

Chapter Four – Formulating a Fit

The improvements developed for the US-56 Corridor Management Plan are shown on the following exhibits. Given the varying nature of the corridor, US-56 has been divided into the **highway segments**, reflecting the rural nature of the corridor, and **arterial segments**, coinciding to the changes in and around the cities.

In the rural **highway segments**, the proposed improvements to US-56 include changes to access, improvements to the cross-sections of the roadway (including shoulders and additional turning lanes in key locations) as well as proposed vertical alignment changes. Given there are numerous unknowns in how construction may occur and the final grading limits of design, potential right-of-way envelopes were identified to reflect an area in which there may be impact. Further alignment studies and preliminary engineering will be required to identify the future right-of-way in greater detail.

In the **arterial segments**, proposed improvements are also indicated; however, vertical alignment changes have not been identified. With the lower speeds and urbanized nature of US-56 in the cities, there is not anticipated to be any significant grade changes. Given the limited changes in vertical alignment combined with the use of an enclosed storm sewer system, a greater certainty can be placed on identifying future right-of-way. In the arterial segments, the potential future right-of-way is shown with a greater confidence. For cross-streets, the potential future city right-of-way is also shown.

Several pieces of information have been provided on these exhibits, including the spacing of driveway and public streets (adjacent and to opposite sides of the highway), parcel boundaries adjacent to US-56, as well as driveways and/or intersections anticipated to be removed or relocated.

In general, the plans shown indicate a concept of **“No New Access”**, except at public streets. New development, or redevelopment, will be looked at to provide access to US-56 through an existing public street, adjacent to the development, or through the planning and development of a local street network in areas with limited existing options. The subdividing of parcels, each with its own access onto US-56, will generally not be permitted.

