



Highway 965 Corridor Master Plan

November 2008



HIGHWAY 965 CORRIDOR MASTER PLAN

NORTH LIBERTY/CORALVILLE IOWA

NOVEMBER 2008

McCLURE

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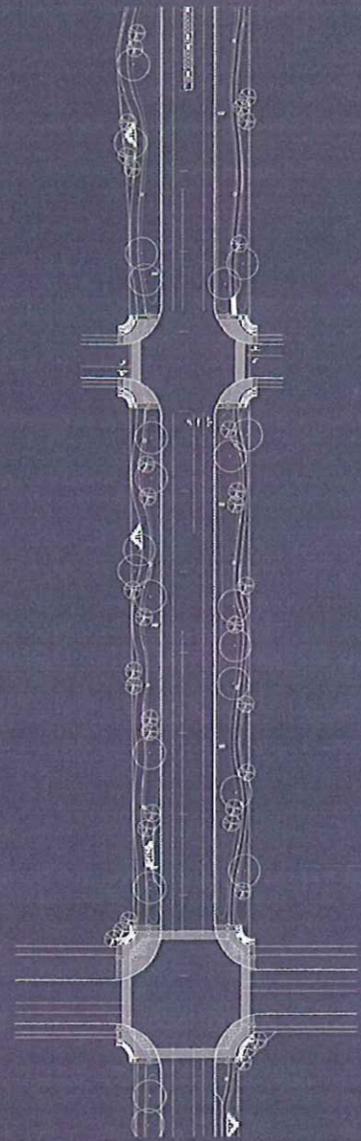
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ACKNOWLEDGEMENTS

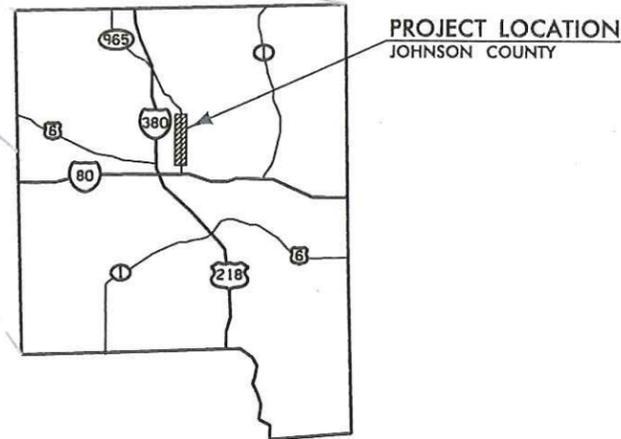
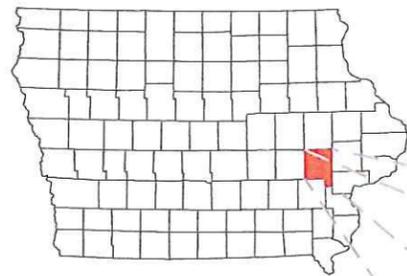
This document was prepared in conjunction with the Highway 965 Task Force, the City of North Liberty, and the City of Coralville. With their assistance and guidance, we have created a planning document to guide the cities of North Liberty and Coralville. Special thanks go out to those who participated including:

Tom Salm, North Liberty Mayor
Ryan Heir, North Liberty City Administrator
Dean Wheatley, North Liberty City Planner
Kevin Trom, North Liberty City Engineer
Dan Holderness, Coralville City Engineer
John Yapp, JCCOG

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A. INTRODUCTION

The purpose of this document is to provide a conceptual plan for the improvement of the Highway 965 Corridor in North Liberty and Coralville, from the northern city limits of North Liberty to Holiday Road in Coralville. The main goal of the study was to find a balanced solution, one that took into account vehicular and pedestrian movement as well as safety, corridor functionality, design for the environment, and the ability to maintain a distinct image for each community. Recommended improvements from the study address pedestrian, bicycle, and vehicular travel within the Corridor, as well as streetscape and landscape enhancements to enrich the visual appearance of the Corridor.

The recommendations presented in this document required a detailed look at the existing characteristics of the Corridor as well as a look at the future uses and characteristics of the Corridor, and the surrounding region. These recommendations are intended to provide a foundation for the future of the Corridor.

Additional planning and engineering will be necessary to create a final set of design plans based on the recommendations in this document. Therefore, it is emphasized that the recommendations in this document be used as a guideline, and adjusted as necessary to adapt to the needs and requirements of the Corridor.

The scope of this document provides enough detail for feasibility analysis and planning decisions, but not the construction of any recommended improvements.



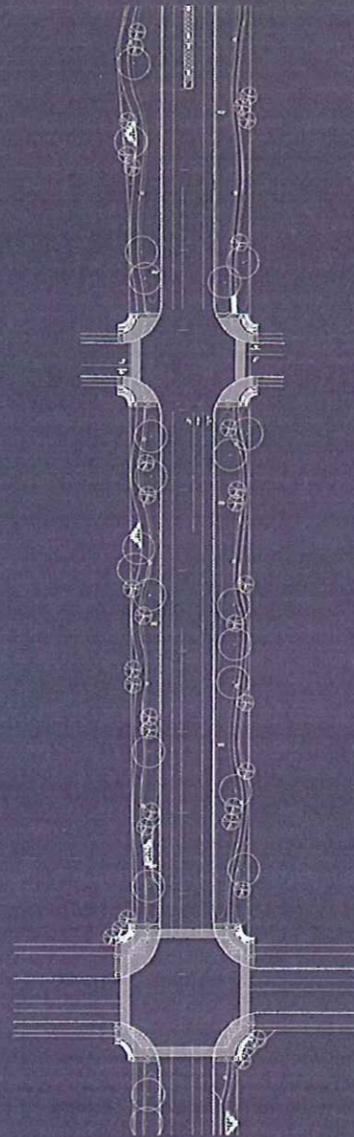
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INTRODUCTION

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B. BACKGROUND

Highway 965 provides access to numerous commercial, office, and residential subdivisions in North Liberty and Coralville. It is also a secondary commuter and commercial traffic route between Iowa City and Cedar Rapids. As traffic continues to increase, the roadway has become less safe for motorists and pedestrians, and roadway congestion continues to worsen.

