

# **Public Involvement Meeting Handout**

**WIS 35  
La Crosse - Trempealeau  
Tank Creek Bridge  
Black River Bridges  
Trempealeau & La Crosse counties**

**Project ID: (7140-00-01 & 7140-00-02)**



**August 19, 2025  
6:00 PM  
Village of Trempealeau Hall**

## **Purpose of the meeting**

The purpose of the proposed projects is to preserve the function, operation and safety of WIS 35 between Holmen and Trempealeau. This project includes replacement of three bridges built in 1953 that show signs of structural decay in concrete and steel elements of the structures.

This meeting is being held to explain the need for the project and discuss alternatives being considered for traffic impacts during the construction of the proposed project, comparing alternatives for full closure and maintenance of traffic during construction.

The meeting will consist of a presentation by design project staff, followed by group question and answer.

WisDOT is interested in hearing your opinion. Project team contacts are provided in the handout for the purpose of hearing comments and being available for questions.

## **Project information**

WisDOT is proposing to improve approximately 1 mile of WIS 35. Proposed improvements include:

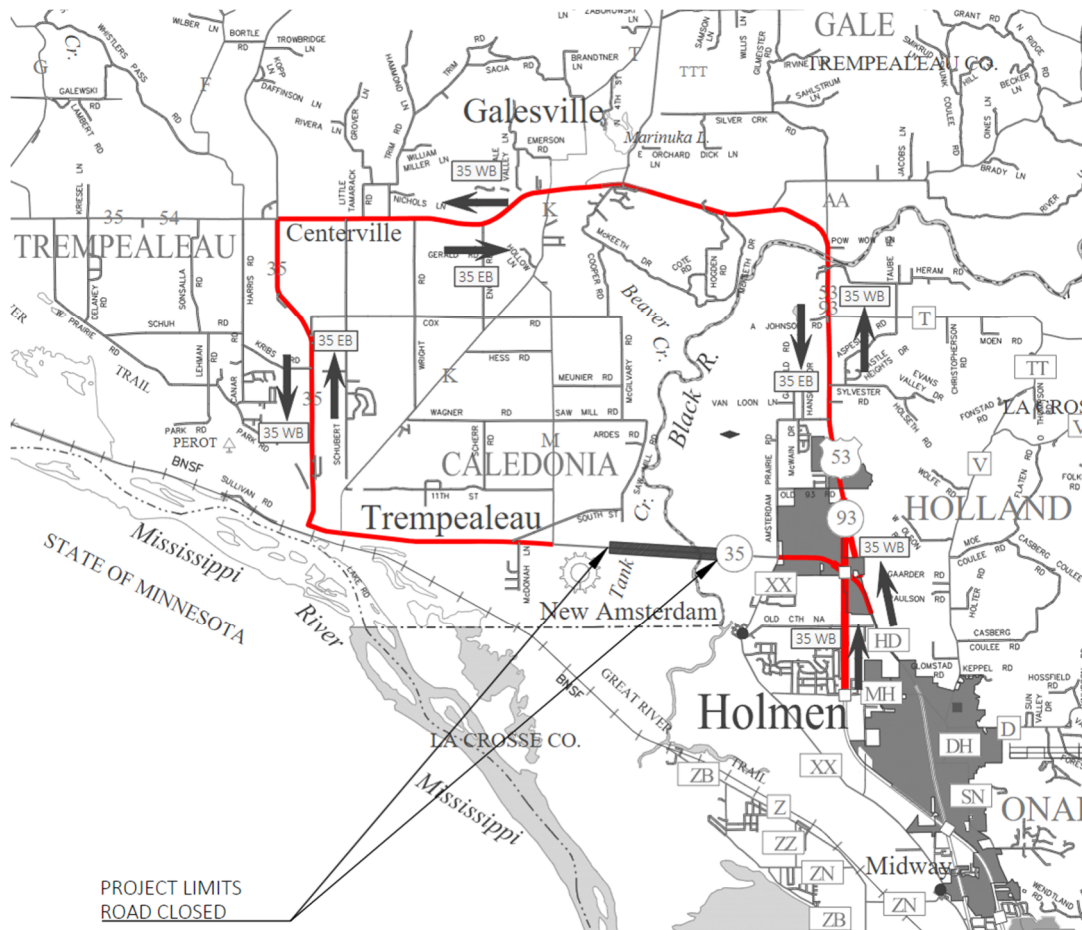
- Replacement of three structures:
  - Tank Creek Bridge, a 2-span structure
  - 2 Bridges over the Black River, one a 6-span and one an 8-span structure
- Raise in elevation of the Black River Bridges to accommodate the change from steel girders to concrete girders and modernized standards for bridge hydraulics
- Widening of bridge decks from 28' to 40'
- Replace roadway pavement on bridge approaches and between the Black River Bridges
- Replacement of guardrail at bridge approaches
- Addition of stone rip rap along shores for erosion control and stabilization

The project is adjacent to Wisconsin Department of Natural Resources Van Loon Wildlife Area, as well as land managed by the United States Fish and Wildlife Service.