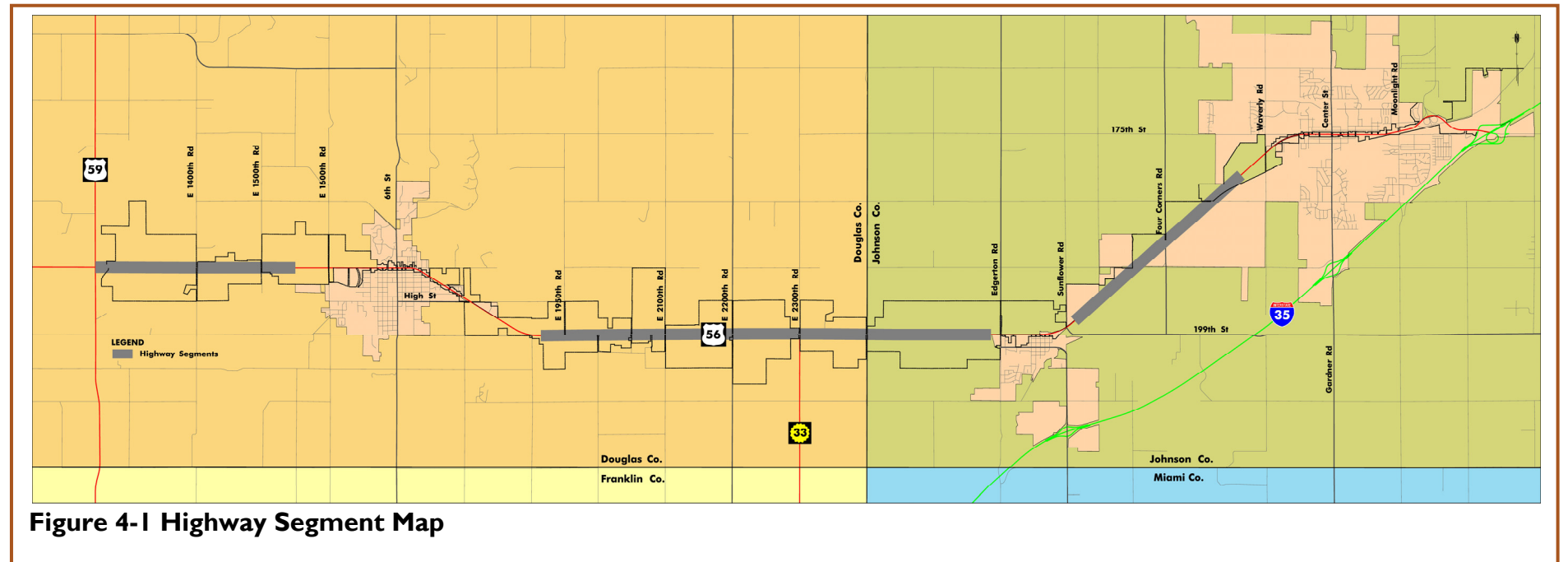


Figure 4-1 Highway Segment Map

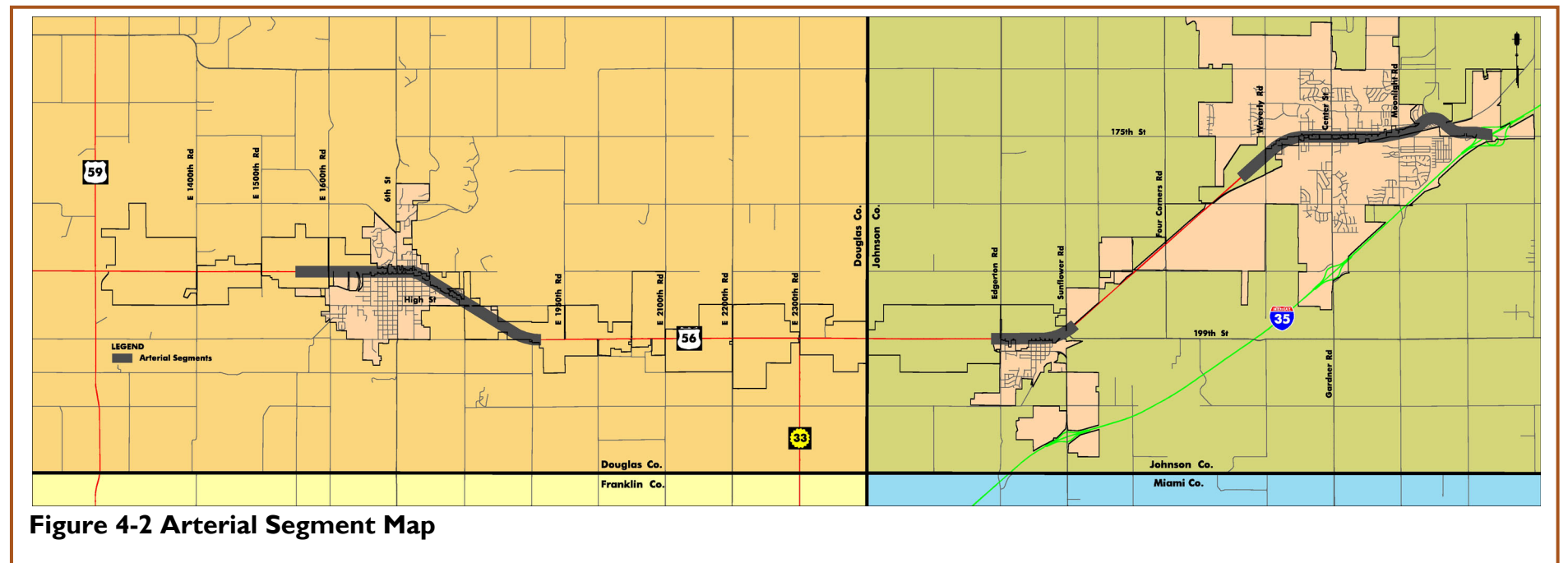
