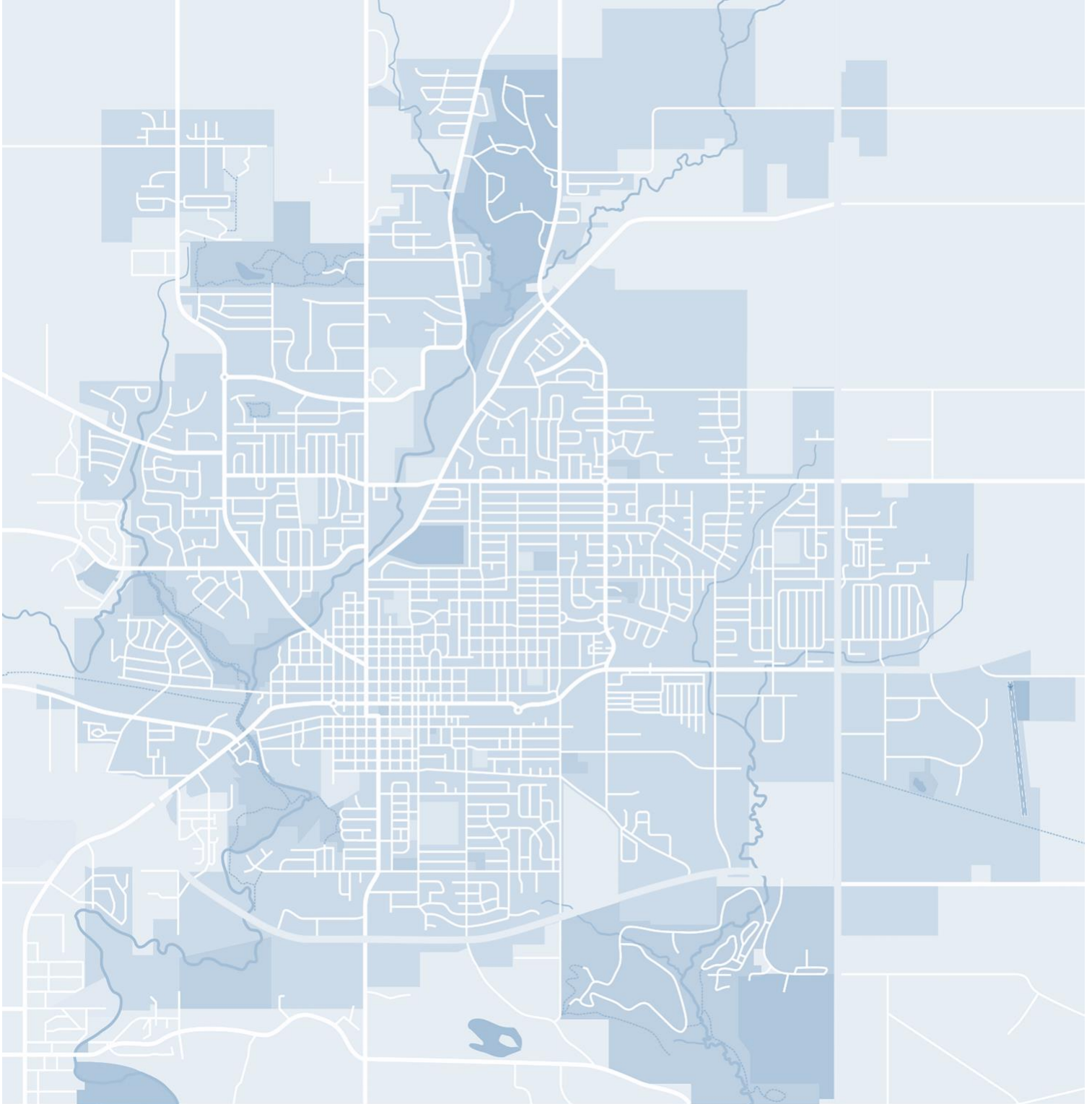




# Major Streets Guide

2025



# City of Marion Major Streets Right-of-Way Guide

The following guide is supported by Section 284-6 *Standards for Design of Subdivisions* of the Marion Code of Ordinances 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 Streets and Right-of-Way Guide is established by Resolution and may be amended from time to time by the City Council.

## Standard Street Classifications

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 City Comprehensive Plan and defined in the Statewide Urban Design and Specifications (SUDAS) Design Manual. Standard Street Classifications include the following:

### Expressway

Expressways are also known as primary, or controlled access highways, 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 (Principal) Arterial

The major arterial (referred to as a principal arterial by AASHTO) serves the major center of activities of urbanized areas, the highest traffic volume corridors, the longest trip, and carries a high proportion of a total urban travel on a minimum of mileage. The system should be integrated both internally and between major rural connections.

