



# CTH K (CTH JK to CTH Y) Public Involvement Meeting

## PUBLIC INVOLVEMENT MEETING #1

May 13th, 2025

4:30-6:30

**Sussex Civic Center**  
**N64 W23760 Main St**  
**Sussex, WI 53089**



## Project Contacts

**Nate Beth, P.E.**  
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## Introduction

You are invited to the first of two planned Public Involvement Meetings (PIM) for the CTH K Preliminary Scoping Study. The location of this meeting will be at the **Sussex Civic Center**. It will be an open house format with a presentation scheduled at **5:00 PM**. The purpose of this meeting is to introduce the project, share existing road condition data, and define the deficiencies within the project limits. The team is seeking input from community members, businesses, property owners, the railroad, emergency responders, and resource agencies to help determine the project's purpose and needs. Engineers from the design team will be available to discuss the project and address any questions or concerns you may have.

If you have comments or concerns regarding this project, there will be comment forms distributed at the meeting. Comments may also be emailed to the project contacts listed on this page.

## Project Background

Waukesha County Department of Public Works is currently in the preliminary study phase for this project. At the conclusion of the preliminary planning study, the County will have defined the project's scope, schedule, and cost. This will position the county to apply for federal funding through the STP 2030–31 program cycle and Fiscal Year 2026 federal BUILD (Better Utilizing Investments to Leverage Development) Grant.

## Project Overview

- CTH K project will examine a 5-mile segment from CTH JK (Lynndale Rd) to CTH Y (Lannon Rd)
- Project will look to address capacity, safety issues, pavement condition, traffic operations, and railroad crossings.

## Project Schedule

- Corridor Crash and Traffic Report – March 2025
- Corridor Environmental Scan – March 2025
- Project Purpose & Need – March 2025
- Public Informational Meeting #1 – May 2025
- Draft Preferred Corridor Alternative Plan – October 2025
- Draft CTH K Program Costs & Schedule – October 2025
- Federal STP-M Funding Application – October 2025
- Public Informational Meeting #2 – December 2025
- Federal BUILD Grant Application – January 2026
- Final CTH K Program Report – March 2026

## Additional Information and Updates

**Project Website:** [www.waukeshacounty.gov/public-works/road-projects/county-highway-k](http://www.waukeshacounty.gov/public-works/road-projects/county-highway-k)



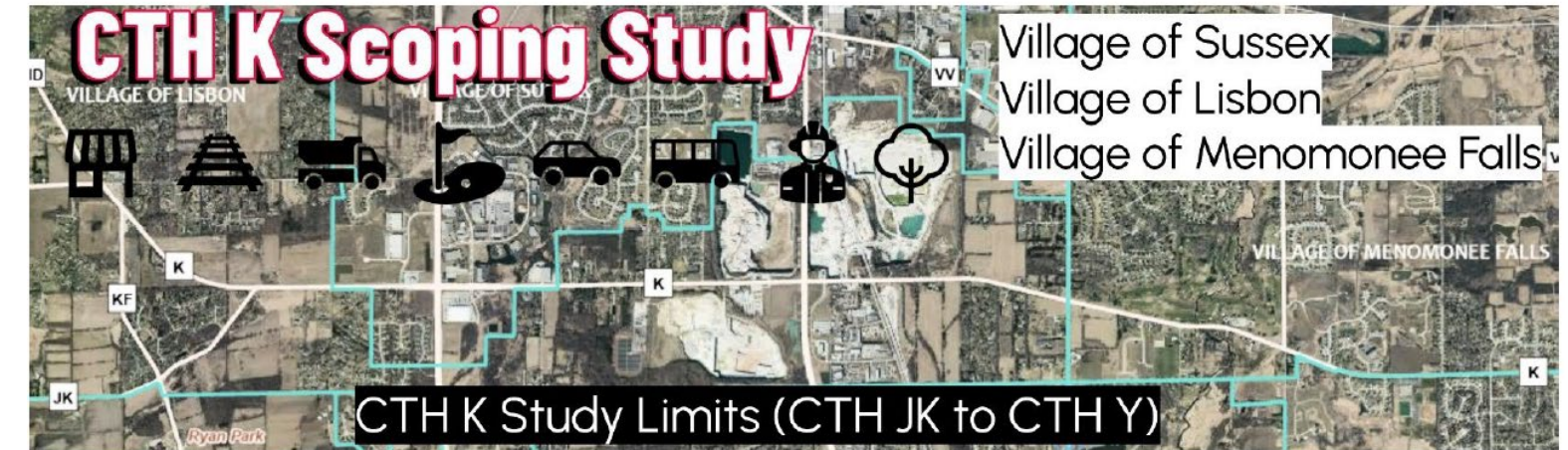
# CTH K (CTH J K to CTH Y) Scoping Study

Public Involvement Purpose and  
Need Meeting

May 13, 2025



# PIMP&N Meeting Agenda



1. Introductions, WC Project Team.
2. CTH K (CTH JK-CTH Y) Capital Project Overview.
3. Importance and Opportunity for Federal Funding.
4. Existing No-Build Conditions.
5. Public Input.
  - ❑ Questions, Feedback, Issues & Concerns.
6. Next Steps.

# CTH K (CTH JK-CTH Y) Capital Project Overview

- ❑ New Capital Project (2025-2029) WC Capital Plan (#202514).
- ❑ 2025, Preliminary Scoping Study.
  - ❑ Define Scope, Cost, Schedule, Impacts, Risks.
  - ❑ Scope Decisions: **Capacity Expansion, CNRR Crossing and Intersection Improvements.**
- ❑ 2025-2026, Federal Funding Applications.
- ❑ 2027, Begin Design (subject to federal funding approvals).
- ❑ 2031-2032, Earliest Construction.



