FY2025-2026 CROSSING SAFETY PROGRAM/
RAILROAD CROSSING ELIMINATION (RCE)
GRANT PROGRAM

County K Grade Crossing Elimination Project

Submitted by
Waukesha County, WI

WAUKESHA COUNTY
LEADING THE WAY

JUNE 2026

Table of Contents

FRA Cover Page

Section 1 // Project Summary 1

Section 2 // Project Funding 2

Section 3 // Applicant Eligibility 3

Section 4 // Project Eligibility 3

Section 5 // Detailed Project Description 4

Section 6 // Project Location 11

Section 7 // Evaluation and Selection Criteria 12

Section 8 // Project Implementation and Management 22

WAUKESHA COUNTY LEADING THE WAY

U.S. Department of Transportation
Federal Railroad Administration

Project Title	County K Grade Crossing Elimination Project
Applicant Name	Waukesha County, WI
Amount of Crossing Safety Program (RCE) funding requested under this NOFO[1]	$ 74,362,888.00
Total amount of proposed non-Federal cost share	$ 18,590,722.00 | 20%
Amount of non-Crossing Safety Program (RCE) Federal funding (if applicable) including pending awards	$ 0.00
Total Project Cost	$ 92,953,610.00
Source(s) of proposed non-Federal cost share and other Federal funding *(provide funding amount by source)*	Waukesha County (Non-federal: $18,590,722)
Was a Federal grant application previously submitted for this Project? *If yes – please specify the program; funding year; and project title of the previous application. Identify any differences between the applications.*	Yes, the FY 2026 BUILD Grant Program. The focus of the BUILD grant was the County K/CN grade separation, but the RCE also focuses on the closure of the Weyer Road crossing, while optimizing traffic flow through an additional three roundabouts and a jughandle intersection.
City(ies) where the project is located	Sussex
County(ies) where the project is located	Waukesha County
State(s) where the project is located	Wisconsin
Congressional district(s) where the project is located	WI-005
What percent of funding is spent in a Rural Area?	65%
Amount (if any) of funding request eligible for set-aside funds	Amount: $60,419,847 Set-Aside(s): Rural
Lifecyle Stage(s) proposed to be funded by this NOFO	☐ Project Planning ☒ Project Development

[1] FRA will round funding requests down to the nearest whole dollar.

	☒ Final Design ☒ Right-of-Way Acquisition[2] ☒ Construction ☐ Non-Capital
Current Lifecycle Stage and its anticipated completion date	☒ Systems Planning ☒ Project Planning ☐ Project Development ☐ Final Design ☐ Right-of-Way Acquisition ☐ Construction ☐ Non-Capital Anticipated Date of Completion: December 2025
Is the project located on real property owned by someone other than the applicant? *If yes – list real property owners and the nature of the property interest.*	Yes Canadian National Railroad. List of ROW acquisition owners and cost attached to application
Host railroad/infrastructure owner(s) of project assets	Canadian National Railroad
Other impacted railroad(s) (including tenants)	N/A
If the applicant is a commuter railroad: list the intercity passenger and/or freight railroad service(s) utilizing the proposed project.	N/A
Has the applicant executed an agreement with the host railroad regarding use of the railroad right-of-way where the project will be located consistent with 49 U.S.C. 22905(c)[3] (if applicable)?	No
Is the project currently programmed in any medium- or long-range planning document?[4] *If yes – specify planning document.*	Yes Waukesha County Five Year Capital Plan, SEWRPC Vision 2050, Village of Sussex 2040 Comprehensive Plan, Waukesha County Comprehensive Development Plan

[2] FRA will consider right-of-way acquisition only for applications which seek Construction funding.
[3] FRA's FAQs about Rail Improvement Grant Conditions, available at: https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1.

[4] For example, State Rail Plan, or interregional intercity passenger rail systems planning study, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan, etc.

Is the project located on a potential corridor selected for the Corridor Identification and Development Program?[5] *If yes – specify the corridor(s).*	No
Is the project expected to need a waiver under FRA's domestic preference requirements?[6]	No

[5] For more information about selected Corridors under the Corridor Identification Program, please visit: https://railroads.dot.gov/elibrary/fy22-CID-program-selections.

[6] Funds are subject to the domestic preference requirement in 49 U.S.C. 22905(a) (FRA Buy America) and the Build America, Buy America Act, Pub. L. No. 117-58, sections 70901-52.

PROJECT SUMMARY

The purpose of this project is to build a new grade-separated crossing at County Trunk Highway K (County K) and the Canadian National (CN) Railroad (DOT #692245A) in Waukesha County, Wisconsin, and the improvements go well beyond just the crossing itself. County K will be expanded from two lanes to a four-lane transitional cross section, with a shared-use path for pedestrians and bicyclists integrated into the grade separation. A new jughandle intersection with roundabouts will be constructed at County F and County K, and an additional roundabout at County K and County V (Town Line Road) will further improve safety and traffic flow, particularly in response to the planned closure of the nearby Weyer Road crossing (DOT #692244T). Together, these improvements represent a transformative investment in the safety, capacity, and long-term resilience of one of Waukesha County's most important corridors.

County K faces significant safety and operational challenges, including a high crash rate, frequent rear-end and angle crashes, failing movements at stop-controlled and signalized intersections, long queues, and heavy truck traffic. With 34 trains passing through each day, the pressure on this corridor is real and growing. By constructing a grade separation at the CN railroad and County K, closing the Weyer Road crossing, and expanding County K, this project will eliminate dangerous conflicts between trains and roadway users once and for all. The result is a safer, more reliable corridor; reduced vehicle delays, lower exposure risk at the crossing, faster emergency response times, and improved sight distance and roadway operations for everyone who travels this route every day.

