



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2011 – FY 2014

DRAFT

Revised: March 23, 2010



AMES AREA METROPOLITAN PLANNING ORGANIZATION

2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) Policy Committee adopted a project rating criteria system as a means of ranking submitted projects. The highest-ranking projects were then presented to the Technical Committee for review and recommendation. A recommendation was then passed on to the Policy Committee for action. Enhancement projects consist of open space trails that have been approved by the bike users and the Parks and Recreation Department.



All highway and enhancement projects are also available for public review and comment through the City of Ames Capital Improvement Plan (CIP) process. This involves public presentations and a formal public hearing before the Ames City Council.

The Transit Board has approved transit projects from CyRide.

Status of Previously Approved Projects

The Federal Fiscal Year 2010 highway element project, as approved in the 2010-2013 Statewide Transportation Improvement Program (STIP), is the reconstruction of Duff Avenue from Lincoln Way to 13th Street. The section from 7th Street to 13th Street was accomplished through with American Recovery and Reinvestment Act (ARRA) 2009 funds. The remainder of this project, from Lincoln Way to 7th Street, is under design and will be let through the Iowa Department of Transportation (Iowa DOT) for possible construction during the fall of 2010.

The FFY 2010 enhancement element project is a shared use path along the west side of Skunk River from East Lincoln Way to South River Valley Park. This project will be combined with other sections of the trail for an overall project extending from Hunziker Youth Sports Complex to South River Valley Park as a Stimulus II project. This project will be let through the Iowa DOT for construction during the summer of 2011.

A table summarizing the status of all previously approved projects that are still active is included at the end of this section.



Fiscal Constraint



The AAMPO FY 2011 programming targets are \$1,070,253 for the highway element and \$80,776 for the enhancement element. The project costs shown in the TIP are in year of expenditure dollars. This is accomplished by developing an estimate of costs in the current bidding environment and then applying an inflation factor of four percent per year. The Ames City Council has programmed these projects in the City of Ames 2010-

2015 CIP for the local funding allocation. These funds are generated from the City's annual Road Use Tax distribution, Local Option Sales Tax, and General Obligation Bonds. The transit program does not have targets, and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

Financial Constraint Summary

Ames MPO Federal-aid				
	2010	2011	2012	2013
Surface Transportation Program (STP) Balance (Carryover)	\$2,141,007	\$700,260	\$699,513	\$698,766
STP Target	\$1,070,253	\$1,070,253	\$1,070,253	\$1,070,253
Total Available for Programming	\$3,211,260	\$1,770,513	\$1,769,766	\$1,769,019
Total STP Programmed	\$2,511,000	\$1,071,000	\$1,071,000	\$1,071,000
Balance of STP Funds	\$700,260	\$699,513	\$698,766	\$698,019

Ames MPO Federal-aid				
	2010	2011	2012	2013
TE Balance (Carryover)	\$334,470	\$105,246	\$105,022	\$104,798
TE Target	\$80,776	\$80,776	\$80,776	\$80,776
Total Available for Programming	\$415,246	\$186,022	\$185,798	\$185,574
Total TE Programmed	\$310,000	\$81,000	\$81,000	\$81,000
Balance of TE Funds	\$105,246	\$105,022	\$104,798	\$104,574

Ames MPO Forecasted Operations and Maintenance Expenditures on Federal-aid System				
	2010	2011	2012	2013
City Operations	\$504,025	\$524,185	\$545,153	\$566,959
City Maintenance	\$960,341	\$998,754	\$1,038,705	\$1,080,253
Total Operations and Maintenance	\$1,464,365	\$1,522,940	\$1,583,857	\$1,647,212


Network Operations and Management

The capital investment and other measures necessary to preserve the existing transportation system, as well as operations, maintenance, modernization, and rehabilitation of existing and future transportation facilities are annually reviewed and programmed. Preservation, operating, and maintenance costs are included as a priority for funding. Maintenance and rehabilitation projects are also included in the AAMPO Long Range Transportation Plan (LRTP). In addition to STP funding, the City of Ames utilizes Road Use Tax, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2010-2015 CIP to address shared use path maintenance. The LRTP and Land Use Policy Plan (LUPP) both use an intersection efficiency standard of LOS C.

Public Participation Process

A notice advising the public about the draft TIP and Transportation Planning Work Program (TPWP) reviewed by the AAMPO Technical Committee will be mailed to 43 neighborhood organization chairpersons, representatives of the Ames Main Street District, Campustown Action Association, NAACP, Friends of Central Iowa Biking, International Student Council at Iowa State University (ISU), League of Women Voters, and others in accordance with our approved Public Participation Plan. In addition, as previously noted, projects are available for public review and comment through the City of Ames CIP process.

Self Certification

The AAMPO Policy Committee certified that transportation planning activities in the Ames metropolitan area are being carried out in accordance with governing Federal regulations, policies and procedures. This certification was at the meeting of March 23, 2010 (a copy of the document is attached, herewith). 

Revising the TIP and STIP

Revisions are defined as changes to a TIP or STIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of “revision.” The first is a major revision or “Amendment.” The second is a minor revision or “Administrative Modification.”

Amendment

An amendment is a revision to a TIP that involves a major change to a project included in the TIP/STIP. This includes an addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or scope (e.g. changing project termini or the number of through lanes). Any changes to projects included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan TIPs involving “non-exempt” projects in nonattainment and maintenance areas). Changes that affect fiscal constraint must take place by amendment to the TIP.

Administrative Modification

A minor revision to a TIP or STIP is an administrative modification. It includes minor changes/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

Project costs-Determination will be made based on the percentage change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30 percent or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.

Schedule changes-Changes in schedules to projects which are included in the first four years of the TIP/STIP will be considered administrative modifications. Projects which are added or deleted from the TIP/STIP will be processed as amendments.

Funding sources-Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.

Scope changes-Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require an amendment include changing the type of work from an overlay to reconstruction. Another example is changing a project to include widening of the roadway.

Procedural Requirements for Revisions

Amendments are considered major revisions and therefore have more procedural requirements. The main requirement is that there is an opportunity for public input. The second is technical and policy board approval of the amendment. Public involvement for amendments will occur at the local level for all Regional Planning Affiliations (RPA) and MPO amendments.

Statewide public review for Iowa DOT project amendments takes place at the time of inclusion in the Iowa DOT's TIP. Iowa DOT sponsored projects within an MPO must go through the MPO's adopted amendment process, which includes public review and approval by the appropriate boards and committees.

Administrative modifications have simplified procedures which allow more flexibility in the processing of changes. Each RPA and MPO is allowed to process their changes by seeking board approval or the planning agency may make minor changes if the process is documented and approved by the appropriate technical and policy boards.

Finally, each type of revision needs to be processed in Transportation Program Management System (TPMS) and the date of approval by the RPA or MPO needs to be included in the revision submittal.

Documenting Revision Procedures



Each RPA and MPO must document their procedures for processing amendments and administrative modifications. These should be included in each agency's public participation documents and could also be included in the TIPs.

Documentation should include the definitions of amendments and administrative modifications. It should also include detailed procedures on how each type of revision is processed. For example, notification procedures, posting procedures, comment periods, staff/board actions, etc. The Iowa DOT will not require that each RPA or MPO follow the same procedures for public involvement or administrative processes.

FY 2011 TIP FTA Project Justification

The following transit projects identified within the draft FY2011-2014 TIP were included within the 2011 Passenger Transportation Plan (PTP), meeting the requirements to have all federal and state transit funding within an approved PTP prior to TIP approval.

