



AAMPO Item No. 1  
MEMO

To: Ames Area MPO Transportation Policy Committee  
From: Kyle Thompson, Transportation Planner  
Date: August 04, 2023  
Subject: 190<sup>th</sup> Street Corridor Study

At the July 18, 2023, Ames Area MPO Transportation Policy Committee meeting, the committee passed a motion to table the vote on accepting the 190<sup>th</sup> Street Corridor Study until August 8, 2023. Please find attached the committee action form, study presentation, and study report on the 190<sup>th</sup> Street Corridor Study as provided at the July 18 meeting. Also attached are the meeting minutes from the July 18 meeting. The meeting recording is available at this [link](#) (timestamps 02:15 to 01:03:20 contain the presentation and detailed discussion on the 190<sup>th</sup> Street Corridor Study).

At the August 8, 2023, meeting, staff will respond to any further questions and comments that the committee has on the study. **The only action requested will be for the Policy Committee to accept the report. It should be emphasized that the implementation plan, project schedule(s), and cost sharing arrangements will be decided at a future date.**

**MINUTES OF THE MEETING OF THE AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO) TRANSPORTATION POLICY COMMITTEE AND REGULAR MEETING OF THE AMES CITY COUNCIL**

**AMES, IOWA**

**JULY 18, 2023**

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor Pro Tem and voting member Gloria Betcher at 6:00 p.m. on the 18<sup>th</sup> day of July, 2023. Other voting members present were: Bronwyn Beatty-Hansen, City of Ames; Amber Corrieri, City of Ames; Rachel Junck, City of Ames; Anita Rollins, City of Ames; and Linda Murken, Story County Board of Supervisors. Ames Transit Agency Representative Jian Janes was brought in telephonically. Ames Mayor and voting member John Haila was absent. Voting member Tim Gartin, City of Ames; entered the meeting at 6:01 p.m.

**PRESENTATION OF FINDINGS OF 190<sup>TH</sup> STREET CORRIDOR STUDY:** Traffic Engineer Damion Pregitzer discussed the background of the study and shared that the focus was on solving capacity issues with anticipated growth based on the “Forward 2045” plan. He also reminded the Committee that this was a potential conceptual project to be utilized for long range planning. Consultant Senior Traffic Engineer Jennifer McCoy, of Bolton & Menk, presented the findings and technical analysis. The study covered the 190<sup>th</sup> Street Corridor from George Washington Carver Avenue to US 69/Grand Avenue while focusing on the three main intersections’ existing and forecasted traffic operations.

Ms. McCoy detailed the stakeholder outreach completed by Bolton & Menk. The main themes from respondents were needs for more lighting, more bike/pedestrian infrastructure, speeding, roundabouts, and school-related traffic concerns. For each intersection signal and roundabout alternative studies were completed, then scored based on criteria developed by the consulting firm. Cost, efficiency, safety, pedestrian crossing, peak vehicle delays and queues, and emission impacts were all considered. Ms. McCoy shared the projected timelines these improvements would be needed, noting that future Capital Improvements Plans (CIP) would need to accommodate for these projects in the coming years, as improvements were needed as soon as 2030 at all three intersections.

Another aspect noted in the presentation was the jurisdiction of each intersection. Engineer Pregitzer noted these projected jurisdiction shares were based on existing cost-share agreements, but noted that could change based on actual construction, costs, and where the design would require expansion. Ms. McCoy clarified for Council Member Junck that the projected construction costs did include rough estimates for land purchase, but that would be subject to change as construction plans were made more specific. Council Member Gartin asked how projected traffic was generated, as there was a lot of weight on the Committee to “get these plans right.” Ms. McCoy shared it was based on the Forward 2045 plan provided by Traffic Engineer Kyle Thompson.

Engineer Pregitzer answered a question from Mayor Pro Tem Betcher on impacts of projected declining private vehicle ownership, explaining that the long-range planning numbers are based on Department of Transportation (DOT) recommendations, and the DOT has not yet given the recommendation to plan on less private vehicle ownership. He then clarified that the DOT does take into consideration the age of existing vehicles and trends in electric vehicles when developing their emission method models. Committee Member Murken inquired about potential safety concerns if both roundabouts and signals were used in the same corridor. Ms. McCoy stated that there was enough distance between the intersections that no complications of that nature were predicted. Engineer Pregitzer noted there had been no complaints in the Iowa State University (ISU) Research Park area where roundabouts were used in answer to Committee Member Janes question of safety with constant student turnover in the area.

Ms. McCoy shared the Committee has an opportunity to define access management in the area for future development in the area. Engineer Pregitzer noted that these models assumed urbanization would be happening in these areas, but there was no engineering done on that aspect. These studies were to be used to set an expectation as development occurs. Ms. McCoy presented a potential implementation plan to help guide future planning, sharing that these were only recommendations on how projects could be added into the long-range plan based on the predicted timeframes the project would be needed. Engineer Pregitzer stated that this table assumed no constraints on time or funding and thus would need to be adjusted.

Mayor Pro Tem Betcher presented questions and concerns on behalf of Mayor Jon Popp of Gilbert, who was not able to attend. Engineer Pregitzer and Ms. McCoy spoke to those concerns and provided further background information to the rest of the Committee. It was shared that the Climate Action Plan accepted by the City of Ames was not an MPO document, and thus was not factored into this study. The involvement of the DOT was highlighted as a valued partnership that was intertwined extensively but was not mentioned in detail in the report as it was an assumption of the study.

Mayor Pro Tem Betcher also noted that accepting the plan did not commit the Committee to carrying it out in the way the report suggested. Engineer Pregitzer noted that there was no timeframe restraint on accepting the report, but that the basis for not accepting reports was usually that there was a technical error. The Committee debated the merit of accepting the report or tabling the vote until the next meeting.

Moved by Gartin, seconded by Corrieri, to accept the report.

Vote on Motion: 2-6. Voting Aye: Corrieri, Gartin. Voting Nay: Betcher, Beatty-Hansen, Janes, Junck, Murken, and Rollins. Motion failed.

Moved by Junck, seconded by Murken, to table the vote to August 8, 2023.

Vote on Motion: 6-2. Voting Aye: Betcher, Beatty-Hansen, Janes, Junck, Murken, and Rollins. Voting Nay: Corrieri, Gartin. Motion passed.

Moved by Murken, seconded by Janes, to review MPO documents that constitute the organization.

Motion withdrawn.

Committee Member Corrieri noted that the bylaws for the organization were available on the City of Ames website for review.

Traffic Engineer Thompson confirmed that the next AAMPO meeting would be held August 8, 2023, due to a DOT request for a TIP amendment.

**PRESENTATION OF FINDINGS OF S. DUFF AVENUE INTERCHANGE AND CORRIDOR STUDY:** Consultant Mike Forsburg of HDR presented the background and findings of the study. He highlighted that S. Duff and Airport Road, including the US 30 interchange, was the most heavily traveled service interchange in Ames, and that there were currently inefficient operations due to the configurations of the interchange. This area was also noted as being an area where significant growth was expected to necessitate updates in the next 20-25 years. Mr. Forsburg shared the goals of the study were to reduce delays and queuing, improve safety, prepare for future growth, improve multi-modal facilities, and better accommodate event traffic. He highlighted current planned improvements in the area that the study took into consideration when preparing the report.

