



# City of Marion Major Streets Guide

Amended: December 3, 2015

Engineering Department

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## City of Marion Major Streets Right of Way Guide

The following guide is supported by Section 176.06 Standards for Design of Subdivisions of the Marion Code of Ordinance and guided by the City of Marion Comprehensive Plan. This document has been created to guide future development and identify the necessary right of way requirements for all streets as they are created within a plat, replatted within a new development or acquired by the City for Street widening or reconstruction.

The City of Marion Street and Right of way Guide is established by Resolution and may be amended from time to time by the City Council.

### Standard Street Classification:

Streets and highways are functionally classified according to the character of service they are intended to provide. The classification recognizes that individual roads and streets do not function independently. Rather, most travel involves movements through networks of roads and can be categorized relative to their function. All Streets within the City are classified in accordance with the Transportation and Circulation Plan of the City Comprehensive Plan. Standard Street Classification include the following;

#### Expressway

Expressways are also known as primary, or controlled access highways, per the Cedar Rapids Metropolitan Area Engineering Design Standards Manual. These are streets with complete control of access (that is, no direct access from private property). They are typically four-lane divided highways with the remaining intersections controlled by stop signs or traffic signals. Expressways should be designed to accommodate over 25,000 vehicles a day. The primary purpose of this type of street is to provide movement of traffic. The typical trip length on an expressway is over three miles.

#### Major Arterial

Major Arterial are also known as principal arterial per the Cedar Rapids Metropolitan Area Engineering Design Standards Manual. The major arterials serve the major center of activities of urbanized areas, the highest traffic volume corridors, the longest trip desires and carries a high proportion of a total urban travel even though it constitutes a relatively small percentage of the total roadway network. The system should be integrated both internally and between major rural connectors. The principal arterial system carries most of the trips entering and leaving the area as well as most of the through movements bypassing the central city. In addition, significant inter-area travel such as central business districts and outlying residential areas between major inter-city communities and between major suburban centers are served by major arterials. Frequently, the major arterial carries important inter-urban as well as inter-city bus routes. Finally, in urbanized areas, this system provides continuity for all rural arterials. Access to the principal arterial is specifically limited in order to provide maximum capacity and through movement mobility. Although no firm spacing rule applies in all or even in most circumstances, the spacing between major arterials may vary from less than one mile in highly developed central areas to five miles or more in developed urban fringes. Dwelling unit

driveway access to street classifications higher than collector streets shall be avoided. Dwelling unit driveway access to street classifications higher than collector streets shall be avoided.

### Minor Arterial

The minor arterial street system inter-connects with and augments the major arterial system. It accumulates trips of moderate length at a somewhat lower level of travel mobility than major arterials. This system places more emphasis on land access but still has specific limits on access points. A minor arterial may carry local bus routes and provide inter-community continuity but ideally does not penetrate identifiable neighborhoods. This system includes urban connections to rural collector roads where connections have not been classified as urban major arterials. The spacing of minor arterials may vary from 1/8 to 1/2 mile in highly developed areas to 2 miles in suburban fringes but is not normally more than 1 mile in fully developed areas. Dwelling unit driveway access to street classifications higher than collector streets shall be avoided.

### Collector

This type of street collects traffic from local streets, residential and commercial areas, at moderately low traffic speeds, and channels it into the arterial system. Consideration for through movements and direct land access is normally equal. Collector streets may also carry local bus routes. Dwelling unit driveway access to street classifications higher than collector streets shall be avoided.

### Local Street

Local streets provide for the movement of traffic between collectors, residential and commercial areas. Local streets provide the direct access to abutting residential and commercial property and carry low traffic volumes at low speeds on relatively short trips. Private Streets are similar to the local streets by generally are located on dead-end roads less than 250 feet in length, short loop streets less than 600 feet in length or frontage roads parallel to public streets.

## Standard Street Right of Way

Street right of way shall be required within all subdivision plats consistent the Street Classification identified in the Marion Transportation Plan. Standard right of way requirements corresponding to Street Classification are set out below:

CLASSIFICATION	STANDARD RIGHT OF WAY
Expressway	IDOT Design Criteria
Major Arterial	100 feet
Minor Arterial	80 feet
Collector	80 feet
Local Street	60 feet

As provided by City Code the minimum width for street rights-of-way shall conform to the Street Classification as set out above provided that the applicable conditions are met.

A. Rights-of-way for residential streets shall be determined by the need for such rights-of-way to protect the City and to enable future revisions to the street system, which can reasonably be foreseen.

B. Rights-of-way requirements for all collector and arterial streets shall consider the need for future widening and may be greater if required by the City Engineer.

C. Additional Rights-of-way for pedestrian access or landscaping adjacent to paved streets shall be granted where sidewalks or other aesthetic enhancements are deemed necessary in addition to the street.

D. If future widening is indicated, the rights-of-way width shall be minimum, consistent with accommodating the increased pavement.

E. Slopes adjacent to roadways, natural or manmade, may be placed within easements on individual properties rather than acquired as rights-of-way.