General Operations & Planning

General Operations: This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area federal apportionment, Transit Intensive Cities, and State Transit Assistance funding.

I-35 Ames-Des Moines Corridor Study: This planning study would determine the feasibility of implementing transit improvements to reduce single occupant automobile traffic along Interstate 35 between the City of Ames and City of Des Moines. The study would provide essential information to key decision-makers in Des Moines, Ames, and Ankeny to implement future transportation improvements along this corridor. The study would examine the following:

- Identify need/potential ridership in the Ames-Des Moines corridor
- Analyze potential transportation modes to serve forecasted ridership demand
- Refine best alternative details
- Identify potential funding sources
- Identify benefits of implementation

The Des Moines Area Regional Transit Authority, Heart of Iowa Regional Transit Agency, and CyRide could co-sponsor the project through a coordinated effort from the following potential organizations: ISU, City of Ames, City of Ankeny, Greater Des Moines Partnership, Des Moines Area Metropolitan Planning Organization (DMAMPO), and the Iowa Department of Transportation's (Iowa DOT) Office of Public Transit. This study would further the results from the statewide needs corridor analysis recently completed in December 2009. Local funding could be derived from the DMAMPO, Des Moines DART, and CyRide, but is undetermined at this time.

Job Access & Reverse Commute and/or New Freedom

Brown Route Frequency/Hours Expansion: In 2008, CyRide added additional service between campus and North Grand Mall based on demand in the Somerset area during the summer weekdays and weekday nights during the remainder of the year. Weekday nights improved to 40-minute frequencies until 9:00pm instead of ending at 7:00 pm, and Weekday Summer service doubled to 20-minutes. This would provide a fourth year of service for this expanded service.

Yellow Route Expansion: In 2008, CyRide added mid-day service hours to its Yellow Route to the southeast area of Ames. This route operated every 60 minutes alternating between the current Gray Route and this southeast area allowing connections directly to ISU campus instead of transferring at Ames City Hall. Before, only one mid-day trip

currently operated to this area. This would provide a fourth year of service for this additional mid-day service.

E. 13th/Lincoln Way/Dayton Commercial/Industrial Area Operating Service: A new route would be added in fall 2010 traveling to the E. 13 Street/Lincoln Way/Dayton Avenue commercial/industrial area of Ames. Medical services, human service agencies and industrial businesses are common to the area and many residents are requesting same-day transportation to that part of the community. The route would provide access to businesses such as 3M, Mainstream Living, Child Serve, Mary Greeley Dialysis, Wolfe Clinic, National Animal Disease Center, Sauer-Danfoss and to the new Life Style Center once it's constructed east of Interstate 35. Service to this area has been a high priority since 2007 within the annual Passenger Transportation Plan process between transportation providers and human service agencies.

Elderly and Persons with Disabilities Program

Contracted Paratransit (Dial-A-Ride) Service: According to federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation service within a ¼ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire city limits of Ames.

Transit Amenities: CyRide developed a Bus Stop Plan that recommended an implementation plan for bus stop amenities along CyRide's fixed-route system. From the prioritization of recommended stop improvements, concrete pads will be added for easier boarding/alighting during inclement weather as well as replacing bus shelters to improve the accessibility for patrons and CyRide's image throughout the Ames community.

Replacement Buses and Bus Equipment

Articulated Buses:

CyRide is in need of adding 60' articulated buses to its fleet of large 40' diesel buses in order to increase capacity while diminishing the number of vehicles operating through the ISU campus. The campus system is inundated with buses operating every two minutes on a route carrying over 1.5 million passengers annually. Longer articulated buses would enable CyRide to carry more people with one vehicle/driver while alleviating the amount of vehicular traffic on ISU's walking campus. Specifically, for every three, 40' diesel buses, CyRide could operate two articulated buses and have extra capacity for additional passengers to board. Each 60' articulated bus carries approximately 120 people as opposed to 70 on a standard 40' diesel bus. Safety is CyRide's first priority and this would lessen the frequency of buses traveling through campus while reducing carbon greenhouse emissions for the community.

Expansion Buses: CyRide is in need of expanding its fleet to accommodate additional growth to the transit system. For the past four years, CyRide has pulled out 22 additional vehicles during its peak-hour operations to accommodate growth. In that time, the system has received 10 vehicles for expansion for new routes through non-traditional funding, such as the 2009 Recovery Act, Iowa's Clean Air Attainment Program, and New Freedom. Therefore, CyRide is requesting 12 additional vehicles to complete this expansion need currently being fulfilled with spare or older, already replaced vehicles. These additional expansion buses would allow CyRide to increase their spare ratio allowance back to near 20 percent, as recommended by the Federal Transit Administration in order to provide a reliable contingency fleet when vehicles breakdown or are unexpectedly needed due to weather or increased ISU attendance. These vehicles would be ADA accessible and be equipped with cameras.

Heavy Duty Bus Replacement: Eighteen buses have exceeded FTA guidelines for useful life. Bus numbers are 933, 934, 941, 942, 943, 952, 962, 964, 966, 967, 982, 984, 985, 990, 991, 8913, 8917, 8918, and 8919. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Light Duty Bus Replacement: Two buses have exceeded FTA guidelines for their useful life. Bus numbers are 978 and 979. These units will be replaced with 158" light-duty diesel buses, equipped with cameras, and will be ADA accessible.

Security: Human Health/Safety Threats

Facility Cameras/Proximity Card Access: Purchase 20 cameras for digital recording of the transit property as well as a proximity card access system to monitor access to the facility. Guests within the facility would be restricted to administrative areas unless accompanied by a CyRide employee. These security improvements were recommended by Homeland Security to secure the entire CyRide campus.

Actuated Shutoffs for fuel, oil, hydraulic lines: FM Global, which provides risk assessments for the City of Ames, recommended that CyRide install actuated shutoffs for fuel, oil, and other hydraulic lines in case of a fire materializing within the maintenance facility. If these lines ignited, the manual shutdown of these lines would be impossible due to the heat of the fire, inevitably prolonging the life of the fire. Having these lines shutoff when a fire breaks out could save extensive property damage within CyRide's facility as well as eliminate the disruption of bus operations throughout the Ames community.

Electric Distribution Rehabilitation: Historically, equipment breakdown is the leading cause of fire ignition sources with electrical faults being the driving force for fires. It is believed that CyRide's current electrical system is overloaded. Therefore, CyRide recommends rehabbing the electrical distribution of its 1982 building as recommended by FM Global's risk assessment audit performed in April 2006.

Vehicle Surveillance Systems: CyRide utilizes surveillance systems on its buses to reduce liability to the City as well as enable cooperation with the Police Department for situational issues on the bus or throughout the community. CyRide purchased additional units to install on the majority of the fleet in 2007. However, the initial 27 systems purchased in 2004 are now seven years old and need replacement in 2011 to keep up with technology improvements. Staff indicates a dramatic difference between the GE system and Safety Vision system initially purchased, including difficulty in relaying information to the police department. CyRide recommends purchasing 35 units to replace these outdated 27 systems, as well as an additional nine units to completely equip the large bus fleet with surveillance systems.