# Importance and Opportunity for Federal Funding

- ❑ Reconstruction and Expansion Requires Federal Funding.
  - ❑ w/ o Federal Funding: Pavement Rehabilitation, HSIP Intersection Improvements.
  - ❑ CTH F/ CTH K Intersection Project (#202304), 2027 Construction.
- ❑ 2030-31 STP-M (STBG) Federal Funding Program Cycle.
- ❑ BUILD Federal Discretionary Grant.
- ❑ Other Federal Discretionary Grants (CRISI).



# Public Involvement Input

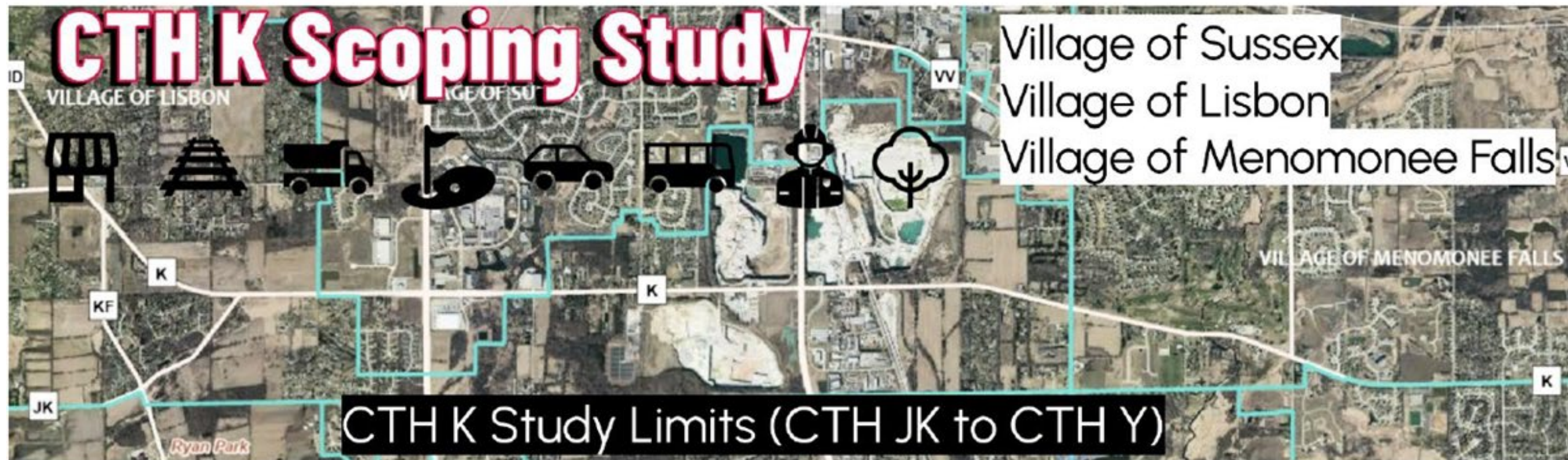
- ☐ Purpose and Need Meeting.
  - ☐ May 13, 2025.
- ☐ Preferred Corridor Alternative Plan.
  - ☐ Fall 2025.
- ☐ BUILD Grant Application-Letters of Support.
  - ☐ TBD-NOFO 2025-2026.
- ☐ Project NEPA/ Preliminary Design Phase.
  - ☐ TBD-2027.
- ☐ As Needed for Project Input.





# Existing and No-Build Conditions

- ❑ Traffic and Safety Report.
- ❑ Environmental Scan.
- ❑ Purpose & Need.





# Existing 2024 Traffic Conditions

❑ 9,000-14,450 Estimated ADT.

❑ Heavy Trucks.

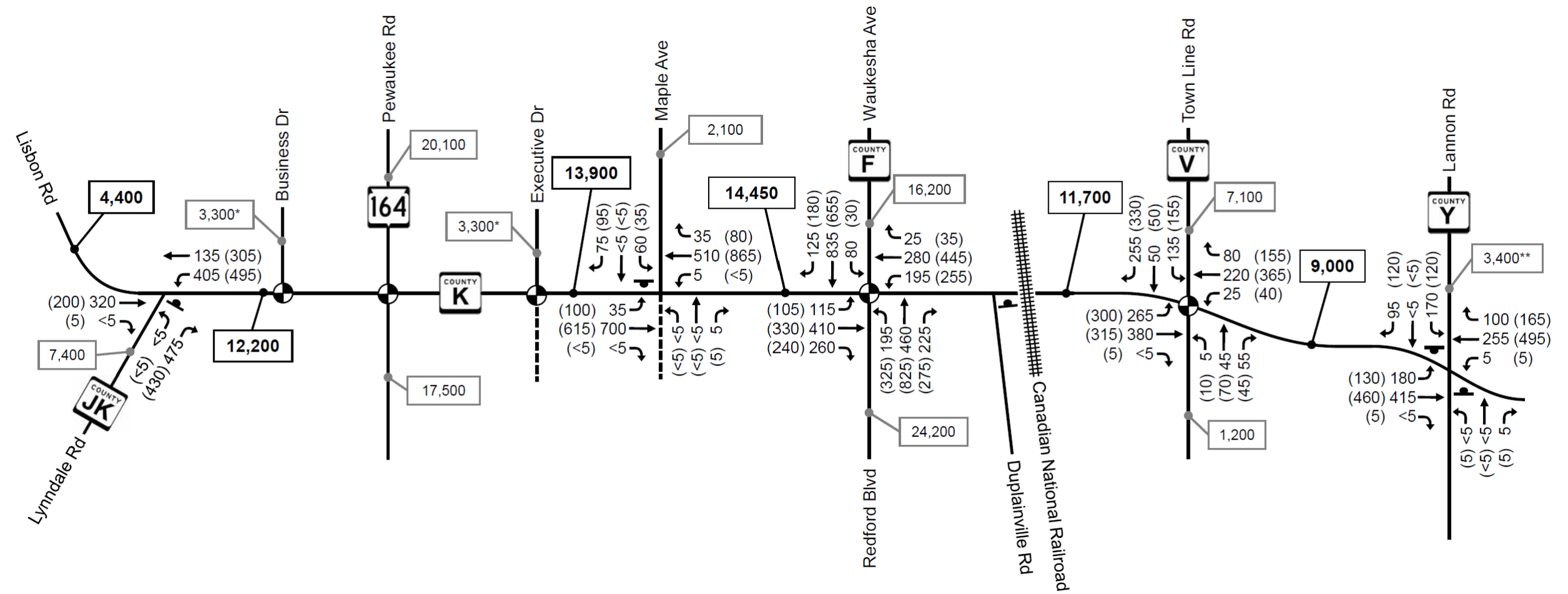
❑ AM Peak, 16%.

