in annual travel time savings ($31.3 million discounted), according to the Benefit-Cost Analysis report. These benefits result from less delay, smoother traffic, fewer train interruptions, and reduced idling—saving time, fuel, and costs for everyone on County K.

MOBILITY AND COMMUNITY CONNECTIVITY

Grade separation of County K over the CN railroad is the keystone project for the entire 6-mile corridor and will deliver benefits for the community by dramatically improving safety, reducing daily traffic delays, and strengthening emergency response capabilities. Every day, 34 trains travel through this crossing, creating a situation where cars, people walking, and people biking are exposed to danger nearly 670,000 times a year (exposure factor). Currently, the community endures 40 to 63 hours of cumulative traffic delay every day due to trains blocking the crossing, lost time that impacts commuters, businesses, and families alike. Improving mobility and community connectivity is a primary purpose of the project by improving vehicular roadway capacity, including transportation features for non-motorized travelers.

Improves Vehicular Roadway Capacity

County K serves as a vital east-west corridor in Sussex, Wisconsin, and is classified as a principal arterial according to the WisDOT Functional Classification. In addition, County K is designated as a National Highway System (NHS) route, emphasizing its importance for regional mobility, connectivity, and economic activity. Directly west of the at-grade crossing, County K meets Duplainville Road at a three-way intersection, creating a key junction for local traffic. Continuing further west, County K intersects with County F, a principal arterial that runs north-south and serves as an important connector in the area. Throughout this stretch, including at the at-grade crossing, County K remains primarily a two-lane roadway, which contributes to congestion and safety concerns, especially given the mix of local and through traffic at these intersections. The County K Scoping Study includes traffic projections from the observed year to the build year of 2031 and design year of 2055, as shown in the table below.

Table 3: *Traffic on Directly Affected Roadways*

	AADT by Year				
Roadway (location)	**2025**	**2031 (Build Year)**	**2040**	**2055 (Design Year)**	**% Increase (2025 to 2055)**
County K (County F – CN Railroad)	13,400	14,300	15,800	18,100	**+35%**
Duplainville Road	2,300	2,600	3,000	3,700	**+61%**

Table 3 shows the increased future traffic volumes for the project roadways, as the road network has outlived its current traffic capacity levels. The transition from a two-lane road to a four-lane road is warranted and supported by these current and future traffic volumes. Table 3 reveals a significant 35% surge in traffic at County K and an even more pronounced 61% increase at Duplainville Road by 2055. This anticipated growth is driven by ongoing and future land use changes along the corridor. This projected surge in traffic volume necessitates a comprehensive strategy for infrastructure development to meet future demands and maintain efficient mobility. Key improvements will include additional lanes to accommodate increased vehicle capacity and ensure smoother traffic flow and integrating multimodal infrastructure such as a separated shared use path to promote non-motorized transportation. These enhancements are essential

for alleviating congestion, minimizing travel delays, and improving safety for all road users.

Not only do current and projected traffic volumes justify the need for expanding capacity, but Figure 6 below illustrates the extent of traffic backups at the CN railroad crossing. According to the CN Railroad Queuing & Delay Analysis finalized on December 20, 2024, the total 24-hour delay at this crossing is estimated at 40 to 63 hours per day when factoring in both observed and projected train movements. This analysis clearly demonstrates that a significant portion of daily congestion and lost time for drivers is directly caused by trains blocking the crossing. Grade separation of County K would eliminate delay related to the railroad through this segment.

Figure 6: *County K/CN Railroad Traffic Congestion (January 2026)*

Includes Transportation Features that Increase the Accessibility for Non-Motorized Travelers

The project significantly enhances community connectivity and mobility by physically separating vehicles, trains, pedestrians and bicyclists, eliminating the conflicts and delays that come with at-grade crossings. A separated shared use lane has been planned, adhering to the Americans with Disabilities Act (ADA) guidelines. By transforming County K, the project will enhance safety, improve traffic flow, and accommodate all modes of transportation, thereby creating a more accessible transportation network. The existing project area lacks nonmotorized accommodations, but the grade separation project enhances non-motorized transportation with a separated shared use lane, ensuring safe routes for schoolchildren and residents.