Storage area air handling replacement, piping-ductwork relocation and upgrade sprinkler system: CyRide's facility was constructed in 1983 and is in need of rehabilitation of the storage area air handling, relocating piping-ductwork and upgrading the sprinkler system, which can be completed simultaneously reducing construction costs. These efforts are described as follows:

Storage Air Handling: Results from an April 2006 study by the Worksafe Iowa Department of Occupational and Environmental Health revealed that employees working in the old bus storage area receive substantial exposure to diesel particulates. Specifically, 36 percent of the aerosol generated during the morning drive-off time is still present over four hours later. Therefore, employees are instructed to avoid this area whenever possible but are still required to walk through this area to access their buses. The study recommends increasing ventilation rates by a factor of four within this portion of the facility.

Piping/Ductwork: CyRide will receive 12 hybrid buses in July 2010 but they will be unable to circulate through the entire storage barn, specifically lanes five through eight due to low ductwork and piping in this portion of the facility. The facility's low ceiling was designed in the 1980's in order to conserve energy. Hybrids will only be able to enter through door 13 and exit through lanes one through eight. It's possible that a driver may forget the hybrid's limitation and enter a low area damaging these expensive vehicles. In addition, the hybrids will be instructed to park in the newest portion of the garage since this area can accommodate their height, diverting 20-30-year old buses that exude the highest emissions to the old storage area. Those older vehicles were parking in the newest area due to the greater ventilation in the new area.

Sprinkler System Upgrade: CyRide parks 75 vehicles within its storage area in an extremely close manner in an effort to maximize the space. Severe damage could result if a fire broke out as the lightly designed sprinklers are not equipped to put out the fire. In addition, it is unlikely that the City of Ames Fire Department could be safely deployed into the facility without risk of getting equipment stuck between the vehicles. CyRide's insurance carrier, FM Global, recommends that the sprinkler system be upgraded to provide better deterrence from fire spreading into, under, and through adjacent buses parked within the facility.

Fuel Pump Improvements: CyRide pumps approximately 1,000 gallons of fuel daily when ISU classes are in session. The fuel pumps, motor drives, and related electronic controllers are original to the 1983 building and are now antiquated. Two petroleum equipment companies have confirmed that parts are no longer available to repair the system if a drive fails and are unfamiliar with the technology since it's obsolete. CyRide recommends replacement and improvements to the pumps in 2011.

AVL/CAD Technology, bus/bus stop planner, scheduling software: CyRide recommends the incorporation of the first phase of ITS technology including Automatic Vehicle Location (AVL) equipment and Computer Aided Dispatch (CAD), Advanced Traveler Information Systems (ATIS) for the website and bus stops, and scheduling software. CAD/AVL allows transit systems to visually monitor the locations of buses in real-time and data to support the improvements of schedules for buses that may be constantly running late or ahead of schedule. ATIS helps passengers make informed decisions about their trips by providing information including transit service/routes; scheduled vehicle departure times; projected vehicle arrival/departure times, service disruptions/delays, fares, transfers, etc. This could be viewed via the internet on their home computer, mobile phone, or at the bus stop equipped with a next bus stop sign. Scheduling software is the first step in attaining AVL technology and would considerably lessen the workload of CyRide staff. To explain, CyRide staff manually schedules approximately 850 trips, 57 buses, and 120 driver assignments within Excel software while ensuring compliance regulations. This system has grown to the point where it's impossible to accurately maintain without technology. With over 9.2 percent of the Ames population riding transit are technology savvy, AVL would significantly promote transit to an already "green" or sustainability-minded community.

Direct Earmarks

Transit Maintenance Facility: CyRide is at capacity for parking buses at their current maintenance facility (1700 University) at 75 vehicles. CyRide is now parking some vehicles outside of the facility as they cannot accommodate all vehicles inside the storage area. This funding requests additional earmark funding to either expand the maintenance facility on the current space or within a satellite location to meet the future needs of CyRide expansion for the next 20 years.

Hybrid Bus Expansion: These expansion buses allow CyRide to provide additional service to the community using environmentally sustainable technology. CyRide will be adding 12 hybrid buses to their fleet in 2010 to test this new technology in Midwestern climate. If proven successful, CyRide envisions additional hybrid purchases in the future to equip its entire fleet with sustainable technology. The majority of CyRide's vehicles are past their useful life (averaging 22 years) due to purchasing or keeping retired old buses for expansion. In replacing these aged buses with hybrids, emissions would be greatly reduced keeping "green" efforts as a major goal for the Ames community.

Garage Rehabilitation and Expansion, Phase III: A feasibility study was completed in November 2001 that provided for a three Phase expansion and modernization of the CyRide maintenance and office facility. The first phase was completed in December 2003. The second phase, constructing a new administrative area, was completed in April 2008. CyRide received a final 2009 earmark through SAFTEA-LU to further update the maintenance garage. The particular project funded with these federal dollars will be determined after the next maintenance facility site analysis is complete.

Intermodal Facility: In 2009, CyRide, the City of Ames, and ISU worked collaboratively on developing an Intermodal Transportation Facility project based upon a need to connect transportation modes within the Ames community. The proposed Intermodal Facility would accommodate and link public and private transportation modes (public transit, intercity bus carriers, regional airport shuttle services, carpools/vanpools, taxis, bicycle commuters, and pedestrians) for the residents, students, faculty, and visitors of Ames and the Central Iowa region by providing the following:

- Bus bays for the two public operators in the region - CyRide and Heart of Iowa Regional Transit Authority (HIRTA)
- Bus bays and passenger waiting area for private operators in the region and nation – Jefferson Lines and Burlington Trailways that serve the region and provide interstate connectivity/mobility throughout the nation and a regional, airport shuttle services to/from the Des Moines International Airport
- Taxi stands for the two local private companies providing 24-hour per day service
- Shared parking for ISU, the campustown business district, residence halls located proximate to the facility site, parking for the ISU Department of Public Safety (Police Division and Parking Division), and adjacent residential areas and institutional activities that consistently experience moderate to severe parking shortages
- Office space for the ISU Department of Public Safety
- Retail space in support of the campustown redevelopment proposal and patrons of the facility
- Bike path connect to existing trails in Ames and bike lockers at the facility
- Locker room and public restroom space in support of the campustown redevelopment proposal and as an amenity extending the range of bicycle commuting within the community
- Enhancements to the limited amount of existing green space in the area.

Overall design, construction, buses, AVL, and contingency funding would estimate the following budget for the Intermodal Facility:

Federal Funds		
TOTAL Federal TIGER Request	\$39,299,850	90%
Non-Federal Matching Funds		
	Dollars	Percent
State Public Transit Infrastructure Grant Request (PTIG)	\$880,000	
Land Value (ISU)	\$2,227,500	
ISU Capital Budget	\$571,818	
CyRide Capital Budget	\$204,000	
City of Ames Capital Budget	\$483,332	
TOTAL Non-Federal Match	\$4,366,650	10%
TOTAL	\$43,666,500	100%

On February 17, 2010, CyRide received approximately \$8.465 million through the Transportation Investment Generating Economic Recovery (TIGER) program of the 2009 Recovery Act for the Intermodal project. However, this will only fund a portion of the above described project elements. It is anticipated that future DOT funding opportunities may be available within the new transportation reauthorization to help completely fund the \$43,666,500 project, as defined above.