Mr. Forsburg presented the factors that were evaluated in the corridor assessment: traffic forecasts, operations, safety, and multimodal interactions, highlighting how the project goals were used to evaluate any future changes. The two alternatives identified as being the most viable were a single point interchange and a diverging diamond point interchange. He highlighted the strengths and weaknesses of each option, as well as the cost and additional work needed for each option. Mr. Forsburg explained diverging diamond point interchanges were becoming more popular in peer communities and were expected to become more widespread throughout the United States in the coming years. It also had the advantage of being less expensive, though it would add another traffic signal.

The study also identified build alternatives already in the CIP for the City of Ames at Airport Road that would tie into easing traffic stressors in the corridor. Additional build alternatives that could be included in conjunction with the planned CIP were also identified. Civil Engineer Mark Gansen shared that a Request for Proposals (RFP) would be issued for the design work for these projects, at which point the City would reach out to stakeholders. Build alternatives for S 16<sup>th</sup> Street were evaluated and presented as well. Mr. Forsburg presented the final evaluation that used the project goals as well as fuel efficiency/emissions, public acceptance, and planning level costs to rank each option. The results were compared to a no-build scenario where nothing new was implemented, with the diverging diamond interchange being the best overall option.

Mr. Forsburg stated that through stress tests, HDR was able to determine that either option would handle more than a 20% increase in what was observed during peak afternoon traffic averages. He shared this increases the resilience of the system with the adaptive signal technology and additional capacity. Engineer Pregitzer noted that other projects were being planned around Iowa State

University and the addition of lanes on S. Duff would lessen the pinch point for event traffic by allowing all available tools to be leveraged.

Mayor Pro Tem Betcher inquired what extent the added DOT costs for the single point intersection mean for the ability of the MPO to select an option, versus having one selected by default based on cost. Engineer Pregitzer stated that the State of Iowa has its own DOT priorities, so the more the MPO is able to collaborate with the wishes of the DOT and the growth needs of the MPO, the more likely the area is to see their projects being programmed. Mr. Forsburg expressed his belief that selecting the more expensive option may result in a larger cost share for the City or delayed programming. He also shared that the fuel efficiencies for both interchange options were very close. For cost estimates, Mr. Forsburg stated the potential cost share responsibility for the City was 50% but may change depending on Federal and State grants. He furthered that the MPO's was competing at a local level for funding, with statewide competition for DOT funds, and national competition for any discretionary funding.

Moved by Gartin, seconded by Rollins, to accept the report.  
Vote on Motion: 8-0. Motion declared passed unanimously.

**POLICY COMMITTEE COMMENTS:** Council Member Gartin shared a reminder that the long-range growth plan is to add 15,000 people to the community, which requires balance between housing availability and transportation to support climate change goals.

**ADJOURNMENT:** Moved by Murken, seconded by Junck, to adjourn the meeting at 7:43 p.m.  
Vote on Motion: 8-0. Motion declared carried unanimously.



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Grace Bandstra, Deputy City Clerk



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John A. Haila, Mayor



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Renee Hall, City Clerk

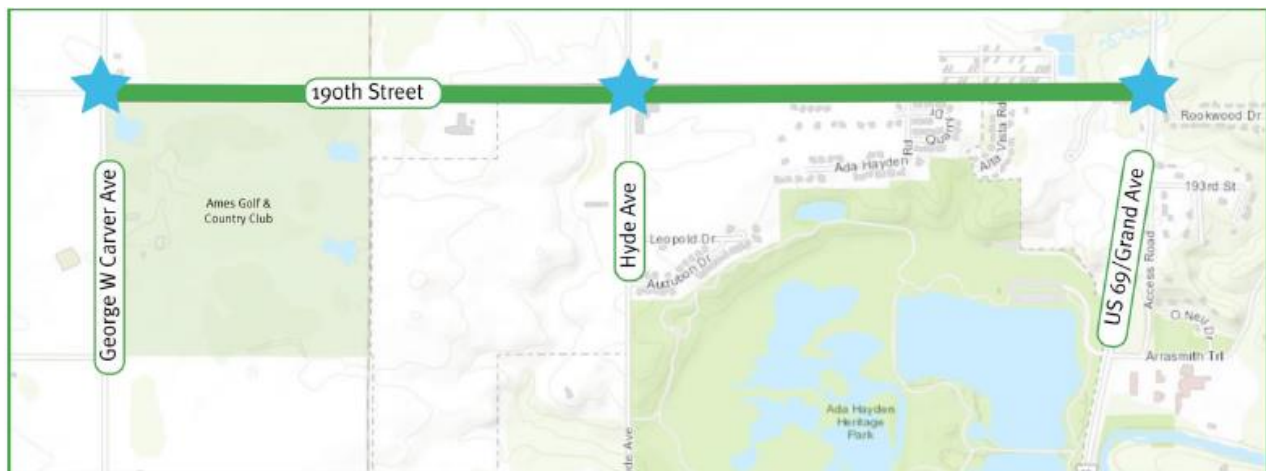
ITEM#: AAMPO 1  
DATE: 07-18-23  
DEPT: MPO

## TRANSPORTATION POLICY COMMITTEE ACTION FORM

**SUBJECT:** 190<sup>TH</sup> STREET CORRIDOR STUDY FINDINGS

### **BACKGROUND:**

Forward 2045, the Ames Area MPO's (AAMPO's) current Metropolitan Transportation Plan (MTP), identified the need for a study of the 190<sup>th</sup> Street Corridor from George Washington Carver Avenue to US Highway 69 (see Figure 1).



*Figure 1: Study Area*

The study looked at current safety, traffic operations, and multi-modal deficiencies along this corridor and the projected growth of traffic due to anticipated continued development along and near the study area. The AAMPO and City of Ames programmed this study with the anticipation that its findings will guide future corridor project programming.

### **STUDY FINDINGS:**

For this study (see attached presentation and report), the engineering consultant, Bolton & Menk, Inc., conducted planning and conceptual-level engineering design services along the study corridor that included assessing traffic volumes, bicycle/pedestrian volumes, origin-destination data, evaluating traffic operations, and conducting safety analyses. Using data-driven and public input-based processes, initial alternatives were developed for the study corridor.

The initial alternatives included a roundabout and signalized option at each of the three primary study intersections (190<sup>th</sup>/GW Carver, 190<sup>th</sup>/Hyde, 190<sup>th</sup>/US 69). These

alternatives were presented at a public open house that was held on March 7, 2023, at the Vintage Cooperative of Ames.

Each of the initial intersection alternatives (roundabout and signal) were then evaluated in a decision matrix that considered predicted 2045 traffic operational performance (vehicle delay/queueing), pedestrian crossing characteristics, predicted safety performance, right-of-way impact, total emissions, and 25-year life-cycle costs. Table 1 summarizes the study’s recommended alternatives at each study intersection.

