

ENROLLED RESOLUTION 180-6

RESOLUTION IN SUPPORT OF USDOT FEDERAL DISCRETIONARY BUILD GRANT  
FOR CTH K (LISBON ROAD)

WHEREAS, Waukesha County's 5-year Capital Plan includes Highway Capital Project #202514, CTH K (Lisbon Road), CTH JK (Lynndale Road) to Brookfield Road; and

WHEREAS, the CTH K (Lisbon Road) Capital Project proposes to add traffic capacity, improve intersections and build a new grade-separated highway crossing over the Canadian National Railway track; and

WHEREAS, CTH K (Lisbon Road) has demonstrated safety problems along the corridor, including a crash rate more than three (3) times the statewide average and a fatal-serious injury crash rate three (3) times the statewide average; and

WHEREAS, traffic user delay along CTH K (Lisbon Road) contributes to increased transportation-related air pollution and emissions; and

WHEREAS, increasing traffic user delays and traffic crashes along CTH K (Lisbon Road) increase travel costs and decrease the travel reliability for all users and negatively impacts quality of life; and

WHEREAS, CTH K (Lisbon Road) was originally constructed in 1961-62 and has aging and outdated infrastructure that is failing to meet the transportation demands of Waukesha County; and

WHEREAS, CTH K (Lisbon Road) is a principal arterial, part of the National Highway System, and a critical east-west Waukesha County Highway that provides mobility and important connections to 11 unique communities; and

WHEREAS, CTH K (Lisbon Road) and the Canadian National Railway are critically important in supporting local and regional economic competitiveness and promote long-term economic development, entrepreneurship, growth and wealth building; and

WHEREAS, Waukesha County is working in partnership with the Villages of Lisbon, Sussex, Menomonee Falls and the City of Brookfield, along with residents, businesses, economic development organizations and state resource agencies to develop a collaborative and effective long-term plan for CTH K (Lisbon Road); and

WHEREAS, Waukesha County is utilizing innovative project delivery, project financing and geometric design; and

WHEREAS, successful implementation of the proposed CTH K (Lisbon Road) project will improve safety, improve environmental sustainability, improve quality of life, improve highway and railway mobility and community connectivity, improve economic competitiveness and opportunity, improve state of good repair, grow partnership and collaboration, and leverage innovation and creativity; and

WHEREAS, the U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Grant program supports surface transportation projects that deliver significant benefits to local and regional communities. It prioritizes projects that improve safety, connectivity, and economic growth by funding projects that are typically challenging to finance through conventional funding sources; and

WHEREAS, USDOT BUILD Grants are competitive and require Waukesha County to submit a comprehensive project application upon the publication of the Notice of Funding Opportunity for Federal Fiscal Year 2026; and

WHEREAS, Waukesha County's proposed CTH K (Lisbon Road) project aligns with the goals of the BUILD Grant; and

WHEREAS, Waukesha County will request a \$25,000,000 BUILD Grant for Federal Fiscal Year 2026.

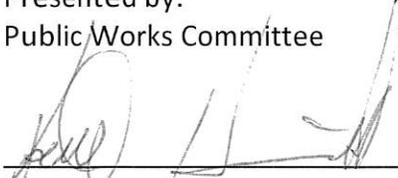
THE COUNTY BOARD OF SUPERVISORS OF THE COUNTY OF WAUKESHA RESOLVES to support Waukesha County's CTH K (Lisbon Road) project BUILD Grant application.

BE IT FURTHER RESOLVED that the Waukesha County Board of Supervisors request USDOT's consideration, support and approval of the \$25,000,000 BUILD Grant request for the necessary and important transportation improvements to CTH K (Lisbon Road).

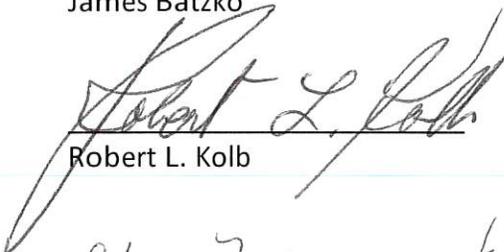
BE IT FURTHER RESOLVED that Waukesha County Department of Public Works can take necessary actions to secure and manage BUILD Grant funding.