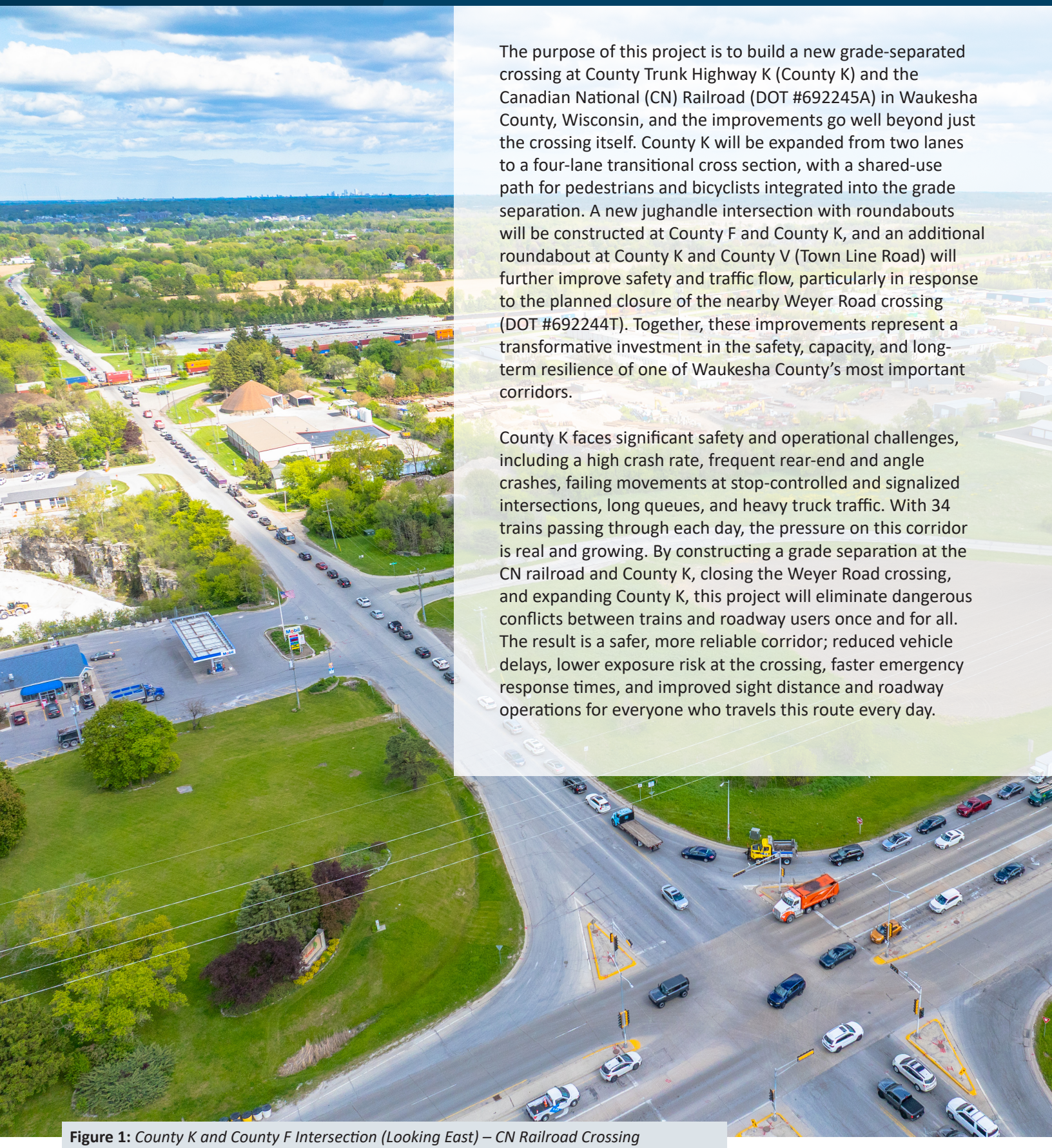


Figure 1: *County K and County F Intersection (Looking East) – CN Railroad Crossing*

PROJECT FUNDING

Waukesha County is seeking funding under the Fiscal Year (FY) 2025-2026 Crossing Safety Program/Railroad Crossing Elimination (RCE) Grant Program. The total project cost is $92,953,610. Table 1 below details how funding is allocated across each Lifecycle Stage and Project Component. Waukesha County is seeking $74,362,888 in FY 2025-2026 RCE grant funds, which represents 80% of the total project cost. The County will provide the 20% matching funds of $18,590,722.

This project has not been awarded other federal funds, though Waukesha County has submitted and is actively pursuing funding for a related effort through the FY 2026 BUILD Grant Program, titled the County K Grade Crossing Elimination Project. That application focused solely on eliminating the at-grade crossing at County K and the Canadian National Railroad, while this project goes further by also closing the Weyer Road crossing. Waukesha County does not intend to layer additional federal funds onto this project, with the expectation that the DOT will award either the BUILD or Crossing Safety Program grant application. Local matching funds will be ready and available upon grant award, with no restrictions on obligation or spending timelines. A Letter of Financial Commitment is included as an attachment to this application.

Table 1: Project Funding

Lifecycle Stage	Project Component/ Task	Crossing Federal	Other Federal	Applicant Cost Share	Other Federal Cost Share	Total
N/A	Project Administration and Management	$91,285	$0	$22,821	$0	$114,106
Project Development	Environmental Review	$684,635	$0	$171,159	$0	$855,794
	Preliminary Engineering Design	$1,962,621	$0	$490,655	$0	$2,453,276
Final Design	Final Design	$1,825,694	$0	$456,423	$0	$2,282,117
	Right-of-Way Acquisition	$17,149,955	$0	$4,287,489	$0	$21,437,444
Construction	Construction	$45,642,347	$0	$11,410,587	$0	$57,052,934
	Construction Oversight	$4,564,234	$0	$1,141,059	$0	$5,705,293
N/A	Contingency	$2,442,117	$0	$610,529	$0	$3,052,646
Total		$74,362,888	$0	$18,590,722	$0	$92,953,610

APPLICANT AND PROJECT ELIGIBILITY

Applicant Eligibility

The applicant is eligible under the Current RCE NOFO Section 3(a), Eligible Applicants.

3(a)iv – Waukesha County is a unit of local government

Wisconsin Statutes Chapter 83.025 County Trunk Highways: Grants Wisconsin counties the statutory authority and jurisdiction to manage County Trunk Highways.

Wisconsin Statutes Chapter 83.065 County Road and Bridge Fund: Establishes the jurisdictional authority over County road and bridge fund use and distribution, allowing the county to construct and maintain highways and bridges under this chapter.

Project Eligibility

This Project is eligible under the Current RCE NOFO Section 3(d), Eligible Projects.

3(d)i - Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof

3(d)vi - The planning, environmental review, and design of an eligible project described in paragraphs (i) through (v)

Weyer Road Crossing - Looking East

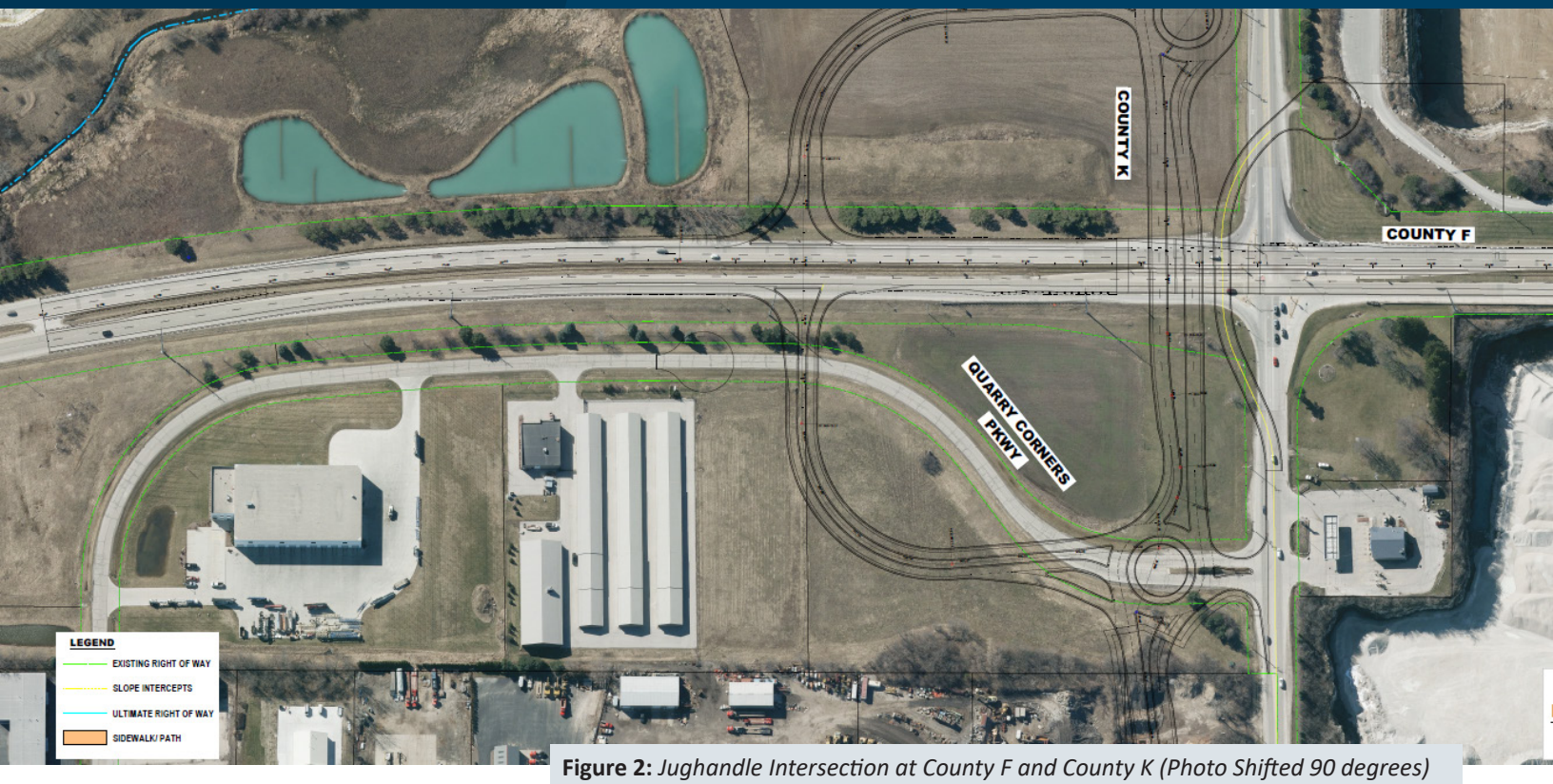


Figure 2: *Jughandle Intersection at County F and County K (Photo Shifted 90 degrees)*