❑ MD Peak, 22%.

❑ PM Peak, 5%.

❑ 670-1,800 ADT.

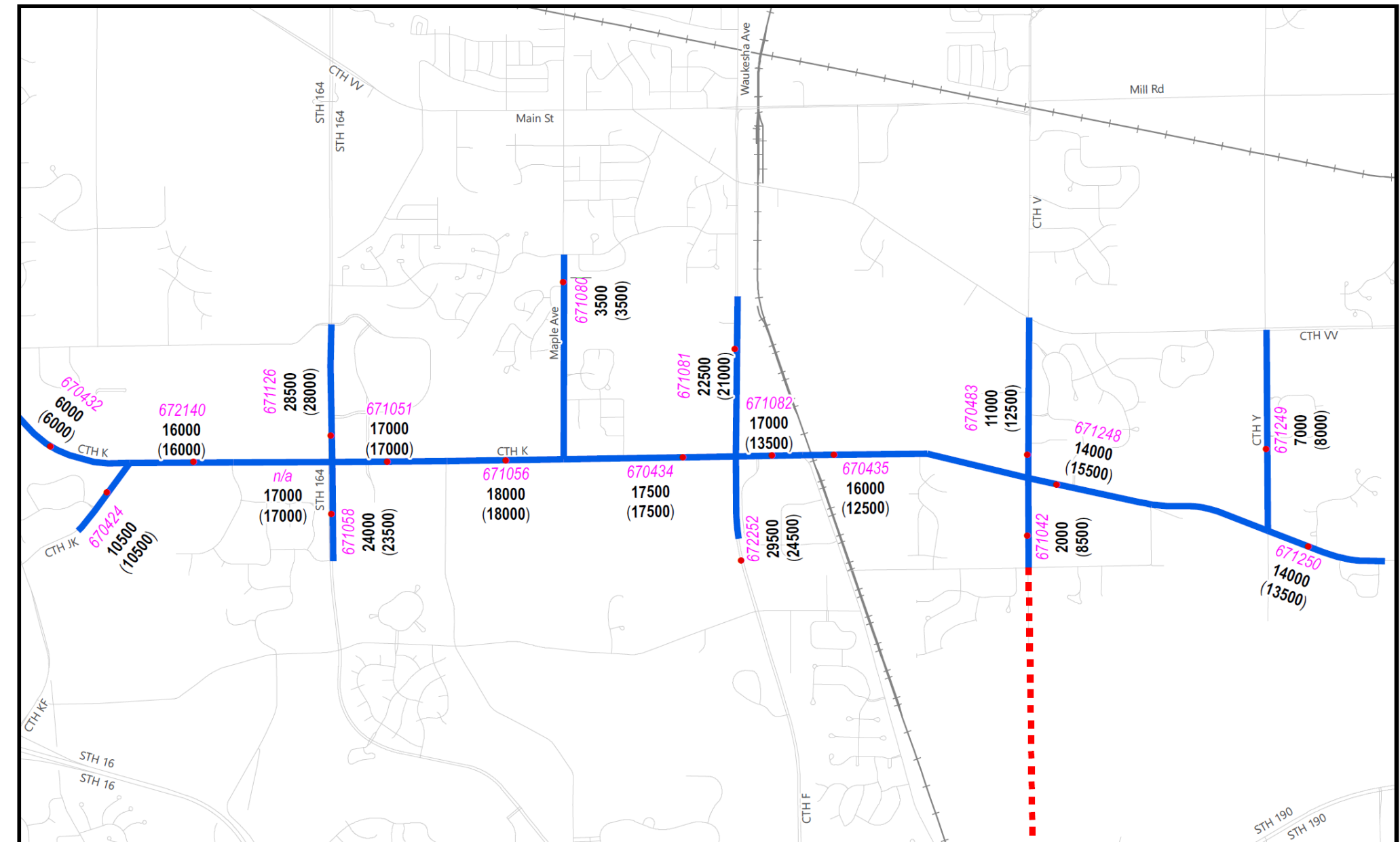
Intersection	Traffic Control	Peak Hour	Peak Hour Factor	Percent Heavy Vehicles			
				Eastbound	Westbound	Northbound	Southbound
County K (Lisbon Rd) with County JK (Lynndale Rd)	One-Way Stop Control	AM	0.84	1%	8%	4%	-
		PM	0.96	2%	3%	4%	-
County K (Lisbon Rd) with Maple Ave	Two-Way Stop Control	AM	0.86	5%	13%	71%	2%
		PM	0.94	4%	3%	38%	5%
County K (Lisbon Rd) with County F (Redford Blvd)	Traffic Signal	AM	0.94	5%	16%	14%	8%
		PM	0.98	4%	5%	4%	6%
County K (Lisbon Rd) with County V (Town Line Rd)	Traffic Signal	AM	0.85	8%	9%	2%	8%
		PM	0.94	4%	3%	2%	5%
County K (Lisbon Rd) with County Y (Lannon Rd)	Two-Way Stop Control	AM	0.88	6%	9%	50%	3%
		PM	0.89	3%	4%	14%	<1%