In 2005, the City of North Liberty appointed a Citizen Task Force to discuss needed improvements to Highway 965. The Task Force identified several needs for the Corridor including; increased vehicle capacity, pedestrian and bicycle facilities, and streetscape/landscape enhancements. The findings from the Task Force were used as the basis for The Highway 965 Corridor Master Plan. The Corridor Master Plan has expanded upon these findings to take a more detailed look at the Corridor including; analysis of existing and projected future traffic based on a recently updated traffic model; development of conceptual alternatives addressing vehicle and pedestrian needs as well as streetscape/landscape options; public input meetings to gather information and ideas from the entire community; recommended phasing to implement the conceptual design; and an Engineer's Opinion of Construction Cost to aid both communities as they prepare to implement the Corridor Master Plan

C. EXISTING CONDITIONS

Location and Classification

The Corridor limits begin at the northern city limits of North Liberty and end at Holiday Road in Coralville. Highway 965 is classified as a major arterial and is capable of carrying over 20,000 vehicles per day.

Roadway Characteristics

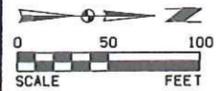
The existing roadway varies in width from 2 lanes up to 5 lanes at several intersections. The corridor lacks sufficient capacity along a majority of the corridor, and lacks adequate turn lanes at multiple intersections.

Pedestrian and bicycle facilities are limited along the Corridor. Many of the comments received from the public meetings centered on the need for safe pedestrian facilities along the Corridor.

Existing Utilities

Within the right of way there are multiple utilities, both underground and overhead, and scattered lighting mainly located at the signalized intersections. The exhibits on the following pages show the approximate location of these utilities within the Corridor. The exact location of each utility will need to be verified during final design

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GENERAL LEGEND	
ST	STORM SEWER MAIN OR CULVERT
UE	UNDERGROUND ELECTRIC
OHE	OVERHEAD ELECTRIC
T	UNDERGROUND TELEPHONE
FO	UNDERGROUND FIBER OPTIC
G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
△	UTILITY PESTAL

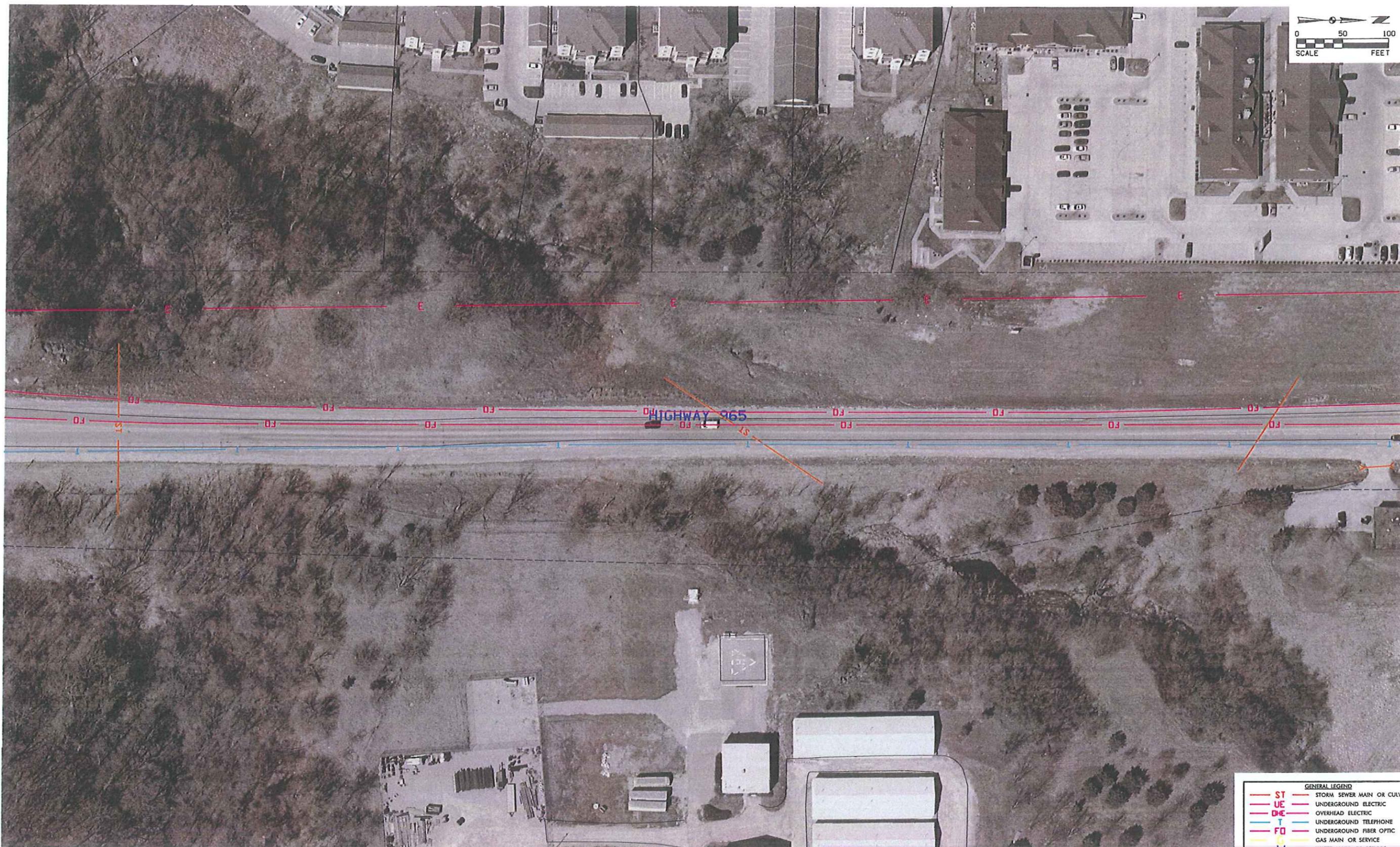
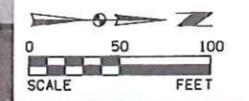
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EXISTING CONDITIONS