F. The minimum width provided may be reduced by Council action if such reduction in width is offset by the reduction of on-street parking.

### Street classification and Right of Way Guide:

While Marion Code of Ordinance establishes the standard right of way requirements for all Street in the City; over the years there have been modifications, waivers of the requirements or changes to standards. The following chart establishes the necessary street right of way requirements for all existing streets and street corridors as well as the standards for corridors that may have been modified by the City of Marion City Council.

STREET	LOCATION	CLASSIFICATION	PROPOSED RIGHT OF WAY
1 <sup>st</sup> Avenue	11 <sup>th</sup> Street/31 <sup>st</sup> Street	Collector	60 feet
3 <sup>rd</sup> Avenue	1 <sup>st</sup> Street/11 <sup>th</sup> Street	Collector	60 feet
	31 <sup>st</sup> Street/44 <sup>th</sup> Street	Collector	60 feet
5 <sup>th</sup> Avenue	10 <sup>th</sup> Street/31 <sup>st</sup> Street	Collector	60 feet
6 <sup>th</sup> Avenue	7 <sup>th</sup> Street/26 <sup>th</sup> Street Roundabout	Major Arterial	100 feet
7 <sup>th</sup> Avenue	1 <sup>st</sup> Street/7 <sup>th</sup> Street	Major Arterial	80 feet
	7 <sup>th</sup> Street/26 <sup>th</sup> Street Roundabout	Collector	80 Feet

<b>STREET</b>	<b>LOCATION</b>	<b>CLASSIFICATION</b>	<b>PROPOSED RIGHT OF WAY</b>
	26th Street Roundabout/35 <sup>th</sup> Street	Major Arterial	100 feet
8 <sup>th</sup> Avenue	Lindale Drive/Bridge	Minor Arterial	80 feet
	Bridge/31 <sup>st</sup> Street	Minor Arterial	60 feet
	44 <sup>th</sup> Street/Walmart	Collector	80 feet
10 <sup>th</sup> Avenue	10 <sup>th</sup> Street/14 <sup>th</sup> Street	Collector	As Is
	14 <sup>th</sup> Street/35 <sup>th</sup> Street	Collector	60 feet
29 <sup>th</sup> Ave.	Alburnett Rd./Hwy 13	Minor Arterial	80 feet
35 <sup>th</sup> Avenue	35 <sup>th</sup> Street/Hwy 13	Collector	80 feet
1 <sup>st</sup> Street	Marion Blvd./3 <sup>rd</sup> Ave.	Collector	60 feet
3 <sup>rd</sup> Street	29 <sup>th</sup> Avenue/Tower Terrace Road	Collector	60 feet
10 <sup>th</sup> Street	3 <sup>rd</sup> Ave./Bridge	Minor Arterial	80 feet
	Bridge/ County Home Road	Minor Arterial	120 feet
11 <sup>th</sup> Street	Grand Ave./3 <sup>rd</sup> Ave. (Transition)	Minor Arterial	80 feet
15 <sup>th</sup> Street	Grand Ave./1 <sup>st</sup> Ave.	Collector	60 feet
	1 <sup>st</sup> Ave./7 <sup>th</sup> Ave.	Collector	As Is
22 <sup>nd</sup> Street	Lakeside Road/ Highway 100	Collector	80 feet
	Hwy 100/Hillview Dr.	Collector	80 feet
	Hillview Dr./1 <sup>st</sup> Ave.	Collector	70 feet
	1 <sup>st</sup> Ave./10 <sup>th</sup> Ave.	Collector	As Is
24 <sup>th</sup> Street	10 <sup>th</sup> Ave./29 <sup>th</sup> Ave.	Collector	60 feet
31 <sup>st</sup> Street	S. 22 <sup>nd</sup> St./ 1 <sup>st</sup> Avenue	Collector	80 feet
	1 <sup>st</sup> Ave./7 <sup>th</sup> Ave.	Collector	As Is