ECONOMIC COMPETITIVENESS AND OPPORTUNITY

Promotes Economic Growth and Other Broader Economic and Fiscal Benefits

Waukesha County is actively pursuing strategic enhancements to County K to strengthen its integration with the broader communities, thereby expanding opportunities for residents, visitors, and travelers. County K serves as a crucial east-west corridor, not only playing a vital role in the County's infrastructure but also directly linking the eastern communities like Brookfield and Menomonee Falls and the western communities like Pewaukee and Sussex. This thoroughfare connects the regional communities as shown in Figure 7, showcasing its importance as a key transportation route that facilitates regional access and economic growth.

Construction of County K as a four-lane facility from County JK to Brookfield Road is expected to take 5 to 10 years, making it essential to tie the new four-lane overpass section back into the existing two-lane roadway and further strengthen the case for expanding capacity at the CN railroad crossing. According to WisDOT's 2022 data, County F, a major north-south corridor in the area, carries an

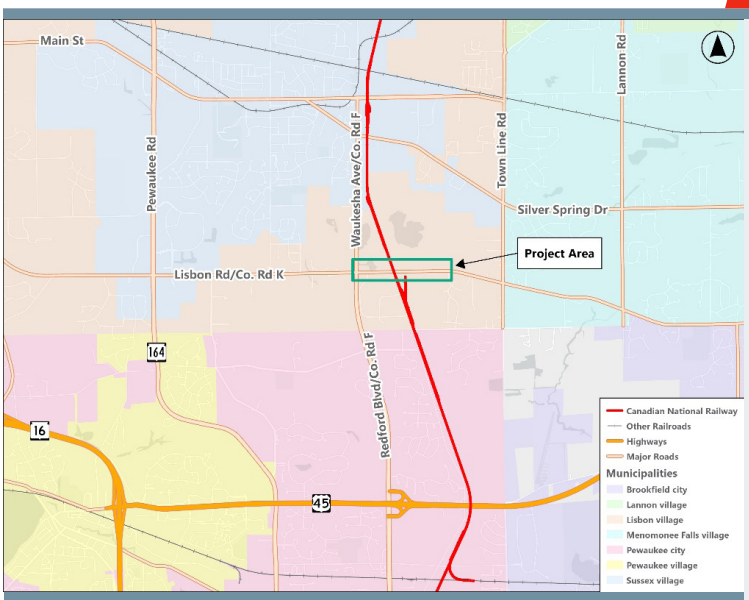


Figure 7: County K Regional Map

"Operational impacts are equally concerning, as an average of 34 trains per day cause recurring delays, congestion, and unreliable travel times. These delays, already substantial and projected to worsen as traffic and rail volumes grow, impede freight movement, employee commutes, and emergency response times."

Amanda Payne,
President & CEO
Waukesha County Business Alliance

average annual daily traffic volume of 16,200 vehicles north of County K and 24,200 vehicles south of County K, showcasing the need for improvements. With high daily traffic volumes and its connection to major routes like County F, this corridor not only moves people efficiently but also underpins the economic activity and fiscal health of the County. According to the BCA, the project is projected to deliver substantial economic benefits, with $209,724,324 in total undiscounted savings and $37,470,567 in total discounted savings.

Eliminates a Major Bottleneck Reducing Delay and Improving Reliability

The at-grade CN rail crossing is a bottleneck in Waukesha County. With 34 CN trains per day, the blocked crossing is frequently and unpredictably a significant economic weakness to the County. When the crossing is closed, it cuts off access between east and west Waukesha County, forcing traffic to reroute to longer alternative routes. The project will save substantial hours of vehicular delay and reduce significant travel unreliability for both people and goods movement. At current average daily traffic volumes, there are approximately 40-63 daily vehicle hours of delay attributable to the at-grade rail crossing.