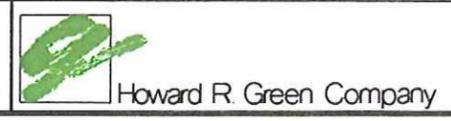
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FO	UNDERGROUND FIBER OPTIC
G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
▲	UTILITY PEDESTAL

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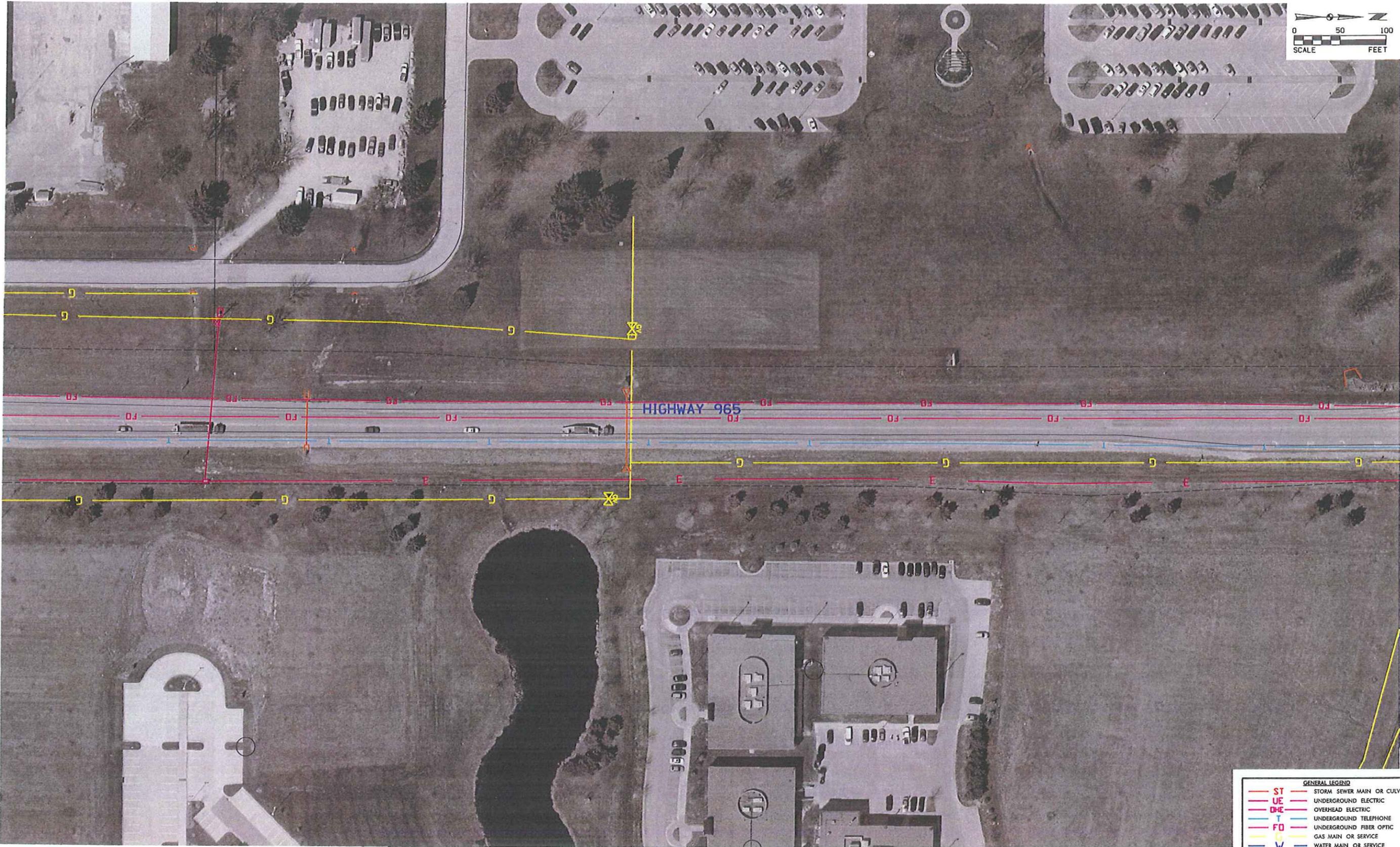


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EXISTING CONDITIONS

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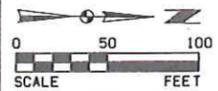
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T	UNDERGROUND TELEPHONE
FO	UNDERGROUND FIBER OPTIC
G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
△	UTILITY PEDESTAL



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EXISTING CONDITIONS

SHEET NO.
 C.04



GENERAL LEGEND

ST	STORM SEWER MAIN OR CULVERT
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OHE	OVERHEAD ELECTRIC
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G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
△	UTILITY PESTAL

