



### Character

The character of the US-56 Corridor varies from Rural-Agricultural to Suburban to Town Center to Industrial/Heavy Business. This poster shows how character can relate to uses, transportation and access.



### Rural-Agricultural Zone

- **Uses:** Natural, agricultural, low-impact recreation, agricultural related business
- **Density:** Very low; 1 unit per 20-40 acres
- **Primary Users:** Private vehicles, farm-related vehicles

Transportation Characteristics	
<b>Roadway Configuration</b>	
Multi-lane	
2-lane	✓
Shoulders	✓
On-Street Parking	
<b>Drainage</b>	
Open ditch	✓
Enclosed	
<b>Speeds</b>	
30 to 35 mph	
40 to 45 mph	
55 mph or greater	✓
<b>Daily Traffic Volumes</b>	
Less than 5,000	✓
Between 5,000 and 10,000	
Greater than 10,000	
<b>Access points per mile</b>	
Less than 20	✓
between 20 and 40	
Greater than 40	
<b>Congestion Measure (mainline)</b>	
Density	✓
Stopped Delay	
<b>Intersection Control</b>	
Side Street STOP	✓
Traffic signal	
Grade separated Interchange	✓
<b>Pedestrian Treatment</b>	
None	✓
Sidewalks	
Ped crossing buttons	

### Suburban Zone

- **Uses:** Low density residential, civic and institutional uses, community commercial, and highway and auto-oriented uses
- **Density:** low; 1 unit per 3 - 5 acres up to around 3 units per acre
- **Primary Users:** Private vehicles

Transportation Characteristics	
<b>Roadway Configuration</b>	
Multi-lane	✓
2-lane	✓
Shoulders	
On-Street Parking	✓
<b>Drainage</b>	
Open ditch	✓
Enclosed	✓
<b>Speeds</b>	
30 to 35 mph	✓
40 to 45 mph	✓
55 mph or greater	
<b>Daily Traffic Volumes</b>	
Less than 5,000	✓
Between 5,000 and 10,000	✓
Greater than 10,000	✓
<b>Access points per mile</b>	
Less than 20	
between 20 and 40	✓
Greater than 40	
<b>Congestion Measure (mainline)</b>	
Density	✓
Stopped Delay	✓
<b>Intersection Control</b>	
Side Street STOP	✓
Traffic signal	✓
Grade separated Interchange	
<b>Pedestrian Treatment</b>	
None	✓
Sidewalks	✓
Ped crossing buttons	

### Town Center Zone

- **Uses:** Medium & high density residential, office and retail uses with good walking access
- **Density:** medium to high; generally 5 units per acre or greater
- **Primary Users:** Private vehicles, business serving vehicles, pedestrians, bicyclists

Transportation Characteristics	
<b>Roadway Configuration</b>	
Multi-lane	✓
2-lane	
Shoulders	
On-Street Parking	✓
<b>Drainage</b>	
Open ditch	
Enclosed	✓
<b>Speeds</b>	
30 to 35 mph	✓
40 to 45 mph	
55 mph or greater	
<b>Daily Traffic Volumes</b>	
Less than 5,000	
Between 5,000 and 10,000	✓
Greater than 10,000	✓
<b>Access points per mile</b>	
Less than 20	
between 20 and 40	✓
Greater than 40	✓
<b>Congestion Measure (mainline)</b>	
Density	
Stopped Delay	✓
<b>Intersection Control</b>	
Side Street STOP	✓
Traffic signal	✓
Grade separated Interchange	
<b>Pedestrian Treatment</b>	
None	
Sidewalks	✓
Ped crossing buttons	✓

### Industrial/Heavy Business Zone

- **Uses:** Intense industrial, warehousing, major offices, and highway commercial uses
- **Density:** 10 acres or greater
- **Primary Users:** Trucks, private vehicles

Transportation Characteristics	
<b>Roadway Configuration</b>	
Multi-lane	✓
2-lane	
Shoulders	
On-Street Parking	
<b>Drainage</b>	
Open ditch	✓
Enclosed	✓
<b>Speeds</b>	
30 to 35 mph	
40 to 45 mph	✓
55 mph or greater	
<b>Daily Traffic Volumes</b>	
Less than 5,000	✓
Between 5,000 and 10,000	✓
Greater than 10,000	✓
<b>Access points per mile</b>	
Less than 20	✓
between 20 and 40	✓
Greater than 40	
<b>Congestion Measure (mainline)</b>	
Density	
Stopped Delay	✓
<b>Intersection Control</b>	
Side Street STOP	✓
Traffic signal	✓
Grade separated Interchange	✓
<b>Pedestrian Treatment</b>	
None	✓
Sidewalks	✓
Ped crossing buttons	