**PUBLIC INFORMATION MEETING**

**Tuesday, March 12, 2019 at 6:00 PM**

**Omro Road, Town of Algoma**

**Leonard Point Rd – Brooks Lane**

**Winnebago County**

**Project ID 6436-00-71**

1. **Purpose and need**

The **purpose** of the proposed action is to provide a safe facility for motorized vehicles, pedestrians, and bicyclists including:

* Improve pavement conditions.
* Address Safety Issues. Provide a wider roadway meeting current design requirements for the volume and speed of traffic utilizing the facility.
* Provide bicycle and pedestrian facilities.

The project **need** is defined by the following:

* Pavement deficiencies.
* Safety.
* Lack of safe bicycle and pedestrian facilities.

1. **Existing Facility**

**Project Limits:** The proposed action is located in the Town of Algoma on Omro Road from Leonard Point Road to Brooks Lane. The total project is 1.8 miles in length. Omro Road is classified as a collector street.

**Speed Limit:** The posted speed limit on Omro Road is 35 MPH.

**Traffic:** The current AADT, based on 2014 traffic counts, is 5,600 vehicles per day. East Central Wisconsin Regional Planning Commission is currently working on traffic projections for the 2021 construction year and the 2041 design year.

**Typical Section**: The existing roadway consists of a rural typical section with two 12-ft travel lanes and 6-ft wide shoulders (4-ft paved). The overall roadway width is 36-ft. The existing ditch side slopes immediately adjacent to the shoulders are steep (2.5:1) and reduce the effective width of the roadway. In addition, the steep slopes are not considered recoverable if an errant vehicle leaves the roadway.

**Right-of-Way**: The existing highway right-of-way width varies from 61-ft to 83-ft. The right-of-way width is 66-ft throughout the majority of the project.

**Alignment:** The existing alignment meets current design standards for the posted speed limit. The traffic control at each of the intersection side roads within the project limits consists of a stop condition on the side road with through traffic maintained on Omro Road.

**Land Use**: The primary existing land use of the properties adjacent to the project corridor is a mixture residential, commercial, and institutional facilities. Oakwood Elementary School is located near the middle of the project. In addition, the Algoma Fire Department is located within the project limits.

**Environment**: Wetlands have been identified adjacent to the roadway along the north and south side of Omro Road throughout the project limits. These wetlands are mostly due to the existing poorly drained roadway ditches.

The project will be surveyed by professional archaeologists and historians to determine if there are historic resources within the project area.

**Bicycles**: Currently there is a 4’ paved shoulder for bicycle accommodations. This is not considered a stand-alone bicycle facility.

**Pedestrians**: Currently there are no pedestrian accommodations within the project limits. East of the project, along STH 21, there are bicycle and pedestrian facilities. These facilities terminate at the north leg of the STH 21 and Omro Road roundabout.

**Structure**: There is an existing two cell box culvert where Omro Road crosses Honey Creek. Beam guard and chain link fence are attached to the structure.

1. **Proposed Improvements**

**Typical Section:** This alternative includes reconstructing Omro Road with a 2-lane urban typical section. The proposed roadway will be 36-foot wide from face of curb to face of curb. This includes two 11-ft wide travel lanes and 5’ bike lanes. Sidewalk would be provided on both sides of Omro Road, with 9’ of grass terrace between the curb and the sidewalk.

**Right of Way**: Strip fee title acquisition of right of way will be required in select areas in order to accommodate the wider roadway section and maintain a minimum of 66’ of right-of-way throughout the project. Right of way acquisition will also be needed near the existing box culvert at Honey Creek. Temporary limited easements will be required at all properties in order to grade and slope the adjacent properties (including driveways) to match the new roadway.

**Alignment:** The horizontal alignment of Omro Road will closely follow the existing alignment. There will be no changes to the existing traffic control at intersections, and the posted speed limit on Omro Road will remain at 35 MPH.

**Environment**: The intent is to eliminate ditches and drain storm water into the curb and gutter and storm sewers. The town is currently evaluating potential sites for construction of a storm water detention pond to improve post construction storm water quality. In select locations, ditches will still be needed and will be re-graded to improve drainage; all cross culverts and driveway culverts will be removed, and only a select few may need to be replaced.

If existing arch and historical sites are found, the intent will be to minimize impacts to these sites.

**Bicycles and Pedestrians:** The 5-ft wide bike lanes meet the design requirements for on-street bicycle facilities. Currently, sidewalks are proposed to be constructed on both sides of Omro Road, and crosswalks will be added at all intersection so that pedestrians can safely cross the roadway according to ADA requirements.

**Structure**: The existing two cell box culvert was last inspected in September 2018, and is in good condition. Therefore, the existing structure will remain in place and lengthened to accommodate the proposed roadway width. Beam guard will not be needed, and fence/railing will likely be installed on the new header and wing walls.

1. **Proposed schedule and cost range**

The project is currently scheduled to be constructed in the year 2021 and is anticipated to take 6-7 months to construct. The estimated cost for the project is between $5,000,000 and $6,000,000.

1. **Traffic impacts**

The road will be closed to through traffic. Local access will be maintained throughout construction, including access to the school and fire department. However, access to individual properties will be temporarily restricted when construction operations are occurring directly in front a property.

1. **Potential access modifications**

Existing driveways will be evaluated and may need to be reconfigured to meet Town standards.

**COMMENT SHEET**

PROJECT I.D. 6436-00-71

Town of Algoma, Omro Road

Leonard Point Rd – Brooks Lane

Winnebago County

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EMAIL: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

COMMENT/QUESTION:

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Please return this form to the sign-in table before leaving or return to the following address:

Benjamin Krumenauer, Town Administrator

Town of Algoma

15 N. Oakwood Road

Oshkosh, WI 54904