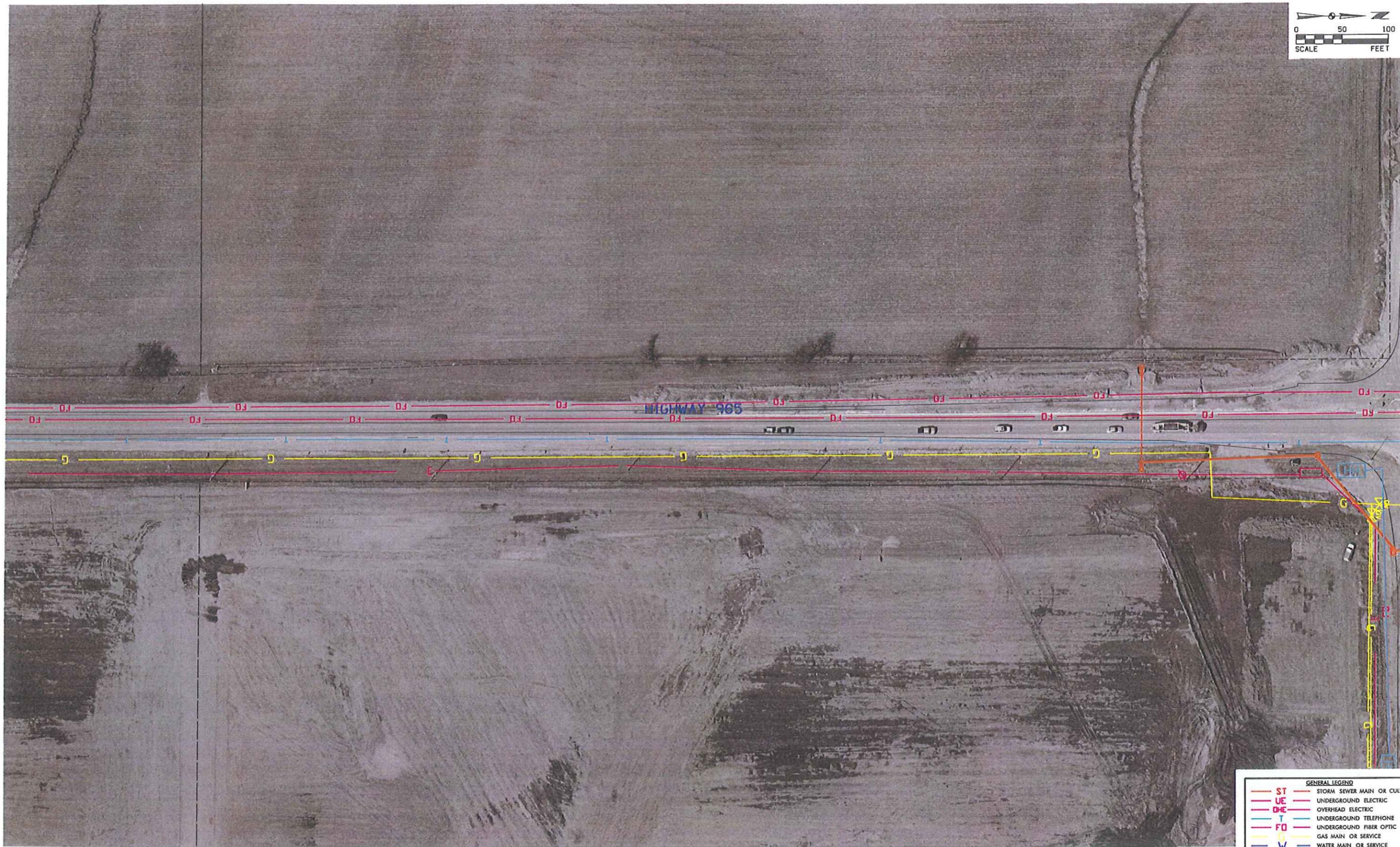
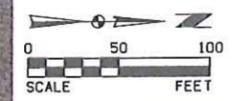
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EXISTING CONDITIONS

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 C.05



GENERAL LEGEND	
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OHE	OVERHEAD ELECTRIC
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FO	UNDERGROUND FIBER OPTIC
G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
△	UTILITY PEDESTAL

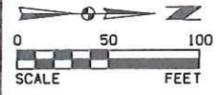
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EXISTING CONDITIONS

SHEET NO.
 C.06



GENERAL LEGEND

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OHE	OVERHEAD ELECTRIC
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FO	UNDERGROUND FIBER OPTIC
G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
△	UTILITY PEDESTAL

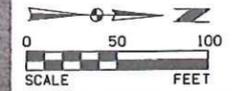
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EXISTING CONDITIONS

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 C.07



GENERAL LEGEND

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FO	UNDERGROUND FIBER OPTIC
G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
▲	UTILITY PEDESTAL

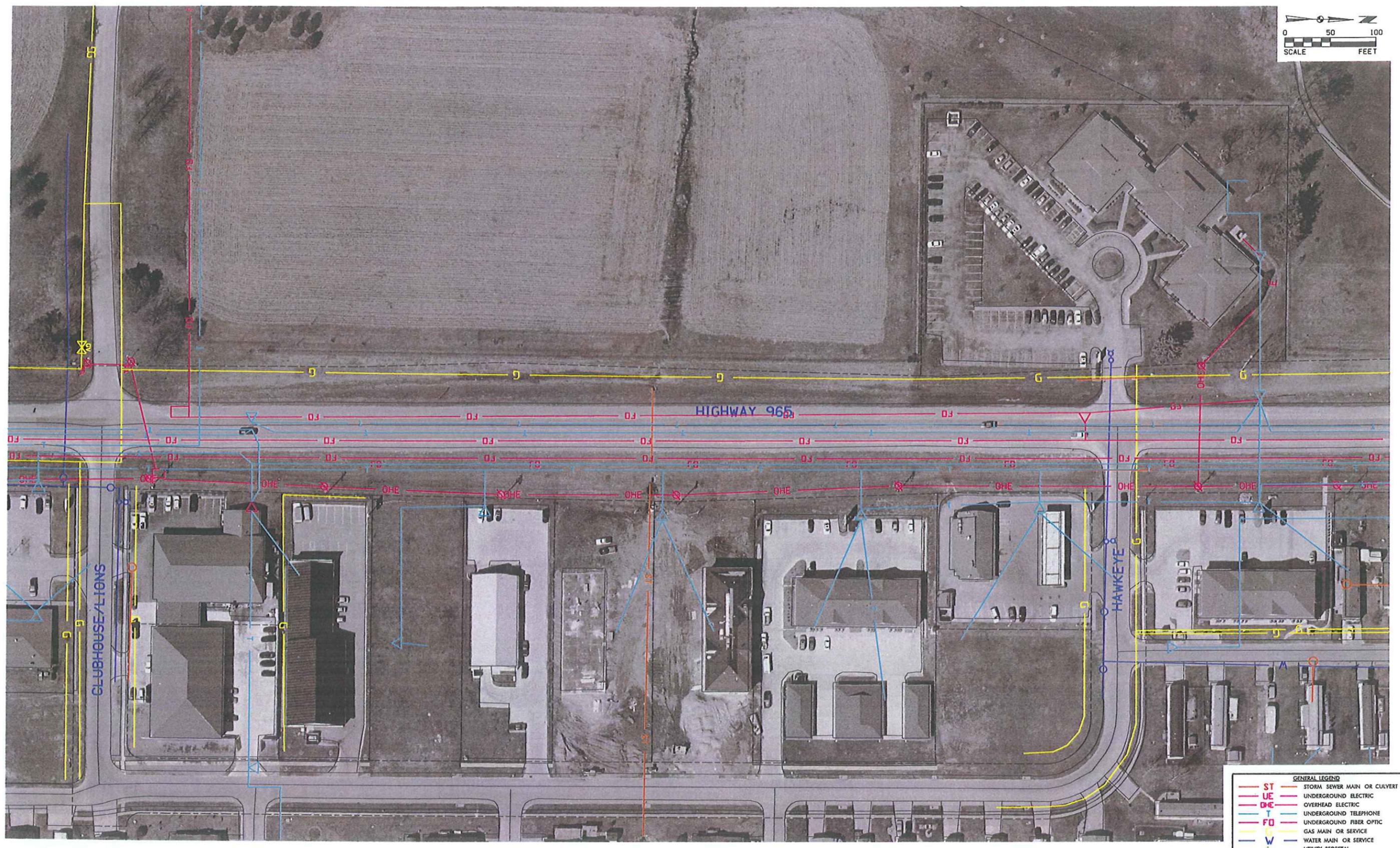
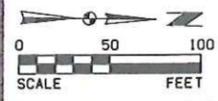
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EXISTING CONDITIONS

