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## Transportation

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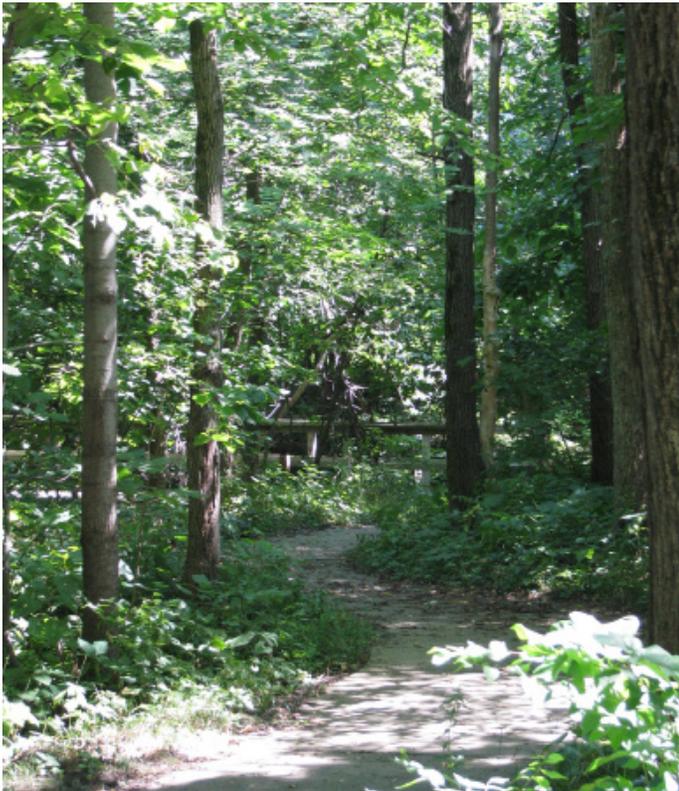
This Chapter outlines the transportation goals, objectives and strategies based on public input from the C2C planning process. The Chapter also briefly covers existing networks, planned transportation improvements, and known proposed improvements within Story County.

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## Goals, Objectives and Strategies

A vibrant transportation system is a very important part of economic development. Transportation decisions should be made with that in mind. To facilitate orderly and efficient growth, an effective and safe transportation network is needed. The transportation network should encourage a variety of modes of transportation to make possible the movement of goods and people. The goals, objectives and strategies of the Transportation Chapter of the C2C Plan must be coordinated with municipal, regional and state planning efforts.

This Chapter primarily addresses roadways, rail and airports in Story County. Significant attention to trails, both existing and future trail planning is addressed in Chapter 4: Conservation of Natural Resources and Recreation. This Chapter represents the Transportation Element of the C2C Plan with goals, objectives, and strategies established during the planning process based on public input and the information contained in *Appendix A: Community Indicators*.



*Transportation is an essential aspect of life. It is about the ability to readily and safely gain access to work, school, shopping, recreation, medical care and social gatherings. It is also an essential component of most economic activity.*

### Transportation Goal 1

**Provide a safe, efficient, multi-modal, and well-maintained transportation network for all residents, farmers, commercial and emergency vehicles.**

**Objective T1.1:** Maintain Story County's transportation network at a level of service desired by residents and non-residential users within funding frameworks.

#### *Strategies*

- Support the use of the existing road network to the greatest extent possible before creating additional roads to accommodate future development, minimizing land disturbance and efficiently use tax dollars.
- Build new roads according to County or local standards and inspect before accepting for dedication.
- In unincorporated areas, maintain access, site and design requirements for new roads and driveways that aim to reinforce the rural character of Story County and safe transportation facilities.
- Coordinate rural addressing, road naming, and driveway siting to ensure safe and adequate emergency response services.
- Continue to support alternative modes of travel for Story County residents, particularly for people with limited access to the automobile system such as the elderly and disabled.
- Continue to develop a plan for inspecting, improving, replacing, and/or closing when necessary the County's bridges.



**Objective T1.2:** Enhance multi-modal opportunities for regional travel for Story County citizens and visitors.

**Strategies**

- Review proposed highway and road projects for opportunities to provide striped shoulders safe for bicycling or extra right-of-way for bicycle lanes or paths in areas planned for such facilities as outlined in Chapter 4.
- Encourage development of more multi-use trails to connect to regional trails as outlined in Chapter 4.
- Encourage municipalities to require that new developments address the necessity of adequate pedestrian and trail routes in residential and commercial areas. Bicycle and pedestrian trails within developments should be designed to connect to adjacent developments and existing or planned pedestrian or bicycle facilities.

**Objective T1.3 :** Manage access and design of the transportation network in order to effectively maintain the safe and functional integrity of roads and bridges within the County’s jurisdiction.

**Strategies**

- Support intergovernmental and land development agreements that define the responsibilities of the developer and municipalities regarding any required improvements and ongoing maintenance to roadways and funding of such improvements.
- Require that the property owner, or their agent, fund the preparation of a traffic impact analysis by an independent professional prior to approving new development in unincorporated Story County.
- Where appropriate, designate weight restrictions and truck routes to protect local roads and bridges.