The major 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 intra-area travel such as between central business districts and outlining residential areas, between major inner-city communities, and between major suburban centers, is served by major arterials. Frequently, the major arterial carries important intra-urban as well as inter-city bus routes. Finally, in urbanized areas, this system provides continuity for all rural arterials that intercept the urban boundary.

Access to private property from the major arterial is specifically limited 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 1 mile in highly developed central areas to 5 miles or more in developed urban fringes. Direct individual property access onto Major Arterials should be avoided whenever possible.

### Minor Arterial

The minor arterial inter-connects with and augments the major arterial system. It accommodates 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 intra-community continuity but ideally does not penetrate identifiable neighborhoods. This system includes urban connections to rural collector roads where such 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 to 3 miles in suburban fringes but is not normally more than 1 mile in fully developed areas. Direct individual property access onto Minor Arterials should be avoided whenever possible.

### Collector Streets

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. Direct individual property access onto collector streets should be avoided whenever possible.

### Local Streets

Local streets provide for the movement of traffic between collectors, residential and commercial areas. Local streets provide 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 but 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 with 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 Street	80 feet
Local Street	60 feet

As provided by the 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 a reduction in width is offset by the reduction of on-street parking.

## Street Classification and Right-of-Way Guide:

While Marion Code of Ordinances establishes the standard-right-of way requirements for all streets 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 major 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/10 <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/27 <sup>th</sup> Street	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/27 <sup>th</sup> Street	Collector	80 Feet
	27 <sup>th</sup> Street/35 <sup>th</sup> Street	Major Arterial	100 feet
8 <sup>th</sup> Avenue	Bridge/31 <sup>st</sup> Street	Minor Arterial	60 feet
	44 <sup>th</sup> Street/Walmart	Collector	80 feet
W 8 <sup>th</sup> Avenue	Lindale Drive/Bridge	Minor Arterial	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> Avenue	Alburnett Road/Hwy 13	Minor Arterial	80 feet
35 <sup>th</sup> Avenue	35 <sup>th</sup> St/Hwy 13	Collector	80 feet
1 <sup>st</sup> Street	Marion Boulevard/3 <sup>rd</sup> Avenue	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> Avenue/Bridge	Minor Arterial	80 feet
	Bridge/29 <sup>th</sup> Avenue	Minor Arterial	120 feet
N 10 <sup>th</sup> Street	29 <sup>th</sup> Avenue/County Home Road	Minor Arterial	120 feet
11 <sup>th</sup> Street	1 <sup>st</sup> Avenue/3 <sup>rd</sup> Avenue (Transition)	Minor Arterial	80 feet
S 11 <sup>th</sup> Street	Grand Avenue/1 <sup>st</sup> Avenue	Minor Arterial	80 feet
15 <sup>th</sup> Street	1 <sup>st</sup> Avenue/7 <sup>th</sup> Avenue	Collector	As Is