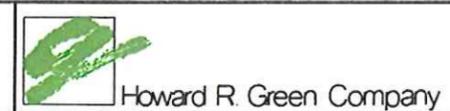
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FO	UNDERGROUND FIBER OPTIC
G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
△	UTILITY PEDESTAL

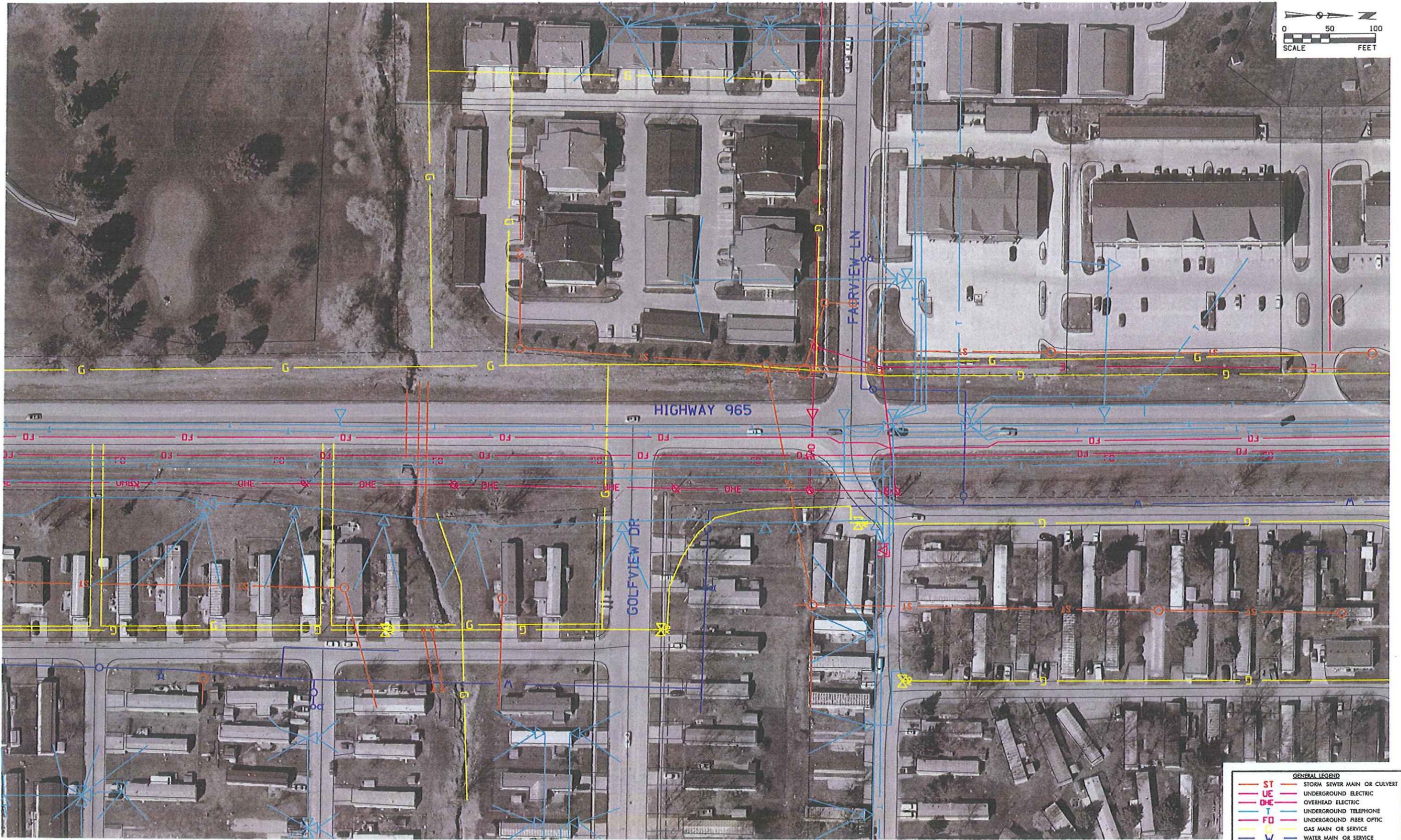
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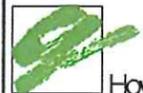
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EXISTING CONDITIONS