*Table 1: Preferred Intersection Alternatives*

Intersection	Preferred Alternative	Recommended Implementation Timeframe	Jurisdiction(s)
<b>190<sup>th</sup> St &amp; GW Carver Ave</b>	Single Lane Roundabout w/NB Slip Lane OR Signal w/Left Turn Lanes and NBR Turn Lane	2030	Story County (100%)
<b>190<sup>th</sup> St &amp; Grant/Hyde Ave</b>	Single Lane Roundabout OR Signal w/Left Turn Lanes*	2030	Story County (50%), City of Ames (50%)
<b>190<sup>th</sup> St &amp; US 69</b>	Construct EBR Turn Lanes	2025-2030	Story County(33%), Iowa DOT (67%)
	Signalized Intersection w/NBL, SBL, and EBR Turn Lanes	2030-2035	

**\*If a signalization option is selected, staff recommends the permanent traffic signal be installed between 2025-2030 to also address destination lighting. Turn lanes would then be installed in 2030.**

The anticipated project costs (in 2023 dollars) for the above alternatives are shown in Table 2.

*Table 2: Project Costs*

Intersection	Alternative	Construction <sup>1</sup>	25-Year Life Cycle Cost	Project Sponsor(s)
<b>190<sup>th</sup> St &amp; GW Carver Ave</b>	Roundabout	\$5,750,000	\$5,875,000	Story County
	Signal	\$4,200,000	\$4,460,000	
<b>190<sup>th</sup> St &amp; Hyde/Grant Ave</b>	Roundabout	\$5,000,000	\$5,125,000	Story County, City of Ames (50/50 Split) <sup>2</sup>
	Signal	\$4,200,000	\$4,460,000	
<b>190<sup>th</sup>/US 69 Signal</b>	Signal	\$3,600,000	\$3,860,000	Story County, Iowa DOT <sup>3</sup>

1 – Construction costs shown include right-of-way costs.

2 – At the 190<sup>th</sup> St & Hyde Ave intersection, this study estimated a 50%/50% cost sharing between the City of Ames and Story County based on their existing cost sharing agreement which was used for the temporary signal. The City of Ames and Story County would need to develop a new cost sharing agreement for future improvements at this intersection.

3 – At the 190<sup>th</sup> St & US 69 intersection, the cost sharing between the Iowa DOT and Story County will need to be established in a future cost sharing agreement between the agencies.

In addition to the intersection control and layout recommendations, the study also made other recommendations for the study area including:

- 190<sup>th</sup> St Corridor Reconstruction (**recommended in 15-20 years when existing pavement reaches end of life**)
  - Reconstruction to an urban 2-lane section within the study boundary with turn lanes at the public roadway connections.
  - Construction of a 10-foot trail on the south side of the roadway and a 5-foot sidewalk on the north side.
- Intersection destination lighting at the three primary corridor intersections (**recommended by years 2024-2025**).
- Continue to monitor the corridor as it develops and take appropriate speed control steps following industry recommended practices.
- To meet multi-modal goals of the corridor, a 10' trail should be built on one side of the road with a sidewalk on the other side.

#### **STAFF COMMENTS ON STUDY FINDINGS:**

This corridor study coordinated the planning and conceptual design of the three primary intersections along the 190<sup>th</sup> Street study corridor in addition to the recommended cross section that 190<sup>th</sup> Street should ultimately have. **By evaluating all these improvements along the study corridor together, MPO staff believes that this will allow the jurisdictional agencies to program and implement improvements along the corridor in a coordinated manner. It will also help inform the AAMPO's next MTP update, which is scheduled to be approved in the fall of 2025.**

At this point, the designs of the alternatives and recommendations shown in the MPO study are conceptual. Each improvement project will need to be programmed and funded by the respective sponsor agency (or agencies) with jurisdiction over that project's area and will need to go through its own design, right-of-way acquisition, and construction process. Sponsor's may apply for regionally allocated federal funding from the AAMPO, statewide Iowa DOT funding, or federal discretionary grant program funding should they so choose.

Most of these funding sources require a 20% local match from the applicant(s). Note that the AAMPO will only be eligible to provide federal funding from its formula programs to projects that are listed in the most current MTP. Currently, only the 190<sup>th</sup> Street and Hyde/Grant Avenue intersection is listed. However, it is expected that the 2050 MTP being developed for final approval in fall of 2025 will likely include the GW Carver Avenue and US 69 intersections along 190<sup>th</sup> Street as well, based upon this study's findings. If this occurs, all three projects would be eligible to apply for MPO grant funding.

**Two of the study intersections have both a roundabout and signal option listed as a preferred alternative (190<sup>th</sup> St & GW Carver Ave & 190<sup>th</sup> St & Hyde/Grant Ave).**



**Because the MPO study found that both the roundabout and signal alternatives will adequately serve the forecasted traffic in the study area, the project sponsor(s) with jurisdiction of these intersections will need to determine which alternative they would like to program and pursue.** MPO staff recommends that the project sponsor(s) consider the benefits and detriments that this study identified for the roundabout and signal options when determining which alternative to pursue.

**Based upon the phased implementation that is possible with a traffic signal, and the lower costs, queues, and ROW impacts, staff believes a traffic signal is the best alternative for 190<sup>th</sup> & Hyde. In order to quickly address the destination lighting at the intersection and reduce the maintenance requirements of the existing temporary signal, staff would recommend the City of Ames and Story County explore constructing a permanent traffic signal with street light luminaires in the near future. The traffic signal should be designed to accommodate the future turn lanes at the intersection, which is estimated to be constructed in 2030.**

It should be noted that an iterative implementation of a traffic signal is likely not possible at GW Carver due to the existing heavy turning movements.

#### **ALTERNATIVES:**

1. Motion accepting the study findings as summarized in the study report.
2. Do not approve the findings of the study.

#### **MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

This study was completed using transportation planning and traffic engineering best practices and was presented at a public meeting. The study findings will help guide the AAMPO and relevant agencies in the designing and programming of future projects along this corridor. **Therefore, it is the recommendation of the MPO Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.**