FY 2011

TIP

Draft TIP (2011)

Authorized
FHWA Approved
DOT Approved
TIP Approved
Submitted

for MPO-22 / AAMPO

MPO-22 / AAMPO
2011 - 2014 Transportation Improvement Program

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec:Townshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ PA ID # STIP ID #
				FY11	FY12	FY13	FY14	
[1] STP - Surface Transportation Program				Inclusion in this list DOES NOT guarantee Federal Aid Eligibility				
Story County - 85								
17023 Ames Submitted	STP-U-0155()-70-85 East Lincoln Way:S Duff Avenue to S Skunk River Pavement Rehab	0.72 Mi --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1325 \$1060 \$1060	-- -- --	22:85:147
19245 Ames Submitted	STP-U-0155()-70-85 ASH AVE:Mortensen Pkwy to Knapp St Pavement Rehab	0.62 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1325 \$1060 \$1060	-- -- --	:85:XX
19248 Ames Submitted	STP-U-0155()-70-85 24TH ST:UPRR to Northwestern Ave Pavement Rehab	0.45 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1325 \$1060 \$1060	-- -- --	:85:XX
18655 Ames Submitted	STP-U-0155(STATE)-70-85 STATE AVE:Oakwood Road to US HW 30 Pavement Rehab	0.72 Mi -- 16:83:24	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1325 \$1060 \$1060	-- -- --	:85:155
9590 MPO-22 / AAMPO Submitted	RGPL-PA22(PMS)-ST-85 VARIOUS:PAVEMENT MANAGEMENT Miscellaneous	--	Project Total Federal Aid Regional FA	\$6 \$5 \$5	\$6 \$5 \$5	\$6 \$5 \$5	\$6 \$5 \$5	22:85:85
9589 MPO-22 / AAMPO Submitted	RGPL-PA22(UDS)-ST-85 VARIOUS:STATEWIDE URBAN DESIGN STANDARDS Miscellaneous	--	Project Total Federal Aid Regional FA	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	22:85:86
[5] ENH - Transportation Enhancement Program				Inclusion in this list DOES NOT guarantee Federal Aid Eligibility				
Story County - 85								
17025 Ames TIP Approved	STP-E-0155()-8V-85 Skunk River Trail:Inis Grove Park to Bloomington Road Ped/Bike Grade & Pave	0.75 Mi --	Project Total Federal Aid Regional FA	\$275 \$220 \$220	-- -- --	-- -- --	-- -- --	22:85:148
19249 Ames Submitted	STP-E-0155()-8V-85 Squaw Creek:Skunk River to S. Duff Avenue Ped/Bike Grade & Pave	0.78 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$275 \$81 \$81	-- -- --	:85:XX
19250 Ames Submitted	STP-E-0155()-8V-85 Squaw Creek:S. Duff Ave. to S. Grand Ave. Ped/Bike Grade & Pave	0.66 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$275 \$81 \$81	:85:XX
14980 Ames TIP Approved	STP-E-0155(ADA)-8V-85 Skunk River Trail:Bloomington Road to Ada Hayden Park Ped/Bike Grade & Pave	0.5 Mi --	Project Total Federal Aid Regional FA	\$200 \$73 \$73	-- -- --	-- -- --	-- -- --	22:85:125
18658 Ames Submitted	STP-E-0155(SDayton)-8V-85 S DAYTON AVE:E.Lincoln Way to South Gateway Ped/Bike Paving	1.28 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$275 \$81 \$81	-- -- --	:85:156
16034 Ames TIP Approved	STP-ES-0155(659)-8I-85 DOT Letting: Aug/17/2010 Ames Southeast Entryway:US 30/SE 16th St to US 30/S Dayton Avenue Ped/Bike Paving, Landscaping, Miscellaneous	--	Project Total Federal Aid Regional FA	\$1006 \$683 --	-- -- --	-- -- --	-- -- --	22:85:144

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA # Sec.Twnshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ PA ID # STIP ID #
				FY11	FY12	FY13	FY14	
8] PL - Metropolitan Planning Story County - 85			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
16103 MPO-22 / AAMPO TIP Approved	RGPL-PA22()-PL-85 Ames MPO Planning:PL Funds for Transportation Planning Trans Planning	--	Project Total Federal Aid Regional FA	\$388 \$308 \$231	-- -- --	-- -- --	-- -- --	22:85:145 -- --
24] ILL - Illustrative Regional Project Story County - 85			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
18659 Ames Submitted	ILL-0155()-93-85 NORTH DAKOTA AVE:Toronto Street to 215th Street Bridge New PA Note: Illustrative Project	0.36 Mi -- 32:84:24	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$8000 -- --	-- -- --	:85:157 -- --
16032 Ames Submitted	ILL-0155(Grand3)-93-85 Grand Avenue:South 16th Street to Squaw Creek Drive; S.16th/S.Duff Intersection Grade and Pave, Bridge New PA Note: Illustrative Project	1.2 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	\$17000 \$17000 --	-- -- --	-- -- --	22:85:143 -- --
27] JOB - American Recovery and Reinvestment Act - II Story County - 85			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility					
19132 Ames Submitted	JL-0155()-7R-85 Skunk River Trail:Hunziker Youth Sports Complex to South River Valley Park Ped/Bike Grade & Pave PA Note: Awaiting ARRA Funds	2.37 Mi -- --	Project Total Federal Aid Regional FA	\$2100 \$2100 --	-- -- --	-- -- --	-- -- --	:85:XX -- --
19133 Ames Submitted	JL-0155()-7R-85 Vet Med Trail:S. 16th St. to N. Loop Dr. Ped/Bike Paving PA Note: Awaiting ARRA Funds (Statewide Pool)	0.66 Mi -- 0:0:0	Project Total Federal Aid Regional FA	\$175 \$175 --	-- -- --	-- -- --	-- -- --	:85:XX -- --
19134 Ames Submitted	JL-0155()-7R-85 State Nursery Trail:S. Duff Ave. to Crystal St. Ped/Bike Paving PA Note: Awaiting ARRA Funds (Statewide Pool)	0.53 Mi -- 0:0:0	Project Total Federal Aid Regional FA	\$150 \$150 --	-- -- --	-- -- --	-- -- --	:85:XX -- --