The project begins at Sussex Creek and extends eastward, crossing the CN railroad and continuing approximately one mile before ending at Town Line Road. Both project termini are carefully chosen and well-supported. The west terminus at Sussex Creek is the right place to start this project, and one of the biggest reasons is simple: it gives the project logical NEPA termini, keeping the corridor whole and avoiding a short, unimproved two-lane stretch in an otherwise upgraded roadway. Waukesha County has already secured federal STBG funding for the County K Phase One project, which expands the adjacent segment to four lanes and ends right at Sussex Creek. This provides the design length needed to address the County F and County K intersection, remove direct quarry and industrial truck access to County K, and make the new railroad grade separation constructible.

The east terminus at Town Line Road is just as well thought out. Closing the Weyer Road at-grade CN Railroad crossing requires a safe, reliable alternative for diverted traffic. The new roundabout at Town Line Road, combined with added lanes between Town Line Road and County F, delivers exactly that, giving drivers a better, safer route and setting the corridor up for long-term success.

Key improvements include a grade separation at the CN/County K crossing, closure of the Weyer Road crossing, a new roundabout at County K and Town Line Road, and a jughandle intersection at County K and County F, as shown in Figure 2. 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 project will 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, and first responders.

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 recreational facilities in neighboring communities.

Project Components and Lifecycle Stages

Conduct Community Engagement

Community input will be central to the success of this project. A series of engagement activities, including public meetings, surveys and workshops, will give residents, local businesses and other stakeholders a real opportunity to share their perspectives. By listening closely to their concerns and ideas, the project team can shape a solution that truly reflects the needs and priorities of the Waukesha County community.

Perform Environmental Review

Environmental review is a critical part of moving this project forward responsibly. Waukesha County will build upon the Environmental Scan, and will conduct a thorough assessment to evaluate potential impacts on the surrounding environment, covering factors such as air quality, noise levels, wildlife habitats and water resources. The findings will directly inform the development of mitigation strategies, helping the team address any adverse effects and keep the project on a path that meets all relevant environmental regulations and standards.

Develop Preliminary Engineering Design Plans

The preliminary engineering design plans will serve as the backbone of this project, defining the technical specifications, design criteria, and construction methods needed to bring the proposed grade separation to life. This work gives the project team a clear, actionable roadmap and sets the stage for a smooth path to construction. Throughout design, the County will confirm all plans meet safety standards and regulatory requirements while delivering a cost-effective, lasting solution. CN's involvement will shape every major decision on this project, and early, ongoing coordination will keep it on track and deliver a solution that works for everyone.

Acquire Right-of-Way

The project requires Right-of-Way (ROW) acquisition, as documented in the Railroad Grade Separation Technical Analysis found on the project website. This process will include coordinating with property owners, conducting appraisals, and completing all acquisition activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. ROW acquisition will be completed prior to the start of construction to help keep the project on schedule and minimize potential delays. The ROW estimate can be found as an attachment.

Final Design

Final design will cover structural, roadway and bridge plans, construction documents, drainage and utility design, and staged construction planning to keep rail operations running. Agency coordination and regulatory compliance will be maintained throughout, with all deliverables ready to support construction.

Construction

Construction will cover site mobilization, detour setup, clearing, grading, bridge substructure and superstructure work, roundabout and jughandle improvements, utility relocation, drainage, roadway paving and signage. The team will coordinate with the railroad throughout to keep rail operations safely uninterrupted, with erosion controls, and final restoration.

Construction Oversight

Before the project is closed out, the team will conduct thorough inspections and a rigorous quality assurance review to confirm every element of the work meets the required standards. A detailed punch list will be completed and resolved, leaving no outstanding items unaddressed. Only when the project meets the full expectations of the County, CN and all relevant stakeholders will it be formally closed out.

Project Challenges

As a vital east-west thoroughfare, County K faces significant safety and operational challenges, including a high crash rate, frequent rear-end and angle crashes, failing movements at stop-controlled and signalized intersections, long queues, and heavy truck volumes. 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

Current and Proposed Railroad Operations

The CN mainline track is part of the CN core route between International Falls, Minnesota and New Orleans, Louisiana. The crossing is located along the CN Waukesha subdivision. CN operates approximately 34 trains across the County K crossing at a maximum speed of 60 mph. Currently, CN operates four rail facilities near the County K/CN at-grade crossing: the Mainline Track, Duplainville Siding Track, Lisbon Freight Village (Transload Facility), and Vulcan Quarry (Lannon Stone) Industry Track.

The project proposes a grade separation at County K and the closure of the Weyer Road crossing. In line with MUTCD standards and CN crossing closure requirements, Type D guardrail and object markers will be installed at the former Weyer Road crossing location. These improvements are designed to handle future demand, accommodating a projected 38 trains per day by 2055 and an anticipated increase to 18,100 vehicles per day on County K, as supported by the Railroad Technical Analysis.

Primary Expected Outcomes

Improved Safety

Elimination of the at-grade highway-rail crossing will remove the potential for train-vehicle collisions, improve roadway geometrics, and reduce risks for heavy trucks, emergency vehicles, and pedestrians and bicyclists navigating the existing crossing.

Enhanced Mobility and Freight Reliability

The project will eliminate delays caused by blocked rail crossings, allowing uninterrupted movement of vehicles and trains along County K, a critical regional corridor.

Improved Emergency Access and Community Connectivity

Emergency responders, school transportation, local residents, and manufacturing and industrial operators will benefit from reliable access during train movements.

Economic Growth and Freight Efficiency

The project will strengthen regional economic development by improving industrial access, supporting manufacturing supply chains, reducing delay costs, and enhancing connectivity to future industrial and logistics development areas.

Environmental and Resiliency Benefits

Reduced vehicle idling at rail crossings will lower emissions and fuel waste, while upgraded drainage infrastructure and uninterrupted access during flooding or emergency events will improve corridor resiliency.

Support for Regional and State Transportation Goals

The project advances adopted transportation, freight, safety, resiliency, and economic development priorities identified in local, regional, and state planning documents.

Expected Users and Beneficiaries

- **Commercial Freight carriers and Industrial users** utilizing the CN railroad and County K, including businesses associated with industrial and manufacturing businesses adjacent to and along County K.
- **Local Residents and Commuters** 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 who use County K for daily travel to employment, education, shopping, healthcare, and community services.
- **Emergency Responders**, including the Sussex Fire and EMS and the Waukesha County Sheriff's Department, who will benefit from uninterrupted access during train movements, severe weather, flooding events, or interstate detours.
- **CN and Their Rail Customers** using the CN corridor, who will benefit from fewer operational conflicts, improved freight movement, and future rail capacity expansion opportunities.
- **Regional Businesses and Economic Development Interests,** like Lannon Stone Products, All-Ways Topsoil, Halquist Stone Products, and the Lisbon Freight Village, will all benefit from improved freight reliability, industrial access, and enhanced attractiveness for future commercial and industrial investment.

A. Statement of Work

Task 1: Project Administration and Management

Subtask 1.1: Project Administration

The County will perform all tasks required for the project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Canadian National – Railroad owner and operator
- Federal Railroad Administration (FRA)

The County will facilitate the coordination of all activities necessary for implementation of the project. The County will:

- Participate in a Project kickoff meeting with FRA following award;
- Complete necessary steps to hire a qualified consultant/contractor to perform required project work, as necessary;
- Hold regularly scheduled project meetings with FRA;
- Inspect and approve work as it is completed; and
- Participate in other coordination, as needed.