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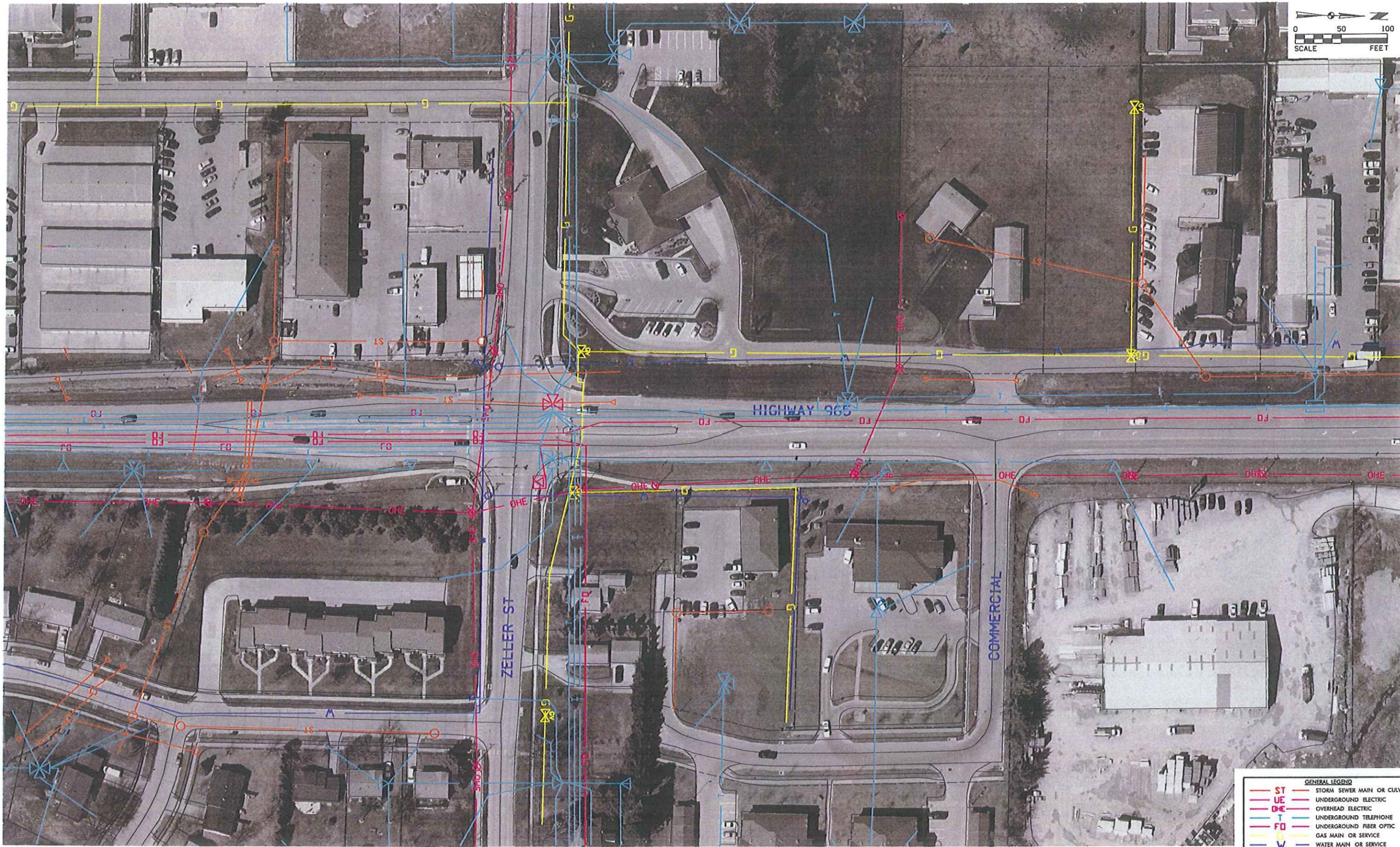


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GENERAL LEGEND

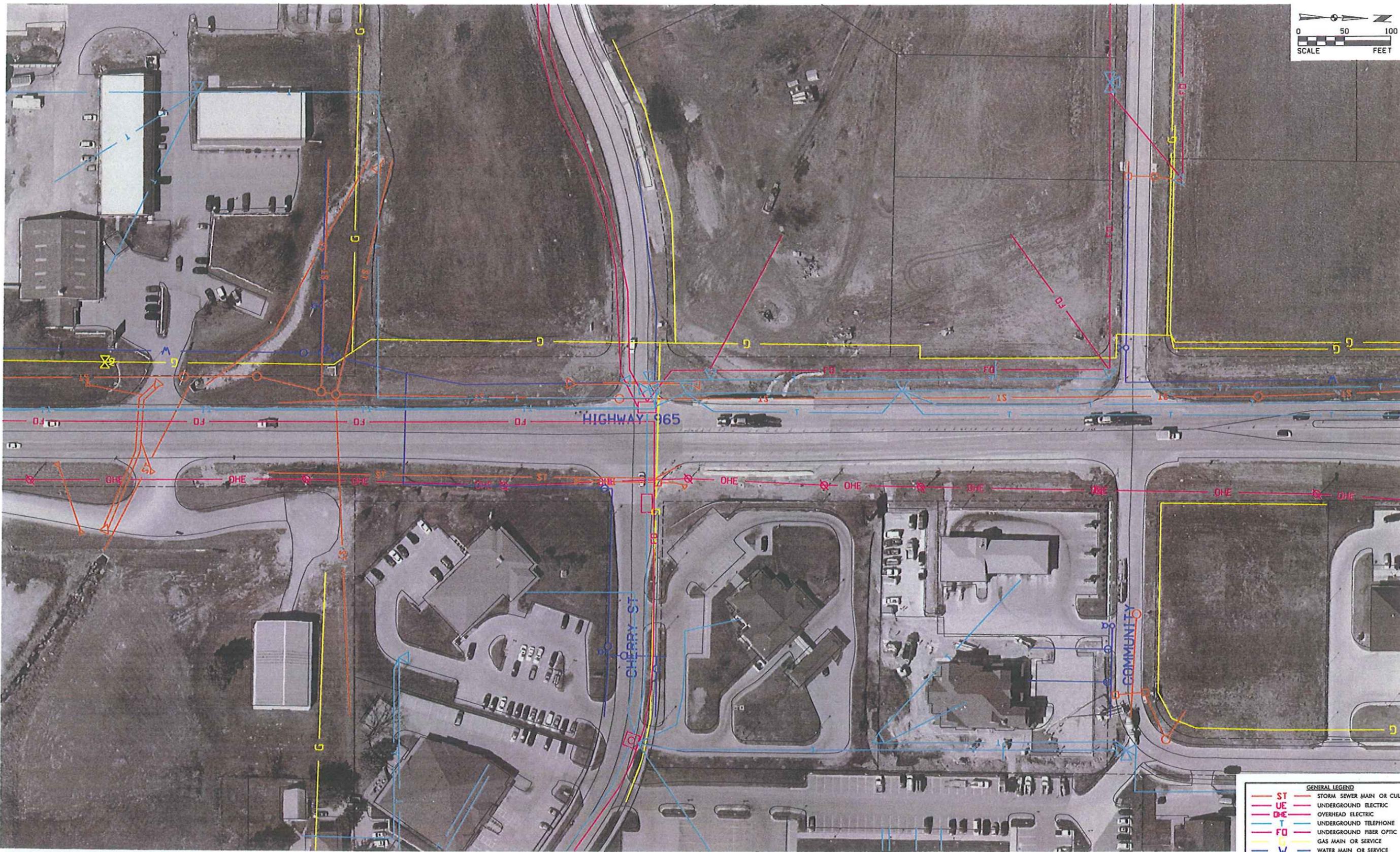
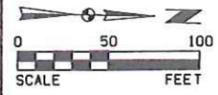
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W	WATER MAIN OR SERVICE
△	UTILITY PEDESTAL