# 190<sup>th</sup> Street Corridor Study

Ames Area MPO Presentation

July 18, 2023

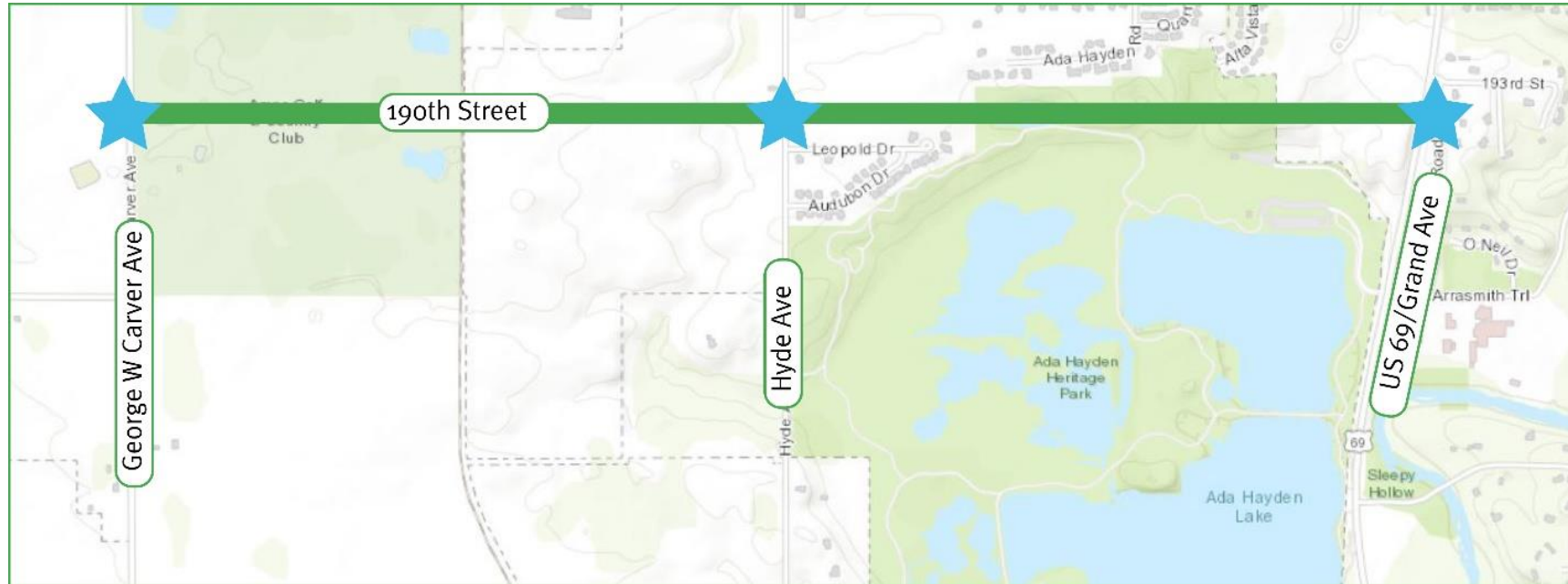


**BOLTON  
& MENK**

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# 1) Study Area Location & Background



- Need for study identified in AAMPO's MTP "Forward 2045"
- Existing & forecasted traffic operations concerns at the 3 primary corridor intersections
- Rapid development & growth occurring in the study area
- Study assessed alternatives for the intersections & the corridor

## 2) Stakeholder Outreach

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- Included Iowa DOT, Story County, the City of Ames, the AAMPO, and residents from both Ames and Gilbert
- INPUTiD Platform
  - *Approximately 40 responses from area residents*
  - *Themes: lighting, speeding, bicycle and pedestrian infrastructure, school-related traffic, difficult turning movements, and future traffic volumes*
- Public Open House (March 7<sup>th</sup>, 2023 @ Vintage Cooperative)
  - *Themes: roundabouts preferred, lighting, and bicycle/pedestrian infrastructure*
  - *Attendance was very good with over 50 people on site*

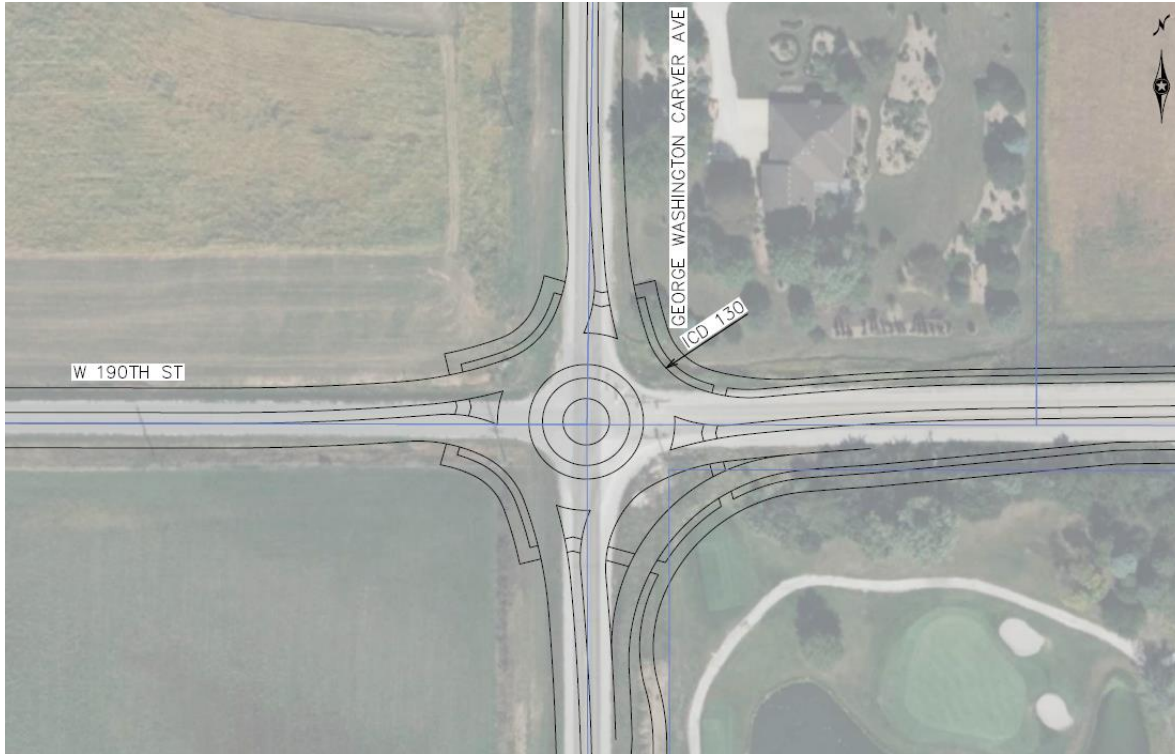
# 3) Study Intersection Analysis & Recommendations

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- This study considered a signal and roundabout alternative at the following 3 intersections:
  - 190<sup>th</sup> St & George Washington (GW) Carver Ave
  - 190<sup>th</sup> St & Hyde/Grant Ave
  - 190<sup>th</sup> St & US Highway 69
- Analysis for each intersection considered:
  - Forecasted vehicle delays & queueing
  - Pedestrian crossing
  - Safety
  - Right-of-way impacts
  - Environmental/emissions
  - 25-year life-cycle cost