Subtask 1.2: Project Management Plan

The County will prepare a Project Management Plan (PMP) that describes how the project will be implemented and monitored to ensure effective, efficient, and safe delivery of the project on time and within budget. The PMP will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work.

The PMP will include a Project Schedule and Project Budget for the work to be performed. The Project Schedule and Project Budget will be consistent with the Estimated Project Schedule and Estimated Project Budget in the grant agreement but provide a greater level of detail.

The County will submit the PMP to FRA for review and approval. The County will implement the project as described in the approved PMP. The County will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under Section 6.6 of this Attachment 2. FRA will not reimburse the County for costs incurred in contravention of this requirement.

FRA may require the County to update the PMP. The County will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to the grant agreement. The Project Budget and Project Schedule may be revised consistently with Article 5 of Attachment 1 of the grant agreement without amendment.

Subtask 1.3: Project Closeout

The County will submit a Final Performance Report describing the cumulative activities of the Project, including a complete description of the County's achievements with respect to the project objectives and milestones.

Task 2: Environmental Review

The County will not commence work on Task 2: Environmental Review until FRA has approved the PMP deliverable described in Task 1: Project Administration and Management, accepted the Project Planning Package described in Task 1, and provided written notification to proceed.

The County will prepare all required documentation to comply with applicable environmental laws, including but not limited to the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act, Section 4(f) of the US DOT Act, and Section 7 of the Endangered Species Act, as well as applicable implementing regulations and guidance. The County will provide FRA with sufficient information to determine the NEPA Class of Action and will prepare the environmental documentation as detailed in the PMP. The PMP will identify information and activities necessary to perform and complete the required environmental review.

Task 3: Preliminary Engineering

The County will not commence work on Task 3: Preliminary Engineering until FRA has approved the PMP deliverable described in Task 1: Project Administration and Management, accepted Task 2: Environmental Review, and provided written notification to proceed. The County will complete and submit a preliminary engineering (PE) design set to FRA for approval.

The PE package will include:

1. Cover Page: A title sheet displaying a drawing revision number or date; an index listing the various plan sheets included in the drawing set; and a legend explaining all symbols and abbreviations used.
2. Basis of Design (BOD): BOD explains which design standards are used, along with operational requirements, assumptions, intended performance levels, selected materials, and any unique project criteria.
3. Preliminary schedule: A preliminary project schedule capturing project design, project delivery (phasing, activities, and significant construction milestones) and final completion (all work, punch-list items, and commissioning finished; final payment released; project fully closed).
4. Preliminary cost estimate: A PE Cost Estimate with detailed and itemized project costs, including any contingency to capture risks and separate itemized Force Account Work required by the railroad or the roadway owner, based upon FRA line items. The County will ensure the Cost Estimate is consistent with FRA Capital Cost Estimating Guidance.
5. Updated Project Management Plan: An updated Project Management Plan that includes project delivery, cost, schedule, environment, and project management, oversight, process, and quality control details developed during the preliminary engineering/design phase.
6. NEPA Documentation/Determination: As part of the FRA PE Package submittal, the County is required to include documentation of the completed NEPA determination.

Task 4: Final Design

The County will hire a qualified consultant/contractor to complete Final Design (FD), and the County will submit it to FRA for approval.

The FD package will include:

1. Develop detailed structural, roadway, and rail bridge plans for the overpass
2. Prepare construction documents, including drawings, specifications, and cost estimates
3. Complete structural calculations for the bridge and retaining walls
4. Design approach roadways, retaining walls, and drainage systems
5. Coordinate and design utility relocations as required
6. Develop staged construction plans to maintain railroad operations and minimize community impacts
7. Conduct agency and stakeholder coordination throughout the design process
8. Ensure compliance with all applicable standards, railroad requirements, and regulatory guidelines
9. Provide final deliverables to support construction and project implementation

Task 5: Construction

The County will hire a qualified consultant/contractor to complete construction, which will include:

1. Mobilize construction crews, equipment, and materials to the project site
2. Install and maintain detour routes to ensure public and worker safety
3. Perform site clearing, grading, and excavation for bridge foundations and approach embankments
4. Construct bridge substructure elements, including abutments and piers
5. Erect bridge superstructure, including girders, deck, and barriers
6. Build retaining walls and install necessary shoring or temporary supports
7. Relocate or protect utilities in coordination with utility owners
8. Install drainage systems and storm water management features
9. Construct approach roadways and pavement
10. Install signage
11. Coordinate with the railroad to maintain uninterrupted rail operations, including scheduling track outages and flagging as needed
12. Implement erosion and sediment control measures throughout construction
13. Perform landscaping, site restoration, and final cleanup
14. This project will be delivered as a WisDOT federal oversight project, bringing the full weight of federal standards to every phase of design, construction, and closeout.
15. Conduct inspections, quality assurance, and punch list completion before project closeout

Proposed Project Schedule

Table 2: Project Schedule

Milestone	Schedule Date
Project Management Plan Completion	Within 60 Days after obligation
Final NEPA Documentation	July 2028
PE Design Set Completion	July 2028
Final Design Completion	May 2030
Right-of-Way Acquisition	July 2030
Construction Substantial Completion	November 2032

Key Objectives

- Complete NEPA Documentation
- Complete Preliminary Engineering
- Complete Final Design
- Complete Construction – Open to Traffic

B. Environmental Information

The County K Environmental Scan evaluated corridor-wide social and environmental impacts, including agricultural land, archaeological resources, wetlands, threatened and endangered species, noise, hazardous materials and storm water management. Near the grade separation, key considerations include wetland impacts near an unnamed stream east of the CN crossing, archaeological coordination and one property potentially requiring a Phase 2 hazardous materials evaluation. The NEPA process runs from January 2027 through July 2028. Significant impacts are not anticipated, and a Finding of No Significant Impact (FONSI) is likely. Early planning work has positioned the project for a streamlined environmental review. For a more detailed environmental description, see the NEPA Actions and Environmental Readiness section under Project Readiness.

