

This page intentionally left blank.

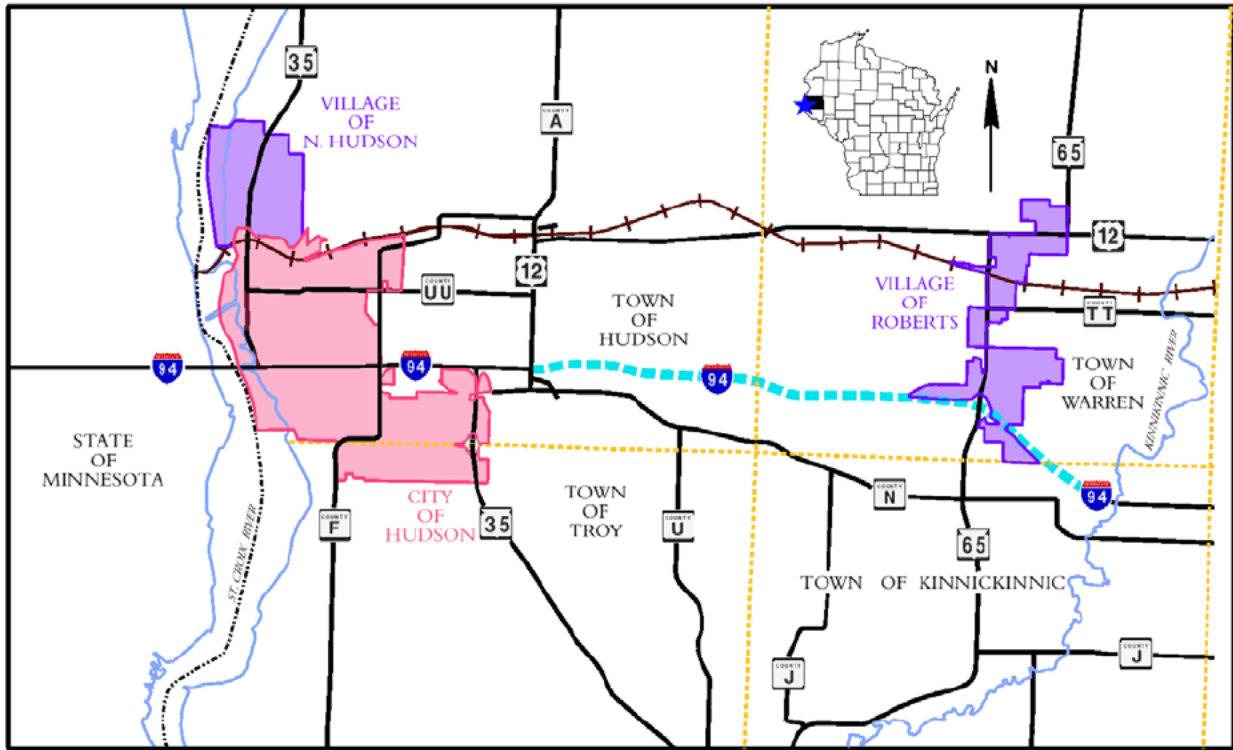
Chapter 7

PROJECT DETAIL I-94

- **Need and Concept Summary**
- **Project Summary**

I-94 (USH 12 to 130th Street)

7.5 miles in St. Croix County



Traffic Data

Year	Average Annual Daily Traffic (AADT)
Existing 2014	41,700 – 46,400 AADT
Projected 2024	50,700 – 57,700 AADT
Projected 2034	59,700 – 69,100 AADT

Mobility Data

Year	Percent of Corridor with Level of Service(LOS) D, E, or F		
	Moderately Congested	Severely Congested	Breakdown Conditions
Existing 2014	40% LOS D	0% LOS E	0% LOS F
Projected 2024	50% LOS D	40% LOS E	0% LOS F
Projected 2034	10% LOS D	50% LOS E	40% LOS F

Safety Data

Percent of Corridor with Crash Frequency or Crash Severity Greater than the Statewide Average	50%
---	-----

Financial Data

Estimated Cost (2014 dollars)	\$129 million
Benefit Cost Analysis -- Benefit Cost Ratio	5.6

NEED:

I-94 was built in the late 1950's. Currently, growing traffic congestion and bridge and pavement deficiencies require full reconstruction and redesign of the facility.