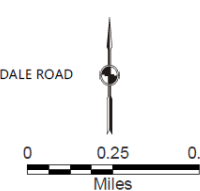
# 2055 Traffic Forecast, CTH JK to CTH Y

- ❑ 14,000-18,000 ADT.
- ❑ Heavy Trucks.
- ❑ 850-2,210 ADT.
- ❑ 0.43% to 1.16% Annual Growth.
- ❑ Growth on N-S Roads.
- ❑ Impact CTH K Operations.



## CTH K BETWEEN CTH JK/LYNNDAL ROAD AND CTH Y/LANNON ROAD FORECAST YEAR 2055 AVERAGE WEEKDAY TRAFFIC (AWDT) VOLUMES

FORECAST WORK ORDER:  
MASTER CONTRACT:  
ROUTE(S): CTH K  
LOCATION DESCRIPTION: CTH JK/LYNNDAL ROAD  
TO CTH Y/LANNON ROAD  
COUNTY(IES): WAUKESHA  
FORECAST YEARS: 2055  
SEWRPC PROJECT ID: 240-1000  
PREPARED BY: G. ALE  
DATE: 1/21/2025



— FORECAST FACILITY  
- - - PROPOSED NEW TOWN LINE ROAD EXTENSION BETWEEN WEYER ROAD AND STH 190  
XXXXXX TRADAS\_ID  
XXXXX FORECAST YEAR 2055 AWD: NO-BUILD SCENARIO  
(XXXX) FORECAST YEAR 2055 AWD: BUILD SCENARIO