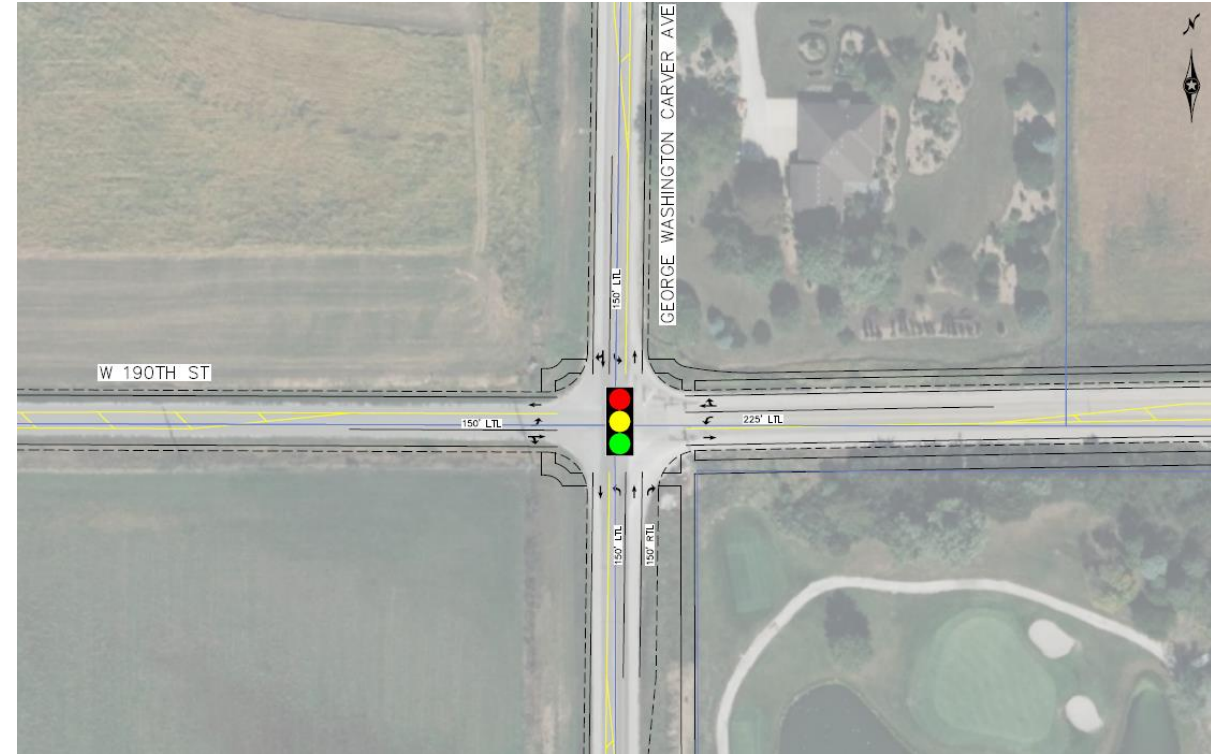
# 190<sup>th</sup> St & GW Carver Ave

## Roundabout Alternative



- Single-Lane Roundabout
- Northbound Right Slip-Lane

## Signal Alternative



- Left Turn Lanes (All Direction)
- Northbound Right Turn Lane



# 190<sup>th</sup> St & GW Carver Ave

## Study Recommendation

### Roundabout OR Signal

#### By Year 2030

- Both the roundabout and signal alternatives operate acceptably w/ 2045 traffic
- Roundabout option performs better than the signal for several metrics
- Signal option has significantly less ROW impacts & life-cycle costs

Criteria	Roundabout	Signal
2045 Vehicle Delay (Veh-Min)	196	523
AM Peak	163	514
PM Peak		
2045 Vehicle Queues	100' (WB)	150' (NBT)
AM Peak (Worst Movement)	175' (WB)	225' (WBL)
PM Peak (Worst Movement)		
Multi-Modal (Pedestrian Crossing)	Crossing Dist: 65' Yield Rate: 83% Worst Leg – LOS D	Crossing Dist: 60' Yield Rate: 99% Worst Leg – LOS C
Safety (Predicted Crashes/Yr)	1.03 (All) 0.27 (Fatal/Inj.)	2.22 (All) 1.77 (Fatal/Inj.)
Total Daily Emissions (kg)	14	23
Right-of-Way Impact (width)	145	85
Construction Cost	\$5,750,000	\$4,200,000
25-Yr Life Cycle Cost	\$5,875,000	\$4,460,000



Jurisdictions\*: 50% Story County  
50% City of Ames

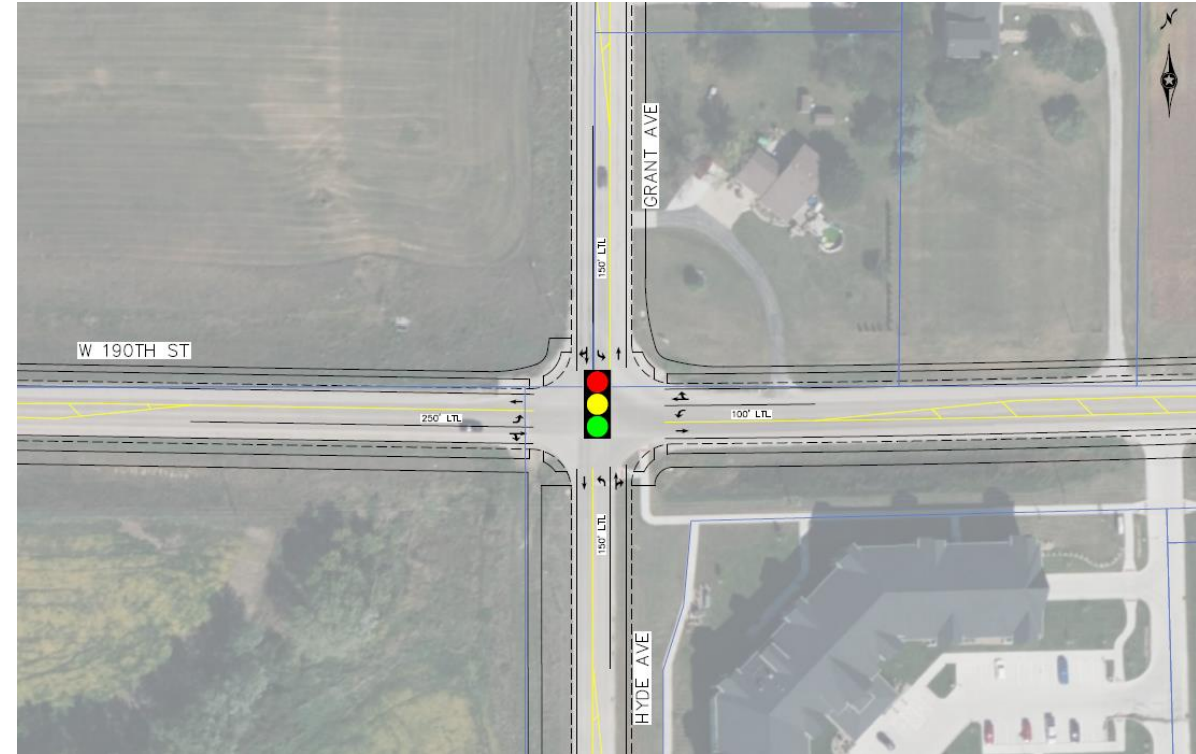
# 190<sup>th</sup> St & Hyde/Grant Ave

## Roundabout Alternative



- Single-Lane Roundabout

## Signal Alternative



- Left Turn Lanes (All Directions)

\*This is estimated based upon the existing cost sharing agreement for the temporary signal and is subject to change during project design.