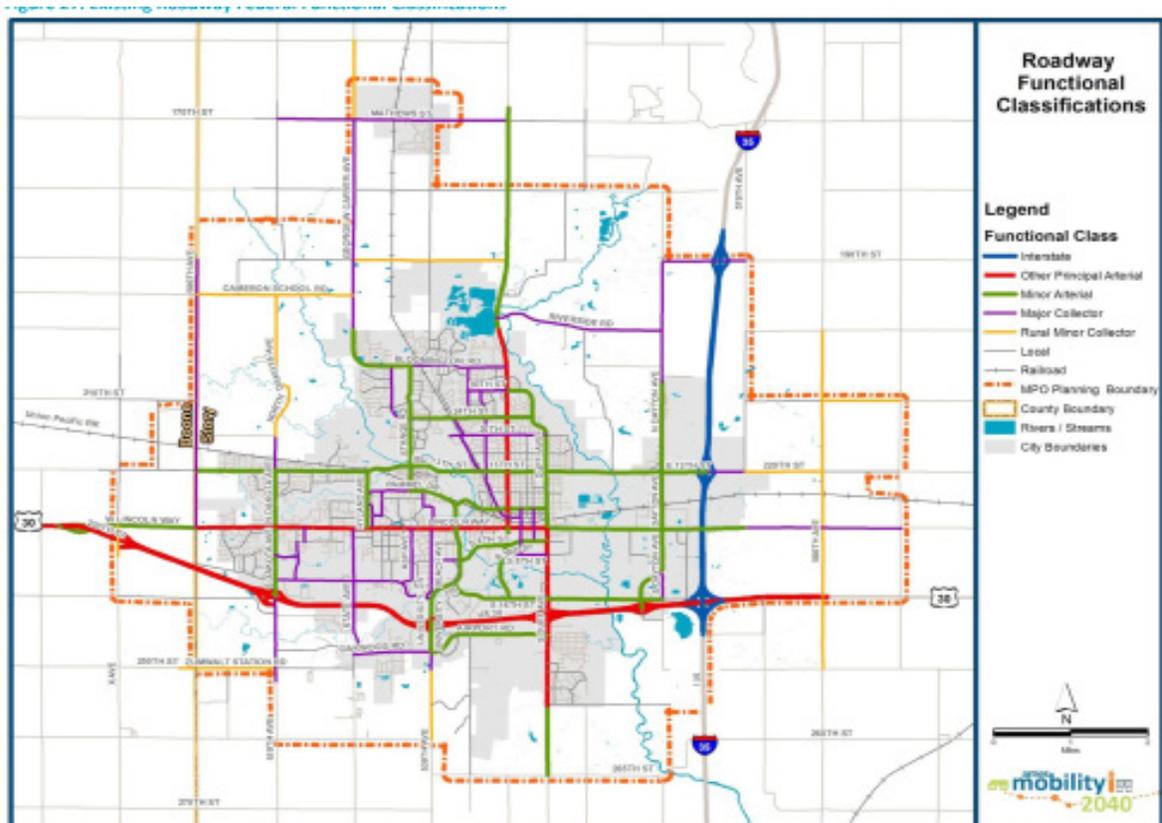


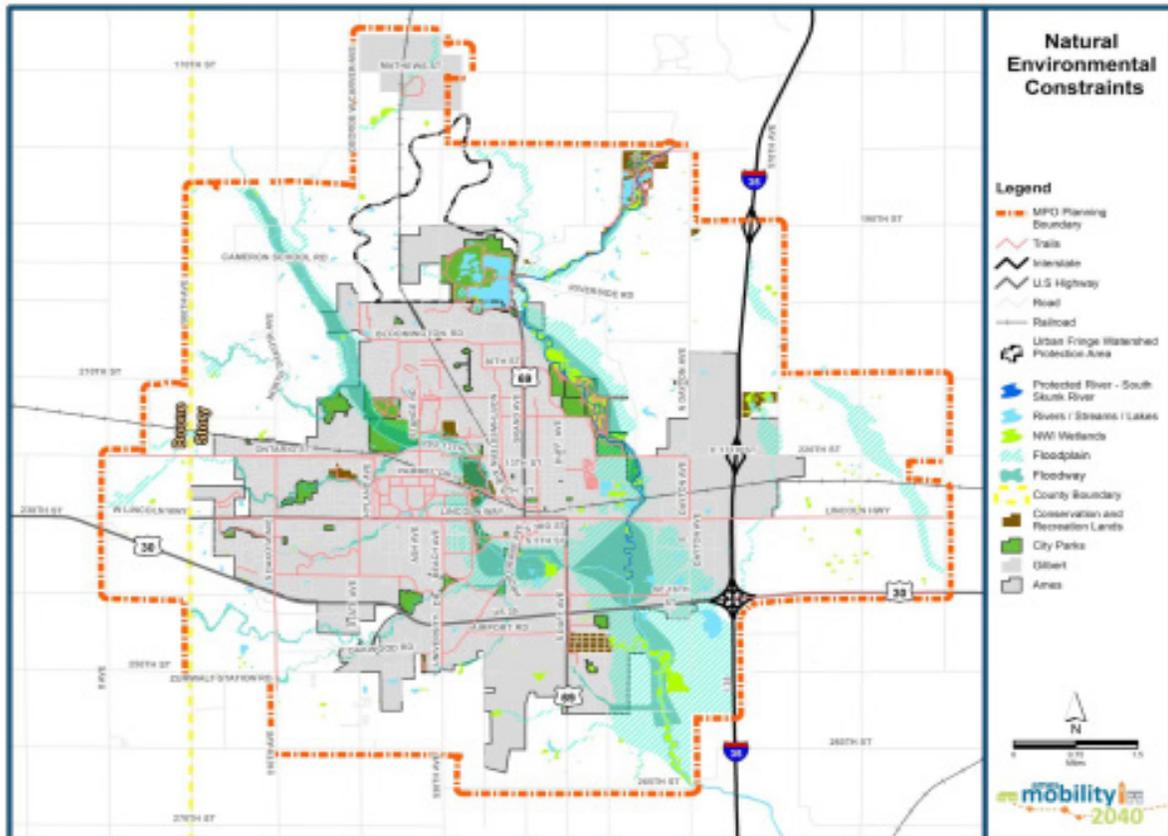
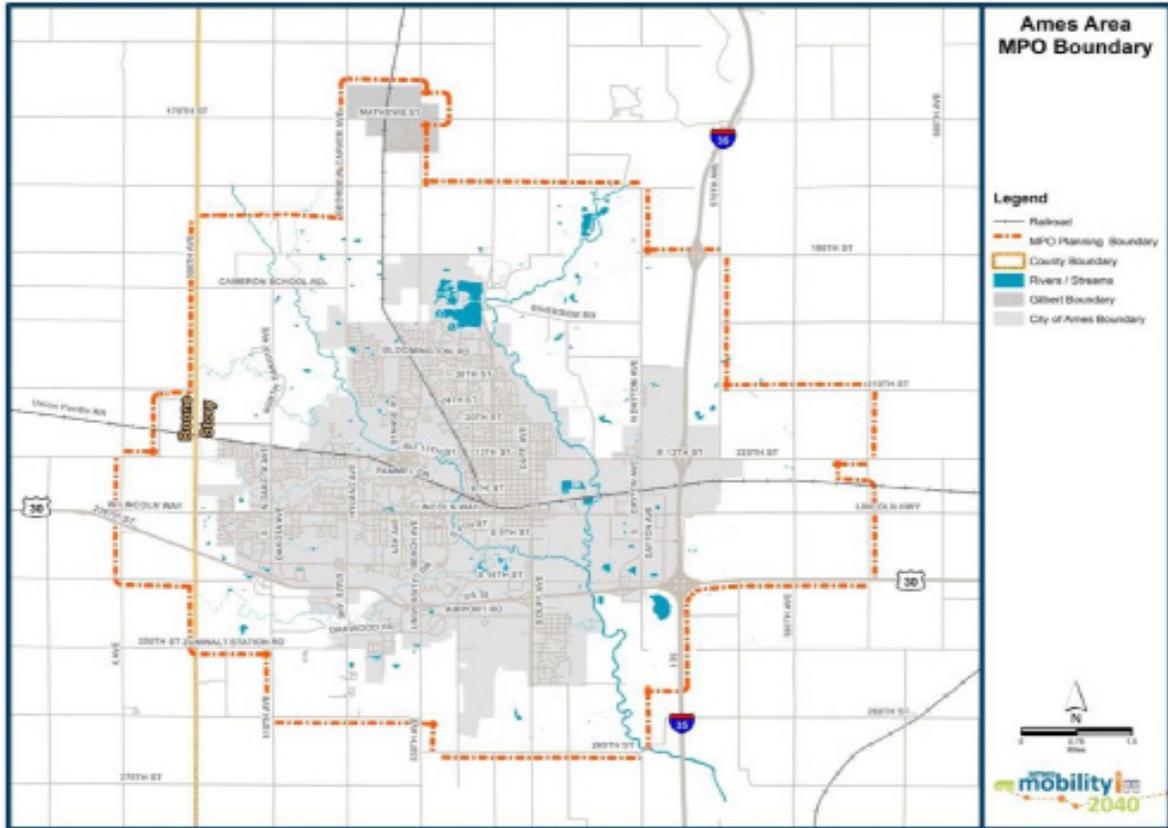
**Objective T1.4 :** Coordinate transportation projects with Story County’s municipalities, adjoining counties, Ames Area Metropolitan Planning Organization (AAMPO), and the Iowa Department of Transportation (IDOT).

#### Strategies

- Continue to support regional planning efforts by Cy-Ride and Heart of Iowa Transportation Agency to expand or improve services to all residents.
- Stay apprised of IDOT’s efforts to maintain and improve State transportation facilities, particularly improvements to US Highway 30 and Interstate 35.
- Provide leadership and coordination to plan improvements to County and local roads whenever feasible.

- Work with local communities, as well as adjacent counties, to plan, construct and maintain those roadways that affect jurisdictions, and consider cost sharing where appropriate.
- Continue to serve on the Ames Transportation Policy Committee and coordinate with the AAMPO’s Long Range Transportation Plan (LRTP) when considering transportation improvements within the LRTP planning area (see AAMPO maps aside).
- Transportation nodes, where major intersections of transportation systems intersect, should continue to serve as locations for potential transportation investments and increased land use development.





