



### Living Roadway Intersection Update

When Algona went through the visioning process in 2006, plans were proposed for wildflower plantings and signage in the southern corners of the intersection of Highways 169 and 18. Native plantings in these low-lying drainage areas would be beneficial for slowing and filtering stormwater as it makes its way south to the East Fork Des Moines River. This proposal builds on the 2006 plan, utilizing a native plant mix throughout the ditches, but using a seed mix specific to drainageways in the lower channel of the ditch to increase infiltration. In

addition, a more refined planting design of native trees, shrubs and perennials, along with dual entry signs will create a welcoming gateway feature. This proposal also extends the design to all four corners and envisions burying the utilities. Because of limited space, the northeast corner will have a refined yet minimal planting that will maintain open views to the businesses. The northwest corner will have a more savanna-like environment with short-grass prairie plantings and clusters of trees, which the proposed bike path will pass through as it connects north to follow Highway 169.



View looking west at Highway 18 and Highway 169 intersection with native plantings in the right-of-way and gateway landscape utilizing the existing entry sign



### Roadside Park Enhancements

One of the visioning committee's objectives is to create a stronger relationship with the river. Veterans Park is located along the river and offers opportunities to enhance the visibility of and access to the river. There are currently informal paths that meander down to the river, but there is not a continuous path or clear access points. High water table and occasional flooding can limit the ability to have a sustainable trail along the river. These concepts propose a loop trail that would build on current informal paths and existing infrastructure, and test new methods and materials for establishing trails in the floodplain. Permeable asphalt or resin-bound surfaces will



allow water to infiltrate, reducing runoff. By using a poured surface it is not as susceptible to erosion like dirt and gravel surfaces are. Under the trail surface a geotextile grid with an aggregate base course will help give it support in areas where the ground can be soft and provide more space for stormwater to infiltrate.

The trail will provide access points to the water's edge to explore or fish. Boardwalks are also proposed to take guests out over the river and potentially to a small island within the river channel. Updates to the canoe/kayak access points will bring attention to these features and help encourage more people to explore the river.