# 190<sup>th</sup> St & Hyde/Grant Ave

Jurisdictions: 50% Story County  
50% City of Ames  
Study Recommendation

## Roundabout OR Signal

### By Year 2030

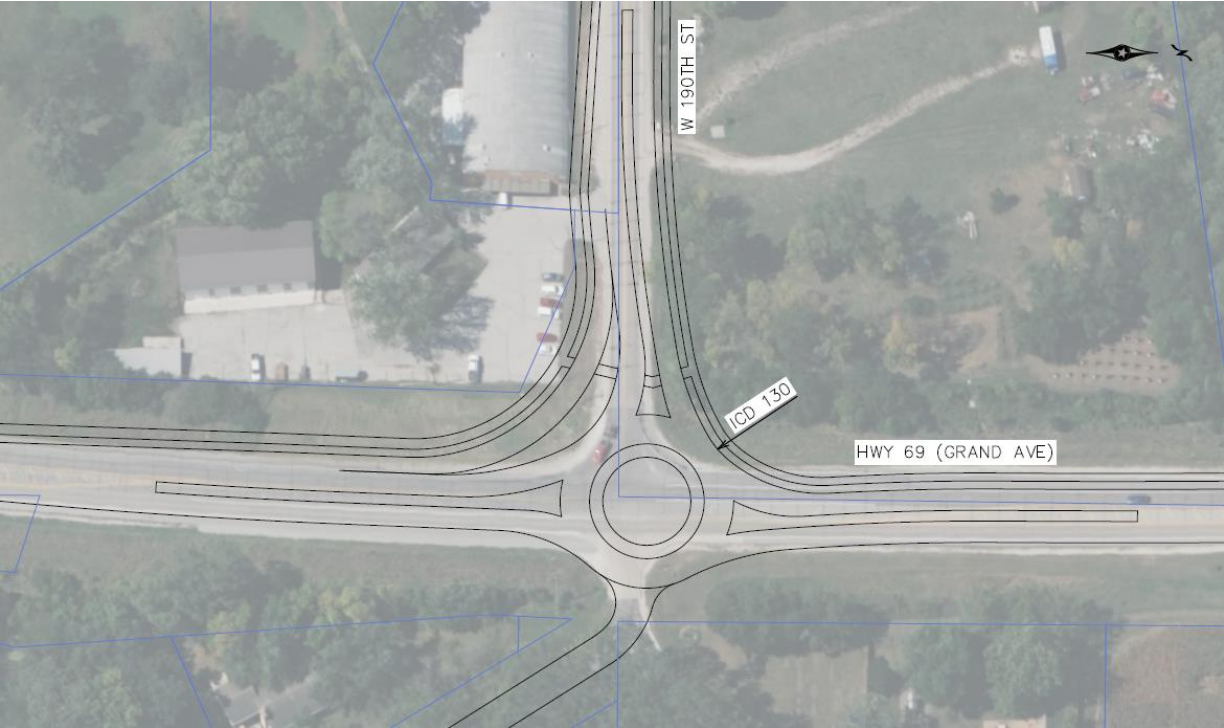
- Both options perform acceptably with 2045 traffic
- Roundabout does experience significant queueing compared to the signal and has greater ROW impact & life cycle costs
- Roundabout experiences less delay, emissions, and has better predicted safety

Criteria	Roundabout	Signal
2045 Vehicle Delay (Veh-Min) AM Peak PM Peak	1394 544	1942 587
2045 Vehicle Queues AM Peak (Worst Movement) PM Peak (Worst Movement)	950' (EB) 1000+' (WB)	425' (WB) 650' (WB)
Multi-Modal (Pedestrian Crossing)	Crossing Dist: 65' Yield Rate: 83% Worst Leg – LOS B	Crossing Dist: 60' Yield Rate: 99% Worst Leg – LOS B
Safety (Predicted Crashes/Yr)	1.79 (All) 0.28 (Fatal/Inj.)	3.83 (All) 1.86 (Fatal/Inj.)
Total Daily Emissions (kg)	22	38
Right-of-Way Impact (width)	135	75
Construction Cost	\$5,000,000	\$4,200,000
25-Yr Life Cycle Cost	\$5,125,000	\$4,460,000



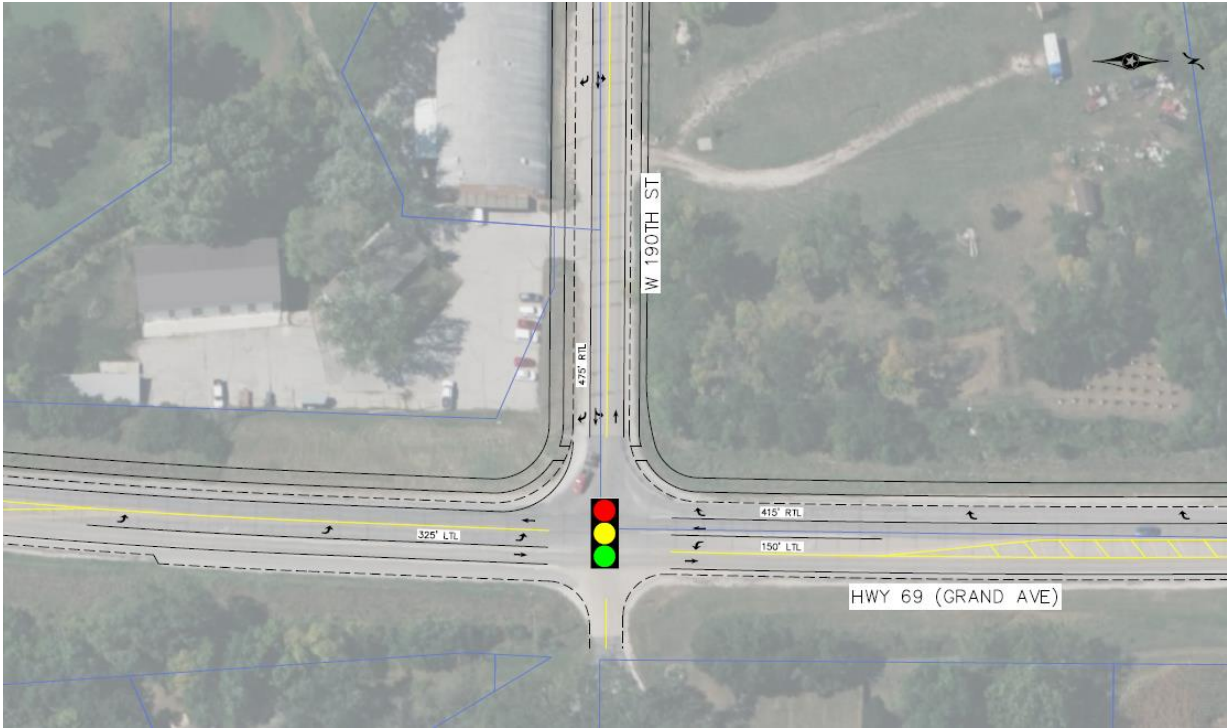
# 190<sup>th</sup> St & US 69

## Roundabout Alternative



- Single-Lane Roundabout
- Eastbound Right Turn Slip Lane

## Signal Alternative



- Left & Right Turn Lanes on US 69
- Right Turn Lane on 190<sup>th</sup> St

\*Jurisdictional costs will be based on a future agreement between the Iowa DOT and Story County based upon specific project costs.