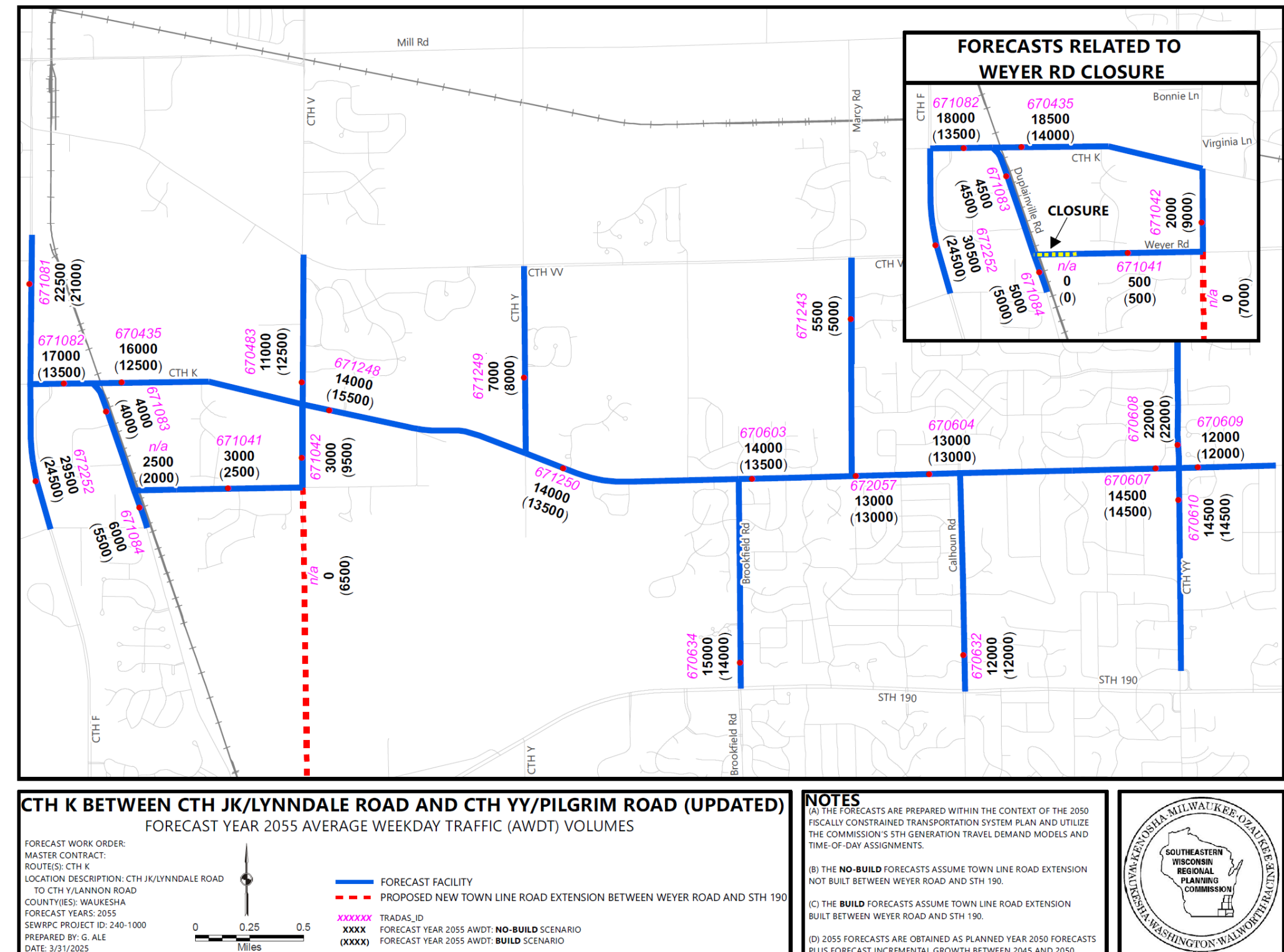
### NOTES

- (A) THE FORECASTS ARE PREPARED WITHIN THE CONTEXT OF THE 2050 FISCALLY CONSTRAINED TRANSPORTATION SYSTEM PLAN AND UTILIZE THE COMMISSION'S STH GENERATION TRAVEL DEMAND MODELS AND TIME-OF-DAY ASSIGNMENTS.
- (B) THE **NO-BUILD** FORECASTS ASSUME TOWN LINE ROAD EXTENSION NOT BUILT BETWEEN WEYER ROAD AND STH 190.
- (C) THE **BUILD** FORECASTS ASSUME TOWN LINE ROAD EXTENSION BUILT BETWEEN WEYER ROAD AND STH 190.
- (D) 2055 FORECASTS ARE OBTAINED AS PLANNED YEAR 2050 FORECASTS PLUS FORECAST INCREMENTAL GROWTH BETWEEN 2045 AND 2050.



# 2055 Traffic Forecast, CTH Y to CTH YY

- ❑ Extended East Limit.
  - ❑ 13,000-14,500 ADT.
- ❑ Logical Termini vs. Project.
  - Budget and Federal Funding.
- ❑ Weyer Road/ CNRR Closure Alt.
  - ❑ Increases CTH K-18,500 ADT.
- ❑ *29-58%, 2055 Traffic Increase.*



# CTH K Crash Data

## ❑ Corridor Crashes.

❑ Overall Crash Rate of 285.34.

❑ 3.4x Statewide Average.

❑ KAB Crash Rate of 57.71.

❑ 3x Statewide Average.

## ❑ Intersection Crashes.

❑ WIS 164, 1.39.

❑ CTH F, 1.17.

❑ CTH Y, 1.38.

❑ Maple Avenue, 2 Fatalities.

**Table 3**  
County K (County JK to County Y)  
Corridor Crash Rates (2020-2024)

Crash Rate Condition	Crash Rates <sup>1</sup>		
	Statewide Average <sup>2</sup>	Statewide Upper Control Limit <sup>2</sup>	County K Corridor
<b>Overall</b>	84.07	93.55	<b>285.34</b>
<b>KAB<sup>3</sup></b>	19.33	23.88	<b>57.71</b>

1) Crash rates expressed in terms of number of crashes per 100 million vehicle miles traveled (HMVMT).  
 2) Statewide average and upper control limit rates based on the 2018-2022 rural county highways road group  
 3) KAB = Fatal, Injury Severity A, and Injury Severity B crashes

**Table 5**  
County K (County JK to County Y)  
Intersection Crash Summary (2020-2024)

County K Intersection with:	Number & Severity of Crashes				Crash Rate (Crashes per Million Entering Vehicles)
	Fatal	Injury	Property Damage	Total	
County JK (Lynnedale Rd)	0	0	10	10	0.48
Business Drive	0	0	4	4	0.18
WIS 164 (Pewaukee Rd)	0	21	55	76	1.39
Executive Drive	0	3	5	8	0.28
Maple Avenue	2	2	5	9	0.38
County F (Redford Blvd)	0	28	41	69	1.17
Duplainville Road/CN RR	0	4	13	17	0.75
County V (Townline Rd)	0	2	12	14	0.59
County Y (Lannon Rd)	0	9	15	24	1.38



# CNRR X-ing, Crashes & Delay

- ❑ CNRR X-ing Crashes.
  - ❑ Duplainville Road to CNRR X-ing.
  - ❑ 17 Crashes.
  - ❑ 65% Rear-End Crashes.
- ❑ Daily Exposure Factor of 397,800.
  - ❑ 1,050,600 Exposure Factor Combined.
- ❑ 40-63 Hours, Daily Travel Delay.
  - ❑ 95-143 Hours, Daily Combined.





# Mid-Block/ Minor Intersection Crashes

- ❑ 36 Crashes.
- ❑ 39% Rear-End Crashes.
- ❑ 25% Side Swipe Crashes.
- ❑ 2 Fatalities.
- ❑ 15 Injury Crashes.
- ❑ Fatal and Injury, 47%.
- ❑ Point of Concern.