C. Grade Crossing Information

Table 3: Grade Crossing Information

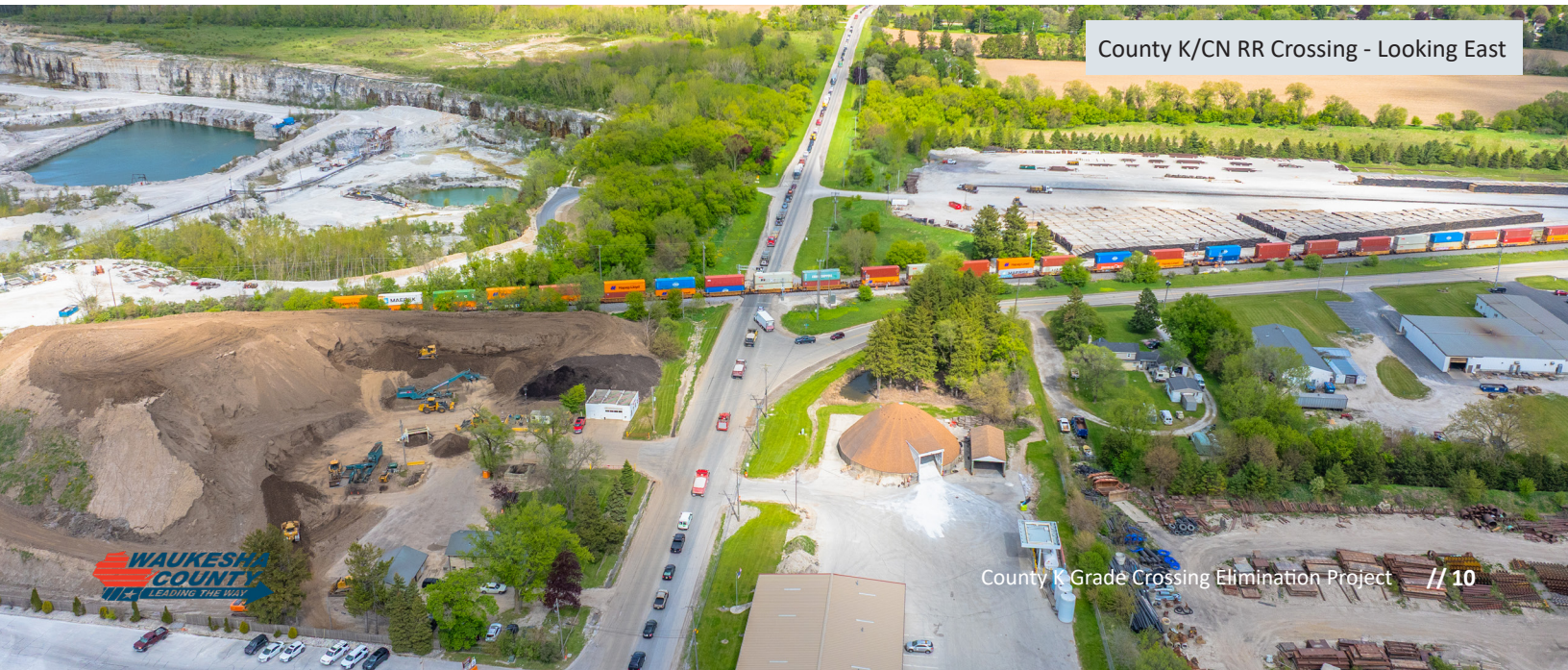
US DOT Grade Crossing Inventory ID	Proposed Improvement	Railroad Operator(s)	Railroad/ Infrastructure Owner	Latitude Coordinates	
692245A	Separated	CN	CN	43.1119528	-88.203837
692244T	Closure	CN	CN	43.1047084	-88.200662

D. Safety Information and Education Programs

Not applicable as the project scope does not include a highway-rail grade crossing safety information and education program.

"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



County K/CN RR Crossing - Looking East

PROJECT LOCATION

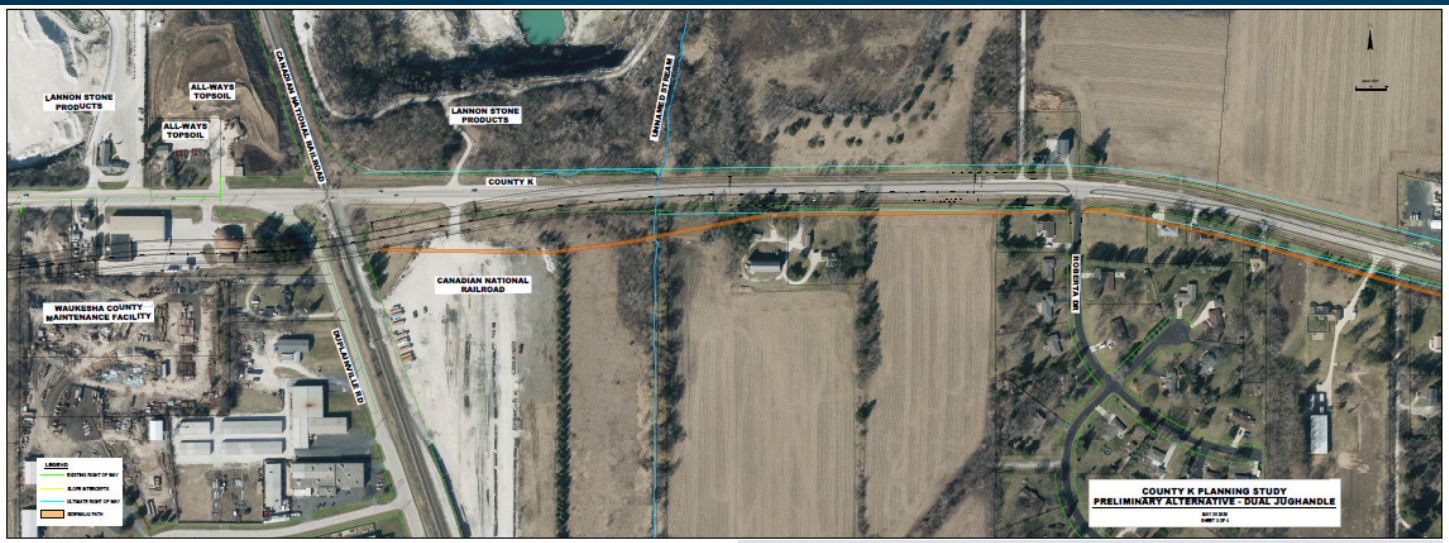


Figure 3: *County K Grade Crossing Elimination Project Location*

The project is located in Waukesha County, Wisconsin. The geographic coordinates for the existing County K crossing are 43.1119528, -88.203837 and for the Weyer Road Crossing are 43.1047084, -88.200662. The project is located entirely within Wisconsin's 5th Congressional District (WI-005). According to the U.S. DOT Rural Eligibility Map, the proposed County K Grade Crossing Elimination project runs through a landscape that is approximately 65% rural and 35% urban.

Project Readiness

A. NEPA Actions and Environmental Readiness

The County K Study – Environmental Scan (ES), included a comprehensive evaluation of both social and environmental impacts across the broader County K corridor. The April 2025 ES considered a wide range of factors, including potential effects on agricultural land, demographic trends, historic and archaeological resources, and park properties subject to Section 4(f) and 6(f) protections. The ES addressed potential impacts to wetlands, surface water, floodplains, wildlife, and threatened and endangered species. Additional areas of focus included noise, hazardous materials and storm water management, ensuring a thorough understanding of the corridor's environmental and community context.

In the area surrounding the grade separation, several potential impacts have been identified. Agricultural land near the County F and Quarry Corners Parkway intersections may be affected, and the nature of the work will require coordination for archaeological resources. There is a possibility of wetland impacts, particularly where an unnamed stream crosses the roadway east of the CN crossing. The presence of several threatened and endangered species will necessitate standard mitigation measures. Additionally, the completed ES, including the Phase 1 Hazardous Materials assessment, identified one property that may need a Phase 2 evaluation.

The NEPA process will begin in January 2027 and finish by July 2028, with an Environmental Assessment (EA) expected. Based on the ES and agency coordination, significant impacts are not anticipated, and a Finding of No Significant Impact (FONSI) is likely. The project team will work closely with the Wisconsin Department of Natural Resources (DNR) and internal experts to ensure efficient environmental review and permitting. The project team has completed early environmental scans and DNR coordination to help scope the level of environmental risk. By completing the early planning process, including the environmental scan, existing conditions traffic and safety report, preliminary design, agency coordination, and robust public involvement, the county has positioned the project for a streamlined and efficient NEPA delivery.

B. Timeline of Agreements

The agreement required under 49 U.S.C. 22905(c)(1) will be obtained with the railroad ROW owner, CN, either through a standalone agreement or a written preliminary engineering agreement that provides clear assurances regarding compensation, infrastructure capacity and compliance with applicable federal regulations and grant conditions. Coordination with CN will be incorporated into the Project Management Plan to ensure the agreement is obtained in a timely manner to prevent any issues with grant funding obligation. The project will be carried out collaboratively between Waukesha County and CN. As the project advances to final design and construction, Waukesha County will execute the necessary preliminary engineering, construction, and maintenance agreements with CN to support 100% final design and project completion.

C. Lifecycle Stages Status

Completed Project Planning activities include the Waukesha County Preliminary Scoping Study (2025) which evaluated the 6-mile County K corridor and 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.

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. Having completed the Project Planning Lifecycle Stage, the Project is requesting funding to complete the Preliminary Engineering, NEPA, Final Design, ROW Acquisition, and Construction Lifecycle Stages. Waukesha County is well positioned to complete the remaining Lifecycle Stages.