Law enforcement agencies have identified this location as a high priority for grade separation due to its critical impact on emergency response times. Currently, there is only one grade-separated crossing in a 10.4-mile stretch, leaving emergency vehicles with few options when trains block at-grade crossings. This can cause dangerous delays during emergencies. Adding another grade-separated crossing will improve daily mobility and ensure emergency services can respond quickly and reliably, greatly enhancing community safety and resilience.

"Of particular importance to our district is the impact on emergency response. Local law enforcement and emergency responders have consistently identified County K railroad crossing as a barrier that can delay response times to and from Sussex-area schools."

Dr. Paul Mielke
Superintendent, Hamilton School District

Promotes Industries of National Interest

The project will play a vital role in strengthening the County's economy by enhancing access for both the workforce and customers, directly supporting the industrial businesses that are the backbone of the corridor. Sussex Quarry, operated by Lannon Stone Products, is a key economic driver in the area, situated north of County K and straddling the CN mainline. With CN providing essential rail service to the quarry and truck access connecting directly to County K, efficient and reliable transportation infrastructure is critical for the movement of raw materials and finished products.

> *"For the regional construction aggregates supply chain, the CTH K corridor is a critical artery; reliable and efficient access supports infrastructure, housing, and economic development across southeastern Wisconsin, while continued delays and safety issues increase costs and risk for contractors, municipalities, and all road users."*
>
> **Nate Swinton**
> *Development Director, Lannon Stone*

All-Ways Topsoil operates a topsoil stockpile and transfer facility located in the northwest quadrant of County K and the CN railroad, with its only access point directly onto County K. The company also maintains an additional parcel in the southeast quadrant of County K and Quarry Corners Parkway, which is used for stockpiling purposes. The Lisbon Freight Village, a transload facility operated by CN, is situated in the southeast quadrant of County K and the CN railroad. This facility plays a key role in regional freight movement and logistics.

Sussex-West Quarry, operated by Lannon Stone Products, is positioned west of County F on both sides of County K. The primary access for these quarries is onto County K, with a secondary access point on County F. This network of industrial and freight facilities relies heavily on County K for efficient access and operations, highlighting the importance of maintaining and improving this corridor to support local industry and economic activity. Trucks make up about 8% of daily traffic along the corridor, with 13-hour counts ranging from 670 to 1,800 trucks. Between County JK and Brookfield Road, average peak hour two-way truck volumes are 105 in the morning, 110 at midday, and 55 in the afternoon. Truck activity is highest near the quarries, where County K narrows to one lane each way, often causing through traffic to slow behind turning or accelerating trucks.

STATE OF GOOD REPAIR

Restores and Modernizes the Existing Core Infrastructure Assets that Have Met Their Useful Life

Built in 1962, the existing 64-year-old pavement has reached the end of its useful life. Replacing it with a new four-lane grade separation and separated shared use path will modernize and restore this essential infrastructure. Expanding from two to four lanes addresses current and future traffic demands, reducing congestion and improving safety for all users. The new structure replaces aging, outdated roadway and crossing elements, ensuring compliance with modern engineering standards and extending the corridor's service life for decades to come. A 2025 Pavement Condition Index (PCI) rating of 41 for the County K segment between Quarry Corners and Roberta Drive indicates that the pavement is in poor condition.

Table 4: *Pavement Conditions Index By Section*

Roadway Section	2020 PCI	2023 PCI	2023 Condition	Anticipated 2035 PCI	Anticipated 2035 Condition
County F to Quarry Corners Parkway	60	46	Poor	20-30	Serious to Very Poor
Quarry Corners Parkway to County V	60	44	Poor	20-30	Serious to Very Poor

Table 4 presents PCI values from the last two inspections, along with projected PCI ranges for 2035. According to WisDOT's Meta-manager Management System Data Base guidance, improvement projects for principal arterials should be considered when the PCI is 80 or below, and must be considered when the PCI drops to 60 or below. Projections show that, without significant intervention, the PCI will decline further to between 20 and 30 by 2035, placing the roadway in serious to very poor condition.