Table 6  
County K (County JK to County Y)  
Midblock Crash Summary (2020-2024)

County K segments	Crash Type							Severity			Total
	Rear	Angle	Head On	Side Swipe	Ped/ Bike	Fixed Object	Leaving Roadway	Fatal	Injury	Property Damage	
County JK to Business Dr	4	0	0	0	1	0	1	0	5	1	6
Business Dr to Executive Dr	0	0	0	0	0	0	0	0	0	0	0
Executive Dr to Maple Av	2	0	0	4	0	2	1	0	2	6	9
Maple Ave to County F	3	0	0	0	0	0	2	1	2	2	5
County F to Duplainville/RR	2	3	0	3	0	0	0	1	3	5	8
Duplainville/RR to County V	2	0	0	1	0	1	0	0	1	3	4
County V to County Y	1	0	1	1	0	0	1	0	2	2	4
<b>Total</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>15</b>	<b>19</b>	<b>36</b>



# Traffic Operations, Heavy Truck Impacts

- ❑ Made Worse by Heavy Truck Traffic Volume.
- ❑ Slower Operating Speeds.
- ❑ Slower Acceleration & Deceleration Rates.
- ❑ Occupy More Space.
- ❑ Require More Room to Turn.
- ❑ Impact Drivers Field of Vision.
- ❑ Many Access Points.





# 2025 Traffic Operations-Level of Service

- ❑ Intersection Level of Service (LOS).

- ❑ Signalized Intersections.

- ❑ 2-Way Stop Controlled.

- ❑ Intersections Evaluated.

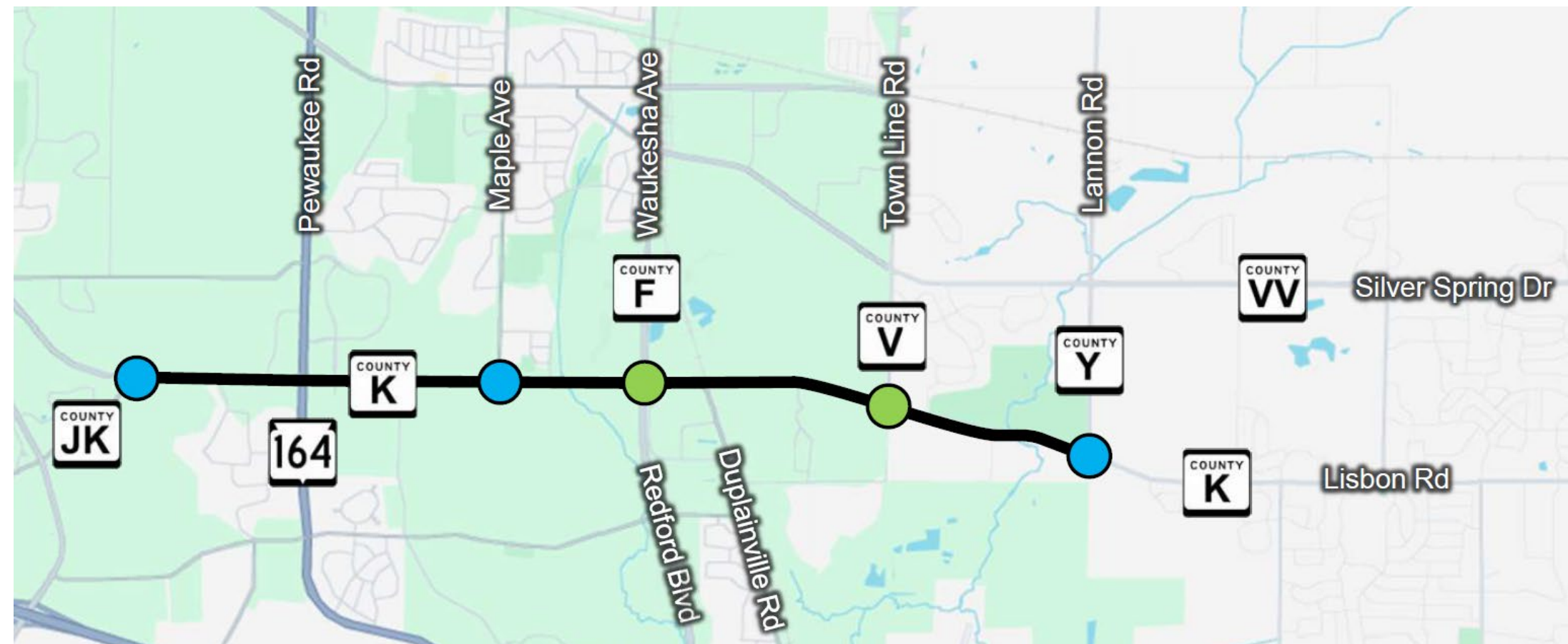
- ❑ CTH JK.

- ❑ Maple Avenue.

- ❑ CTH F.

- ❑ CTH V.

- ❑ CTH Y.



# 2055 Traffic Operations-Level of Service

❑ Failing Operations (LOS E/ F).

❑ CTH JK.

❑ Maple Avenue.

❑ CTH F.

❑ CTH Y.

❑ Inadequate Queue Storage.

❑ Multiple Intersections.

