

I-90 Gateway Crossing Bulletin

Volume 2
January 2012



Preliminary Design and Environmental Assessment for the
Dresbach Bridge River Crossing and I-90 / US 61 Interchange



Public Hearing

The Dresbach Bridge project has reached an important milestone. A preferred alternative has been selected and a Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) has been released for public and agency review.

Interested persons are invited to attend the project Public Hearing to provide oral and/or written comments on the preferred alternative and the EA/EAW.

Jan. 25, 2012

La Crescent Senior High School
1301 Lancer Blvd
La Crescent, MN
5 - 8 p.m.

Public Review Copies are available at:

- MnDOT - District 6 Offices, 2900 48th St. NW, Rochester
- WisDOT - Southwest Region La Crosse Office, 3550 Mormon Coulee Rd., La Crosse
- Rochester Public Library, 101 2nd St. SE, Rochester
- Winona Public Library, 151 W Fifth St., Winona
- Hokah Public Library, 57 Main, Hokah
- Caledonia Public Library, 231 East Main St., Caledonia
- Dresbach Town Hall, 46851 Riverview Drive, La Crescent
- City of La Crescent, 315 Main St., La Crescent
- La Crescent Public Library, 321 Main St., La Crescent
- La Crosse Public Library, 800 Main St., La Crosse
- Onalaska Public Library, 741 Oak Ave. S., Onalaska
- La Crosse City Hall, 400 La Crosse St., 4th Floor, La Crosse
- Onalaska City Hall, 415 Main St., Onalaska



Preferred Alternative Selected

Since the last project newsletter, a preferred alternative has been selected for the Dresbach Bridge project. Compared with other studied alternatives, the preferred alternative would address the identified transportation needs, have a shorter construction time and fewer or equal environmental impacts.

The preferred alternative includes the following features:

- A full interchange between Interstate 90 and Highway 61;
- A new concrete box girder bridge built to the north of the existing bridge.

The preferred alternative provides a replacement river crossing and addresses traffic safety, congestion and riverfront access issues identified in the project's Purpose and Need.

No business or residential right-of-way will be acquired with this alternative, but some land from the Upper Mississippi National Wildlife and Fish Refuge on the eastern end will be acquired. Minnesota Department of Transportation and Wisconsin Department of Transportation have and will continue to work to minimize this impact, and are negotiating with Refuge staff to develop a mitigation plan. This plan will include transfer of right-of-way land to the Refuge and the creation of wetlands to offset these impacts. Construction of the bridge and approach roadways could start as soon as 2012.

I-90 Dresbach Bridge
Public Hearing
Jan. 25, 2012
5 - 8 p.m.
La Crescent High School

See Inside for Details



Mn/DOT District 6
2900 48th Street NW
Rochester, Minnesota 55901-5848

Project Background

The Dresbach Bridge project, led by the MnDOT with cooperation by the WisDOT, was initiated to develop alternatives for replacing the I-90 crossing of the Mississippi River between Winona County, Minnesota and LaCrosse County, Wisconsin. The Dresbach Bridge is nearing the end of its useful life, and will require replacement or major rehabilitation in the coming years to address the aging structure.

An environmental planning study (EA/EAW) was prepared to look at bridge replacement and rehabilitation options as well as the safety and functioning of the I 90/Highway 61 interchange. This study developed alternatives for the project, identified resources in the area to be avoided or preserved and documented the various impacts of considered alternatives.

The DOTs formed a Technical Advisory Committee (TAC) made of regulatory agency representatives and a Public Advisory Committee (PAC) made of local stakeholder group representatives to advise and guide the study. With input from the PAC, TAC and previous public meetings, the DOTs defined and refined alternatives, then selected and further studied the preferred alternative.

Late in the project process, concerns were raised about accommodating a bicycle/pedestrian trail on the main river bridge. A feasibility study for this issue was prepared in response to these concerns. Based on these findings, current planning efforts, and a desire to accommodate the capacity for a future trail system, this Study recommends that structural connections for a future suspended path on the bridge structure, be included in the Dresbach Bridge project.

