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.
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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This segment includes the transition from a two-lane rural highway to an urban arterial roadway at the junction with Edgerton Rd / 8th St. Side street improvements are also envisioned. While the need for signalization is not anticipated in the near future, conditions should be monitored.

Location: URBAN EDGERTON
Description: Existing (upper) and Proposed (lower) Conditions

Exhibit 4-25
July 2010
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Even if there is a change in use, access point No. 2.46 should remain opposite 1st St.

There are three parcels totaling nearly 10.7 acres and owned collectively, are viewed as one frontage along US-56. One access point is conceptualized along this 780-foot long frontage to be a public access point (referred to here as West 3rd St.) and would be located approximately 600 feet west of 1st St thereby effectively splitting the difference to the next access point further west.

Access to this corner parcel is proposed along 1st St and should be setback as far as practical.

Additional means of public access to this parcel may be available via Hewitt St. or Nelson St. and should be encouraged.

A 3-lane undivided roadway with curb and gutter is proposed along this section of US-56 (from MM 2.0 to MM 5.5). A continuous sidewalk (with connections to existing side street sidewalks) is also contemplated along the south side of US-56.

Potential opportunity to relocate access point No. 2.58 to be opposite 2nd St.

Access point No. 2.49 should be removed.

Head-in access point No. 2.49 should be removed with parking lot access provided via the alley and/or shared access at No. 2.48.

Driveway width (No. 2.48) ought to be defined by curb and gutter and narrowed to a maximum of 30 foot width.

Access point 2.52 should be removed.

Other access currently provided via 2nd St.

Driveway width at access point 2.69 to be defined by curb and gutter and narrowed to a maximum of 30 foot width.