By removing aging pavement and outdated at-grade rail crossing components, the project eliminates infrastructure that has become increasingly costly to maintain and less reliable for daily users. The new overpass and roadway are designed with advanced materials and construction techniques that are built to last, reducing the need for frequent repairs and minimizing disruptions for the community.

Prioritizes Improvement of Condition & Safety of Existing Transportation Infrastructure

The new bridge is designed for a 75-year lifespan, ensuring long-term durability and reducing the need for frequent repairs or disruptive maintenance. This investment extends the useful life of the corridor and provides a reliable, resilient route for decades to come. Expanding to four lanes improves traffic flow, reduces congestion, and minimizes the risk of rear-end and turning collisions that are common on narrow, outdated roadways. The additional capacity supports current and future travel demands, making the corridor safer and more efficient for all users.

Eliminating the at-grade rail crossing removes a significant safety hazard. Vehicles, pedestrians, and bicyclists no longer have to cross active railroad tracks or wait for passing trains, which greatly reduces the risk of crashes and delays. The inclusion of a barrier-protected shared use path ensures that non-motorized travelers have a safe, dedicated space, separated from both vehicle traffic and trains, encouraging walking and biking while protecting vulnerable users. By modernizing the corridor with a four-lane overpass and shared use path, the project not only restores and upgrades aging infrastructure but also creates a safer, more accessible, and future-ready transportation network that meets the needs of the entire community.

Creates New Infrastructure in Remote Communities - Maintaining it in a State of Good Repair

This project brings substantial benefits to rural communities by replacing outdated, deteriorated infrastructure with a modern, reliable corridor. The project modernizes this segment of County K through the total reconstruction of the dated facilities, incrementally improving core infrastructure assets. Full implementation of the project

provides Waukesha County and the surrounding populations with a safer, new and functional asset which is more readily maintained at a consistent level than the existing deteriorated pavement with an at-grade rail crossing. The addition of a barrier-protected shared use path provides a safe, dedicated space for non-motorized travelers, supporting active transportation and making the corridor accessible to people of all ages and abilities. By investing in a structure that is designed for longevity and adaptability, the project ensures that the community will benefit from safer, more efficient, and lower-maintenance infrastructure for decades to come, supporting growth and quality of life well into the future. Ultimately, these improvements help bridge gaps in access and opportunity, fostering a more connected, resilient, and inclusive rural community.

PARTNERSHIP AND COLLABORATION

The improvements associated with this project are integral to the County's commitment to the Waukesha County Five Year Capital Plan 2026 – 2030, as included on page 504, project #202514. The public has shown strong and consistent support for the project, particularly for grade separating the County K and CN railroad crossing. This is evidenced by numerous public comments and collected Letters of Support that highlight the community's desire for improved safety and mobility. Additionally, there is clear public backing for expanding County K from two lanes to four lanes, as demonstrated by widespread support for the SEWRPC VISION 2050 plan amendment and its unanimous approval by the full SEWRPC Commission. The SEWRPC VISION 2050 plan amendment now prioritizes the County K expansion in the regional land use and transportation plan, highlighting its importance for future growth and connectivity.

The overwhelming support for the project is evident in the Letters of Support included with the application, demonstrating the community's collective endorsement of these transformative improvements. There are businesses, elected officials, corridor residents, and community organizations that have expressed their support for the project, including:

- Canadian National Railroad
- Wisconsin Department of Transportation
- Wisconsin Department of Natural Resources
- United States Senator Tammy Baldwin
- United States Representative Scott Fitzgerald
- Wisconsin State Representative Dan Knodl
- Wisconsin State Senator Rob Hutton
- Waukesha County Board of Supervisors
- Southeastern Wisconsin Regional Planning Commission
- Wisconsin Transportation Development Association
- Wisconsin Transportation Builders Association
- Waukesha County Business Alliance
- International Union of Operating Engineers – Local 139
- Greater Milwaukee Association of Realtors
- Commercial Association of Realtors
- Village of Lisbon
- Village of Sussex
- City of Pewaukee
- Village of Menomonee Falls
- Hamilton School District
- Lannon Stone
- Wanaki Golf Course
- Wangard Partners
- Project Property Owner: Ms. Mehringer
- Corridor Resident, Mr. Hale
- Corridor Resident, Mr. Conradson
- Corridor Resident, Dr. Davis

