

PUBLIC INFORMATION MEETING
Wednesday, June 18, 2026, at 4:00 PM

Leonard Point Road, Town of Algoma
Highland Shore Lane – STH 21
Winnebago County
Project ID 6436-01-73

1. Purpose and need

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

- Improve pavement conditions.
- Provide a wider roadway meeting current design requirements for the volume and speed of traffic.
- Provide bicycle and pedestrian facilities.

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

- Pavement deficiencies.
- Roadway does not meet current design standards for roadway width.
- Lack of safe bicycle and pedestrian facilities.

2. Existing Facility

Project Limits: The proposed project is in the Town of Algoma on Leonard Point Road from Highland Shore Lane to WIS 21. The total project is 1.25 miles in length. Leonard Point Road is classified as a minor arterial street.

Speed Limit: The posted speed limit on Leonard Point Road is 35 MPH.

Traffic: The current AADT, based on 2019 traffic counts, is 3,000 vehicles per day. Traffic projection for the 2047 design year is 7,200 vehicles per day. This traffic projection is based on the completion of the roundabout at WIS 21 and the completion of the Clairville Road extension.

Typical Section: The existing roadway consists of a rural-type typical section with two 11-ft travel lanes and 4-ft wide gravel shoulders. The overall roadway width is 30-ft.

Right-of-Way: The existing highway right-of-way width varies from 61-ft to 74-ft with 66-ft being typical.

Alignment: There are two substandard horizontal curves at the north end of the project that do not meet current design standards for the posted 35 MPH speed limit. There is a heavily wooded area along the inside of these curves that restricts the driver's sight lines as they travel the corridor.

Land Use: The primary existing land use of the properties adjacent to the project corridor is residential. There are also storage rental facilities and a church within the project limits.

Environment: Environmental investigations have identified wetlands adjacent to the roadway along the project limits. Most of these wetlands are due to existing poorly drained roadway ditches. The project has also been surveyed by archaeologists and historians to determine if there are historic resources in the project area. Archaeological sites are in the vicinity but are not anticipated to be disturbed. Other environmental concerns include the potential presence of the endangered rusty patch bumble bee.

Bicycles: The 4-ft unpaved shoulder can be used by bicycles; however, this is not considered adequate bicycle accommodation, and most cyclists share the travel lane with motorized vehicles.

Pedestrians: Currently there is no adequate pedestrian accommodation within the project limits. A temporary gravel trail along the east side of the road from Duchess Lane to Jones Park has been provided. East of the project, along Omro Road, there are bicycle and pedestrian facilities. These

facilities terminate at the east leg of the Leonard Point Road and Omro Road intersection. Residents along Leonard Point Road do not have a safe alternative for students to walk or bike to Oakwood Elementary School.

3. Proposed Improvements

Typical Section: This alternative includes reconstructing Leonard Point Road with a 2-lane urban-type typical section. The proposed roadway will be 36-ft wide from face of curb to face of curb. This includes two 11-ft wide travel lanes and 5' bike lanes. A sidewalk will be provided on both sides of Leonard Point Road, with a 7.5' wide grass terrace between the curb and the sidewalk. This matches the typical section on the recently reconstructed Omro Road.

Right of Way: Strip fee title acquisition of right of way will be required in select areas to accommodate the wider roadway section and provide a minimum of 66' of right-of-way throughout the project. Right of way acquisition will also be needed to flatten the horizontal curves at the north end of the project. Temporary limited easements will be required at all abutting properties for grading to match the new roadway.

The Town has hired Moss & Associates to negotiate with property owners and complete the right-of-way acquisition; this process will begin in the next few months. The acquisition areas will be staked to show property owners the areas being acquired. The Town will send out a letter prior to starting the staking to provide more detail regarding what the stakes represent and what the next steps in the process are.

Alignment: The horizontal alignment of Leonard Point Road will closely follow the existing alignment, except for the flattening of the horizontal curves to meet current design standards. There will be no changes to the existing traffic control at intersections, and the posted speed limit on Leonard Point Road will remain at 35 MPH.

Environment: The intent is to eliminate ditches and drain storm water into the proposed curb and gutter and storm sewers. The town is currently evaluating potential sites for the construction of a storm water detention pond to improve post construction storm water quality. Stormwater from the project will be discharged to an existing or proposed stormwater pond before eventually draining to Lake Butte des Morts.

Bicycles and Pedestrians: The 5-ft wide bike lanes meet the design requirements for on-street bicycle facilities. Sidewalks are proposed to be constructed on both sides of Leonard Point Road. Crosswalks will be provided at intersections with a mid-block crossing provided for access to Jones Park.

4. Proposed schedule and cost range

The project is scheduled to be constructed in the year 2027 and is anticipated to take 6-7 months to complete. The estimated cost for the project is between \$5,000,000 and \$6,000,000. The Town has received federal funding to help finance the project.

5. Construction Impacts

Traffic: Leonard Point Road will be closed to thru traffic. Local access will be maintained throughout construction, including access for emergency services. Traffic delays should be expected. There will be no marked detour for the project.

Driveway Access: Access to individual properties will be maintained but will be temporarily restricted when construction operations are occurring directly in front of a property. The contract will require the contractor to coordinate with the property owners a minimum of 2 business days prior to a disruption to driveway access.

Refuse and Recycling: Refuse and recycling collection will be maintained during construction.

Mail Delivery: The post office will be notifying property owners regarding how mail delivery will be maintained during construction.

6. Other projects

WisDOT will be constructing improvements on WIS 21 in 2026, including a roundabout at WIS 21 & Leonard Point Road. This project is scheduled for November of 2025 letting, with construction anticipated to begin in April of 2026. There will be tree clearing during the winter months (January through March) prior to the main construction work.

In general, the staging concept for WIS 21 is that the WIS 21 & Sand Pit Road roundabout is done first along with some connections around the Leonard Point Rd area to accommodate future staging. After the Sand Pit Rd roundabout is open to traffic, the WIS 21 roundabouts at County FF and Leonard Point Road will be done concurrently.