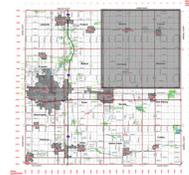




# Story County Transportation Network Map - NW Quadrant

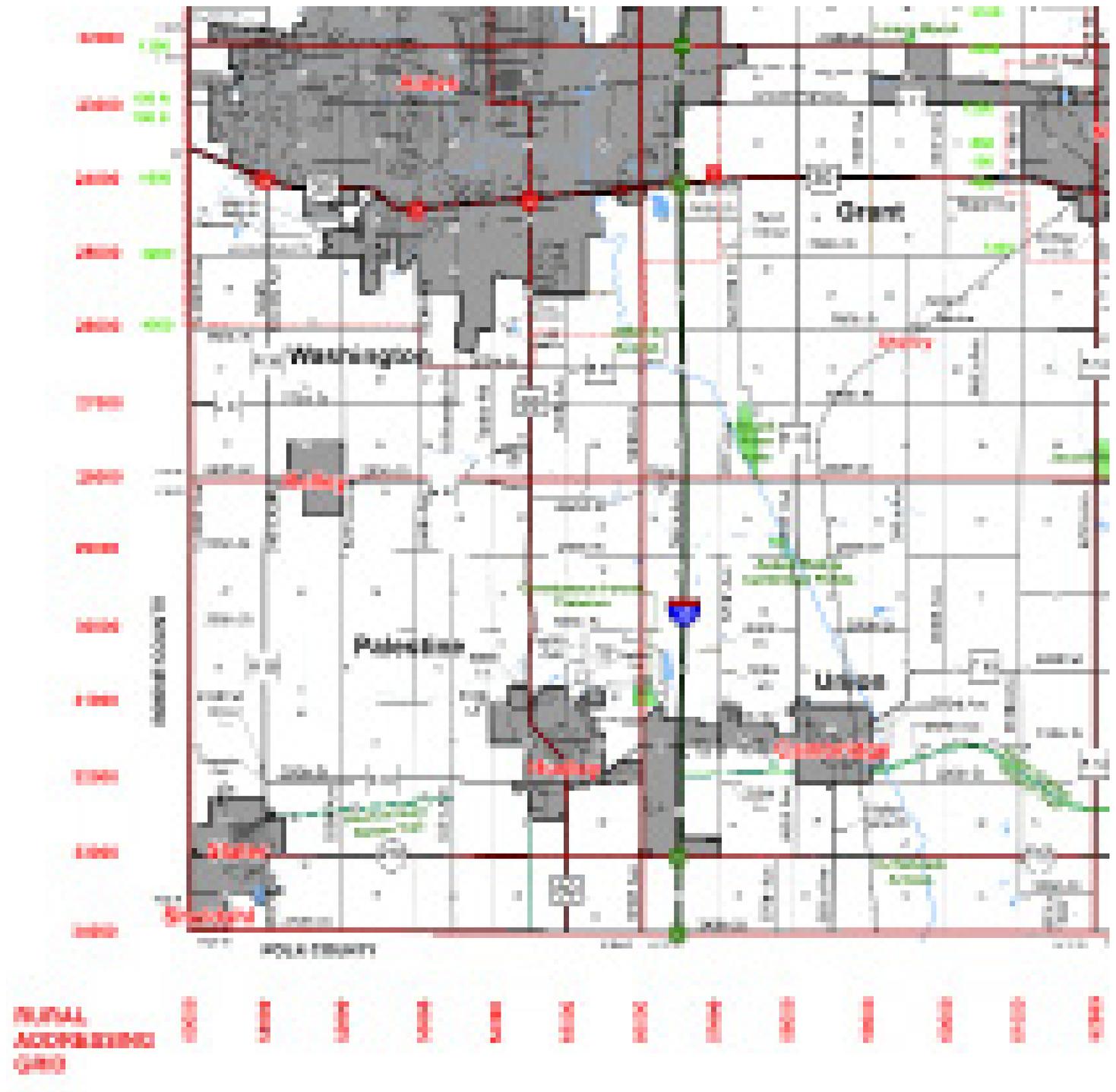
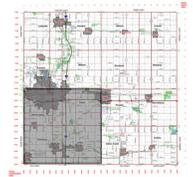


# Story County Transportation Network Map - NE Quadrant





# Story County Transportation Network Map - SW Quadrant



# Story County Transportation Network Map - SE Quadrant





The major motorized transportation networks in Story County include: US Interstate 35, State Highway 210, Iowa State Highway 330, US Highway 30, US Highway 65 and US Highway 69. Story County’s traffic network allows for no more than an 11-mile drive from any four-lane highway to any one of its communities via a hard surfaced US, State, or County highway. Story County also contains major routes of the Union Pacific Railroad, the Ames Municipal Airport and a number of water and multi-use trails outlined in Chapter 4.

Interstate 35, US Highways 30, 65 and 69 and State Highways 210 and 330 are all under the jurisdiction of IDOT. IDOT was involved in the Citizens Task Force of the C2C Plan process.

All other roadways in Story County, commonly referred to as “Secondary Roads” are overseen by the Story County Engineer and Secondary Roads Department based in Nevada. Additional County department facilities are located in Ames, Collins, Colo, Kelley, McCallsburg, Roland and Story City. This department manages 202 miles of paved road, 706 miles of gravel roads, 24 miles of earthen roadways and 284 bridges across Story County.



*US Highway 30*



Courtesy: [www.iowahighwayends.net](http://www.iowahighwayends.net)

*US Highway 69*





## The Lincoln Highway Heritage Byway

The Lincoln Highway was created in 1913 as the first improved transcontinental road in the United States, traveling from Times Square to San Francisco. It was the idea of Carl Fisher and he gained support of Detroit auto makers, the concrete industry, and others interested in good roads. The Lincoln Highway Association (LHA) was created to “establish a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all descriptions without toll charges...in memory of Abraham Lincoln.” The LHA helped promote the road and encouraged paving and signage across the nation.

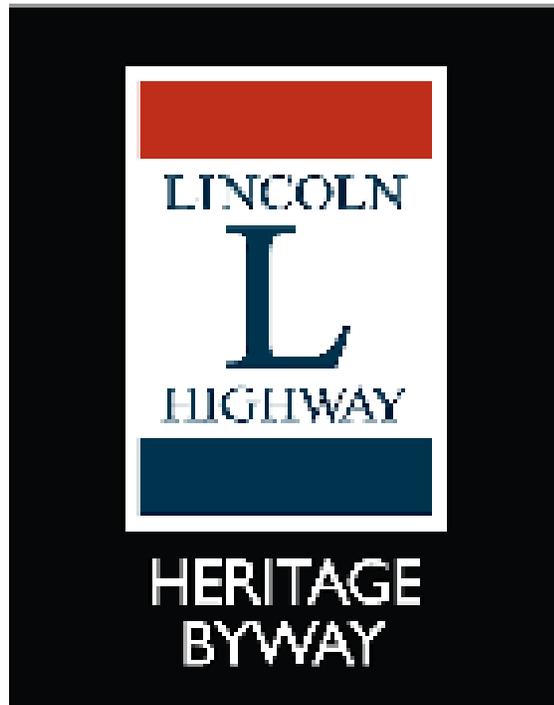
In Iowa, the route travels through 13 counties, from Clinton to Council Bluffs, and was designated with the number 30. Today, in Iowa, a newer 4-lane road has been built to bypass the community centers that the Lincoln Highway was designed to connect. That is the case in Story County, where the Lincoln Highway still connects Colo, Nevada, and Ames and the newer 4-lane road was constructed about a mile to the south. Parts of these three communities have now grown around the new route.