D. Project Coordination and Commitment

Waukesha County is fully committed to advancing the proposed project and will serve as the lead project sponsor and manager for all Project Lifecycle Stages, including administration and oversight of grant funding. As the project moves into final design and construction, the County will establish the necessary preliminary engineering, construction and maintenance agreements with CN to ensure 100% final design and successful project completion. The overwhelming support for the project is evident in the Letters of Support included with the application, demonstrating the community's collective endorsement of this project. There are 22 total businesses, elected officials, and community organizations that have expressed their support for the project, examples of support letters include:

- Canadian National Railroad
- United States Senator Tammy Baldwin
- United States Representative Scott Fitzgerald
- Wisconsin State Senator Rob Hutton
- Wisconsin State Representative Dan Knodl
- Wisconsin Department of Transportation
- Wisconsin Department of Natural Resources
- Lannon Stone
- Waukesha County Business Alliance
- Southeastern Wisconsin Regional Planning Commission
- Village of Sussex
- Village of Lisbon

Technical Merit

A. Technical Qualifications and Key Personnel

Allison Bussler serves as the Waukesha County Department of Public Works (DPW) Director. Allison will provide executive-level leadership and accountability to ensure all project work is completed according to County policy, state law, and federal regulations and consistent with the RCE Grant funding agreement. **Brett Wallace, PE,** Engineering Services Manager, will serve as the County K project manager, overseeing scope, schedule, budget, quality, risks, public involvement and agency coordination, drawing on over 34 years of transportation engineering experience, including extensive work with federally funded projects. **Zach Bosch,** Corporation Counsel's Office Principal Assistant to the DPW, will provide legal support during the development of the RCE Agreement, project legal risk assessments and throughout project delivery, as necessary.

The Waukesha County DPW has a long history of successfully delivering federally funded transportation projects, including both traditional and non-traditional projects. The County has delivered projects in cooperation with WisDOT and FHWA in the STP, HSIP, LBP, CMAQ, and CRP. This is evidenced by the County's successful management and administration of the $90 million ($57 million is STP funding) CTH O (Moorland Road) Corridor Reconstruction Project and the $31 million CTH M (North Avenue) Project, securing $16 million in STP funding for the latter.

B. Innovation Deployment

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 are designed to streamline project delivery and reduce disruptions for the traveling public. PBES methods will follow FHWA's Every Day Count (EDC-1 Innovations).

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 RCE 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.

C. Legal, Technical, and Financial Capacity

Waukesha County possesses the technical qualifications, organizational capacity, and commitment necessary to successfully deliver the proposed Project within the anticipated schedule and budget. Waukesha County will serve as the lead applicant and project manager for all Project Lifecycle Stages, including grant administration, environmental compliance, design oversight, permitting, ROW, and construction management. The County has already advanced key early-stage efforts, including completion of the Scoping Study which includes the 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.

Waukesha County DPW has experience and technical knowledge relating to federal regulations, including federal contract and procurement requirements, Buy America, ADA, Uniform Relocation Assistance and Real Property Act, Davis Bacon Act, MUTCD, AASHTO Design Manual, Public Right-of-Way Accessibility Guidelines (PROWAG), as well as WisDOT's 2025 Construction Standard Specifications and Construction and Materials Manual.

The County has completed several railroad at-grade crossing elimination projects. These projects demonstrate the technical capabilities of the County to work with Class I Railroads and replace outdated and poor performing at-grade crossings with new grade-separated highway bridges. Grade crossing eliminations were completed at the following locations:

- CTH YY (Pilgrim Road) over the UP Railroad in the Village of Menomonee Falls (DOT #748280Y)
- CTH ES (Fox Street) over the Canadian National Railroad in the Village of Mukwonago (DOT # 689885W)
- CTH C (Lakeland Drive) over the Canadian Pacific Railroad in the Village of Nashotah (DOT #390541B)

As a recipient of STP/HSIP/CMAQ/CRP funding, the County has consistently delivered projects successfully, maintaining a commendable standing with no outstanding deficiencies. The County is equipped with the technical expertise and resources necessary to oversee the project, providing quality control across all project phases, and ensuring the public remains well-informed about the project's goals and progress.

Waukesha County is a body corporate organized under Chapter 59 of the Wisconsin Statutes and granted various legal authorities and powers, including all powers of a local, legislative and administrative character regarding streets and highways within Waukesha County and subject to its jurisdiction. Waukesha County further maintains the authority and power to enter into contracts and agreements as necessary to carry out its duties and responsibilities. Waukesha County DPW receives legal support from the county's Corporation Counsel Office in the delivery of federally funded highway improvement projects.

D. Crossing Safety Program Readiness

The project strongly aligns with Crossing Safety Program requirements by directly eliminating two at-grade highway-rail crossings on the CN corridor by replacing one with a grade-separated overpass, and closing the other. The project addresses the program's core safety objective by removing the potential for train-vehicle collisions, reducing blocked crossing risks, and improving roadway geometrics that currently create hazards for heavy trucks, road users, and emergency vehicles. The project has a detailed scope of work that reflects an understanding of FRA's expectations for grants in the Project Development, Final Design, and Construction Lifecycle Stages.

The budget and schedule are reasonable and realistic for the project's scope of work with additional time built in for review periods. The County, along with the project partners, understand and are prepared to comply with the Crossing Safety program requirements, including the standard terms and conditions of the grant agreement and all applicable requirements of Federal law and the Uniform Guidance requirements of 2 CFR 200. As outlined in this application, the proposed project meets the applicant and project eligibility requirements and has secured the required 20% non-Federal cost share.

E. Safety and Mobility of People and Goods

The project proposes substantial improvements to the safety and mobility of people and goods by eliminating an existing at-grade crossing over the CN railroad and replacing it with a grade-separated overpass bridge. Removing the highway-rail conflict entirely will eliminate the potential for train-vehicle collisions at the crossing, reducing the FRA-predicted collision risk to zero. The project significantly improves mobility by allowing uninterrupted movement of both roadway and rail traffic along a critical regional freight and industrial corridor. Currently, long freight trains can block the crossing for extended periods, creating delays for residents, freight carriers, school transportation, industrial businesses, and emergency responders. By grade separating the crossing, the project eliminates these delays and improves reliability for the movement of industrial freight, heavy trucks, EMS, and passenger vehicles. Overall, the project delivers substantial and lasting safety, operational, freight, and community mobility benefits consistent with the RCE Program goals.

