

County B | French Island Frequently Asked Questions

1) General \ PI Related FAQ's:

- Q) If I would like to talk to someone about the project, whom should I contact?
- Please reach out to our Project Public Involvement Lead, [Mary Beth Pettit](#) at 414-467-8912. Mary Beth is an employee of GRAEF, Inc. an engineering firm hired by La Crosse County to lead the design on the project.
- Q) When will there be a public meeting?
- We were planning to have an in-person public meeting in spring 2020 that would allow for the project team to meet the stakeholders and hear your concerns in person. However, this meeting has been postponed due to public health concerns regarding public gatherings. In place of a public meeting, we are posting exhibits to the project website and displays are available at the Campbell Town Hall located at 2219 Bainbridge Street during the month of June.
 - There are three public involvement meetings planned for the project.
 1. Meeting #1 Fall 2020 – The intent of this meeting is to introduce study alternatives for the project.
 2. Meeting #2 Spring 2021 – The intent of this meeting is to inform the public of the recommended alternative for the corridor.
 3. Meeting #3 TBD –The intent of this meeting is to inform the public about construction planned for the corridor. The meeting will be scheduled once the construction schedule has been determined for the project.
- Q) Do I need to sign-up on the mailing list to receive project updates?
- The mailing database for the project includes all property owners located on French Island. Public meeting invites will be sent to all property owners regardless of whether they have registered on the website.
- Q) What is being studied and what are the geographic limits?
- The County B project consists of two-segments of roadway reconstruction to bring the roadway up to current standards. The interchange with I-90 is not part of the improvement project. ***Please refer to the [project map on the website to clearly see the limits of the project improvement.](#)***
 1. The first segment of County B is 0.9 miles in length and runs from County BW to 500' South of Fanta Reed Road.
 2. The second segment of County B is 1.4 miles in length and runs from 400' North of Oliver Court to Clinton Street.
- Q) How much will this project cost? Who pays?
- The current project is estimated at \$10.6 M. Funding is undetermined at this time. The County is pursuing various grants to assist with funding of the project.

2) Design Related FAQ's:

- Q) What are the speed limits along County B?
- From the south limits to where Bainbridge pulls off to the north – 25MPH
 - From Bainbridge through the interchange to just east of Grand Avenue – 35 MPH
 - From just east of Grand Avenue to County BW (Lakeshore Drive) – 25 MPH.
- Q) Will the project change the speed limits along County B?
- No, the county has no intent to change speed limits as part of the project.
- Q) Can people suggest improvements directly related to their individual properties?
- The design team is open to comments from all stakeholders.
- Q) Is there going to be any improved accommodations for pedestrians or bicyclists as part of the resurfacing project?

- This will be studied in the conceptual phase of the project and alternatives will be presented at the fall meeting.
- Q) Is real estate acquisition anticipated as part of the project?
- Real estate acquisition is anticipated for the reconstruction project. The amount of real estate being purchased depends on the chosen alternative.

3) Traffic & Safety FAQ's:

- Q) What is the average annual daily traffic (AADT) on County B and what is the % of truck traffic?
- The average annual daily traffic (AADT) along County B varies along the corridor. *Please refer to the [traffic map for counts in various locations](#).*
 1. CTH B north of Bainbridge St – ADT: 5,700 vpd, 11.2% Heavy Vehicles
 2. CTH B east of Rose Street – ADT: 9,000 vpd, 12.8% Heavy Vehicles
- Q) What is the definition of Heavy Vehicles?
- All vehicles that are not typically thought of as personal vehicles. Single unit trucks and semi-trucks are categorized as heavy vehicles, pick-up trucks are not.
- Q) Why are the traffic counts from 2017? Will the team be gathering updated counts?
- The Average Annual Daily Traffic (AADT) counts are typically counted every 3 years by WisDOT. The project team will be collecting updated AADT counts, vehicle classification, and intersection turning movement counts in 2020.
- Q) Does the crash data show existing safety concerns along the corridor?
- Crash data from 2014-2018 does not suggest any significant safety concerns on the project corridor. The segment crash rate for the north segment is 164.21 crashes per 100 million vehicle miles traveled (100MVM) and the rate for the south segment is 215.32 crashes per 100MVM, which are both below the statewide average of 349.89 crashes per 100MVM for similar corridors. No fatalities occurred on the corridor. Common collision patterns at intersections and along the corridor include rear-end, angle, and sideswipe crashes. Safety improvements to address these collision patterns will be considered under the various alternatives.
- Q) What intersections will be studied?
- Operations and safety will be studied at seven intersections along the project route including: Fanta Reed Road & Lakeshore Drive; Fanta Reed Road & Airport Drive; Fanta Reed Road & Dawson Avenue; Dawson Avenue & Olivet Court; Bainbridge Street & Dawson Avenue; Bainbridge Street & Goddard Street; Bainbridge Street & Clinton Street
- Q) What type of intersection control will be studied for the project?
- 2-Way Stop Control
 - 4-Way Stop Control
 - Signalized Control
 - Roundabout Control

4) Construction FAQ's:

- Q) When will construction occur?
- A construction schedule has not been determined for the project. Once funding is secure, a construction schedule will be determined.
- Q) Will there be detours during construction?
- Detours during construction are likely. Duration and detour routes will be studied once a recommended alternative is identified.
- Q) What kind of outreach will be performed when construction happens?
- A public meeting detailing construction impacts will be held in advance of construction.
- Q) Has there been any discussion about rerouting traffic during this project?
- The official detours for this, or any County Highway project, in La Crosse County utilizes County or State Highways. This project will be completed in a staged process that will provide for that situation. The roads used for the actual detour routes in this case will be CTH BW, I90, 35 and CTH B in various patterns depending on the phase.

5) Regional / other modal FAQ's:

- Q) What about bicycle and pedestrian services in the corridor?
- The design team will be working with representatives from the Town of Campbell to consider the inclusion of bicycle and pedestrian facilities along the corridor.

Q) Will there be a bus route along County B?

- Currently, Lacrosse Municipal Transit Utility (MTU) operates Route 7 on French Island. Bus pullouts and stop locations will be studied during the conceptual design phase.

6) Project Statistics:

- a) Number of Municipalities Influenced by the project: Two, City of La Crosse and the Town of Campbell
- b) Number of Study Intersections along the route: 7
- c) Number of Signalized Intersections: 0
- d) Number of Existing Driveways:
- e) Number of Businesses located along the corridor:
- f) Number of Stakeholders in the Outreach Database: ≈ 2700 (includes property owners, local officials, and stakeholders who have signed up on the website)
- g) Through-Lane Miles: 0.9 miles + 1.4 miles = 2.3 total miles
- h) Number of Parcels fronting County B (Commercial\Residential\Other): ≈ 130 parcels along the segment south of I-90 and ≈ 20 parcels along the segment North of I-90.