Fund Type	System	Project Description	Vehicle Identification or Remarks	Type Exp	Type Project	Total Cost				Federal Participation				2011 STA
						2011	2012	2013	2014	2011	2012	2013	2014	
5307/STA STA 5303	CyRide CyRide AAMPO	General Operations I35 Ames-Des Moines Corridor Planning Planning		O P P		7,382,017	7,751,118	8,138,674	8,545,607	1,500,000	1,575,000	1,653,750	1,736,438	533,730 80,000
						69,354	72,821	76,463	80,286	55,483	58,257	61,170	64,229	
5316 5316	CyRide CyRide	Job Access & Reverse Commute OR New Freedom Brown Route Frequency/Hours Expansion Yellow Route Expansion East 13th/LincolnWay/Dayton		O O	Exp Exp	57,658 13,123	60,541 13,779	63,568 14,468	66,747 15,191	28,829 6,561	30,271 6,889	31,784 7,234	33,373 7,595	
5317/5316	CyRide	Commercial/Industrial Area Operating Service		O	Exp	52,522	55,148	57,906	60,801	26,261	27,574	28,953	30,400	
5310 5310	CyRide CyRide	Elderly & Persons with Disabilities Program Contracted paratransit service Transit Amenities		O C		169,726 50,000	171,141 50,000	177,987 50,000	185,106 50,000	135,781 40,000	141,212 40,000	146,861 40,000	152,735 40,000	
TIGGER 5309	CyRide CyRide	Buses and Bus Equipment 4 - 60' HD Articulated buses (Surveillance) 12 - 40' HD buses (Surveillance)		C C	Exp	2,632,000 4,704,000				2,184,560 3,904,320				
5309	CyRide	18 - 40' HD buses (Surveillance)	933, 934, 941, 942, 943, 952, 962, 964, 966, 967, 982, 984, 985, 990, 991, 8913, 8917, 8918, 8919	C	Rep	7,056,000				5,856,480				
5309	CyRide	2 - 158" Light Duty buses (Diesel, Urban, Surveillance)	978, 979	C	Rep	176,000				146,080				
5309 5309 5309 5309 5309 5309 5309 5309 5309 5309	CyRide CyRide CyRide CyRide CyRide CyRide CyRide CyRide CyRide CyRide	Security: Human Health/Safety Threats and Facility Enhancements Facility Cameras/Proximity Card Access Actuated Shutoffs for fuel, oil, hydraulic lines Electric Distribution Rehabilitation Vehicle Surveillance Systems - 38 units Storage area air handling replacement; piping- ductwork relocation; upgrade sprinkler system Fuel Pump Improvements AVL/CAD technology, web/busstop planner, scheduling software Automatic Passenger Counters Boiler Replacement Re-roof Maintenance facility	20 Cameras(20*\$1,333) ; 10 Proximity Cards 35@\$8,000; 3@\$4,000	C C C C C C C C C C	Exp Exp Reh Rep/Exp Rep Rep Exp Exp Rep Rep	56,660 36,000 30,000 292,000 792,000 29,000 1,705,450 500,000 75,000				45,328 28,800 24,000 233,600 633,600 23,200 1,364,360 400,000 60,000			400,000 60,000 400,000	
5309 5309 5309 5309 ARRA- TIGER/PTIG	CyRide CyRide CyRide CyRide CyRide	Direct Earmarks Transit Satellite Maintenance Facility 11 - 40' Hybrid Buses Garage Expansion Phase III (Direct Earmarks) Resurface ISC Commuter Parking Ames Intermodal Facility (39.3M TIGER; 880,000 PTIG)		C C C C C	Exp Exp Exp/Reh Reh Exp	12,000,000 6,500,000 564,300 43,666,500		1,000,000		9,600,000 5,395,000 451,440 40,179,850		720,000		
Total Capital					Total Capital	88,034,310 80,289,910	9,849,549 1,625,000	9,079,065 550,000	9,003,738 50,000	71,863,534 70,110,618	3,139,203 1,220,000	2,369,752 440,000	2,064,770 40,000	613,730

**A Narrative for
Surface Transportation
Program
And
Transportation Enhancement
New and Future Projects
FY 2011 through FY 2014**

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: Area Wide

Termini: _____

Bridge Number (For Bridge Projects Only): _____

Length: _____ miles

Type of Work: Statewide Urban Design and Specification Manual (SUDAS)

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 5,488

Federal-Aid: \$ 4,493

Local Match: \$ 0

Other: \$ ---

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: Area Wide

Termini: _____

Bridge Number (For Bridge Projects Only): _____

Length: _____ miles

Type of Work: Pavement Management System

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 6,495

Federal-Aid: \$ 5,247

Local Match: \$ 0

Other: \$ ---

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: Ash Avenue

Termini: Mortensen Parkway to Knapp Street

Bridge Number (For Bridge Projects Only): _____

Length: 0.60 miles

Type of Work: Pavement Rehabilitation

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 1,325,000

Federal-Aid (STP): \$ 1,060,000

Local Match:
(General Obligation Bonds) \$ 265,000

Other: \$ N/A

FY 11 - ASH AVENUE



KNAPP ST

PEARSON AVE

STANTON AVE

BAKER ST

LYNN AVE

ASH AVE

GRAEBER ST

COUNTRY CLUB BLVD

DONALD ST

HUGHES AVE

STORM ST

HUGHES AVE

CESSNA ST

PROJECT LOCATION

FRILEY RD

Welch Ave

MCCARTHY RD

GASKILL DR

MORTENSEN PKWY

ASHMORE DR



AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program
 Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: State Avenue

Termini: Oakwood Road to U.S. Hwy 30

Bridge Number (For Bridge Projects Only): _____

Length: 0.70 miles

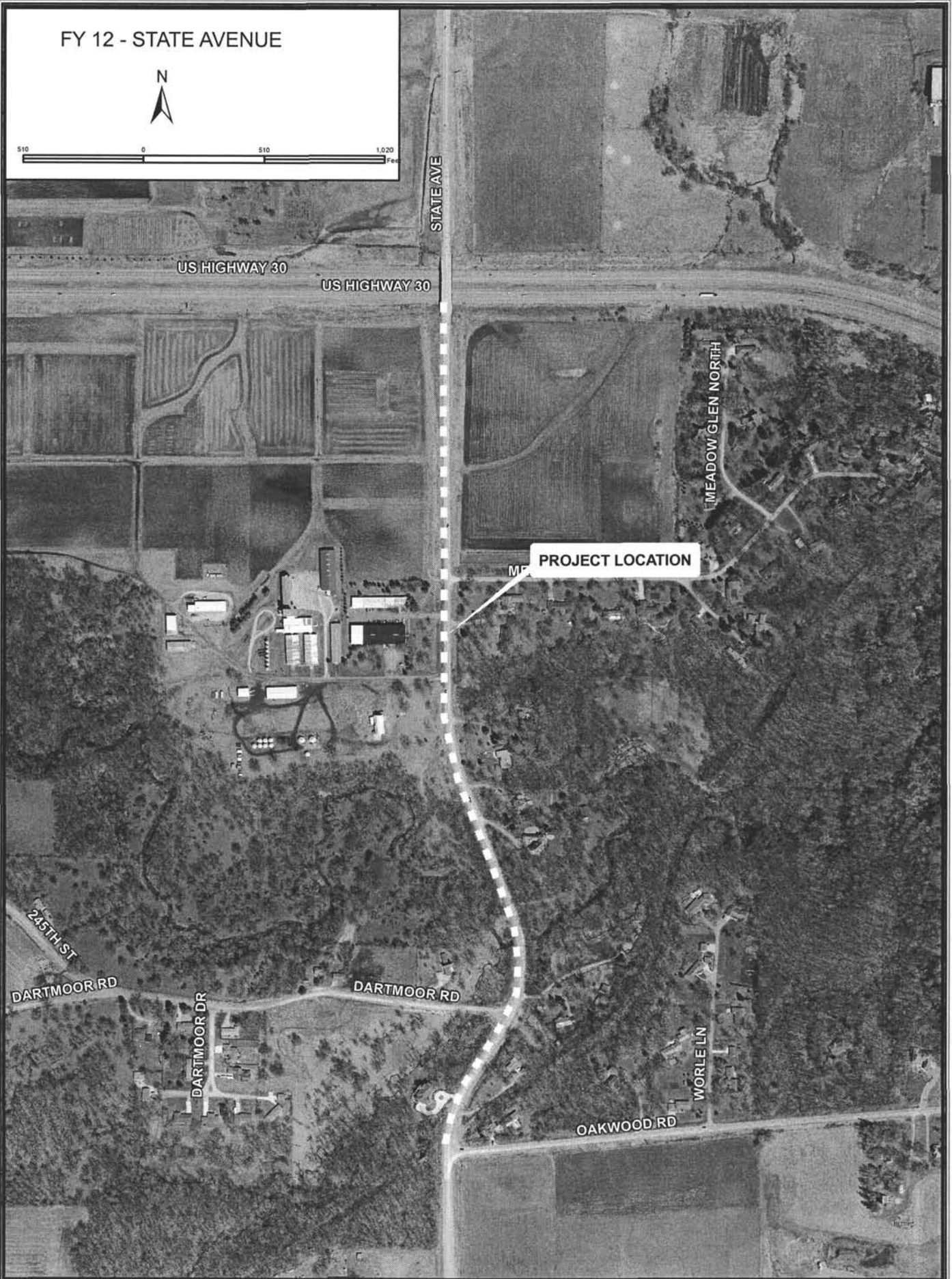
Type of Work: Pavement Rehabilitation

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>1,325,000</u>
Federal-Aid (STP):	\$ <u>1,060,000</u>
Local Match: (General Obligation Bonds)	\$ <u>265,000</u>
Other:	\$ <u>N/A</u>