The Lincoln Highway travels west from Marshall County through Story County via the north side of Colo, through Nevada to the west side of the Iowa State University’s main campus at Sheldon Avenue. Sheldon Avenue has a slight jog to the west and turns into Hyland, then at Ontario Street, the route turns west again, heading to Boone County.

The original Lincoln Highway was designated as a Heritage Byway by the State of Iowa through IDOT’s Byway program in 2006. It is one of nine State Byways recognized by Iowa. It is the only Heritage Byway as it is a road with a story to tell, is a little off the beaten path, and rich with the history and culture that defines it. In addition, there are two National Byways, Loess Hills and Great River Road. The Lincoln Highway has the potential to qualify as a National Byway in the 13 states it travels through, when a call is made by the US Department of Transportation for national nominations.

The Lincoln Highway Heritage Byway is developing a new corridor management plan in 2016 to serve as a guide for preserving and enhancing the Byway. The Lincoln Highway Heritage Byway, in Story County values the urban roadside buildings and agricultural landscape from west of Ames, around the Iowa State campus, through Nevada and to the interchange of the Jefferson Highway (US 65) at the Reed/Niland corner in Colo.

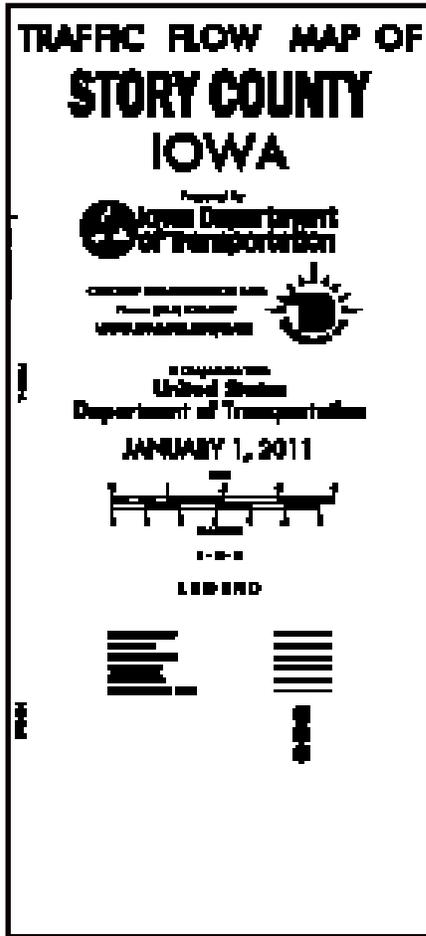
As a Historic Byway, the road itself, as well as the corridor it travels through, is a main priority. As future industrialized and commercial development occurs along the route and changes to the route are considered to meet transportation needs, the Lincoln Highway Heritage Byway corridor management plan should be consulted. Preservation efforts should include the Union Pacific underpass between Nevada and Colo, and the Reed/Niland corner in Colo.