County K/County F Intersection - Looking Northwest

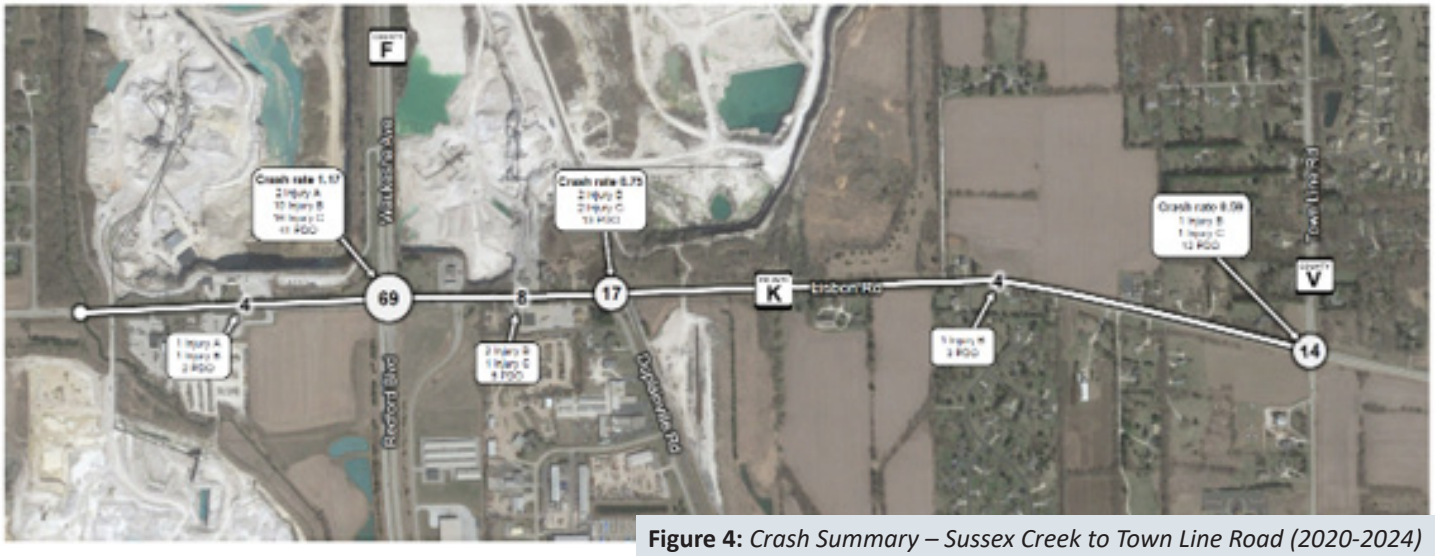


Figure 4: *Crash Summary – Sussex Creek to Town Line Road (2020-2024)*

Project Benefits

A. Improve Safety at Highway-Rail Crossing

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. 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.

As shown in Figure 4, 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. Figure 4 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. In just five years, 116 crashes have occurred throughout the project area, a number that is hard to ignore. The County F/County K intersection alone accounts for 69 of those crashes, with another 14 occurring at County K and Town Line Road. These numbers make clear that action is long overdue.

B. Grade Separate, Eliminate, and Close Crossings

The primary purpose is to eliminate the existing at-grade conflict point between County K traffic and trains, and develop a new grade separated crossing thereby enhancing public safety. The project will also close the Weyer Road crossing, and modernize both the roadway and railroad infrastructure at this location. By eliminating conflicts between vehicle and rail traffic, the project will allow uninterrupted train and roadway operations, significantly improving safety, reducing delays, and enhancing the efficient movement of people and goods throughout the corridor.

C. Improve Mobility of People and Goods

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.

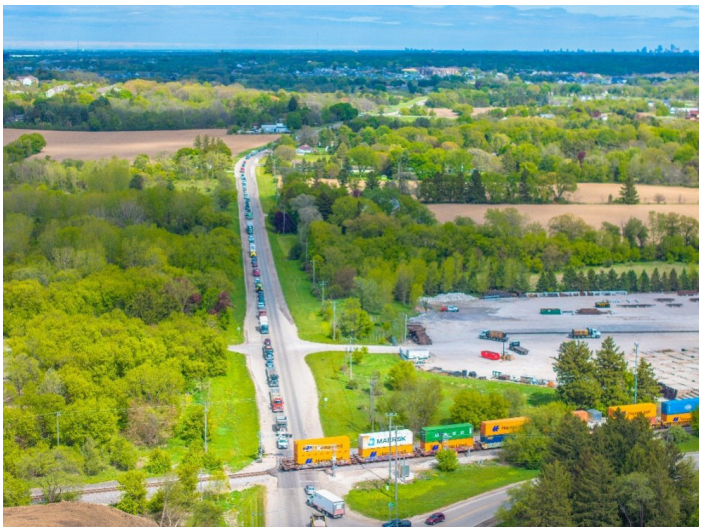


Figure 5: *Traffic Backup at County K/CN Crossing*

Figure 5 tells a striking story. Traffic is backed up nearly 4,000 feet east of the CN rail crossing, with more than 60 vehicles visibly sitting idle, waiting for the train to pass. What makes this even more telling is that 6 of the first 9 vehicles in line are trucks, a clear sign of the heavy freight demand on this corridor and the real economic cost of these delays. This is not an occasional inconvenience. It is an everyday reality for drivers and businesses that depend on County K, and it underscores just how urgently this corridor needs a lasting solution.

D. Reduce Emissions and Protect the Environment

Grade separating County K from the CN railroad will eliminate the need for vehicles to idle while waiting for passing trains at the crossing. According to the Environmental Protection Agency (EPA), light duty gas-fueled vehicles can emit 0.059 grams of nitrogen oxides (NOx) per minute while idling and heavy duty diesel trucks can emit 0.563 grams per minute. Additionally, the EPA states that heavy duty diesel trucks emit 0.018 grams of particulate matter under 2.5 microns (PM2.5) per minute. As shown in the FHWA Benefit-Cost Analysis, the improvements at the CN railroad crossing would result in a total savings of 60.78 metric tons of NOx and 1.0 metric tons of PM2.5 from 2033-2062. Using the annual costs for emissions per metric tons in USDOT's BCA guidance, this would result in total savings (2033-2062) of $2,587,105.

The proposed capacity expansion project would also 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 long term 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 6: *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 6 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 7 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.

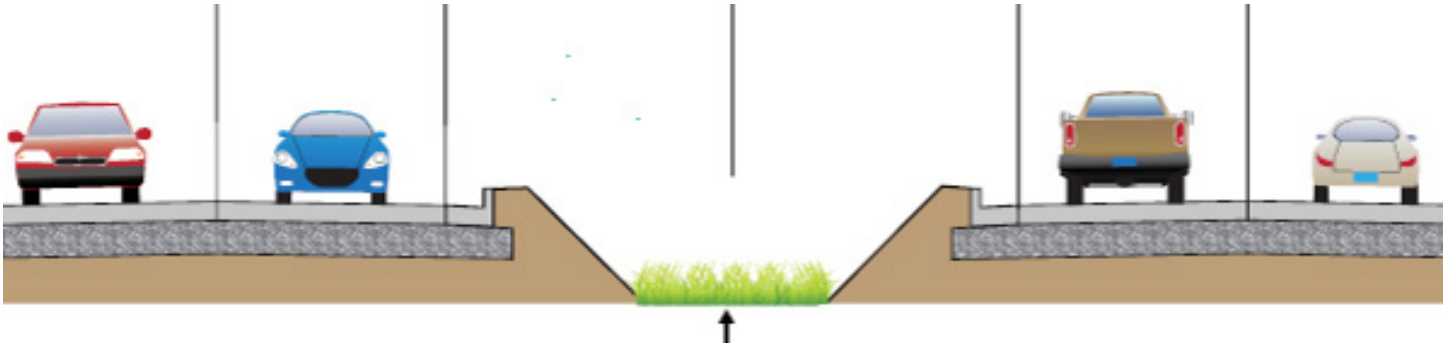


Figure 7: *Aesthetic/Landscaped Median with Bioretention/Stormwater Handling*

E. Improve Access to Emergency Services

Building a grade separation of County K over the CN railroad will have a direct and meaningful impact on emergency response in the area. Today, when a train passes through, emergency vehicles have no choice but to sit and wait, just like everyone else. A crossing that is blocked for even a few minutes can mean the difference between life and death when seconds matter. The benefits extend beyond just the crossing itself. By expanding County K to a four-lane cross section and introducing roundabouts at key intersections, the project will reduce overall congestion and improve traffic flow throughout the corridor. Less congestion means clearer paths for emergency vehicles, even during peak travel times. The closure of the Weyer Road crossing will further consolidate and streamline traffic patterns, reducing the number of conflict points that can slow emergency response.

Figure 8 captures just how far the congestion extends. Traffic at the CN crossing backs up westward all the way through the County F intersection, with more than a dozen cars and trucks spilling into the intersection as drivers wait to turn right onto County K toward the 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.

Figure 8: *County F Traffic Backup*

> **"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*

F. Provide Economic Benefits

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.

> "Our quarry has proudly operated on Lisbon Road for generations and depends heavily on the safety, reliability, and functionality of this County K corridor. 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*

According to WisDOT's 2022 data, County F, a major north-south corridor in the area, carries an 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 FY 2026 FHWA Benefit-Cost Analysis, the grade separation alone is projected to generate $209,724,324 in total undiscounted savings and $37,470,567 in total discounted savings.