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EXISTING CONDITIONS

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GENERAL LEGEND

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W	WATER MAIN OR SERVICE
△	UTILITY PEDESTAL

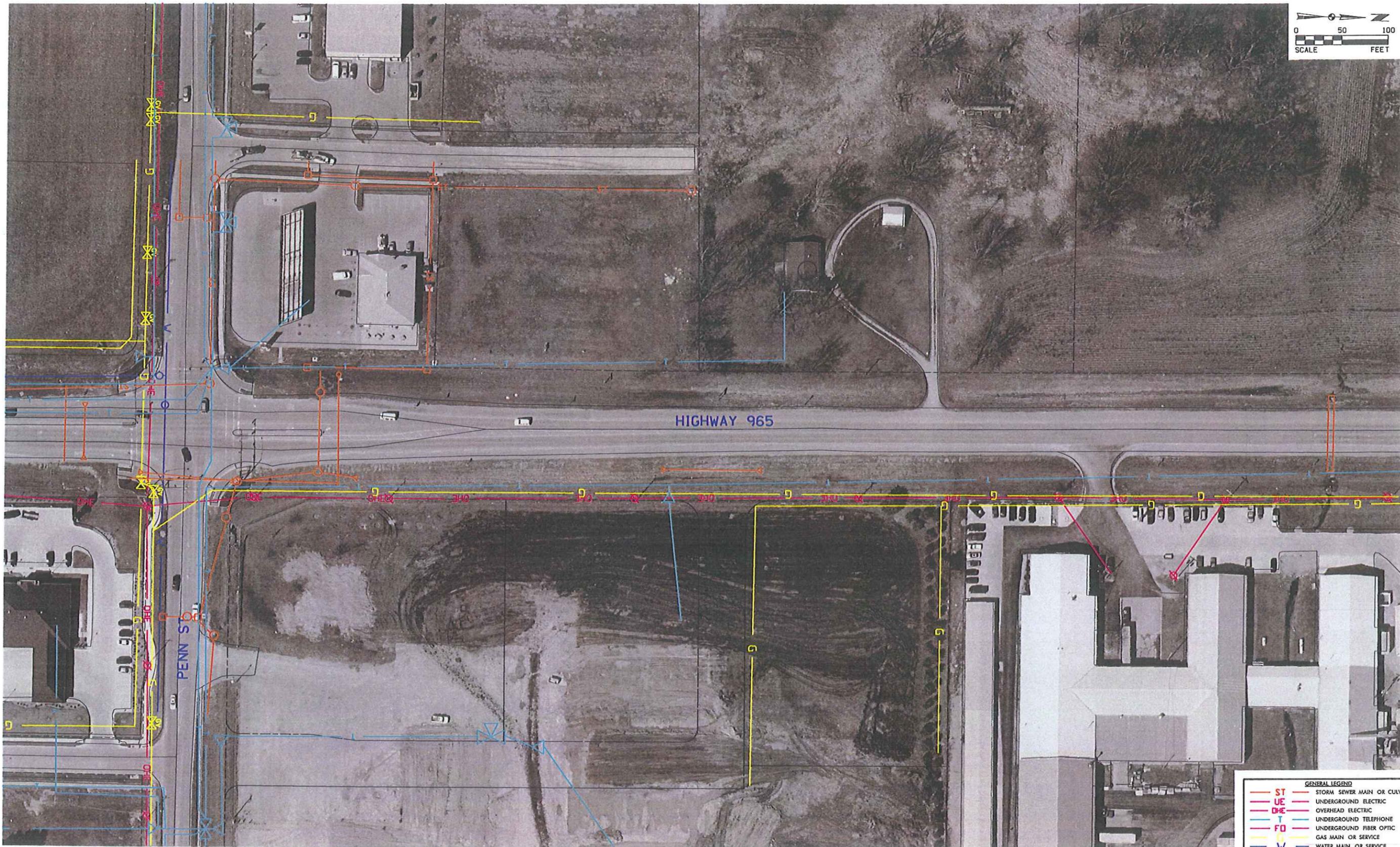
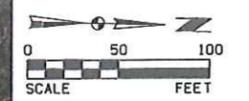
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EXISTING CONDITIONS