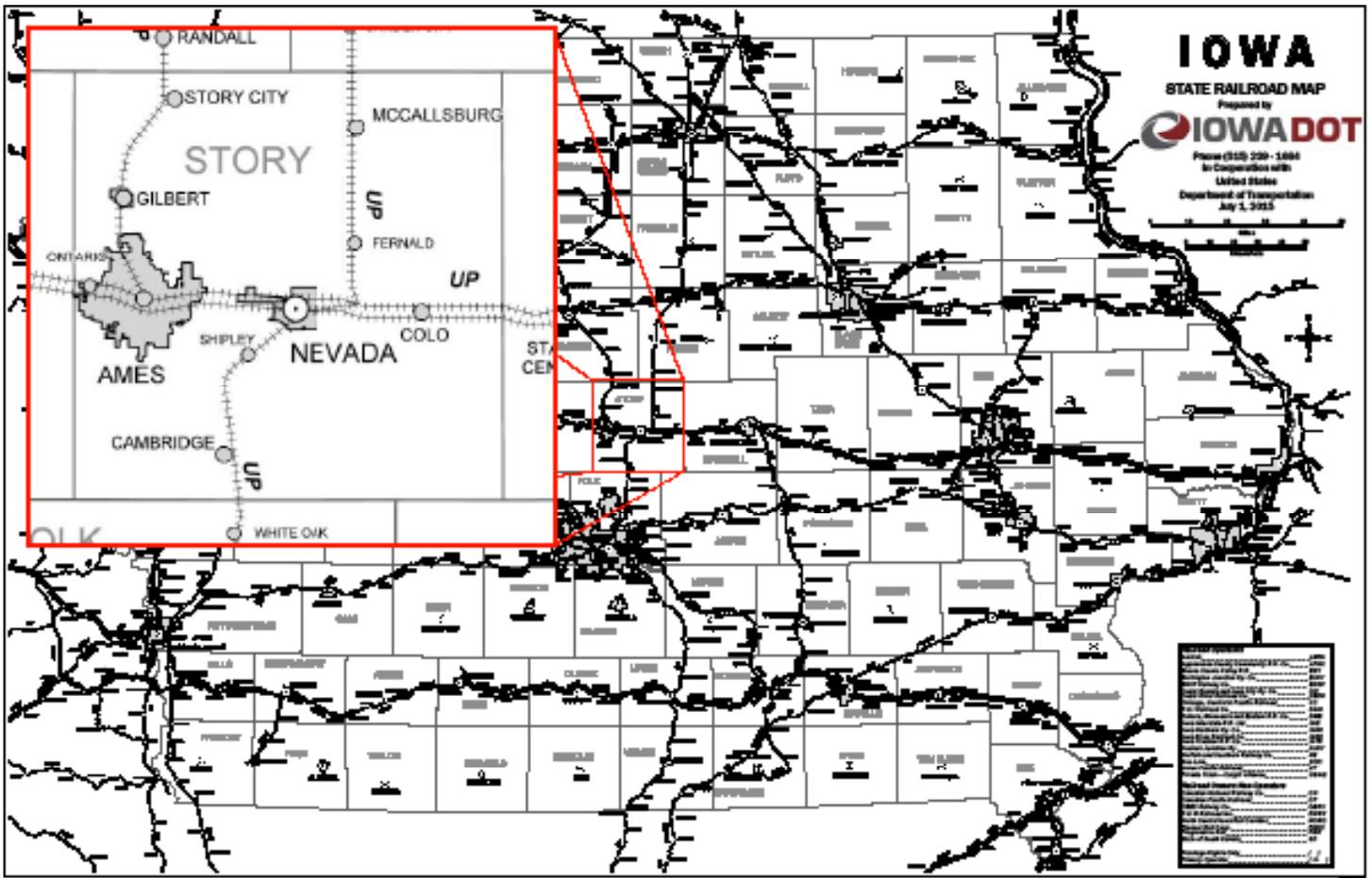
## Ames Municipal Airport



There are two major 4-lane divided roadways in Story County: US Highway 30 and Interstate 35. Highway 30's highest Annual Average Daily Traffic in 2015, between Ames and Nevada was 16,600 automobiles. Interstate 35's highest Annual Average Daily Traffic in 2015, south of Iowa Highway 210 was 48,300 automobiles. These two roadways are well maintained and will see additional improvements to increase safety and level of service in the coming years. Major planned improvements by the IDOT, to the intersection of these highways, just southeast of Ames in Story County, are discussed later in this Chapter.

Story County is home to the Ames Municipal Airport, which is located on the south side of Ames, just south of US Highway 30. The airport can be accessed off Airport Road from US Highway 69/South Duff Avenue. The 700 acre airport has two runways and can facilitate jet aircraft on the 5,700 foot asphalt paved runway. Recent improvements to the airport include construction of a terminal building and hanger. Scheduled commercial air travel is available at the Des Moines International Airport, 40 miles south.

## Union Pacific Railroad



The Union Pacific (UP) Railroad controls three major rail lines running through and within Story County and permitting 143 tons gross weight cars and unit trains.

The first and busiest line, commonly referred to by UP as the “Overland Route”, runs east to west through Story County on the route from Chicago, Illinois to Oakland, California. The Overland Route passes through the Story County communities of Colo, Nevada, and Ames. There are 11 crossings in Story County along the Overland Route:

- 9-at grade crossings
- 2-above/below grade crossings
- 7-crossings with gates

The second line, commonly referred to by UP as the “Spine Line”, runs north to south through Story County on the route from Minneapolis, Minnesota to Kansas

City, Missouri. The Spine Line passes through the Story County communities of McCallsburg, Nevada and Cambridge.

The third line in Story County, whose origin is in Ames, passes through the Story County communities of Gilbert and Story City.





## CyRide

CyRide is the mass transit bus system serving the Ames community. The system is funded by the City of Ames, Iowa State University (ISU) and ISU’s Government of the Student Body. The system has established fixed routes and also provides Dial-A-Ride service all within existing city boundaries of Ames.

## Heart of Iowa Regional Transit Agency

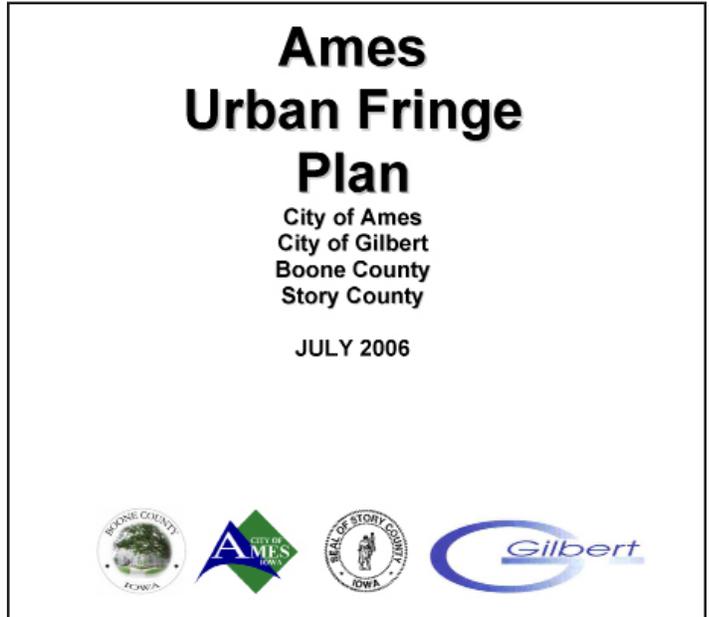
The Heart of Iowa Regional Transit Agency (HIRTA) provides door-to-door transit services through a 28E agreement with the IDOT to areas included in IDOT Region 11. The region includes Boone, Dallas, Jasper, Madison, Marion, Story and Warren counties. All rides are open to the general public, including persons with disabilities.