FY 12 - STATE AVENUE



STATE AVE

US HIGHWAY 30

US HIGHWAY 30

MEADOW GLEN NORTH

PROJECT LOCATION

245TH ST

DARTMOOR RD

DARTMOOR DR

DARTMOOR RD

OAKWOOD RD

WORLE LN

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
- Highway Bridge Replacement and Rehabilitation Program
- Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
- Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
- Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
- Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: East Lincoln Way

Termini: South Duff Avenue to South Skunk River

Bridge Number (For Bridge Projects Only): _____

Length: 0.72 miles

Type of Work: Pavement Rehabilitation

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>1,325,000</u>
Federal-Aid (STP):	\$ <u>1,060,000</u>
Local Match: (General Obligation Bonds)	\$ <u>265,000</u>
Other:	\$ <u>N/A</u>

FY 13 - LINCOLN WAY



560 0 560 1,120



PROJECT LOCATION

Access to city wells

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program
 Highway Bridge Replacement and Rehabilitation Program
 Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: 24th Street

Termini: UPRR to Northwestern Avenue

Bridge Number (For Bridge Projects Only): _____

Length: 0.50 miles

Type of Work: Pavement Rehabilitation

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 1,325,000

Federal-Aid (STP): \$ 1,060,000

Local Match:
(General Obligation Bonds) \$ 265,000

Other: \$ N/A

FY 14 - 24TH STREET



AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
- Highway Bridge Replacement and Rehabilitation Program
- Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
- Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
- Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
- Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: **Skunk River Trail**

Termini: Inis Grove Park to Bloomington Road

Bridge Number (For Bridge Projects Only): _____

Length: 0.75 miles

Type of Work: **Bike Trail Paving**

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>275,000</u>
Federal-Aid (STP):	\$ <u>81,000</u>
Local Match: (Local Option Sales Tax)	\$ <u>55,000</u>
Other (STP carryover):	\$ <u>139,000</u>

FY 11 - ENHANCEMENT
SKUNK RIVER TRAIL



PROJECT LOCATION

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program
 Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: South Dayton Avenue Shared Use Path

Termini: E. Lincoln Way to South Gateway

Bridge Number (For Bridge Projects Only): _____

Length: 0.60 miles

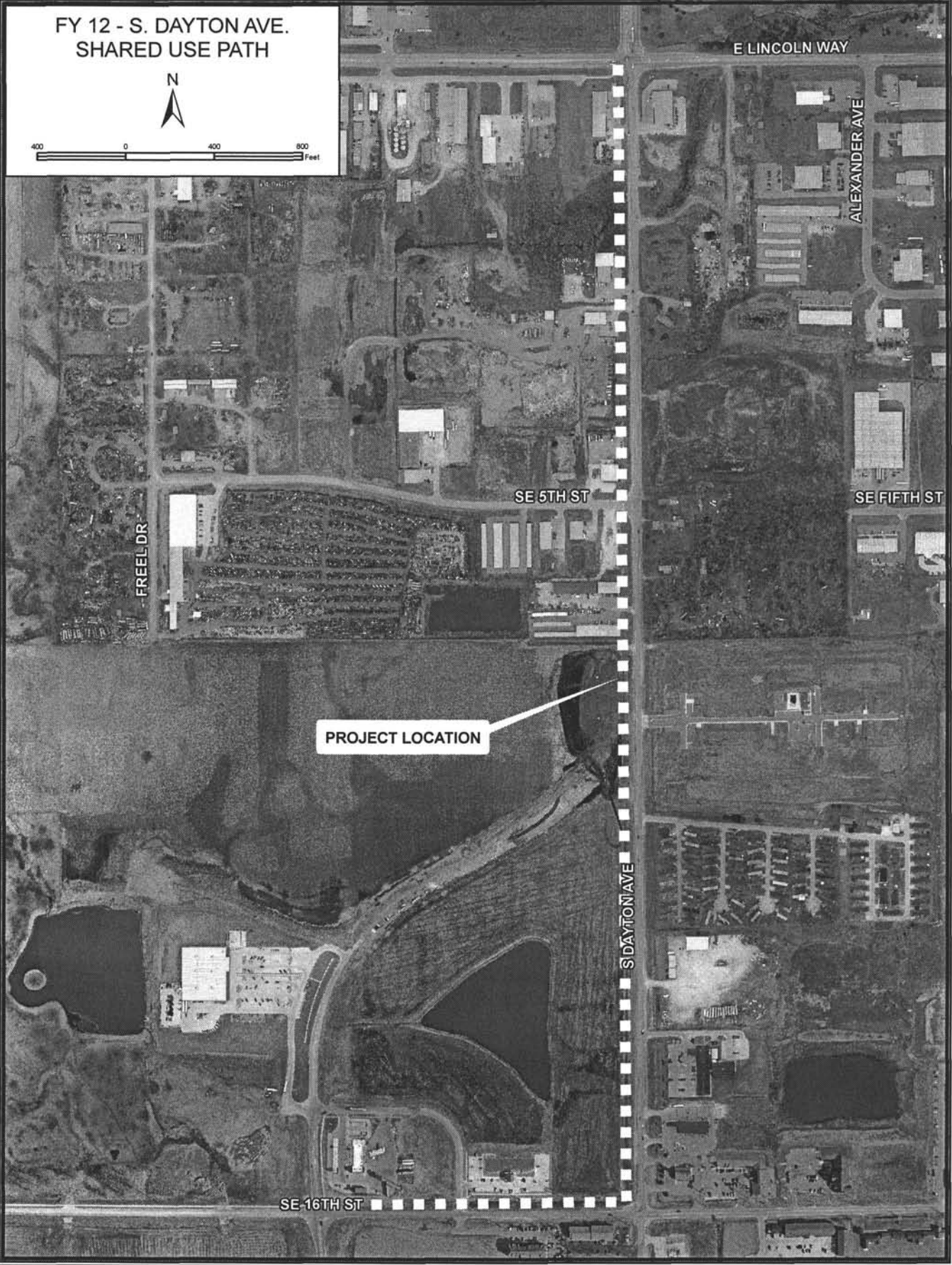
Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>275,000</u>
Federal-Aid (STP):	\$ <u>81,000</u>
Local Match: (Local Option Sales Tax)	\$ <u>194,000</u>
Other:	\$ <u>N/A</u>

FY 12 - S. DAYTON AVE.
SHARED USE PATH



PROJECT LOCATION

E LINCOLN WAY

ALEXANDER AVE

SE 5TH ST

SE FIFTH ST

FREEL DR

S DAYTON AVE

SE 16TH ST

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program
 Statewide Transportation Enhancement