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GENERAL LEGEND

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OHE	OVERHEAD ELECTRIC
T	UNDERGROUND TELEPHONE
FO	UNDERGROUND FIBER OPTIC
G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
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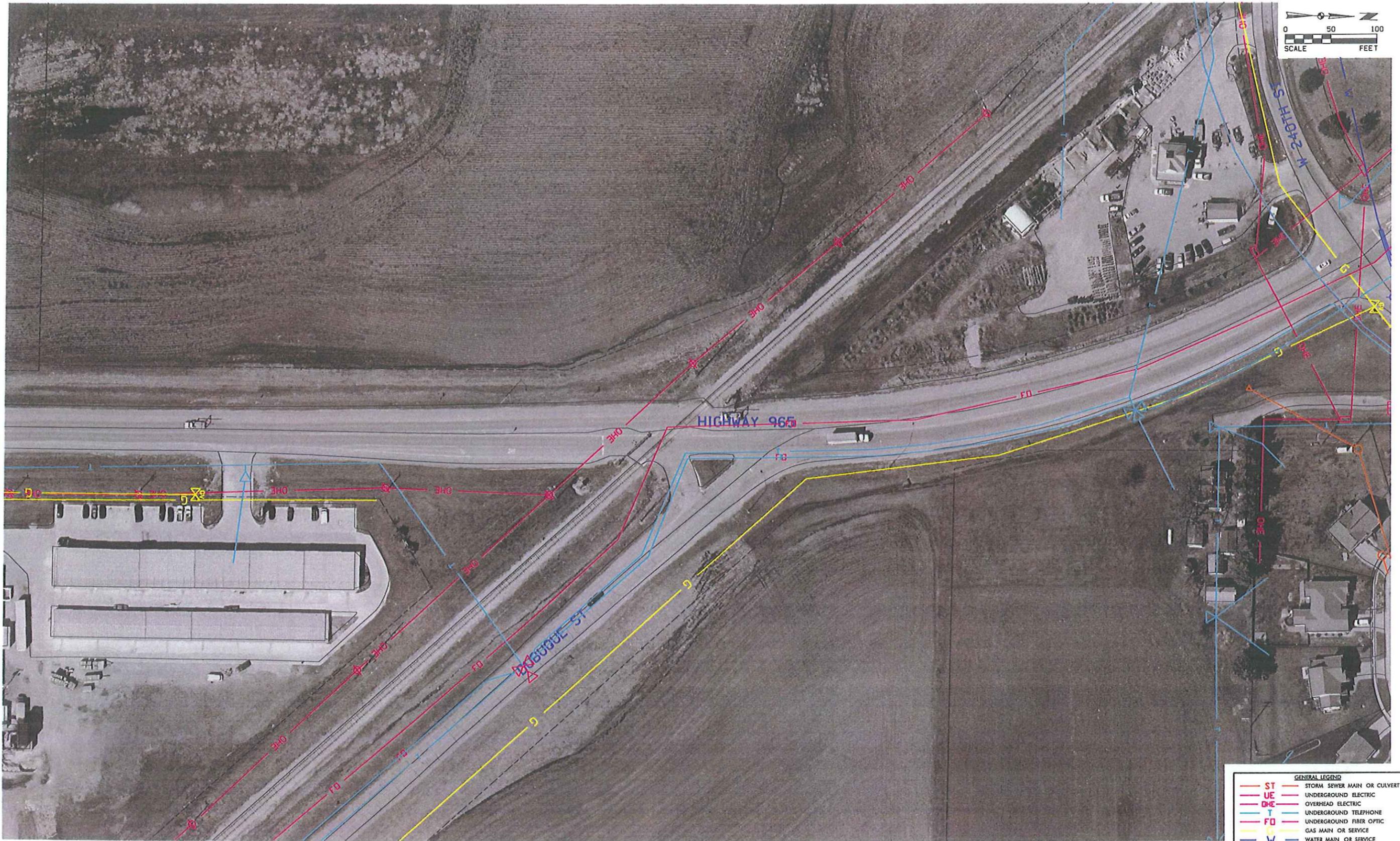


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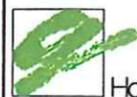
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G	GAS MAIN OR SERVICE
W	WATER MAIN OR SERVICE
△	UTILITY PEDESTAL



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EXISTING CONDITIONS

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G	GAS MAIN OR SERVICE
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△	UTILITY PEDESTAL

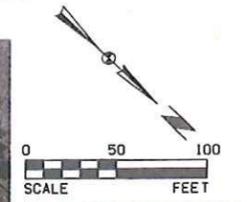


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EXISTING CONDITIONS

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GENERAL LEGEND	
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— UE —	UNDERGROUND ELECTRIC
— OHE —	OVERHEAD ELECTRIC
— T —	UNDERGROUND TELEPHONE
— FO —	UNDERGROUND FIBER OPTIC
— G —	GAS MAIN OR SERVICE
— W —	WATER MAIN OR SERVICE
△	UTILITY PEDESTAL

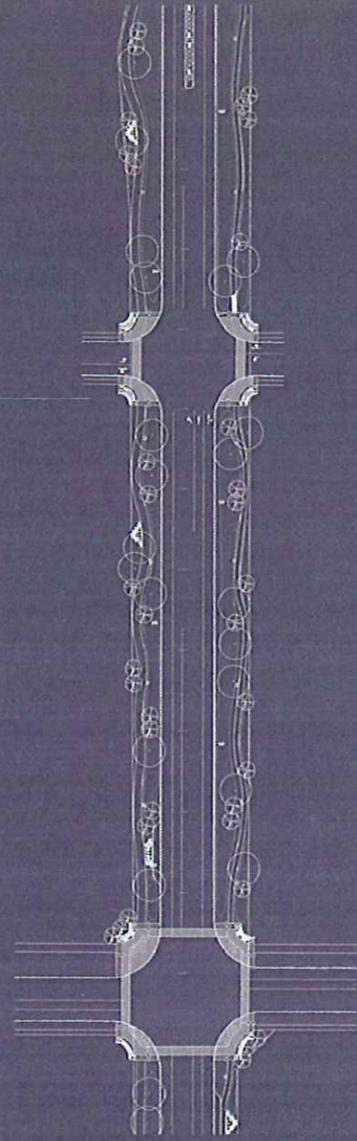
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EXISTING CONDITIONS

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D. RIGHT OF WAY

The width of the right of way along the Corridor varies from approximately 120 feet to 320 feet. For the majority of the Corridor, the recommended improvements should be able to be constructed within the existing right of way. The exhibits on the following pages show the location of the existing right-of-way as well as the potential right of way impacts along the Highway 965 Corridor.

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EXISTING AND PROPOSED RIGHT OF WAY

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