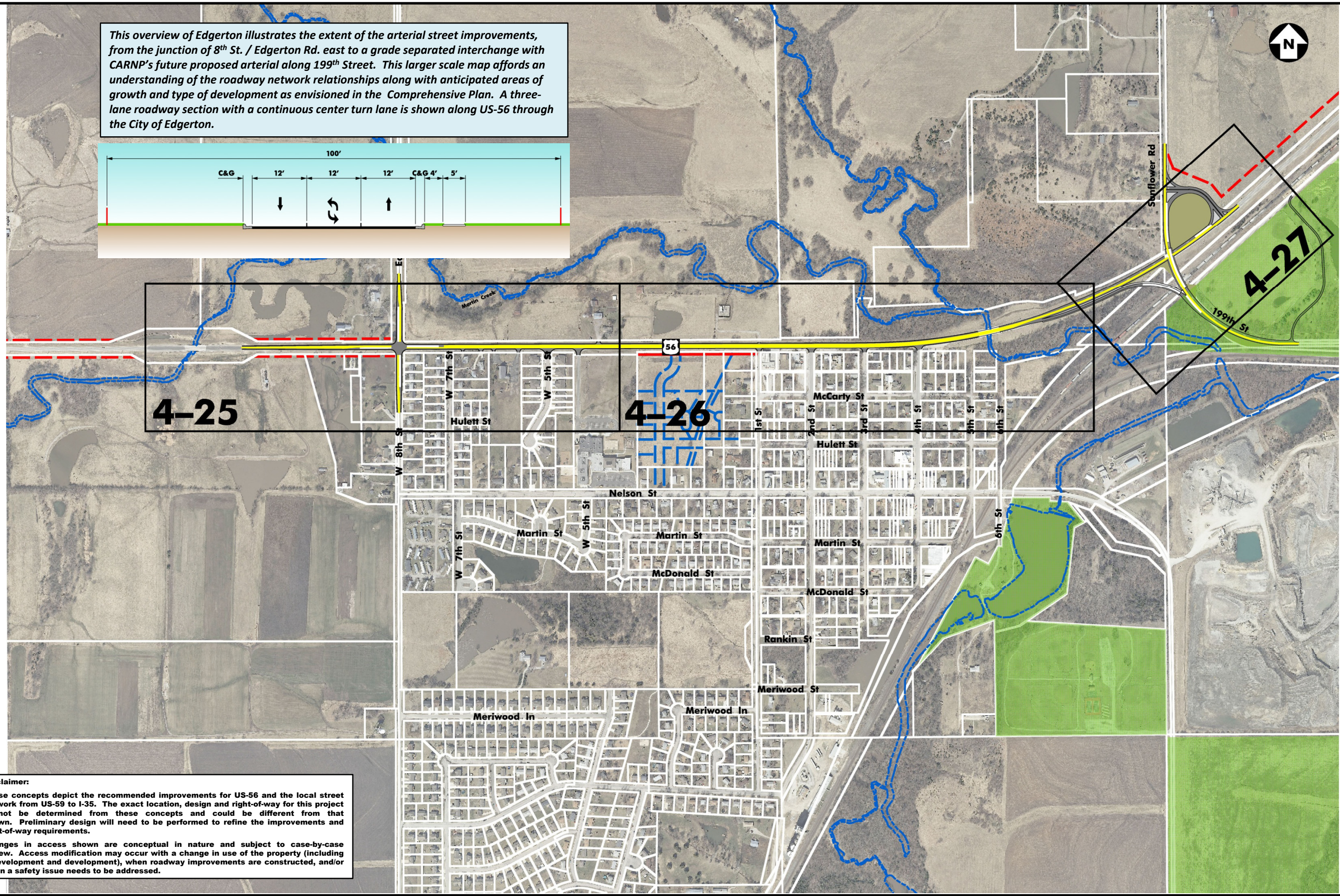
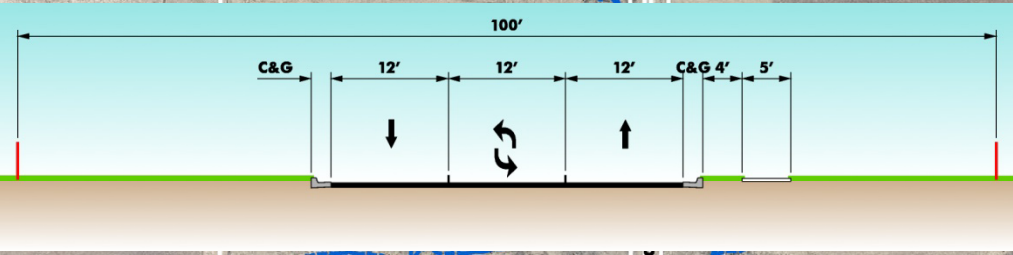


