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.
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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Location: Rural Douglas County
Description: Existing (upper) and Proposed (lower) Conditions
Currently parcel 1400.003 is without an access point to US-56, yet when developed an access point may be permitted. The suggested window is to split the difference between the adjacent access points with the exact location to be determined after reviewing sight distance, grades and other design aspects.

Typically the right-of-way for a two-lane highway is on the order of 120 to 150 feet; however, for planning purposes a 250-foot wide envelope is shown here. The current right-of-way width varies yet is approximately 80 feet. The exact location and extent of right-of-way needs will be determined at a later stage.

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Potential to consolidate access points 13.08 and 13.11 to be relocated opposite access point 13.12

A potential future County road network should be investigated in response to any proposed development. In general, no new access points are to be permitted except for new public streets. It is also the intent to reduce the number of access points per mile in association with any improvements to US-56.

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Exhibit 4-2 July 2010

Rural Douglas County MM 13.0 to 14.5

Description:
Existing (upper) and Proposed (lower) Conditions

Note – Bridge scheduled for replacement in Fiscal Year 2013.

Access point 13.95 is within the intersection functional area. It is desirable to relocate to CR 1400 with a minimum 300 foot setback.

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This section of US-56 is envisioned as an improved two-lane rural highway. Profile changes to the vertical profile and design elements such as design speed and shoulder widths will greatly influence the need for additional right-of-way. Typically the right-of-way for a 2-lane highway is on the order of 120 to 150 feet; however, for planning purposes a 250-foot wide envelope is shown here. The current right-of-way width varies yet is approximately 80 feet. The exact location and extent of right-of-way needs will be determined at a later stage.

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Typical Section – 2-lane

Location: Rural Douglas County, MM 13.0 to 14.5
Description: Plan (upper) and Profile (lower)
This section of US-56 is envisioned as an improved two-lane rural highway. Profile changes to the vertical profile and design elements such as design speed and shoulder widths will greatly influence the need for additional right-of-way. Typically, the right-of-way for a 2-lane highway is on the order of 120 to 150 feet; however, for planning purposes a 250-foot wide envelope is shown here. The current right-of-way width varies yet is approximately 80 feet. The exact location and extent of right-of-way needs will be determined at a later stage.

Note – Bridge scheduled for replacement in Fiscal Year 2013.

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East of the potential future E 1550 Road, the proposed right-of-way width is shown as 90 feet to match the width in town for a three-lane curb and gutter arterial section. However, the exact location and extent of right-of-way needs will be determined at a later stage.

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