Table 5: *County K Community Engagement Summary*

Engagement Activity	Summary	Engagement Outcome	Outreach Efforts	Date
Public Involvement Meeting (PIM) #1	Introduce the project and gather public comments. Attendees identified problems in the corridor and asked questions, provided feedback, and discussed next steps. (Meeting materials foud here)	Attended by 48 people	Website, Mailer, and Press Release	May 13, 2025
Public Involvement Meeting (PIM) #2	Review PIM #1 feedback, discuss project limits, capacity expansion, CN RR grade separation justification, and bike/ped opportunities. Public input was gathered in the form of questions, feedback, and general issues and concerns.	Attended by 51 people	Website, Mailer, and Press Release	July 9, 2025
Stakeholder Advisory Committee (SAC) Meeting #1	Introduction of the project team and SAC members, an overview of the project, a description of their role as SAC members, and public input and open discussion. (Meeting materials found here)	Attended by 23 SAC members	Mailer and Email	April 29, 2025
Stakeholder Advisory Committee (SAC) Meeting #2	Discuss PIM #1 feedback, project limits, CN RR grade separation, SEWRPC amendment, SAC input, and next steps.	Attended by 20 SAC members	Mailer and Email	June 26, 2025

Engages Residents and Community-Based Organizations

The County has undertaken extensive public involvement initiatives to actively engage residents, local organizations, and transportation network users throughout the project's lifecycle. As detailed in Table 5, these consolidated public involvement activities were conducted during the County K (County JK to Brookfield Road) Scoping Study. The engagement efforts have robustly aligned with the US DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making by effectively utilizing all six pillars of meaningful public involvement. This includes building durable community relationships, understanding community needs, and ensuring broad representation.

A notable example is the establishment of the Stakeholder Advisory Committee (SAC), a Civic Advisory Committee. This committee was instrumental in setting project goals, reviewing traffic and environmental data, and providing feedback on design alternatives. SAC was comprised of community leaders and stakeholders including members from CN, Lannon Stone Products, Halquist Stone, Globe Contractors, Village of Sussex, Village of Lisbon, City of Pewaukee, Village of Menomonee Falls, Sussex Fire and EMS, SEWRPC, Wisconsin DNR, WisDOT, Waukesha County Sheriff's Department, and the Waukesha County Board.

Support letters from WisDOT and WisDNR demonstrate strong backing from key statewide agencies that will play major roles in the success of the BUILD project. The inclusion of a support letter from Lannon Stone, a local business directly adjacent to the project, highlights the importance of these improvements for the local economy and daily operations. Most notably, a Letter of Support from CN Railway, the operator of the railroad at this crossing, demonstrates the collaborative spirit and shared commitment to advance this project.

Another particularly meaningful Letter of Support comes from Ms. Mehringer, a property owner along the corridor just east of the CN railroad tracks. Her endorsement carries special weight, as she has expressed strong support for the project, even knowing it requires her to sell a portion of her property to make it possible. Ms. Mehringer's willingness to put the broader community's needs first highlights the project's importance and the genuine local commitment to seeing these improvements move forward.

The County is committed to actively publicizing coordinated efforts, project information, and updates through their dedicated County K project website. This platform provides comprehensive project background information, frequent updates, and access to the past public involvement meeting materials for public viewing. As efforts on County K progress and development advances, the County is dedicated to ensuring that progress is achieved through thoughtful planning and continuous engagement.