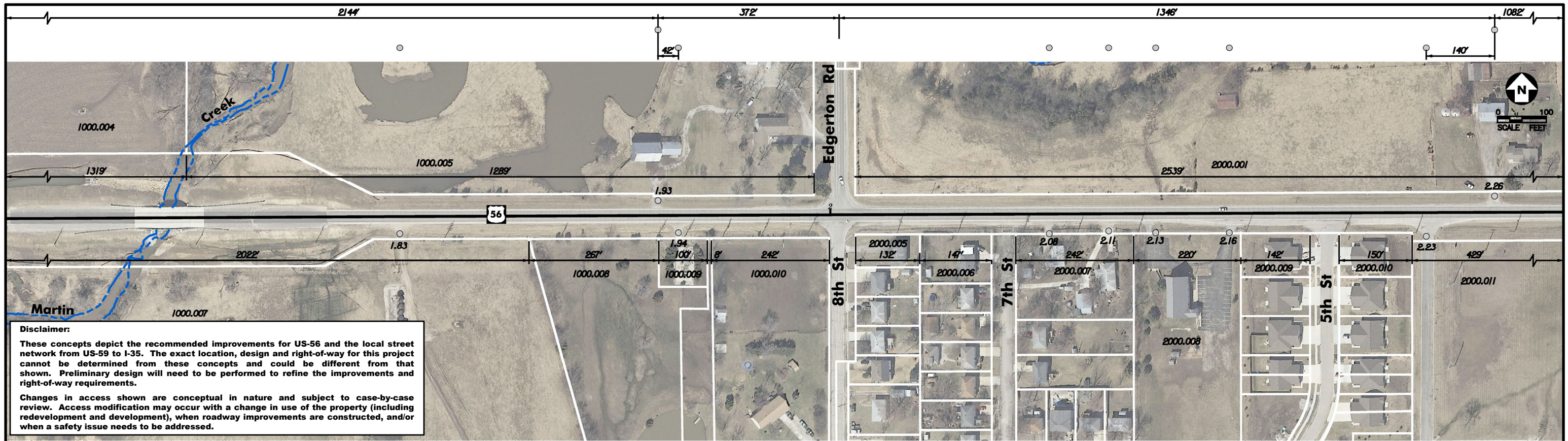
Figure 4-2 Arterial Segment Map

This overview of Edgerton illustrates the extent of the arterial street improvements, from the junction of 8th St. / Edgerton Rd. east to a grade separated interchange with CARNP's future proposed arterial along 199th Street. This larger scale map affords an understanding of the roadway network relationships along with anticipated areas of growth and type of development as envisioned in the Comprehensive Plan. A three-lane roadway section with a continuous center turn lane is shown along US-56 through the City of Edgerton.



Disclaimer:
 These concepts depict the recommended improvements for US-56 and the local street network from US-59 to I-35. The exact location, design and right-of-way for this project cannot be determined from these concepts and could be different from that shown. Preliminary design will need to be performed to refine the improvements and right-of-way requirements.
 Changes in access shown are conceptual in nature and subject to case-by-case review. Access modification may occur with a change in use of the property (including redevelopment and development), when roadway improvements are constructed, and/or when a safety issue needs to be addressed.





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