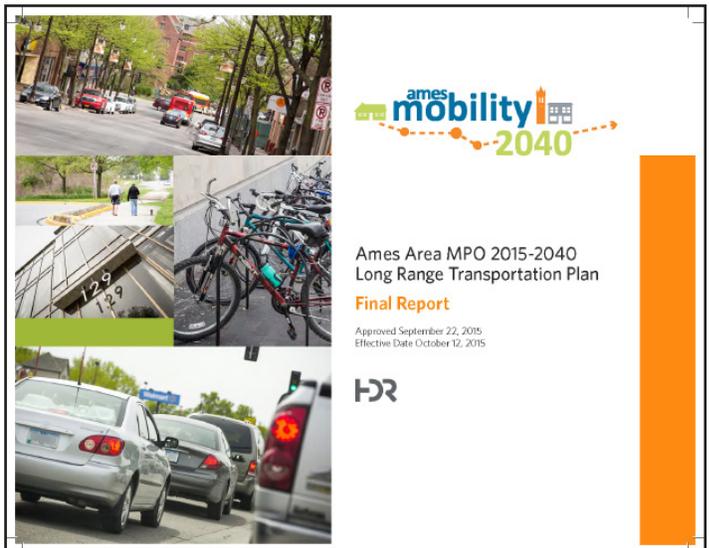
## Ames Urban Fringe Plan

The Ames Urban Fringe Plan focuses on additional transportation elements. Additionally, the Ames Urban Fringe Plan focuses on the Ames Airport, setting up a protection area around its boundary. It also calls for the protection of the major transportation gateways into the city of Ames, and identifies key transportation nodes for commercial development. This plan is periodically updated based on future land use needs for the planning area.

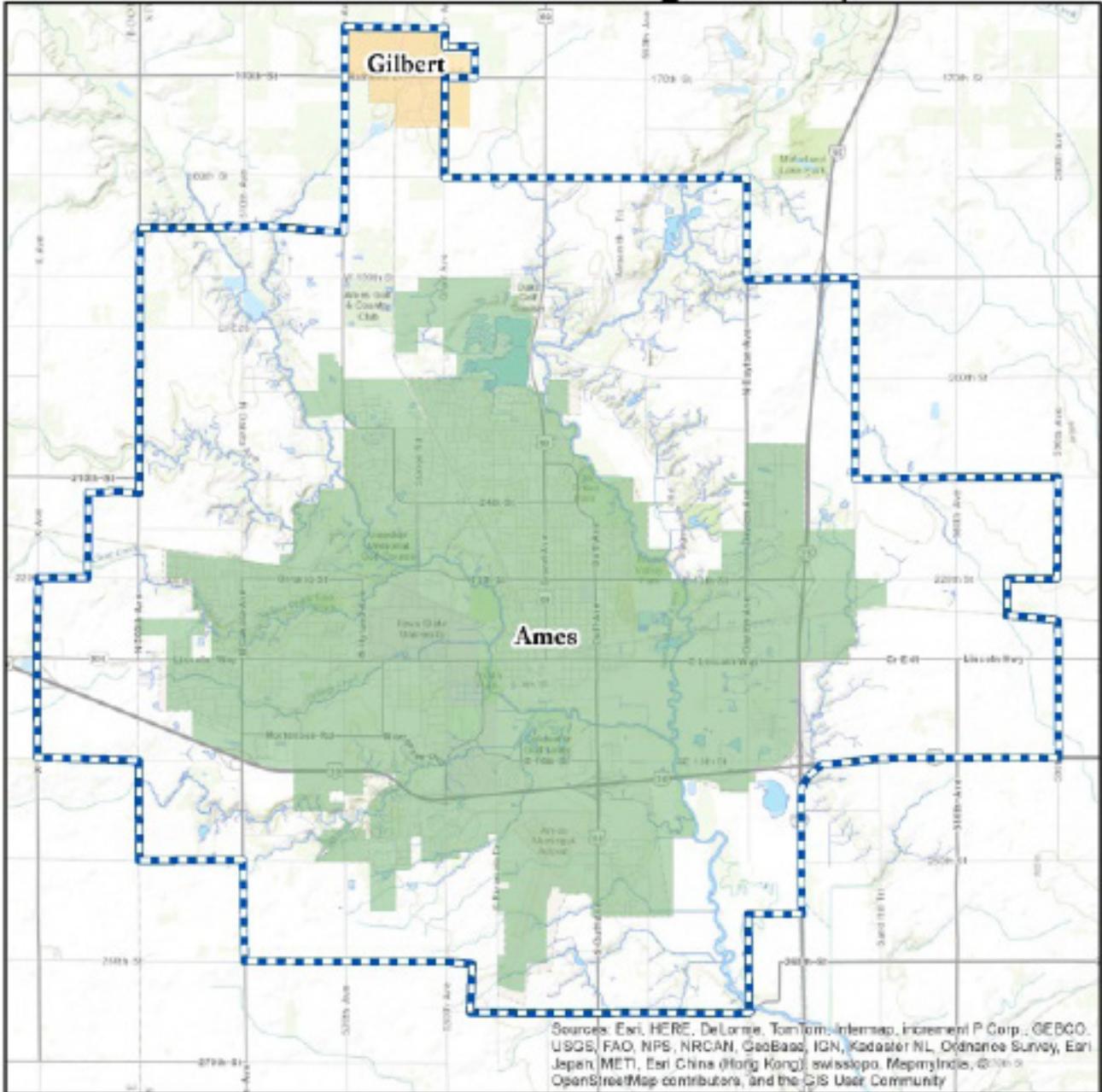


## Ames Mobility 2040 - Ames Area Metropolitan Planning Organization (MPO) 2015-2040 Long Range Transportation Plan (LRTP)

The Ames Mobility 2040 Plan is a long-range transportation plan recently adopted by the Ames Transportation Policy Committee, of which Story County is a voting member. The plan outlines the City's vision for transportation over the next 25 years. The plan includes in-depth analysis, goals and a project list for transportation related improvements. Proposed projects in the MPO planning area include intersection improvements, traffic signal adjustments, trail connections, pedestrian improvements, mass transit infrastructure improvements. The majority of the LRTP proposed projects, if completed, will be done within municipal boundaries but could have unforeseen impacts on Secondary Roads in Story County. At the time the C2C Plan was developed, the AAMPO finalized the Transportation Improvement Program (TIP) for Fiscal Years 2016-2019. The map on the following page represents the MPO Planning Area projects that were included in the finalized TIP.