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: Squaw Creek Trail

Termini: Skunk River to South Duff Avenue

Bridge Number (For Bridge Projects Only): _____

Length: 0.80 miles

Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost: \$ 275,000

Federal-Aid (STP): \$ 81,000

Local Match:
(Local Option Sales Tax) \$ 194,000

Other: \$ N/A

FY 13 - ENHANCEMENT
SQUAW CREEK TRAIL



PROJECT LOCATION

ACCESS TO MOBILE HOME PARK

S DUFF AVE

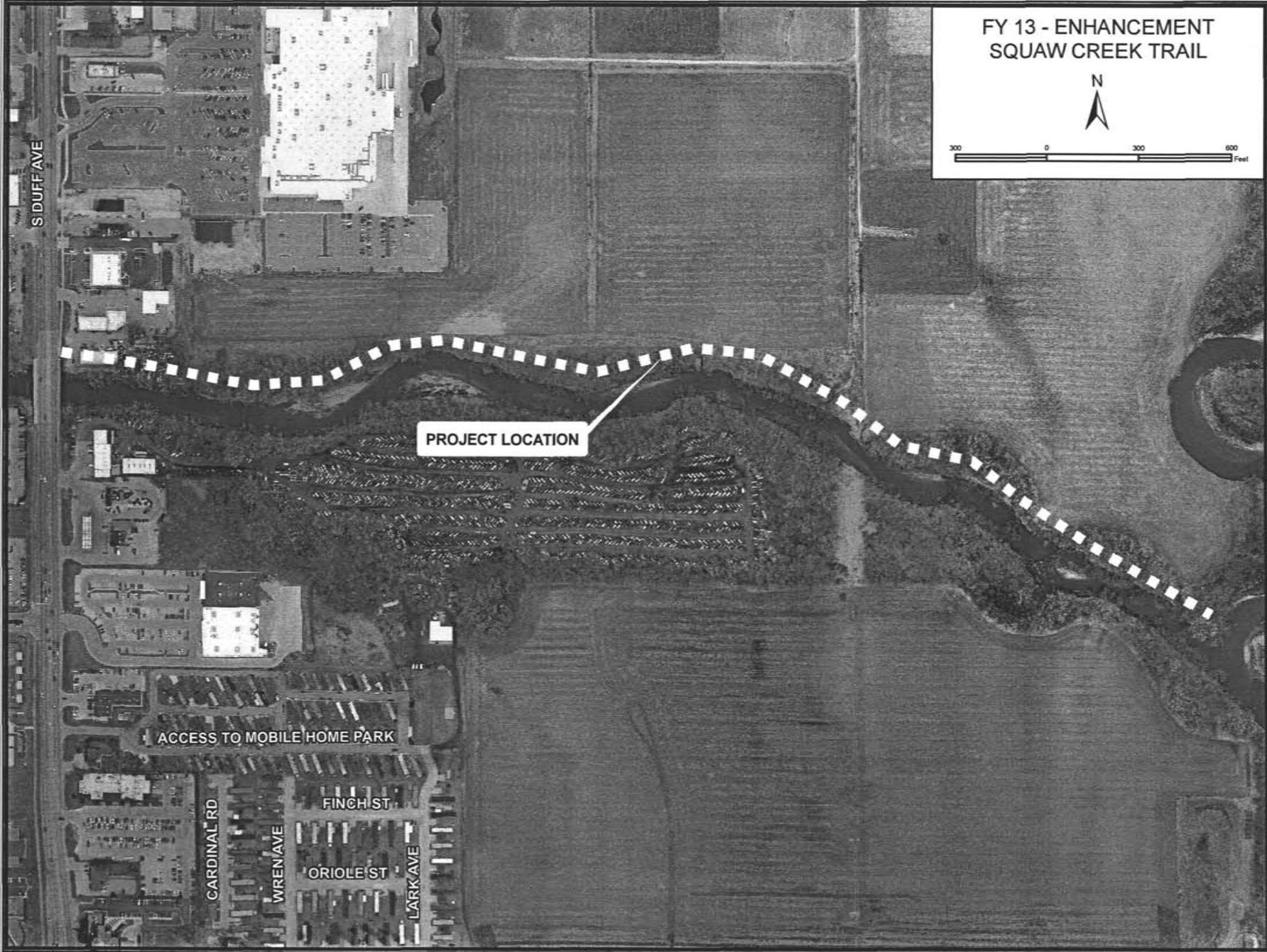
CARDINAL RD

WREN AVE

ORIOLE ST

FINCH ST

LARK AVE



AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: Squaw Creek Trail

Termini: South Duff Avenue to South Grand Avenue

Bridge Number (For Bridge Projects Only): _____

Length: 0.65 miles

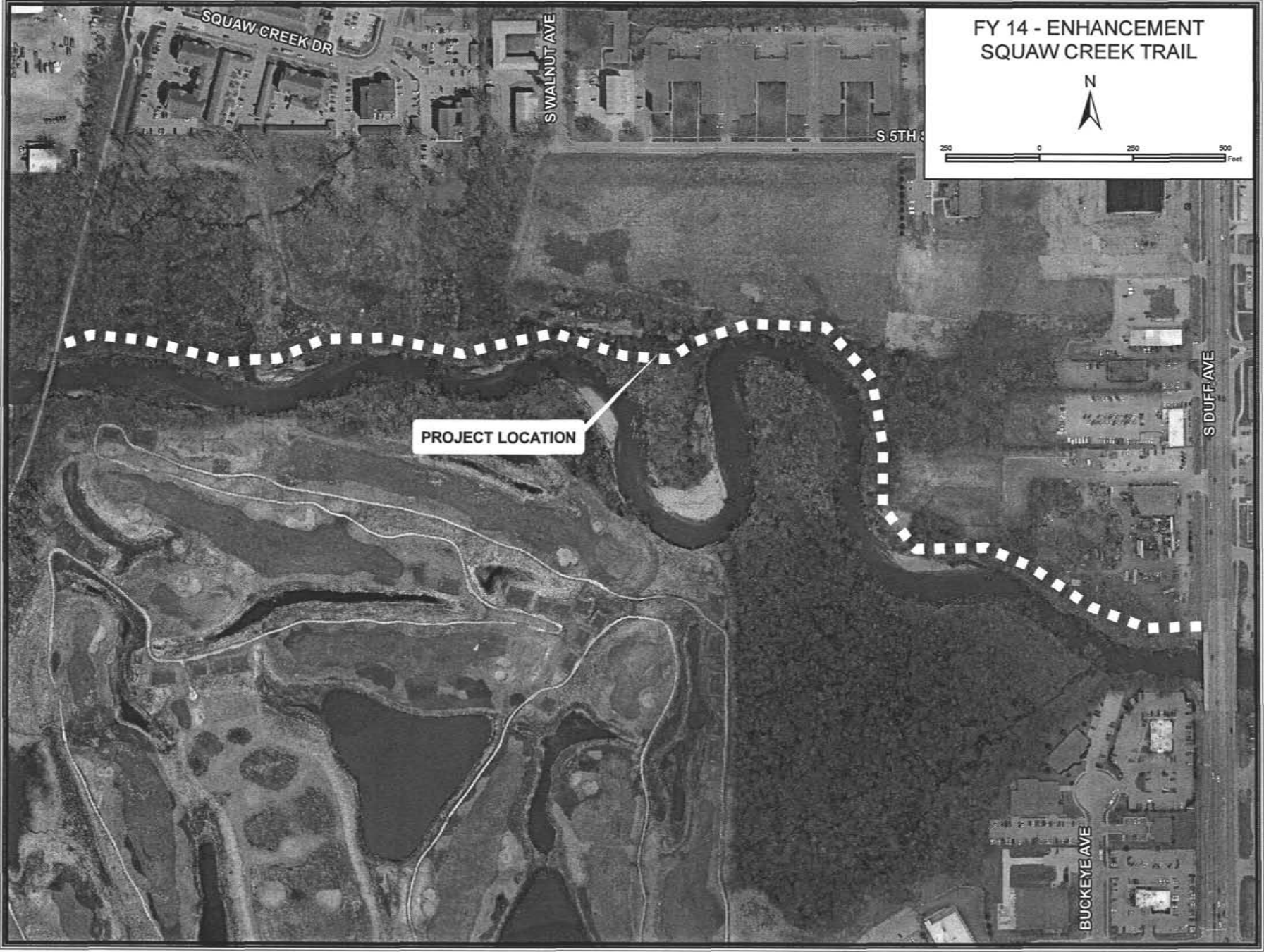
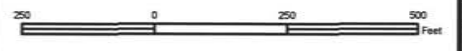
Type of Work: Bike Trail Paving

