

# IH 94 & COUNTY T Interchange Improvements

Hudson – Baldwin Road, St. Croix County

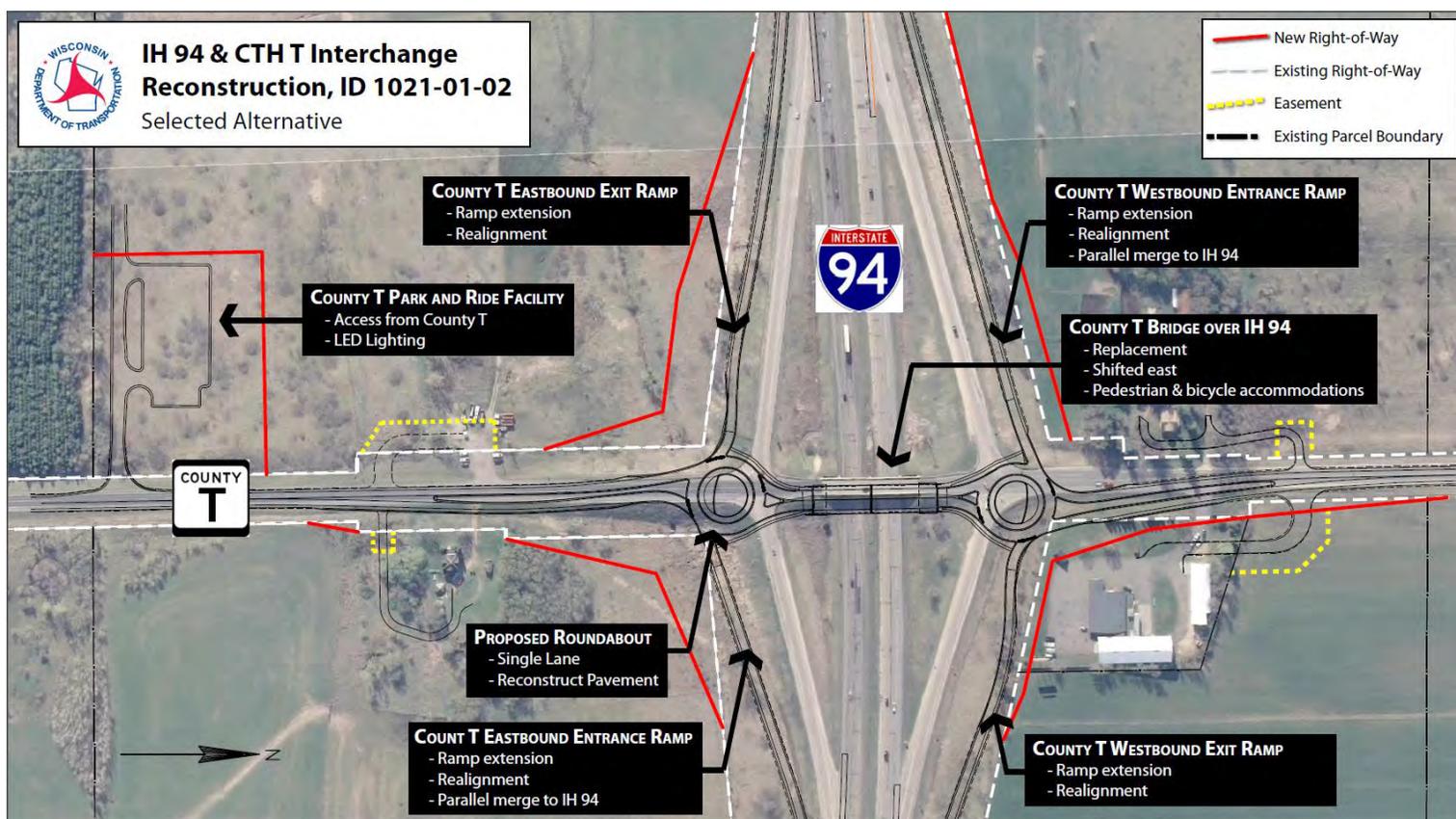


## Frequently Asked Questions

### What improvements are planned?

The project is located approximately 2 miles south of the Village of Hammond, along COUNTY T, and lies along the border between the Town of Pleasant Valley and the Town of Rush River.

The project consists of roadway widening and slope flattening of existing COUNTY T within a quarter mile of the interchange and will include reconstruction of the COUNTY T Bridge over IH 94. The interstate interchange ramp terminals will be reconstructed as roundabouts and interstate ramps will be lengthened and widened. A park and ride facility will be installed on the parcel to the southwest of the interchange.