## 190<sup>th</sup> St & US 69

Criteria	Roundabout	Signal
2045 Vehicle Delay (Veh-Min) AM Peak PM Peak	270 <b>2170</b>	1169 638
2045 Vehicle Queues AM Peak (Worst Movement) PM Peak (Worst Movement)	375' (SB) <b>1000+' (NB)</b>	<b>550' (SB)</b> 300' (SB)
Multi-Modal (Pedestrian Crossing)	Crossing Dist: 100' Yield Rate: 83% Worst Leg – LOS B	Crossing Dist: 60' Yield Rate: 99% Worst Leg – LOS C
Safety (Predicted Crashes/Yr)	0.82 (All) 0.17 (Fatal/Inj.)	2.33 (All) 1.17 (Fatal/Inj.)
Total Daily Emissions (kg)	22	38
Right-of-Way Impact (width)	195	110
Construction Cycle Cost	<b>\$4,300,000</b>	<b>\$3,600,000</b>
25-Yr Life Cycle Cost	<b>\$4,425,000</b>	<b>\$3,860,000</b>

### Study Recommendation

**Add EBR Turn Lane 2025-2030**

**Signalize Intersection 2030-2035**

- Roundabout option cannot adequately serve the PM peak hour traffic
- Roundabout option requires significant ROW space due to the slip lane
- Signal option provides opportunity for coordination along US 69 with current and potential future signals



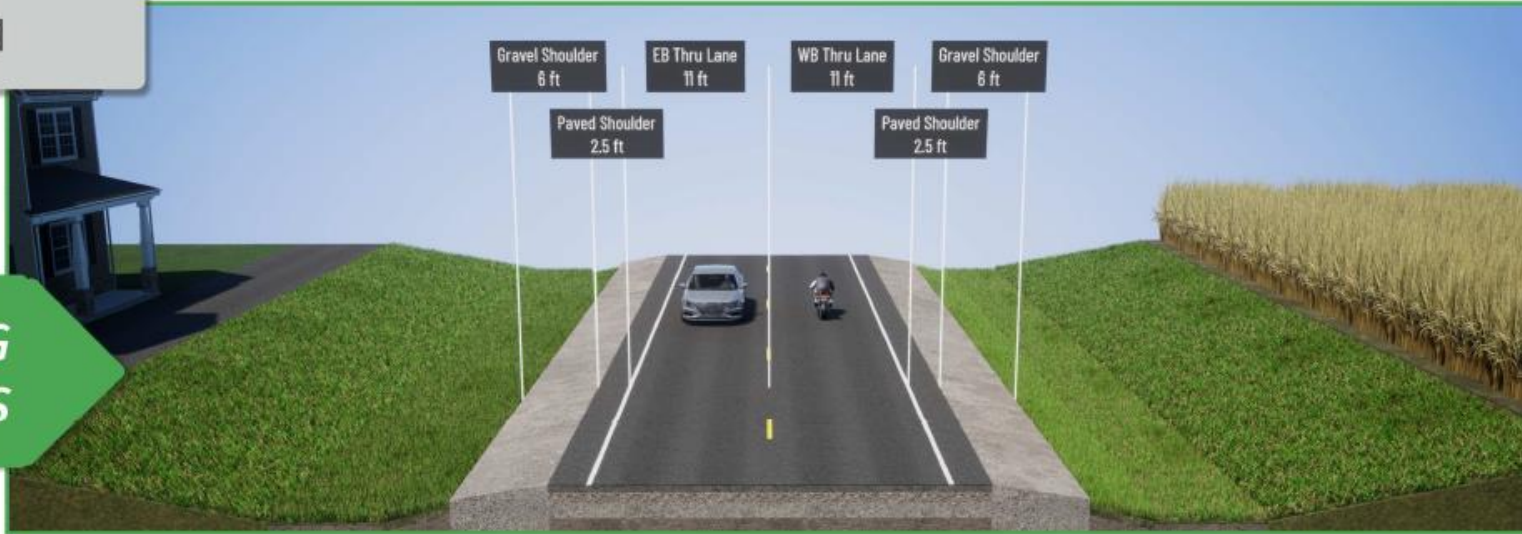


# 4) 190<sup>th</sup> Street Corridor & Cross-Section

## 190TH STREET CROSS SECTION

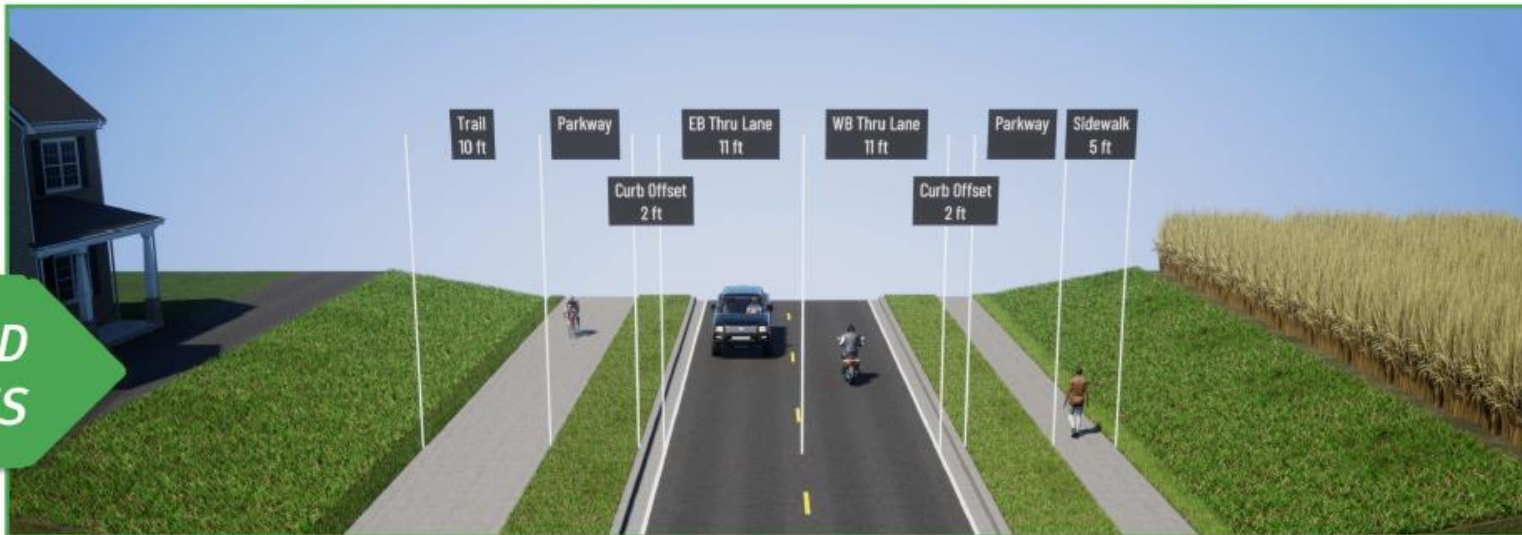
### EXISTING CONDITIONS

2,000 to 3,120 vehicles per day



### PROPOSED CHANGES

9,000 vehicles per day estimated by 2045



## Study

## Recommendation

Construct urban 2-lane section when existing pavement reaches end of life (~15-20 years)