- The Average Annual Daily Traffic (AADT) volumes along I-94 corridor are estimated to be 46,400 AADT between US 12 and WIS 65 in 2014. Summer months and weekends can experience higher traffic volumes reflecting the importance of the corridor to summer tourism travel. If no capacity improvements are made, the existing freeway between US 12 and WIS 65 will operate at LOS D and LOS E by the year 2024, indicating reductions in travel speeds and significant breakdowns in traffic flow which can reduce safe travel conditions.
- Safety Concerns – Half of the corridor has crash frequencies or crash severities that are worse than the statewide average for this type of facility.
- Roadway Condition – I-94 has deteriorating pavements and roadway infrastructure. I-94 was constructed over 55 years ago and the infrastructure is outdated in terms of design standards and components such as bridges, drainage systems, and pavement structure. Existing pavement conditions are nearing a point where major infrastructure investment will be needed, such as reconstruction.
- Bridge Condition – The bridges which carry I-94 over Kinney Road, 100th Street, and 130th Street are narrow in width and have undergone numerous repairs and rehabilitations since the original construction. The bridges are deteriorating to the point where further repair is not economical and replacement is needed. The bridges do not provide standard vertical clearances over the local roads.
- Geometric Deficiencies – Two vertical curves are substandard and do not meet requirements for the posted speed along the I-94 freeway.
- I-94 is a very important part of the National Highway System and is identified in Wisconsin's *Connections 2030 Plan* as a system-level priority Backbone corridor. I-94 provides direct system access to several interstates, Backbone routes, and other highways of local and regional importance. It provides direct interstate access to the city of Hudson and village of Roberts. I-94 is considered a critical commuter link to the Twin Cities of Minnesota with the western St. Croix County area having experienced the fastest population growth rates in the State over the past few decades. I-94 is also a federal truck route. About 24 percent of the total traffic consists of heavy trucks. The high volume of trucks signifies the importance of this route in movement of goods throughout the State and other destinations.

CONCEPT:

The proposed improvement for I-94 consists of the removal and reconstruction of the existing freeway travel lanes with the addition of a third lane in each direction. Reconstruction of the freeway will create a 6-lane divided highway between US 12 and WIS 65. The section of WIS 65 to 130th Street will be reconstructed with a 4-lane divided highway. Construction will consist of bridge, pavement, and drainage system replacements. Permanent and temporary roadways and bridges will be used to stage the reconstruction and allow four lanes of traffic to operate safely during the project work.

The existing interchanges within the corridor at US 12 and WIS 65 will remain. The WIS 65 interchange was recently reconstructed in 2013 to accommodate the proposed capacity expansion along I-94. Access to the interchanges and the existing eastbound truck weigh enforcement facility will be maintained.

I-94 Corridor Expansion Study



USH 12 to 130th Street
Hudson – Baldwin
St. Croix County

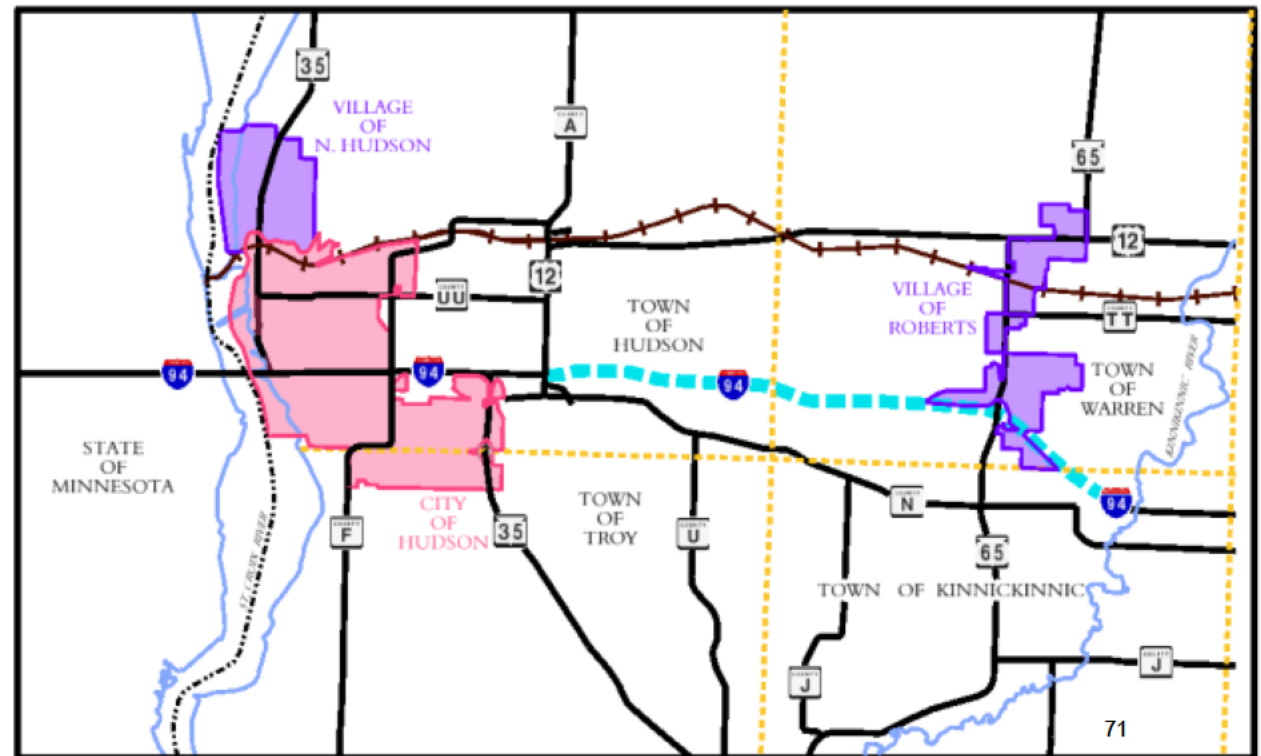
2011 – TPC Approved Environmental Study
July 2014 – Finding of No Significant Impact submitted to FHWA