Intersection	Traffic Control	Peak Hour	Parameter	Level of Service (LOS) per Movement by Approach												Overall Intersection LOS
				Eastbound			Westbound			Northbound			Southbound			
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Lisbon Rd (County K) with Lynndale Rd (County JK)	One-Way Stop Control	AM	LOS	--	(A)	(A)	B	(A)	--	F	--	F	--	--	--	N/A
			Delay, sec/veh	--	0.0	0.0	12.2	0.0	--	166.8	--	166.8	--	--	--	
			Queue, ft	--	0	0	90	0	--	790	--	790	--	--	--	
		PM	LOS	--	(A)	(A)	B	(A)	--	D	--	D	--	--	--	N/A
			Delay, sec/veh	--	0.0	0.0	10.3	0.0	--	26.6	--	26.6	--	--	--	
			Queue, ft	--	0	0	70	0	--	220	--	220	--	--	--	
Lisbon Rd (County K) with Maple Ave	One-Way Stop Control	AM	LOS	A	A	(A)	B	B	(A)	F	F	F	F	F	C	N/A
			Delay, sec/veh	9.7	9.7	0.0	10.7	10.7	0.0	57.8	57.8	57.8	>500	>500	16.0	
			Queue, ft	<25	<25	0	<25	<25	0	<25	<25	<25	210	210	25	
		PM	LOS	B	B	(A)	A	A	(A)	F	F	F	F	F	D	N/A
			Delay, sec/veh	13.5	13.5	0.0	9.5	9.5	0.0	149.5	149.5	149.5	>500	>500	32.4	
			Queue, ft	25	25	0	<25	<25	0	<25	<25	<25	155	155	60	
Lisbon Rd (County K) with Waukesha Ave / Redford Blvd (County F)	Traffic Signal	AM	LOS	C	F	D	F	C	C	F	C	C	C	E	C	E
			Delay, sec/veh	25.2	128.8	36.2	120.2	32.4	28.0	122.1	26.3	24.7	22.3	60.6	26.0	
			Queue, ft	110	655	205	335	200	30	320	215	145	70	575	95	
		PM	LOS	C	F	D	F	D	C	E	C	C	C	E	C	D
			Delay, sec/veh	27.7	109.5	40.5	90.4	36.4	28.1	76.5	29.0	22.9	28.0	56.5	33.3	
			Queue, ft	105	520	195	375	305	35	445	390	165	35	440	145	
Lisbon Rd (County K) with Town Line Rd (County V)	Traffic Signal	AM	LOS	B	A	A	B	C	B	B	B	B	C	C	C	B
			Delay, sec/veh	13.6	9.1	5.6	16.3	22.9	16.5	18.0	18.0	17.9	21.2	21.2	20.9	
			Queue, ft	140	220	<25	35	210	55	55	55	45	200	200	150	
		PM	LOS	C	A	A	B	C	B	C	C	C	C	C	C	B
			Delay, sec/veh	20.1	7.3	5.3	14.9	24.8	15.6	21.8	21.8	21.0	25.0	25.0	27.8	
			Queue, ft	245	150	<25	45	370	85	90	90	35	245	245	210	
Lisbon Rd (County K) with Lannon Rd (County Y)	Two-Way Stop Control	AM	LOS	A	A	(A)	A	A	(A)	E	E	E	F	F	B	N/A
			Delay, sec/veh	9.8	9.8	0.0	8.9	8.9	0.0	40.8	40.8	40.8	>500	>500	12.0	
			Queue, ft	25	25	0	<25	<25	0	<25	<25	<25	770	770	25	
		PM	LOS	B	B	(A)	A	A	(A)	F	F	F	F	F	C	N/A
			Delay, sec/veh	11.9	11.9	0.0	9.0	9.0	0.0	164.6	164.6	164.6	>500	>500	20.1	
			Queue, ft	30	30	0	<25	<25	0	30	30	30	575	575	60	

# CTH K Corridor Access

- ❑ CTH K Existing Access.
  - ❑ Mixed Land Uses.
  - ❑ High Access Density.
  - ❑ Intersection Functional Area Overlap.
  - ❑ Sight Distance.
  - ❑ Unpermitted.
  - ❑ Multiple/ Property.



**The number of access points can have a direct impact on the operation and safety of a roadway.**

Table 1  
Existing Private Access to County K (Lisbon Road)

County K Segments	Number of Private Access Points	Segment Length (miles)	Access Density (access points per mile)
County JK (Lynndale Road) to Business Drive	6	0.68	8.8
Business Drive to Executive Drive	0	0.34	0
Executive Drive to Maple Avenue	20	0.84	23.8
Maple Avenue to County F (Redford Boulevard)	8	0.74	10.8
County F (Redford Boulevard) to County V (Town Line Road)	30	1.26	23.8
County V (Town Line Road) to County Y (Lannon Road)	11	1.06	10.4



# Environmental Scan Purpose

- ❑ Inventory of existing environmental resources along CTH K.
- ❑ Risk Based Environmental Screening Template (RBEST).
- ❑ Improves confidence in federal funding applications.
- ❑ Required for federal discretionary grant applications.
- ❑ Design Strategies to Avoid or Minimize Impacts.