# 5) Study Conclusions & Recommendations

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- Recommended Cross-Section
  - *The AADT for 190th Street in 2045 is 9,000 vehicles/day.*
  - *2-lane roadway plus turn lanes will operate at LOS C up to 10,000 vehicles/day*
- Manage Access Control along 190<sup>th</sup> Street
- Intersections
  - ***George Washington Carver Avenue*** – *Single Lane Roundabout with northbound right-turn slip lane or Signal with northbound right-turn lane and left-turn lanes in all directions*
  - ***Hyde Avenue/Grant Avenue*** – *Single Lane Roundabout or Signal with left-turn lanes*
  - ***Highway 69/Grand Avenue*** – *Signal with single northbound left, single southbound left, and single eastbound right turn lanes*



# Implementation Plan

Location	2023-2025	2025-2030	2030-2035	2035-2040	2040-2045
<b>190th Street @ George Washington Carver Ave</b>	Intersection Destination Lighting	Single Lane Roundabout with NB Slip Lane (or) Signal with Left Turn Lanes, NB Right Turn Lane by 2030	-	-	-
<b>190th Street @ Grant Ave/Hyde Ave</b>	Intersection Destination Lighting. Maintain Existing Temp Signal <sup>1</sup>	Single Lane Roundabout (or) Signal with Turn Lanes by 2030	-	-	-
<b>190th Street @ Hwy69/Grand Ave</b>	Intersection Destination Lighting	Add Eastbound Right Turn Lane	Signalize Intersection	-	-
<b>190th Street: Hyde/Grant to Hwy69/Grand Ave</b>	Install Roadway Lighting. Plan For Shared Use Path Along One Side	-	-	Urban 2-Lane Section With Turn Lanes at Public Streets From HWY 69 to Hyde	Urban 2-Lane Section With Turn Lanes at Public Streets From Hyde to GW Carver
<b>Hwy 69/Grand Avenue South of 190th St (Iowa DOT)</b>	-	-	-	-	5-Lane section With Trail Connection on West Side to ADA Hayden
<b>Hwy 69/Grand Avenue North of 190th St (Iowa DOT)</b>	-	-	-	-	2-Lane Section With Turn Lanes At Public Road Intersections

<sup>1</sup>-If the signal option is pursued, the recommendation would be to install permanent signal poles in 2025-2030. This would also address intersection destination lighting.



**Thank you!**  
**Any Questions?**



Real People. Real Solutions.

[Bolton-Menk.com](http://Bolton-Menk.com)

ITEM #: AAMPO 2  
 DATE: 08-08-23  
 DEPT: MPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

**BACKGROUND:**

To receive federal funds for regional transportation projects, it is necessary for them to be included in the Ames Area MPO’s Transportation Improvement Program (TIP). The Ames Area MPO’s current TIP contains projects programmed for federal fiscal years 2023 through 2026 and was approved on July 12, 2022. The TIP may be amended in accordance with the procedures outlined in the Ames Area MPO’s TIP and Public Participation Plan. This process is outlined below:

**Steps for TIP Amendment (as outlined in the Public Participation Plan)**

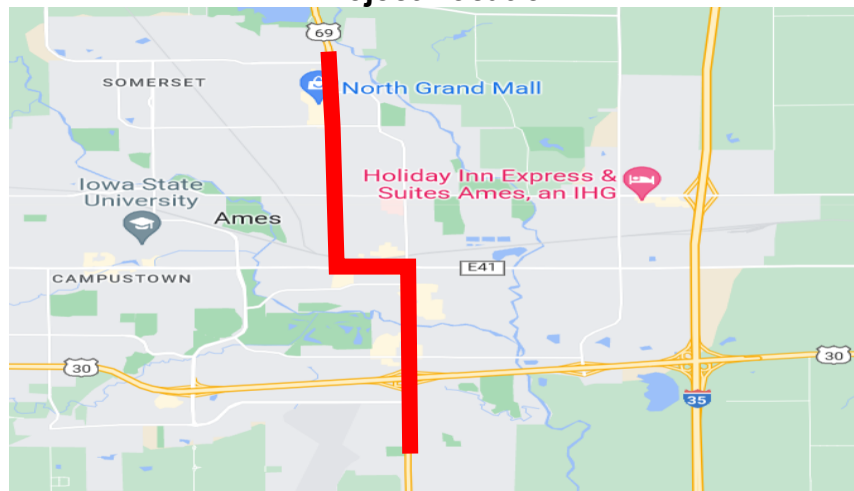
1. Request for amendment(s) by member agency or MPO staff
2. Recommendation by the Transportation Technical Committee
3. Initial review by Transportation Policy Committee; Setting of public hearing date
4. Minimum 15-day public comment period
5. Public hearing and final approval by Transportation Policy Committee

The Iowa Department of Transportation (DOT) has requested to the AAMPO (see attached request) that one of their projects be added into the FFY 2023-2026 TIP as follows:

**Project Description**

TPMS ID	Location	Project Type	Project Total	Federal Aid	Federal-Aid Program
54852	US 69 (S of Jewell Dr – N of Bloomington Rd)	HMA Resurfacing with Milling	\$3.6M	\$2.8M	National Highway Performance Program (NHPP)

**Project Location**





**This project was originally planned to be programmed in the FFY 2024-2027 TIP as an FFY 2024 project due to an October 2023 letting date. However, to authorize the project in September, which would be required to support an October letting date, the project must be programmed in FFY 2023. Therefore, the project must be added to the FFY 2023-2026 TIP. A TIP amendment is required to add any projects to a TIP program.**

**The Transportation Technical Committee reviewed this proposed amendment on July 27, 2023, and unanimously recommended its approval.** Once the Transportation Policy Committee has reviewed the proposed amendment at this meeting and sets the date of public hearing, the MPO will then begin a public input period from August 9, 2023, until August 31, 2023. After the public input period, the proposed amendment will then go before the policy committee again for the public hearing and final approval on September 12, 2023.

**ALTERNATIVES:**

1. Set the date of public hearing as September 12, 2023, for approval of the proposed amendment to the FFY 2023-2026 Transportation Improvement Program.
2. Reject the Iowa Department of Transportation's request to amend the FFY 2023-2026 Transportation Improvement Program.

**MPO ADMINISTRATOR'S RECOMMENDED ACTION:**

Approval of this TIP amendment will allow the Iowa DOT to let this project in October as originally scheduled. Without approval, the Iowa DOT would need to delay the project letting date and amend this project into the FFY 2024-2027 TIP instead. Additionally, the Transportation Technical Committee has unanimously recommended approval of this amendment. **Therefore, it is the recommendation of the MPO Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.**

## Thompson, Kyle

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**From:** Chambers, Matthew <Matthew.Chambers@iowadot.us>  
**Sent:** Tuesday, July 18, 2023 10:49 AM  
**To:** Thompson, Kyle  
**Cc:** Joiner, John; Pregitzer, Damion  
**Subject:** DOT Amendment Request

**Importance:** High

[External Email]

Good morning Kyle,

The DOT formally requests that the AAMPO review and approve an Amendment to the 2023 STIP. The Iowa DOT added a new HMA Resurfacing with Milling project on US69 in Ames as part of its 2024 Highway construction program. This approximately \$3.6m project spans from S of Jewel Dr to N of Bloomington Rd in Ames. The DOT plans to let this project in October which requires authorization in September. Because this is part of FFY 2023 we need to have this project added to the 2023 STIP.

Thank you.

Matt Chambers  
Iowa Department of Transportation  
Program Management  
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