Studies are currently ongoing to determine presence of potential historic resources, wetlands adjacent to the project and to identify potential impacts on threatened and endangered species.

This meeting is a follow up to the public involvement period of November – December 2024, where the public made known its objection to the Department's presented preferred alternative of full closure & detour. The project team re-engaged maintenance of traffic alternatives in design. A round of coordination was completed with the bridge construction industry in February – March 2025 and additional design was performed to estimate impacts. A new preferred alternative of maintenance of traffic by use of temporary structures was selected in May 2025.

## WIS 35 location / potential detour map



## Proposed traffic impacts

Construction is scheduled to begin in calendar year 2029; this has been moved from the initial timeline of 2027 to allow for the increased environmental coordination due to the change in preferred alternative.

Alternatives considered for replacement of the bridges fall in two categories:

### Maintenance of Traffic

This alternative would use the off-line construction of the new bridges or the use of temporary bridges to maintain traffic while the new bridges are being constructed. This would allow traffic to traverse through the construction zone while construction operations are occurring. This would result in an estimated delay of 3-5 minutes on a trip from Trempealeau to Holmen, but also a significant increase in project construction cost. This alternative may include the use of temporary traffic signals to have traffic limited to one lane.

### Full Closure and Detour

This alternative would utilize a full closure of the roadway while construction is underway. Traffic would be detoured through Centerville and Galesville with this alternative. This would be an

estimated delay of 16-18 minutes on a trip from Trempealeau to Holmen. This could mean an impact on up to three consecutive seasons if one structure is constructed a season. The potential project detour would increase traffic on WIS 54/93 from Centerville to Galesville and US 53 from Galesville to Holmen. The most significant impact of this increased traffic would be greater challenge of entering the highway from side roads, which is an ongoing issue that saw recent localized improvements on WIS 54/93 and is in consideration for a current design project on US 53.

### **Local Access**

Access to the boat landing between the two bridges on the Black River will likely not be available while construction is ongoing on the Black River Bridges.

Structure work will include the use of crushed aggregate causeways (temporary roadways) to allow for construction traffic to reach in-stream structure elements, such as piers, for construction. Access will be provided for portage of human-powered recreational watercraft, such as canoes or kayaks, through the work zone.

### **Preferred Alternative**

WisDOT's Preferred Alternative is to utilize a maintenance of traffic alternative with temporary structures. This provides the lower impact on the travelling public and emergency services that the public encouraged consideration of while allowing for greater constructability and reduced environmental impact contrasting a build off-alignment alternative.

## **Real estate**

Additional right of way may be, but is not likely, to be required for this project.

## **Project update/next steps**

Tonight's meeting is the third public involvement meeting held for the project.

### **Project Schedule:**

1 <sup>st</sup> Public Involvement Period	November – December 2022
2 <sup>nd</sup> Public Involvement Period	November 13, 2024 – December 15, 2024
Industry Coordination	February – March 2025
Alternative Selection	May 2025
Local Officials Meeting	July 1, 2025
3 <sup>rd</sup> Public Involvement Period	August 19, 2025
Completion of Environmental Document	Spring 2026
Completion of Project Design	August 2028
Beginning of Construction	Winter/Spring 2029

## Public input/comments

We encourage you to talk to the project representatives and ask them questions. An additional public involvement comment period will be open following the next public involvement meeting.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

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Alternative	Construction Cost	Project Duration	Road User Delay	Operational/ Safety Impacts	Environmental Impacts
Closure and Detour	LOW	HIGH	HIGH	LOW	LOWEST
Staged Construction	HIGH	HIGH	LOW	HIGH	LOW
Off-Alignment Construction	HIGH	LOW	LOWEST	HIGHEST	HIGHEST
Temporary Structures	HIGH	HIGH	LOW	MODERATE	HIGH