Waukesha County is dedicated to maintaining an active and transparent public involvement plan throughout the entire lifecycle of the project. Building on the success of previous PIM and SAC meetings, the County is committed to continuing this open and inclusive approach throughout the life of the project. Future PIM and SAC meetings are already planned to ensure that residents, businesses, and key stakeholders remain

informed, involved, and empowered to share their input at every stage. For example, once the County K Final Design Alternatives, Impacts, and Cost Estimates are developed in May 2026, another PIM will be held. This meeting will give residents, businesses, and stakeholders the opportunity to review the latest project details, ask questions, and provide feedback before any final decisions are made.

Continued outreach efforts, including regular updates, open houses, and opportunities for feedback will ensure the community's voice remains central as the project moves from design through construction. This ongoing engagement will help address concerns, share progress, and build lasting trust, ensuring the final outcome reflects the needs and priorities of those who live and work along the project.

INNOVATION

Innovative Project Delivery

Innovative construction techniques and streamlined programmatic agreements that will be implemented on the project will result in faster delivery and reduce impacts to the surrounding communities. The County K grade crossing elimination project aligns with the WisDOT Bridge Manual's Accelerated Bridge Construction (ABC) methods, Prefabricated Bridge Elements and Systems (PBES) which is designed to streamline project delivery and reduce disruptions for the traveling public.

The prefabricated elements of a bridge or bridge system are constructed offsite, or near-site of a bridge, transported to the site, and installed in segments to their final position, which reduces onsite construction time and the impact on the traveling public relative to conventional construction methods. PBES improve site constructability and bridge quality and durability, while reducing traffic impacts and onsite construction times. PBES have been shown to minimize environmental impacts, impacts to existing roadway alignments, and the need for utility relocation and ROW property acquisitions.

A key objective is to minimize roadway out-of-service time, meaning the period when County K is closed or restricted to traffic will be kept to a minimum. This is especially important for a corridor that serves as a vital link for commuters, emergency services, and local commerce. By leveraging ABC techniques such as prefabricated bridge elements, innovative construction methods, and careful project phasing, the project will deliver a safer, more reliable overpass while allowing the community to maintain mobility and access throughout construction. Ultimately, this approach reflects a strong commitment to both efficiency and the well-being of everyone who depends on County K.

By following this guidance, the project team is committed to minimizing the total construction window, ensuring that the duration of work is as short as possible. This approach not only accelerates the overall timeline but also helps control costs and limit the impact on nearby residents and businesses.

The second innovation centers on the use of streamlined programmatic agreements among multiple agencies, which significantly accelerates project delivery and enhances interagency coordination. The first of these is the Cooperative Agreement between the Wisconsin Department of Natural Resources (DNR) and WisDOT. This agreement establishes clear procedures to balance

responsible environmental stewardship with transportation infrastructure needs. The DNR and DOT recognize that utilizing this cooperative agreement will result in broader benefits such as coordinated planning efforts, synchronized reviews, and overall gains in government process efficiencies. By having a standing framework in place, the project team can avoid delays that often arise from case-by-case negotiations, ensuring that environmental stewardship and regulatory compliance are achieved without unnecessary bureaucracy.

The Letter of Support from WisDNR is a powerful testament to the project's strong environmental stewardship and collaborative approach. WisDNR's endorsement, given after a thorough review of the County's BUILD grant project, highlights the depth of coordination and shared commitment to protecting Wisconsin's natural resources. This partnership ensures the project not only meets, but exceeds, state environmental standards, demonstrating a dedication to responsible development.

The second key agreement is a Programmatic Agreement among the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), U.S. Army Corps of Engineers (USACE), Wisconsin State Historic Preservation Office (SHPO), Advisory Council on Historic Preservation, and WisDOT. This comprehensive agreement streamlines the review process for transportation projects in Wisconsin by establishing standardized procedures for addressing historic preservation, environmental impacts, and permitting requirements. It enables agencies to coordinate more effectively, resolve issues proactively, and reduce the time required for project approvals.

Together, these programmatic agreements represent a forward-thinking approach that not only saves time and resources but also ensures that projects like this one can move forward efficiently while meeting all regulatory and environmental obligations.