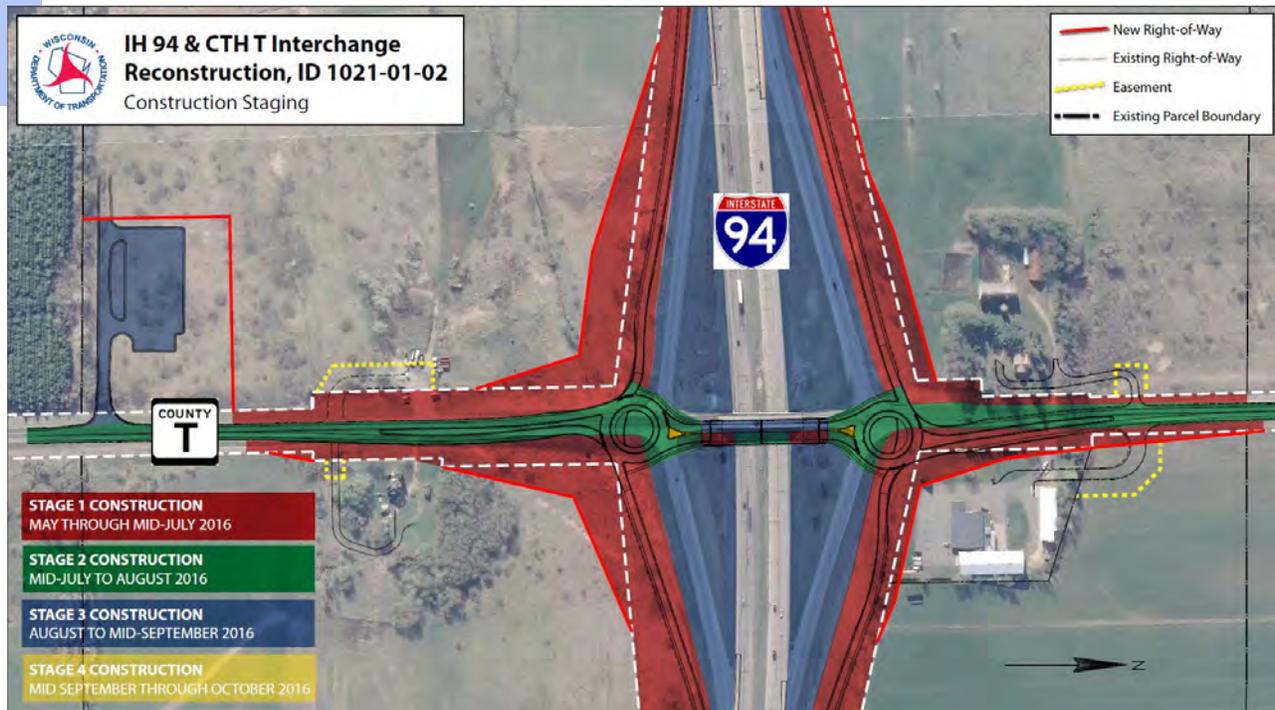
### When will the interchange be reconstructed?

The preparation of designs and plans will be completed in 2015, with project construction occurring between May and October of 2016.

### Why is reconstruction of the IH 94 & COUNTY T interchange needed?

COUNTY T is a rural major collector route and IH 94 is a high-priority principal arterial through northwestern Wisconsin. Both routes facilitate inter-regional and inter-state travel. The COUNTY T interchange structure was originally constructed in 1958 and interchange ramp improvements are needed to maintain safe and efficient operations due to increasing traffic use. The project reconstruction will reconstruct the COUNTY T bridge over IH 94; improve interchange visibility; replace deteriorating pavement; widen the COUNTY T roadway; and add a park & ride facility with lighting.

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## Will there be a construction detour?

Yes. A detour will occur in the second stage of construction, after the July 4<sup>th</sup> weekend, and last for three weeks. Closure of COUNTY T is needed to reconstruct the existing intersections at the ramp terminals. A detour route will be provided on US Highways 12 and 63 and State Highway 65.

## What are the benefits of a roundabout?

A recent study of 24 roundabouts in Wisconsin showed a 52% reduction in injury and fatal crashes and a 9% reduction in total crashes. Roundabouts reduce the potential for serious crashes (such as T-bone) as travel speed is reduced as drivers yield to traffic on entry.

Contrary to opinion, roundabouts move traffic through an intersection faster, and with less congestion on approaching roads. Roundabouts promote a **continuous flow of traffic**. Unlike intersections with traffic signals, you don't have to wait for a green light at a roundabout. Traffic is not required to stop - only yield - so the intersection can handle more traffic in the same amount of time.

## Project Schedule

### Fall 2012

- ✓ Field investigations

### Spring 2013

- ✓ Preliminary alternatives
- ✓ Public Information Meeting #1
- ✓ Environmental Report

### Spring 2014

- ✓ Real estate acquisition begins
- ✓ Public Information Meeting #2

### Spring 2015

- Design complete

### Spring-Fall 2016

- Construction



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