Project location

- Western St. Croix County
- US 12 to 130th Street
- 7.5 miles

----- PROJECT LOCATION



Why improve I-94?



- I-94 is an important transportation corridor across Wisconsin
 - Part of the national interstate system providing efficient long-distance travel across the US
 - Federal truck route with 24 percent of daily traffic comprised of trucks
 - Corridor with direct access to other major roadways
 - Major commuter route to the Twin Cities
 - Route supports local and regional economic development

Why improve I-94?



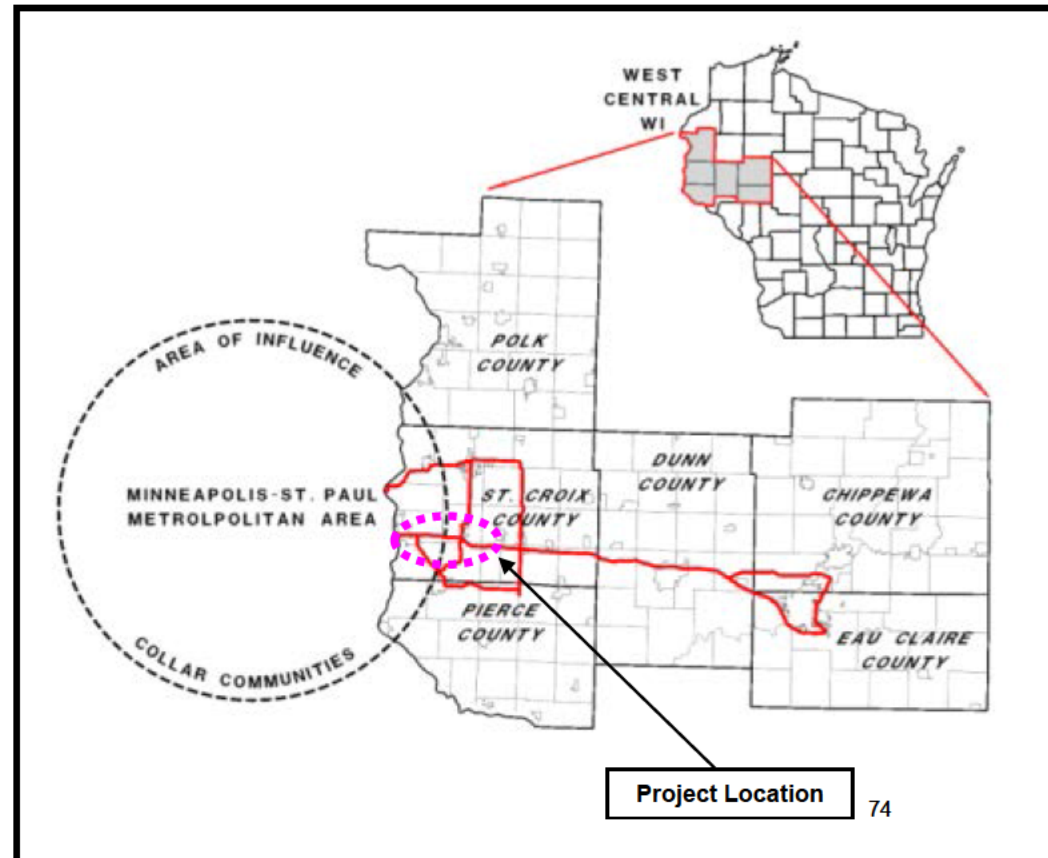
- I-94 carries significant daily traffic volumes
- Average annual daily traffic (AADT) in 2014
 - US 12 to WIS 65: 46,400 AADT
 - East of WIS 65: 41,700 AADT
- Projected AADT in 2034
 - US 12 to WIS 65: 69,100 AADT
 - East of WIS 65: 59,700 AADT



Why improve I-94?



- I-94 is a major commuter corridor to the Twin Cities of Minnesota
 - I-94 is part of the West Central Freeway System
 - Serves rapidly growing western Wisconsin counties



Why improve I-94?



- I-94 needs include the following:
 - Traffic capacity, operations, and safety
 - Design features
 - Bridges and pavement
 - Movement of goods and services