G. Improve Community Access

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. As part of the broader Scoping Study for capacity improvements along County K, projections from the observed year to a build year of 2031, and a design year of 2055 were performed, as outlined in the table on the next page.

Table 4: 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 4 shows the increased future traffic volumes for the project roadways, as the current 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 4 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 integrate 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 Figures 5 & 8 above illustrate 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 relating to the railroad through this segment.

H. Additional Considerations

1. **Innovation and Construction Techniques:** This project uses proven, innovative intersection designs to tackle the complex safety and operational challenges along the County K corridor. At the County F and County K intersection, a combination of quadrant roadway intersections and roundabouts reduces vehicle conflict points, improves traffic flow, and cuts crash risk. The quadrant roadway intersection is a well-established FHWA-recognized innovation, featured in the Every Day Counts 2 initiative, and proven to reduce delay, lower costs, and minimize impacts compared to traditional designs. Paired with roundabouts at Town Line Road, this approach delivers a smarter, safer corridor built for the long term. One of the most innovative aspects of this design is how it handles quarry and industrial traffic. By grade separating County F over County K and extending Duplainville Road as a dedicated local route, all quarry and industrial trucks are moved off the highway entirely. Today, these slow-moving vehicles are forced to make unsafe left turns onto a high-volume highway, creating real safety risks for everyone on the road. Technical Merit, Section B: Innovation Deployment includes further information on Innovation Techniques.
2. **Contracting Incentives:** The County plans to incorporate contracting incentives that encourage the use of local labor, to the extent permissible under State and Federal law. This approach reflects the County's commitment to investing in its own community and maximizing the local economic impact of every dollar spent on this project.
3. **Multi-Modal Mobility Options:** 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.

4. **Freight Investment Plan:** the project aligns with the goals and objectives set in the Wisconsin State Freight Plan (SFP) and the National Freight Strategic Plan (NFSP).

- Wisconsin State Freight Plan (2023): Chapter 7, Goal 6: Address Rail Crossing Safety, Implementation Strategy: Identify potential rail crossing safety improvements such as signals, gates, grade separations, or closing crossings
- National Freight Strategic Plan (2020): Chapter 6, Goal: Safety, Implementation Strategy: Reduce conflicts between passenger and freight traffic

5. **Rail Carrier Financial Support:** while CN has not committed financial support at this time, the project does have their overall backing, as documented in the CN Letter of Support included with the application.

Selection Preferences

Result in One or More Grade Separated Crossings

The most significant outcomes of this project are the creation of one or more grade-separated crossings along the CN corridor. This is not a minor operational improvement. It is a fundamental change to how the community interacts with the railroad, and the impact will be felt for generations. By replacing dangerous at-grade crossings with grade separations, the project removes the most critical points of conflict between vehicle traffic and train operations. The result is a safer, more efficient corridor where drivers, pedestrians and bicyclists can move freely without the delays, risks and uncertainty that come with waiting for trains to pass.

Result In Corridor-Wide Grade Crossing Improvements

This project is designed to deliver meaningful improvements across the entire CN rail corridor, creating a safer and more connected community from end to end. A corridor-wide approach means taking a comprehensive look at multiple grade crossings along the CN railroad through the County, evaluating each one for safety risks, traffic patterns, and community impact. Rather than treating each crossing in isolation, this project recognizes that the corridor functions as a whole, and that lasting improvements require a coordinated, strategic vision.

Projects Including Final Design and Construction

The project includes Final Design and Construction.

> "The entire corridor is an essential component for the economy of Southeast Wisconsin. A large percentage of the stone material used in roadways, new construction, and housing for the entire Metro region comes from this corridor and without that heavy trucking the region would suffer greatly. The impact from that heavy trucking is borne along the HWY K corridor and Sussex has seen several fatalities and a large quantity of accidents due to the combination of high traffic and large trucks."
>
> **Jeremy Smith**
> *Village Administrator, Village of Sussex*

County K/County F Intersection - Looking South

Project Contracting

To ensure compliance with all federal requirements and best practices, Waukesha County will utilize a formal Request for Qualifications (RFQ) process to procure qualified consultants and contractors for NEPA, preliminary engineering, final design, and construction services in accordance with federal funding and procurement guidelines. Selected firms will have demonstrated experience in transportation infrastructure, railroad coordination, and federally funded project delivery. Waukesha County will follow the Wisconsin Department of Transportation's Qualification Based Selection process for all consultant professional services, which is grounded in federal law and the 1972 Brooks Act. Additionally, the County has established a clear purchasing policy outlined in the Waukesha County Code of Ordinances, Chapter 7, Division 5, Sections 7-80 through 7-87.

Risk Management and Change-Order Management Approach

The County will develop a risk register for the project alongside the Project Management Plan. The County will assess project risks, categorize them according to severity and likelihood, describe their potential impacts to the project, and strategize methods for mitigating these anticipated risks through risk response strategies. These include the avoidance, transfer, or mitigation of risks. The County will conduct formal Project Risk Workshops during the environmental review, preliminary design, and final design phases of the project. Throughout the project, the County will conduct risk monitoring, identify risks, and execute the risk response plans. The County will require a pre-construction pre-bid meeting to discuss contract requirements and address perceived construction risks prior to final bid submittals.

The County will ask the contractor to document any proposed changes and will review and approve the changes if warranted. Project partners will be informed of potential changes as necessary, and if appropriate, will solicit their feedback on how to respond to change orders. When change orders are needed, the County will work with the contractor to amend the terms of the contract. Any changes to scope, schedule, budget, or key personnel will be reported to FRA within 30 days and reflected in an update to the PMP. If required, the County will work with FRA to execute a grant amendment.

Project Progress Reporting

The County understands and agrees to conform to the reporting requirements associated with the Railroad Crossing Elimination (Crossing Safety) grant program. The County will prepare all required reports, which will be reviewed, approved and submitted via GrantSolutions ahead of each deadline.

Table 5: FRA Progress Reporting

Report Name	Frequency	Task
FRA Quarterly Progress Report (FRA Form 34)	Quarterly	The County will prepare and submit quarterly progress reports to FRA within 30 days after the end of each federal fiscal quarter. Following grant obligation, the County will submit its first report for the quarter in which the obligation occurs, no later than 30 days after the end of that quarter. However, if obligation occurs within the final month of a quarter, the County will submit its first report no later than 30 days after the end of the subsequent quarter.
Federal Financial Report (SF-425)	Quarterly	The County will prepare and submit quarterly Federal Financial Reports to FRA within 30 days after the end of each federal fiscal quarter beginning with obligation until the end of the Period of Performance.
Final Performance Report (FRA Form 33)	One-time	The County will prepare and submit a Final Performance Report to FRA no later than 90 days after the end of the Period of Performance.
Baseline Performance Measurement Report	One-time	The County will prepare and submit a Baseline Performance Measurement Report to FRA within six months of the start of the Period of Performance.
Post-Project Performance Measurement Report	TBD, likely one-time	The County will prepare and submit a Post-Project Performance Measurement Report to FRA in accordance with the terms of the grant agreement.

Post-Closeout Responsibilities

The County will perform any required audits and retain all records related to the project for a minimum of three years following grant closeout.

Qualifications

The County is well-qualified to deliver the proposed project in accordance with federal regulations and requirements. The County has a proven track record of effectively managing and administering federally funded projects, including infrastructure projects such as the County's $90 million ($57 million is STP funding) CTH O (Moorland Road) Corridor Reconstruction Project and the $31 million CTH M (North Avenue) Project, securing $16 million in STP funding. The County has a financial management system and established accounting procedures to manage Federal funds responsibly. The County has the staff expertise, financial and management systems, and oversight capabilities and procedures necessary to effectively implement and comply with all statutory, regulatory, and reporting requirements associated with the Railroad Crossing Elimination grant program.