## Ames Area MPO Planning Boundary



Planning Area Boundary Adopted  
November 15, 2012



Map prepared by  
Ames Area MPO  
June 10, 2014

### Legend

-  Ames Area MPO Planning Boundary
-  City of Ames
-  City of Gilbert





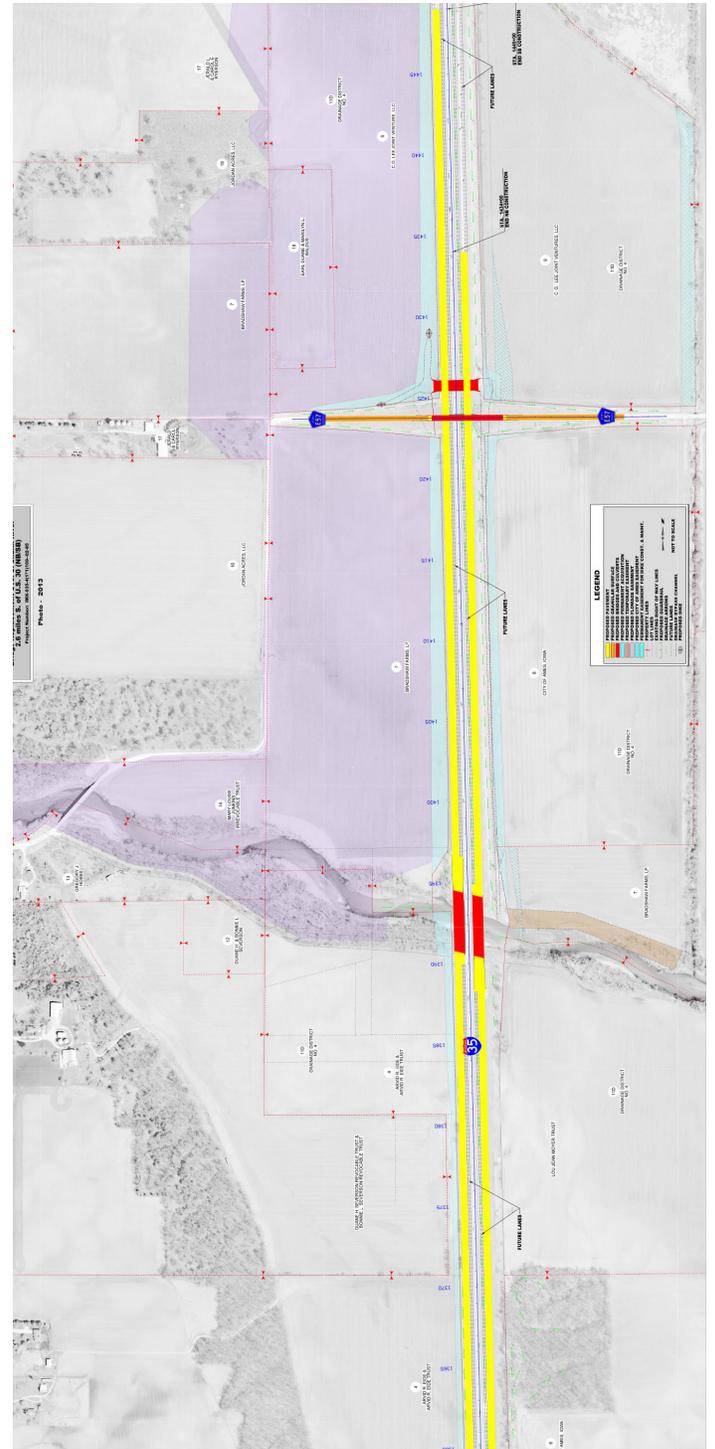
## Iowa Department of Transportation Planned Improvements

An interactive map of the State Transportation Improvement Program projects is available online. This live map includes a number of projects in Story County sponsored by IDOT, Story County, and municipalities across the County.

Currently IDOT is in the process of replacing bridges on I-35 over the Skunk River, 2.6 miles south of US 30, in Story County. The proposed project includes widening approximately 1.5 miles of I-35 to six lanes and replacing the bridge of I-35 at Story County Road E-57.

Work on I-35 improvements, including the west-bound flyover ramp began in 2016 and will continue through several years until full completion.

Along US 30, the IDOT is developing designs for the US 30 and 580th Avenue interchange.



LEGEND	
	PROPOSED PAVEMENT
	PROPOSED GRANULAR SURFACE
	PROPOSED BRIDGES AND CULVERTS
	PROPOSED PERMANENT ACQUISITION
	PROPOSED TEMPORARY EASEMENT
	PROPOSED FLOWAGE EASEMENT
	PROPOSED CITY OF AMES EASEMENT
	PERMANENT EASEMENT FOR DIKE CONST. & MAINT.
	PROPERTY LINES
	LOT LINES
	EXISTING RIGHT OF WAY LINES
	PROPOSED GUARDRAIL
	DRAINAGE ARROWS
	FUTURE LANES
	DRAINAGE BYPASS CHANNEL
	PROPOSED DIKE

NOT TO SCALE