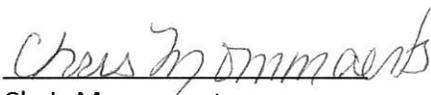
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CTH K (LISBON ROAD)

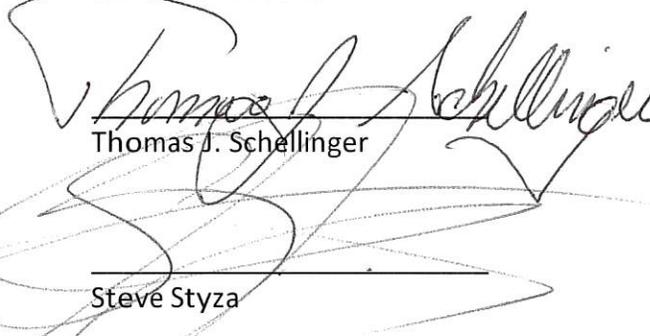
Presented by:  
Public Works Committee

  
Keith Hammitt, Chair

Absent  
James Batzko

  
Robert L. Kolb

  
Chris Mommaerts

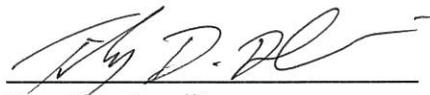
  
Thomas J. Schellinger

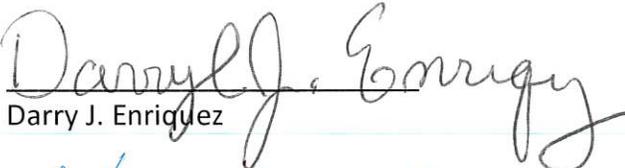
  
Steve Styza

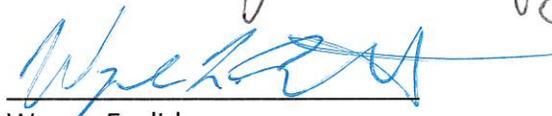
  
Terry Thieme

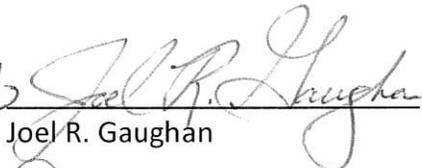
Approved by:  
Finance Committee

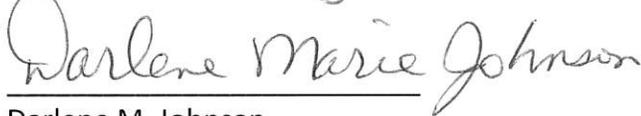
  
Gary J. Szpara, Chair

  
Timothy Dondlinger

  
Darryl J. Enriquez

  
Wayne Euclide

  
Joel R. Gaughan

  
Darlene M. Johnson

  
Brian Meier

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, was presented to the County Executive on:

Date: 12-01-2025

  
Margaret Wartman, County Clerk

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, is hereby:

Approved: X

Vetoed: \_\_\_\_\_

Date: 12-1-2025

  
Paul Farrow, County Executive

Paul Farrow  
County Executive



Allison Bussler  
Director

**WAUKESHA COUNTY**  
**DEPARTMENT OF PUBLIC WORKS**

February 20, 2026  
The Honorable Sean Duffy  
U.S. Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Duffy,

On behalf of Waukesha County, Wisconsin, I am pleased to submit this Letter of Financial Commitment in support of the County K Grade Crossing Elimination Project's application for the Better Utilizing Investments to Leverage Development (BUILD) Grant Program. This financial commitment reflects the County's dedication to advancing this transformative project and ensuring its successful delivery for the benefit of our residents, businesses, and the entire region.

Waukesha County is committed to providing staffing and financial resources to ensure this project is successful. Waukesha County is committing \$9,151,476 in non-federal matching funds for the project, should it be selected for FY2026 BUILD funds. These funds are fully supported by the entire County Board of Supervisors, as shown by the unanimous passage of Resolution 180-R-006, and are clearly documented in the County Capital Plan Project Form attached to the grant application.

Thank you in advance for giving Waukesha County's BUILD Grant application your thoughtful and serious consideration. As a project of both local and regional significance, your support will help deliver real, lasting improvements that people will feel for generations.

Sincerely,

A handwritten signature in cursive script that reads "Allison Bussler".

Allison Bussler  
Director of Public Works  
Waukesha County

<b>Project Title:</b>	CTH K, CTH JK to Brookfield Road	<b>Project #:</b>	202514
<b>Department:</b>	Public Works - Highways	<b>Project Type:</b>	Priority Corridor
<b>Phase:</b>	Formation	<b>Road Name:</b>	Lisbon Road
<b>Budget Action:</b>	C - Scope      C - Rev Update      C - \$ Update	<b>Manager:</b>	Allison Bussler, DPW Director
<b>Date:</b>	August 27, 2025	<b>Map / Image:</b>	<a href="#">Click Here</a>