What to Expect at the Public Hearing

The purpose of the public hearing is to receive input and comments on the EA/EAW and alternatives studied therein. At the public hearing, you will see:

- Information on the environmental process.
- Project (DOT) and consultant staff on-hand to answer questions.
- Informal presentation at 6 p.m. and 7 p.m.
- Comment cards available for providing written input; court reporter also available to record verbal statements.
- Stations presenting information on the roadway, traffic, bicycle trail, bridge design, environmental impacts and aesthetics.
- Preferred alternative design concept presented as a plan drawing showing roadway, interchange and bridge design.

How to Comment

Written comments concerning the Dresbach Bridge River Crossing EA/EAW will be accepted through Feb. 23, 2012, and should be sent to:

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Rochester, MN 55901

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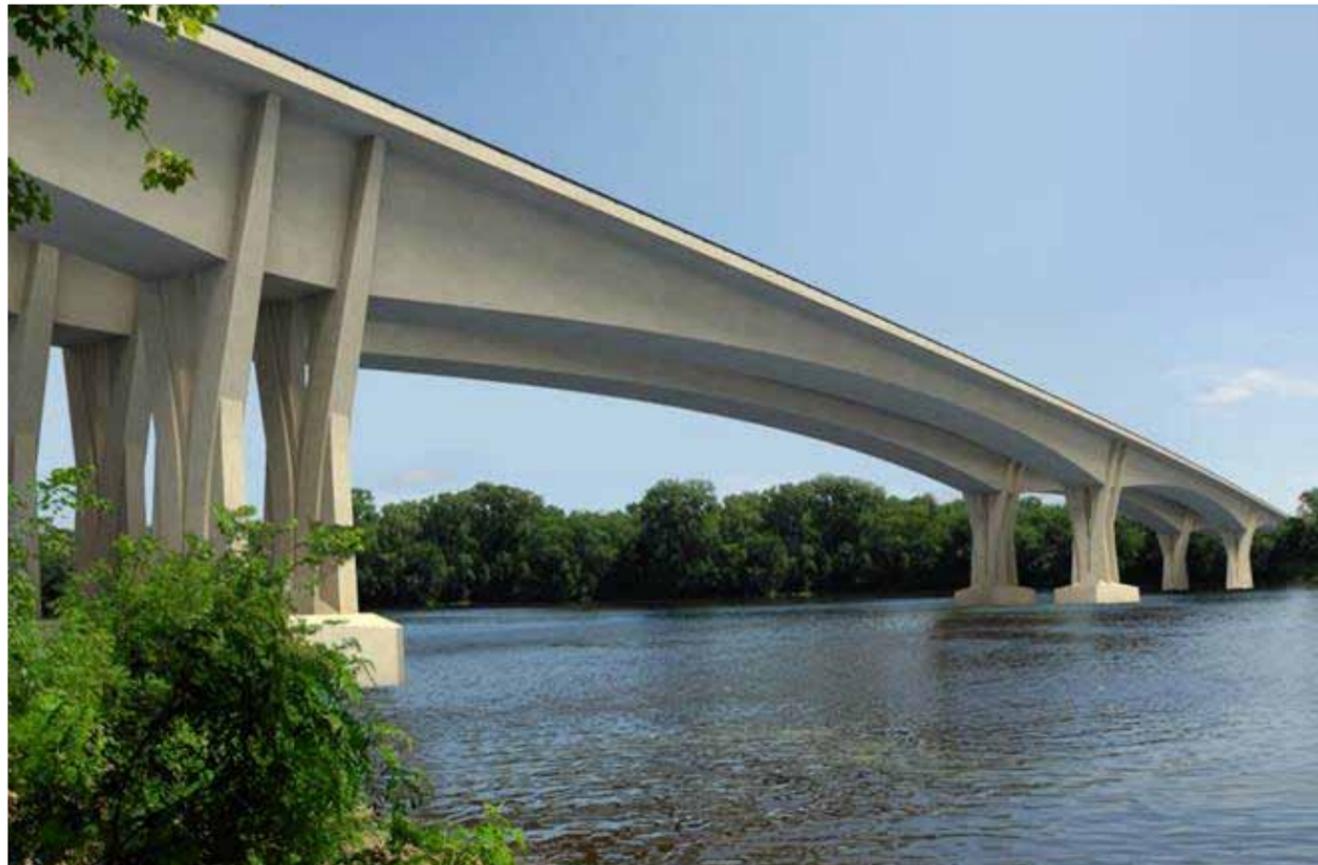
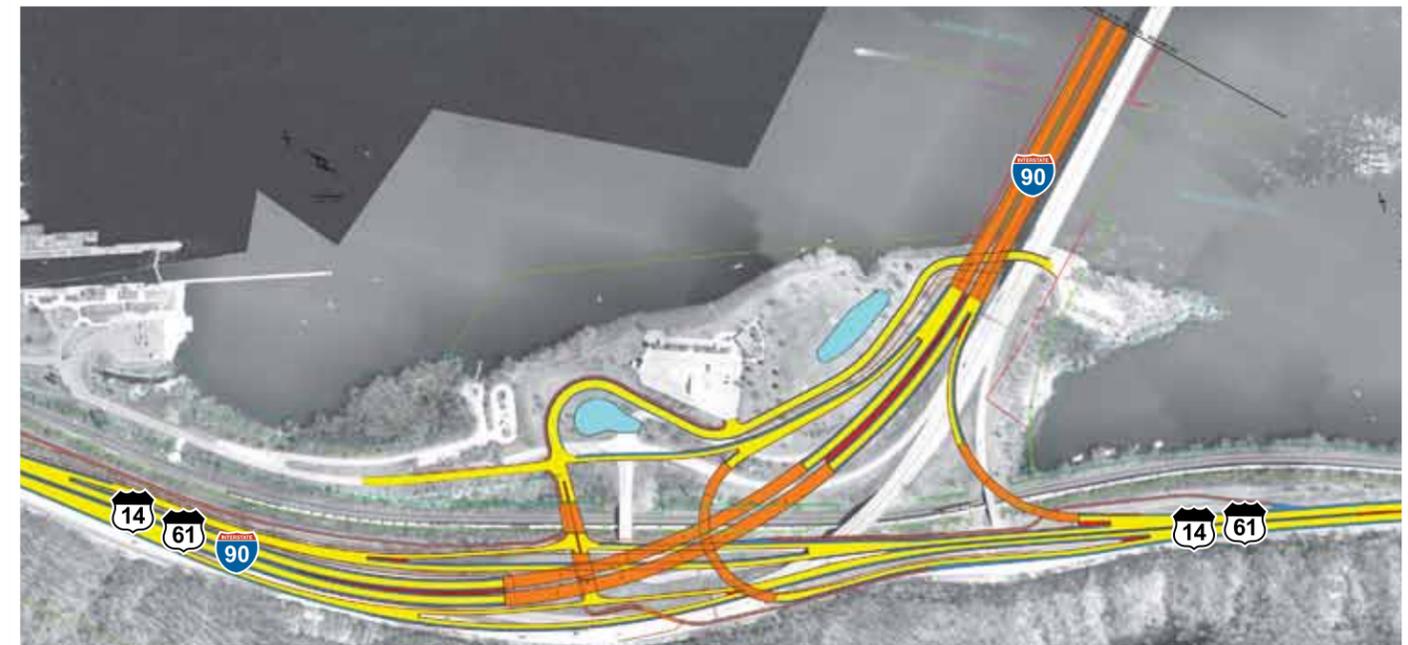


Photo Visualization of Preferred Alternative Bridge and Piers



Preferred Alternative Interchange Layout

E-Mail your comments to: Jai.Kalsy@state.mn.us
Project website: www.dot.state.mn.us/d6/projects/dresbachbridge/documents.html