

# CONNECT 2050 MTP FISCALLY CONSTRAINED PLAN

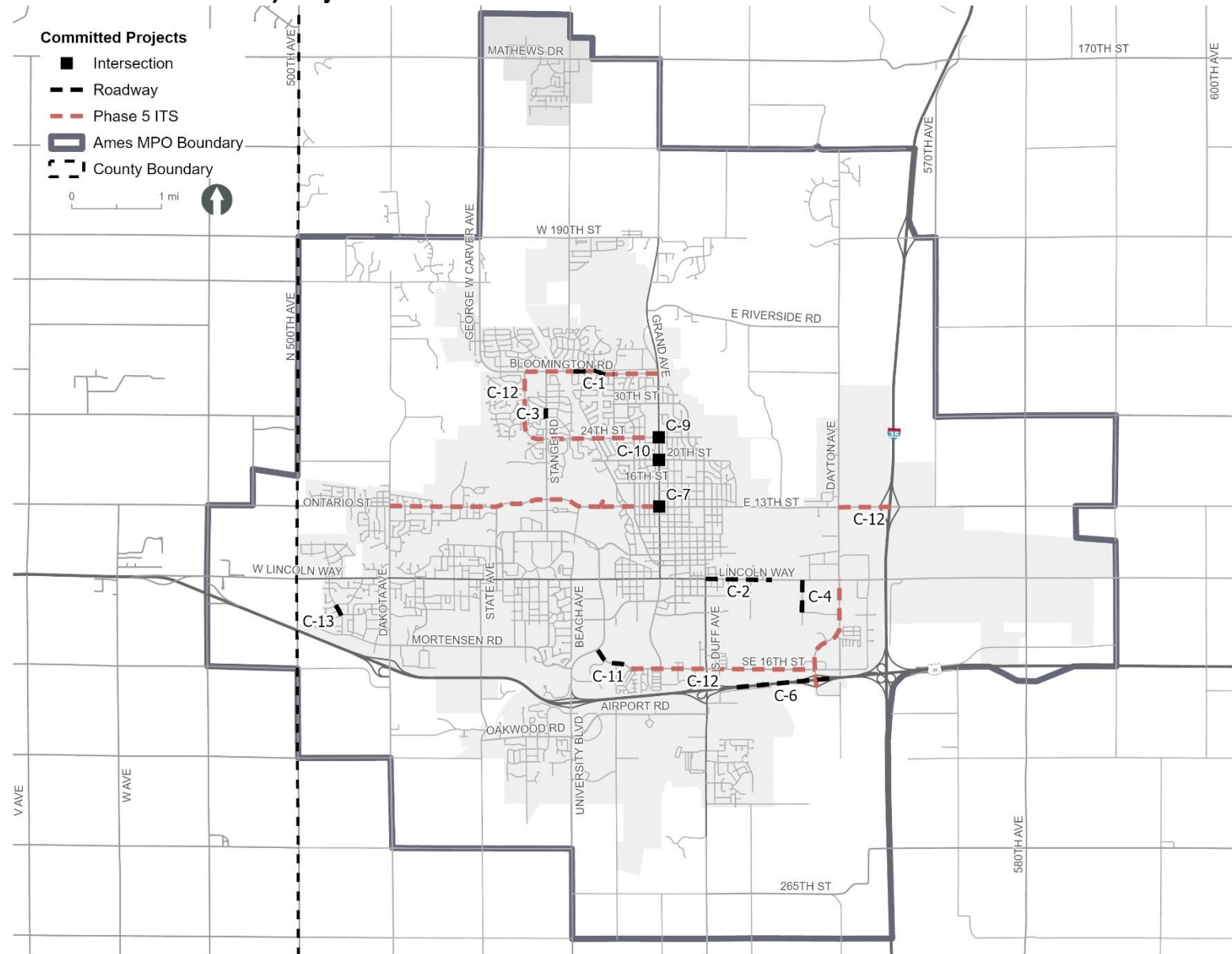
**Committed Projects** are included in short-term construction programs (within 5 years) and have funding identified for them.

## Committed Projects

**Table 1: List of Committed Roadway Projects**

ID	Project Location	Type
C-1	Bloomington Road from Hoover Avenue to Eisenhower Avenue	Reconstruction of Bloomington Road
C-2	E Lincoln Way from Duff Avenue to Skunk River	Repair and reconstruction of E Lincoln Way
C-3	Stange Road from Northridge Parkway to Aspen Road	Lane reconfiguration from 4 lanes to 2 lanes with Complete Streets elements
C-4	Freel Drive from Lincoln Way to SE 5th Street	Paving
C-6	U.S. 30 from east Duff Avenue ramp terminals to east S Dayton Road ramp terminals	Widen to 6 lanes
C-7	Grand Avenue/13th Street Intersection	Intersection improvements
C-9	Grand Avenue/24th Street Intersection	Intersection improvements
C-10	Grand Avenue/20th Street Intersection	Intersection improvements
C-11	S 16th Street from University Boulevard to Vet Med Trail	Widen to 4 lanes
C-12	Multiple Corridors in the city of Ames	Fifth phase deployment of Ames Traffic Signal Master Plan
C-13	Wilder Boulevard from Thackeray Drive to Clemens Boulevard	Mini-roundabouts corridor improvement

