

## Components

The Town of Algoma is committed to providing safe and user friendly roadways for all commuters. While maintenance efforts such as milling and paving and ditching extend the life of a road, every road reaches a point where general maintenance is no longer feasible or cost effective and some level of reconstruction is necessary. Omro Road has reached the point where a new driving surface, improved stormwater management, and pedestrian-friendly accommodations are needed. These critical improvements are outlined in the town's Comprehensive Plan and were also noted in multiple community surveys.

**Driving and Commuting** - As one of four major commuting routes within the Town of Algoma, Omro Road must provide a safe driving surface. The former state highway has a concrete base with several layers of asphalt applied on top of it. Ongoing crack sealing and the filling of potholes are no longer cost effective maintenance options. The concrete is at least 75 years old and is the primary cause for the rough driving surface. Omro Road once had a trolley line that is also buried under the roadway and helping to deteriorate the asphalt and road base.

**Improvement** - Removing and replacing the driving surface and shoulders will provide a long term solution to the deteriorating roadway condition. In addition, the project will involve removing all of the old trolley infrastructure that has been buried under the roadway.

**Stormwater Improvements** - The stormwater management techniques currently used by the Town include ditches, minor drain tiles, and limited stormwater mains. Omro Road has a fair amount of storm main that is limited in capacity and not installed in all areas. During heavy rain events, water will cascade over the road and then remain within the drive lanes causing a dangerous hydroplaning situation. Most of the properties along Omro Road experience poor drainage, as well as the neighborhoods just to the north and south of Omro Road. Steep ditches are unsafe to maintain.

**Improvement** - Improvements include the extension of stormwater mains, curb and gutter, sump pump laterals, and 3-4 detention ponds. Reestablishing the crown of Omro Road will help it to drain properly during and after rain and snow events. The profile of the road will be dropped two feet and the entire right of way will be terraced to eliminate the existing steep ditches and standing water. The terracing along with curb and gutter will also allow for the installation of stormwater mains that will be extended to one of the three or four proposed detention ponds.

**Access Control** - Intersection safety and access to private driveways are ongoing issues. Most intersections have limited sight lines, lack of consistent lighting, failing shoulders and outdated roadway design. Due to steep ditches, undersized culverts, and limited sight lines, many driveways are also in need of redesign and construction.

**Improvement** - Intersections will have wider turning radius, improved sight lines, and proper intersection lighting. Potential driveway enhancements include replacement or installation of new apron material, proper grading, and a more consistent installation design. On the far western end of Omro Road, Omro Road will be realigned to the north in front of St. Paul's United Church of Christ at Leonard Point Road. This realignment will provide better safety and access for

drivers at this intersection. During the road reconstruction, WisDOT will be installing a 3-way signal at Leonard Point Road and STH 21 to allow for traffic normally using Omro Road to access STH 21 easier and safer. The signals will be installed in late 2020 and early 2021 and removed after the project is completed. The realignment of Omro Road at Leonard Point Road will also give space for future improvements at STH 21 and Leonard Point Road intersection, which could be a roundabout or a 4-way stop light. A Traffic Impact Analysis will be done in the future to determine if the intersection warrants a roundabout, 4-way stop, or another design.

**Bicycle and Pedestrian Accommodations** - Omro Road has no substantive bicycle or walking accommodations. Community members who wish to walk or bike along Omro Road must choose between the driving lane shared with vehicles or the 3-4' paved/gravel shoulder. Walking and bicycling is further hampered by steep shoulders and no definable separation from vehicle traffic. The project fits the recommendations outlined in the regional Safe Routes to School plans.

**Improvement** - The design plan includes marked bike lanes on both sides of the road. Sidewalks will be added to both sides of Omro Road with designated crosswalks. Sidewalks on both sides will discourage individuals from walking back and forth across the street creating unsafe conditions for both themselves and the vehicle drivers. The Federal funding for the project dictates bike lanes and sidewalks are to be constructed on both sides of the road.