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>275,000</u>
Federal-Aid (STP):	\$ <u>81,000</u>
Local Match: (Local Option Sales Tax)	\$ <u>194,000</u>
Other:	\$ <u>N/A</u>

FY 14 - ENHANCEMENT
SQUAW CREEK TRAIL



PROJECT LOCATION

SQUAW CREEK DR

S WALNUT AVE

S 5TH

S DUFF AVE

BUCKEYE AVE

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program
 Illustrative

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: Grand Avenue

Termini: South 16th Street to Squaw Creek Drive; includes S. 16th/S. Duff Intersection

Bridge Number (For Bridge Projects Only): _____

Length: 0.75 miles

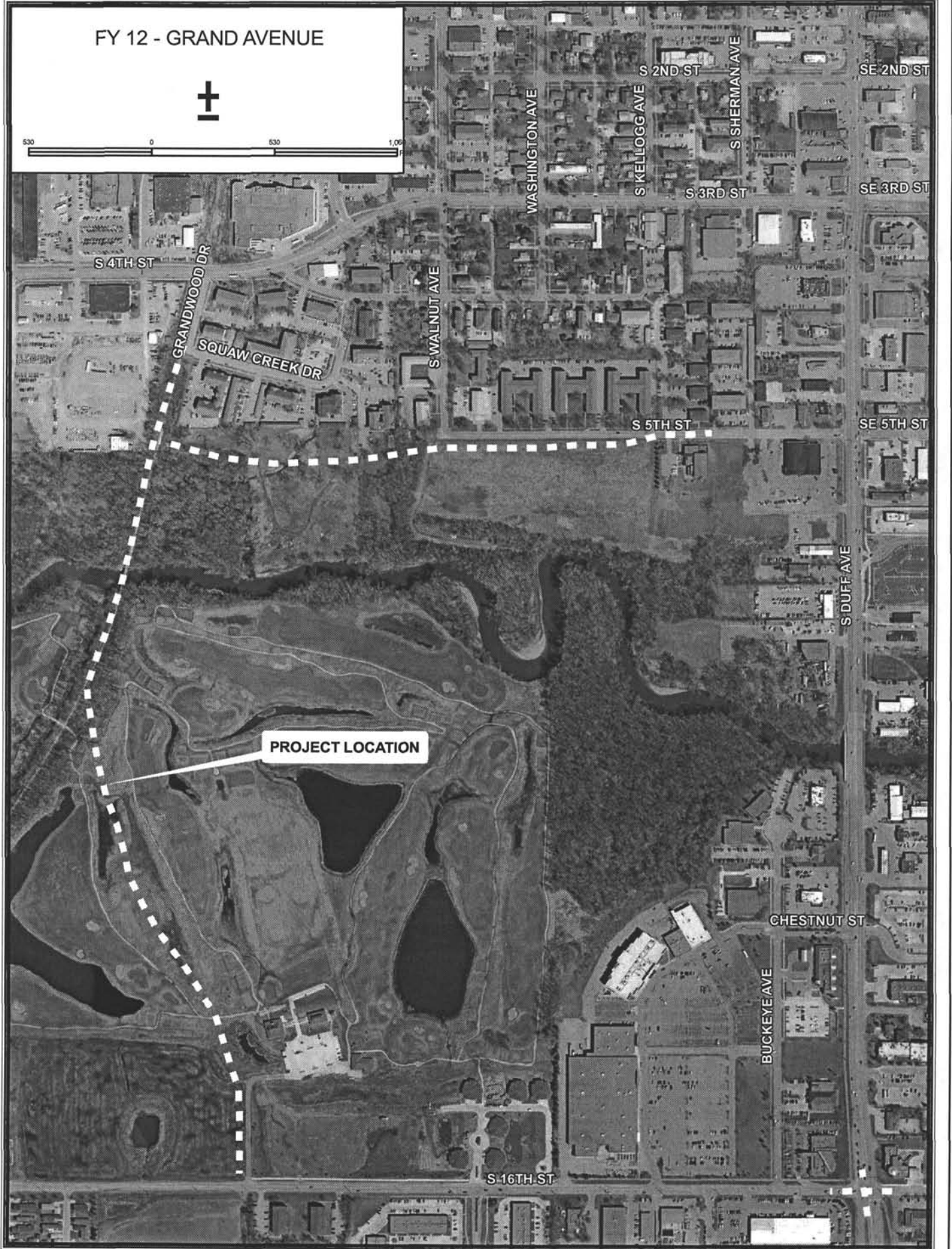
Type of Work: Grade and Pave

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>17,000,000</u>
Federal-Aid (STP):	\$ <u>---</u>
Local Match: (Local Option Sales Tax)	\$ <u>---</u>
Other:	\$ <u>---</u>

FY 12 - GRAND AVENUE



PROJECT LOCATION

AMES AREA METROPOLITAN PLANNING ORGANIZATION

FEDERAL FISCAL YEARS 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECT INFORMATION FORM

Project Sponsor Government: City of Ames

Federal Funding Source:

- Surface Transportation Program - Enhancement
 Highway Bridge Replacement and Rehabilitation Program
 Illustrative

Federal Fiscal Year:

- Federal Fiscal Year 2011 (October 1, 2010 – September 30, 2011)
 Federal Fiscal Year 2012 (October 1, 2011 – September 30, 2012)
 Federal Fiscal Year 2013 (October 1, 2012 – September 30, 2013)
 Federal Fiscal Year 2014 (October 1, 2013 – September 30, 2014)

Route or Street Name: North Dakota Avenue

Termini: Toronto Street to 215th Street

Bridge Number (For Bridge Projects Only): New

Length: 0.40 miles

Type of Work: Grade Separation (Union Pacific Railroad)

Map (*Please include a map indicating project location.*)

PROJECT COST INFORMATION

Total Estimated Cost:	\$ <u>8,000,000</u>
Federal-Aid (STP):	\$ <u>---</u>
Local Match: (Local Option Sales Tax)	\$ <u>---</u>
Other:	\$ <u>---</u>

FY 13 - NORTH DAKOTA AVENUE
TORONTO ST TO 215TH ST



250 0 250 500 Feet