STREET	LOCATION	CLASSIFICATION	PROPOSED RIGHT OF WAY
S 15 <sup>th</sup> Street	Grand Avenue/1 <sup>st</sup> Avenue	Collector	60 feet
22 <sup>nd</sup> Street	1 <sup>st</sup> Avenue/10 <sup>th</sup> Avenue	Collector	As Is
S 22 <sup>nd</sup> Street	Lakeside Road/Hwy 100	Collector	80 feet
	Hwy 100/Hillview Drive	Collector	80 feet
	Hillview Drive/1 <sup>st</sup> Avenue	Collector	70 feet
24 <sup>th</sup> Street	10 <sup>th</sup> Avenue/29 <sup>th</sup> Avenue	Collector	60 feet
31 <sup>st</sup> Street	1 <sup>st</sup> Avenue/7 <sup>th</sup> Avenue	Collector	As Is
	7 <sup>th</sup> Avenue/8 <sup>th</sup> Avenue	Minor Arterial	As Is
	8 <sup>th</sup> Avenue/29 <sup>th</sup> Avenue	Collector	66 feet
S 31 <sup>st</sup> Street	Hwy 100/1 <sup>st</sup> Avenue	Collector	80 feet
35 <sup>th</sup> Street	Munier Road/35 <sup>th</sup> Avenue	Major Arterial	80 feet
	35 <sup>th</sup> Avenue/Tower Terrace Road	Major Arterial	120 Feet
S 35 <sup>th</sup> Street	Hwy 100/Munier Road	Major Arterial	80 feet
44 <sup>th</sup> Street	Hwy 100/County Home Road	Minor Arterial	80 feet
50 <sup>th</sup> Street	8 <sup>th</sup> Avenue/29 <sup>th</sup> Avenue	Collector	80 feet
62 <sup>nd</sup> Street	Secrist Road/Hwy 151	Collector	80 feet
S 62 <sup>nd</sup> Street	South of Secrist Road	Collector	80 feet
Alburnett Road	Center of NW ¼ Section 36-84-7/ north of County Home Road	Minor Arterial	80 feet
Alburnett Road Extended	7 <sup>th</sup> Avenue/Center of NW ¼ Section 36-84-7 via 2 <sup>nd</sup> Street	Minor Arterial	80 feet
Armar Drive	Hwy 100/Marion Boulevard	Collector	80 feet
Big Springs Road	East of Hwy 13	Minor Arterial	80 feet
Blairs Ferry Road	Cedar Rapids/Marion Boulevard	Major Arterial	80 feet
Boyson Road	Cedar Rapids/10 <sup>th</sup> Street	Minor Arterial	80 feet
Central Avenue	Boyson Road/Bridge	Collector	80 feet
	Bridge/10 <sup>th</sup> Street	Collector	66 feet
Connection Avenue	N 10 <sup>th</sup> Street/Winslow Road	Collector	80 feet
County Home Road	Cedar Rapids/East of Hwy 13	Expressway	150 feet
East Post Road	Lakeside Road/Meadowview Drive	Major Arterial	As Is
	Meadow View Drive/Grand Avenue	Major Arterial	80 feet
East Robins Road	Cedar Rapids/Alburnett Road	Collector	80 Feet
Echo Hill Road	Cedar Rapids/Alburnett Road	Minor Arterial	120 feet
	Alburnett Road/Hwy 13	Minor Arterial	80 feet

STREET	LOCATION	CLASSIFICATION	PROPOSED RIGHT OF WAY
Fernow Road	East of Hwy 13	Minor Arterial	80 feet
Geode Street	Central Avenue/29 <sup>th</sup> Avenue	Collector	60 feet
Grand Avenue	East Post Road (S 11 <sup>th</sup> Street)/35 <sup>th</sup> Street	Minor Arterial	80 feet
Heritage Farm Drive	Hwy 151/County Home Road	Collector	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
Business Highway 151	35 <sup>th</sup> Street/Hwy 13	Major Arterial	As Is
Highway 151	East of Hwy 13	Expressway	As Is
Indian Creek Road	10 <sup>th</sup> Street/Wallace Street	Minor Arterial	As Is
	Lucore Road/Indian Creek Way	Collector	80 feet
Indian Creek Way	Indian Creek Road/Hwy 13	Collector	80 feet
Irish Drive	Tower Terrace Road/Lowe Park	Collector	80 feet
Kacena Avenue	50 <sup>th</sup> Street/Hwy 13	Collector	80 feet
Lindale Drive	Cedar Rapids/W 8 <sup>th</sup> Avenue	Minor Arterial	80 feet
Linn Aire Avenue	Hwy 13/62 <sup>nd</sup> Street	Collector	80 feet
Lucore Road	Tower Terrace Road/County Home Road	Major Arterial	80 feet
Marion Boulevard	Cedar Rapids/1 <sup>st</sup> Street	Major Arterial	120 feet
McGowan Boulevard	10 <sup>th</sup> Street/44 <sup>th</sup> Street	Collector	60 feet
Mission Avenue	44 <sup>th</sup> Street/50 <sup>th</sup> Street	Collector	80 feet
Munier Road	31 <sup>st</sup> Street/35 <sup>th</sup> Street	Collector	66 feet
Radio Road	East of Hwy 13	Collector	80 feet
Secrist Road	East of Hwy 13	Major Arterial	100 feet
Tower Terrace Road	Cedar Rapids/East of Hwy 13	Major Arterial	120 feet
Tower View Road	East of Hwy 13	Collector	80 feet
Wallace Street	Indian Creek Road/Tower Terrace Road	Minor Arterial	80 feet
Water Tower Road	Echo Hill Road/County Home Road	Collector	80 feet
Winslow Road	Tower Terrace Road/County Home Road	Collector	80 feet
Un-Named Road (N/S from 14-84-7 to 26-84-7)	Tower Terrace Road/County Home Road	Collector	80 feet
Un-Named Road (E/W from 14-84-7 to 18-84-6)	Cedar Rapids/ Echo Hill Road	Collector	80 feet