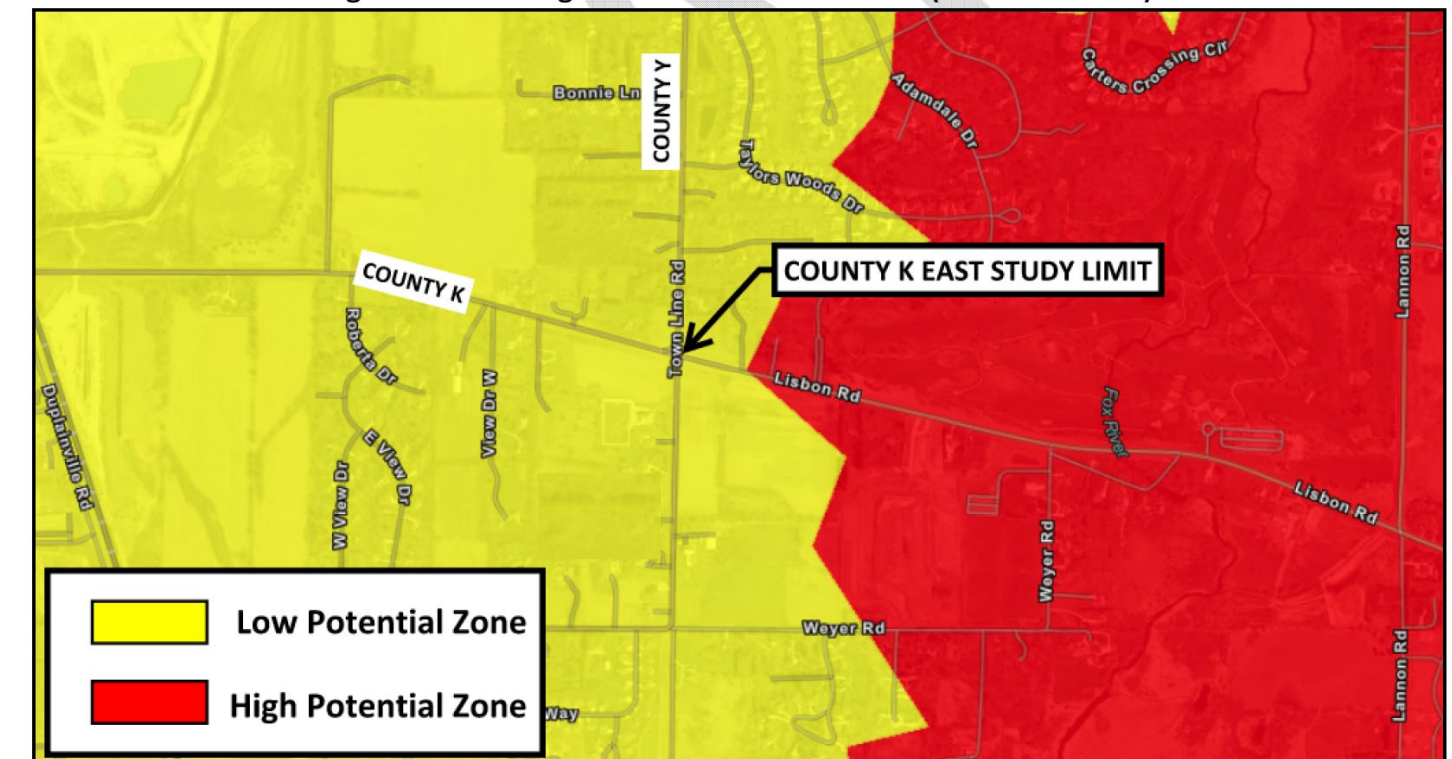


# Environmental Scan, Resource Identification

- ☐ Agriculture.
- ☐ Demographics.
- ☐ Historic Properties.
- ☐ Burial Sites.
- ☐ Section 4(f) or 6(f) Lands.
- ☐ Wetlands.
- ☐ Surface Waters.
- ☐ Floodplains.
- ☐ Threatened, Endangered, and Protected Resource Habitat.
- ☐ Traffic Noise.
- ☐ Hazardous Materials.
- ☐ Stormwater.



Figure 1. RPBB High and Low Potential Zone (source US FWS)





# Project Purpose

- ❑ The purpose of the study is to identify a Preferred Corridor Alternative Plan that improves traffic operations and safety for motorists; accommodates truck traffic, adjacent business use and demand, and planned land use/growth; addresses the pavement condition; and integrates existing/ planned multimodal uses.

# PURPOSE





# Project Need

❑ The need for future improvements is demonstrated through a combination of factors that include:

❑ Safety.

❑ Traffic Capacity and Operations.

❑ Railroad Crossings.

❑ Local Transportation and Land Use Planning.

❑ Pavement Deterioration.

❑ Multimodal Needs.



**Table 9. CN Railroad Crossing Exposure Factors<sup>1,2</sup>**

Crossing Location	Crossing Number	Daily Traffic Volume (vpd)	Existing Exposure Factor
Weyer Road	692244T	800 (2015 AADT)	27,200
County K	692245A	11,700 (2024 ADT)	397,800
County VV	692249C	9,900 (2018 AADT)	336,600
County F	692251D	8,500 (2022 AADT)	289,000

<sup>1</sup> FDM 11-20-1, Attachment 1.1, expressed in average daily traffic (ADT)

<sup>2</sup> Assumes same number of trains per day at County K crossing (34)

**Table 11. PCI By Section**

Roadway Section	2020 PCI	2023 PCI	2023 Condition	Anticipated 2035 PCI	Anticipated 2035 Condition
County JK to Business Drive	65	62	Fair	40-50	Very Poor to Poor
Business Drive to Executive Drive	71	69	Fair	50-61	Poor to Fair
Executive Drive to County F	67	62	Fair	40-50	Very Poor to Poor
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
County V to County Y	70	66	Fair	40-50	Very Poor to Poor



# Next Steps

- ☐ Open House, Exhibit Review.
- ☐ Comment Forms.
- ☐ Fall 2025 PIM Meeting-TBD.
  - ☐ Preferred Corridor Alternative Plan.
- ☐ Contact Waukesha County.
- ☐ Visit our Website.
  - ☐ [https:// www.waukeshacounty.gov/ public-works/ road-projects/ county-highway-k/](https://www.waukeshacounty.gov/public-works/road-projects/county-highway-k/)





# SAC Input

□ Questions, Feedback, Issues & Concerns...

