

OFFICIAL DEDICATION PROGRAM

*For the Final Sections of
Interstate Highway 94
in Jefferson County*

CLOSING THE GAP

on the 78-Mile

MADISON - MILWAUKEE ROUTE



10:00 A. M. Wednesday

October 27, 1965

West Bound Rest Area

Between the Rock and Crawfish Rivers

Construction Highlights

INTERSTATE HIGHWAY 94 IN JEFFERSON COUNTY

The completion of construction on I-94 in Jefferson County literally "closes the gap" for 78 miles of continuous freeway between Wisconsin's largest cities, Madison and Milwaukee . . . and ultimately will link the county into the National Interstate System via four convenient interchanges - - at Highways 89, 26 and 135, and at Willow Glen Road. The new route will provide important travel-time savings and easier motoring, with fewer accidents and more lives saved.

THE FIRST WORK on I-94 in Jefferson County - - 1.6 miles for an interchange with relocated Highway 26 at Johnson Creek - - was started in 1958 and completed in 1959. Other sections were completed as follows: 1963 - 3.3 miles, C.T.H. "E"-Willow Glen Road; 1964 - 1.0 mile, Willow Glen Road-Waukesha County Line; 1965 - 6.7 miles, Johnson Creek-C.T.H. "E", and 12.7 miles, Johnson Creek-Jacobs Road, just over the Dane County line. Total 25.3 miles in Jefferson County includes 26 separation structures, two railroad overpass structures and six bridges for stream crossings.

THE NEW ROADWAYS generally follow the route of former Highway 30, which was planned in the 1930's for construction starting in the early 1940's, but completion was delayed by World War II to the late 1940's. Highway 30 was planned as an ultimate dual highway, with initial construction of one roadway and right of way provided for a future eastbound roadway.

INTERSTATE PLANNING in the 1950's brought new and higher standards for anticipated traffic volumes. Old Highway 30, with controlled access and at-grade intersections, was thus upgraded to freeway status, with separation of grade for all intersections, with access permitted only at interchanges, and with a wider median - - all requiring additional right of way.

ANNUAL AVERAGE DAILY TRAFFIC on Highway 30 near Johnson Creek exceeded 4,000 vehicles in 1954 . . . was nearly 7,000 by 1964 . . . and is estimated to reach 19,000 by 1984.

DEDICATION PROGRAM & RIBBON-CUTTING CEREMONY

10:00 A.M. Wednesday-October 27, 1965

Master of Ceremonies--Woodrow J. Mistele, Chairman
Jefferson County Board

On, Wisconsin...and Our National Anthem--
By Massed Bands--from Watertown, Waterloo,
Lake Mills and Johnson Creek

Invocation--Rev. C. G. (Pop) Wendt, Lake Mills

Welcome...and
Introduction of Guests--Mr. Mistele

Remarks--Walter C. Topel, Chairman
Jefferson County Highway Committee

Introduction of Staff--W. J. Kerttula
District Engineer
State Highway Commission

Remarks--R. H. Paddock, Wisconsin Engineer
U. S. Bureau of Public Roads
Don Schuster, President
Wisconsin Road Builders Association
V. L. Fiedler, Secretary
State Highway Commission

ADDRESS--Hon. Warren P. Knowles
Governor of Wisconsin

All-County RIBBON-CUTTING Ceremony--
Time for Photographs

Musical Selections by the Bands

Program arrangements by Jefferson County--"Dairy Capitol of the World" in cooperation with the Cities of Fort Atkinson, Jefferson, Lake Mills, Waterloo and Watertown.. plus the Villages of Johnson Creek, Palmyra and Sullivan. Featuring Bands, Queens, Color Guards, Floats and Refreshments.