CAPITAL BUDGET SUMMARY							
Year	2025	2026	2027	2029	2031	2032+	Total
Project Phase	Planning Study	Design	Design	Land Acq	Const Phase 1	Const Phases	Project
Expenditure Budget	\$200,000	\$850,000	\$1,960,000	\$18,500,000	\$6,250,000	\$12,900,000	\$40,660,000
Revenue Budget	\$0	\$0	\$0	\$14,800,000	\$0	\$0	\$14,800,000
Net Costs After Revenues Applied	\$200,000	\$850,000	\$1,960,000	\$3,700,000	\$6,250,000	\$12,900,000	\$25,860,000
<b>COST DOCUMENTATION</b>				<b>REVENUE</b>			
Planning Study	\$200,000						
Design	\$9,150,000			Federal STP-M Design			\$6,640,000
WisDOT Design Review	\$300,000			Federal STP-M Land Acquisition			\$14,800,000
Land Acquisition	\$18,500,000			Federal STP-M Construction			\$51,600,000
Construction	\$83,000,000			Federal BUILD Grant			\$25,000,000
Construction Management	\$8,300,000			(All Anticipated)			
WisDOT Construction Review	\$300,000						
Contingency	\$4,150,000						
Total Project Cost	\$123,900,000			Total Revenue			\$98,040,000
<b>EXPENDITURE BUDGET</b>	\$40,660,000			<b>REVENUE BUDGET</b>			\$14,800,000

**Project Scope & Description**

The 6-mile project involves a preliminary planning study to evaluate reconstruction alternatives including a future 4-lane expansion of CTH K between CTH JK (Lynndale Road) and Brookfield Road. The preliminary planning study will help determine staging and scheduling options, construction and land acquisition costs and identify project delivery risks. The preliminary planning study will also reevaluate whether a grade separation over the Canadian National Railroad (CNRR) is feasible and cost effective and will update a previous study that was completed in 2007. The preliminary planning study will include public involvement and coordination with the communities, businesses, property owners, railroad, emergency responders, and resource agencies. The initial findings from the preliminary planning study support adding capacity, overpassing the CNRR and improving intersections. At the conclusion of the study later this year, the county will have determined a detailed project scope, schedule, and cost and will be prepared to apply for federal funding through STP in the 2030-31 and future program cycles and future Better Utilizing Investments to Leverage Development (BUILD) Grant solicitations. Project costs represent updated planning level estimates for a 4-lane divided roadway. The east project limit is being extended to Brookfield Road to better address existing pavement conditions, roadway safety and logical termini for federal and state environmental coordination. Design funding is scheduled in 2026 to support the completion of an environmental study and additional federal discretionary funding applications. Design funding is scheduled in 2027 to cover corridor design. Corridor land acquisition is scheduled in 2029, and construction is being phased for funding and construction staging purposes, beginning in 2031. Project costs are based on a traditional 20% cost share for all project phases.

**Location**

Village of Lisbon, Village of Sussex, Village of Menomonee Falls, and City of Brookfield

**Analysis of Need**

The original pavement was built in 1961-62, is in poor condition and projected to be in serious to very poor condition by 2035. CTH K, within the project segment, has a current average annual daily traffic (AADT) of over 14,000 and a very high truck percentage of 20%. Traffic volume continues to increase along this important east-west arterial due to residential and commercial growth. There have been 4 fatal and 85 injury crashes along the project segment over the last 5-years. The 5-year crash rate is 285 and 3.4x the statewide average. The 5-year KAB crash rate is 58 and 3x the statewide average. The Canadian National (CN) Railroad has an at-grade crossing (US DOT crossing #692245A) in the project limits. CN Railroad runs 34 total trains per day (TTPD) across CTH K. The forecasted 2055 traffic volume on CTH K is 16,700. The combination of increasing traffic volume and existing train crossings will create an exposure factor of 567,800 by 2055. Including the CN Railroad crossing at CTH K, CTH VV and CTH F, there are 3-crossings within 1.5-miles with an existing combined exposure factor of 1,050,600 and projected to exceed 1.5 million by 2055. Drivers experience 40 to 63 hours of delay at the CTH K/CNRR crossing. Additional traffic growth on CTH K will increase rail crossing conflicts and delay.

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**Alternatives**

- Do Nothing. This alternative would continue pavement resurfacing through the paving program, but would not address growing level of service, safety and railroad crossing delay.
- Complete a preliminary planning study to determine reconstruction preferred alternative, segment staging, scheduling and cost estimates and apply for federal STP funding in the next program cycle (2026).

**Ongoing Operating Costs**

Operating costs would be determined by the preferred alternative through the completion of a preliminary planning study. If capacity expansion is selected, operating costs would be expected to increase by \$8,300/lane mile or a total annual increase of \$74,700. If a grade separated crossing of the CN Railroad is selected, there would be an annualized operating cost increase for inspection and maintenance of the new structure, estimated to be \$5,000.

**Previous Action**

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