<b>STREET</b>	<b>LOCATION</b>	<b>CLASSIFICATION</b>	<b>PROPOSED RIGHT OF WAY</b>
	7 <sup>th</sup> Ave. / 8 <sup>th</sup> Ave.	Minor Arterial	As Is
	8 <sup>th</sup> Ave./29 <sup>th</sup> Ave.	Collector	66 feet
35 <sup>th</sup> Street	Hwy 100/35 <sup>th</sup> Ave.	Major Arterial	80 feet
	35 <sup>th</sup> Ave. / Tower Terrace Rd.	Major Arterial	120 Feet
44 <sup>th</sup> Street	Hwy 100/ Indian Creek Way	Minor Arterial	80 feet
50 <sup>th</sup> Street	8 <sup>th</sup> Ave./ 29 <sup>th</sup> Ave.	Collector	80 feet
62 <sup>nd</sup> Street	Martin Creek Road/ Hwy 151	Collector	80 feet
Alburnett Rd.	Center of NW¼ Section 36-84- 7/north of County Home Road	Minor Arterial	80 feet
Alburnett Rd. Extended	7 <sup>th</sup> Ave./Center of NW¼ Section 36- 84-7 via 2 <sup>nd</sup> Street	Minor Arterial	80 feet
Armar Drive	Hwy 100/Marion Blvd.	Collector	80 feet
Blairs Ferry Rd.	Cedar Rapids/Marion Blvd.	Major Arterial	80 feet
Boyson Rd.	Cedar Rapids/10 <sup>th</sup> St.	Minor Arterial	80 feet
Central Ave.	10 <sup>th</sup> St./Bridge	Collector	66 feet
	Bridge/Boyson Road	Collector	80 feet
Connection Avenue	N. 10 <sup>th</sup> St./Winslow Rd.	Collector	80 feet
County Home Road	Cedar Rapids/ East of Hwy 13	Expressway	150 feet
East Post Road	Lakeside Road/ Meadow View Dr.	Major Arterial	As Is
	Meadow View Dr./Grand Ave.	Major Arterial	80 feet

<b>STREET</b>	<b>LOCATION</b>	<b>CLASSIFICATION</b>	<b>PROPOSED RIGHT OF WAY</b>
East Robins Road	Cedar Rapids/Alburnett Road	Collector	80 Feet
Echo Hill Road	Alburnett Rd./Hwy 13	Minor Arterial	80 feet
Echo Hill Rd.	Cedar Rapids/Alburnett Road	Minor Arterial	100 feet
Fields Drive	County Home Rd. / Fernow Road	Collector	80 feet
Fernow Road	East of Hwy 13	Minor Arterial	80 feet
Geode St.	Central Ave./29 <sup>th</sup> Avenue	Collector	60 feet
Grand Ave.	East Post Rd. (11 <sup>th</sup> St.)/ 35 <sup>th</sup> Street	Minor Arterial	80 feet
Highway 13	South of Hwy 100/north of County Home Road	Expressway	As Is
Highway 100	Cedar Rapids/Hwy 13	Expressway	As Is
Highway 151	35 <sup>th</sup> St./Hwy 13	Major Arterial	As Is
	East of Hwy 13	Expressway	As Is
Indian Creek Rd.	10 <sup>th</sup> St./Tower Terrace Road	Minor Arterial	As Is
	Lucore/ Indian Creek Way	Minor Arterial	80 feet
Indian Creek Way	Indian Creek Road/Hwy 13	Minor Arterial	80 feet
Irish Drive	Tower Terrace Road/Williams Drive	Collector	80 feet
Kacena Ave.	50 <sup>th</sup> St./Hwy 13	Collector	80 feet
Lindale Dr.	Cedar Rapids/8 <sup>th</sup> Ave.	Minor Arterial	80 feet
Linn-Aire Ave.	Highway 13/62 <sup>nd</sup> St.	Collector	80 feet
Lucore Road	Tower Terrace Rd. /north of County Home Road	Major Arterial	80 feet
Marion Blvd.	Cedar Rapids/1 <sup>st</sup> St.	Major Arterial	120 feet

<b>STREET</b>	<b>LOCATION</b>	<b>CLASSIFICATION</b>	<b>PROPOSED RIGHT OF WAY</b>
McGowan Blvd.	10 <sup>th</sup> St./44 <sup>th</sup> St.	Collector	60 feet
Mission Ave.	44 <sup>th</sup> St./50 <sup>th</sup> St.	Collector	80 feet
Munier Road Re-alignment	Munier Road/35 <sup>th</sup> St Intersection to 31 <sup>st</sup> St	Collector	80 feet
Newcastle Road	Boyson Rd/East Robins Rd	Collector	60 feet
Radio Road	East of Hwy 13	Collector	80 feet
Secrist Road	East of Hwy 13	Major Arterial	120 feet
Tower Terrace Road – TTR	Cedar Rapids/ Highway 13	Major Arterial	120 feet
Tower View Road	East of Hwy 13	Minor Arterial	80 feet
West Williams Drive	Cedar Rapids / Irish Drive	Collector	As Is
Williams Drive	Irish Drive / N. 10 <sup>th</sup> Street	Collector	As Is
Winslow Rd.	Tower Terrace Rd. / County Home Road	Collector	80 feet
Un-Named Rd. (N/S from 14-84-7 to 26-84-7)	County Home Rd. / Tower Terrace Rd.	Collector	80 feet
Un-Named Rd. (N/S in 13-84-7)	County Home Rd. / Echo Hill Rd.	Collector	80 feet
Un-Named Rd. (N/S in 17-84-6)	County Home Rd. / Echo Hill Rd.	Collector	80 feet
Un-Named Rd. (E/W from 15-84-7 to 17-84-6)	Cedar Rapids to Un-Named N/S Rd. in 17-84-6	Collector	80 feet
Un-Named Rd. (E/W in 15-84-6)	East of Highway 13	Collector	80 feet



# Marion Major Streets (2015)