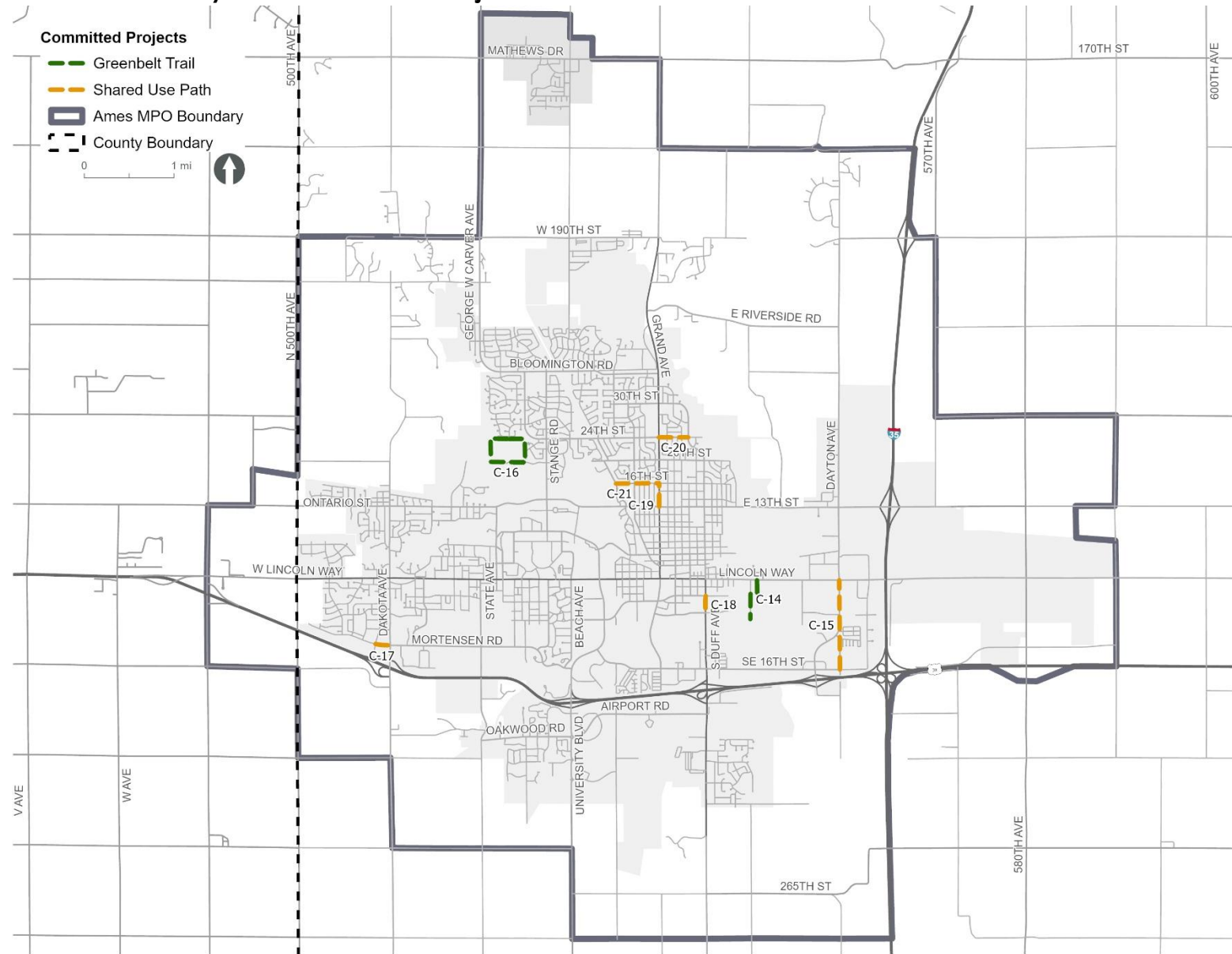
Figure 1: Committed Roadway Projects



**Table 2: List of Committed Bicycle and Pedestrian Projects**

ID	Project Location	Type
C-14	Well Access Road from Lincoln Way to Ioway Creek	Greenbelt Trail
C-15	S Dayton Avenue from SE 16th Street to E Lincoln Way	Shared Use Path
C-16	Moore Memorial Park to Ioway Creek Trail	Greenbelt Trail
C-17	Mortensen Road from Dickinson Road to South Dakota Avenue	Shared Use Path
C-18	S Duff from S 5th Street to S 3rd Street	Shared Use Path
C-19	Grand Avenue from 13th Street to 16th Street	Shared Use Path
C-20	24th Street from Grand Avenue to Duff Avenue	Shared Use Path
C-21	16th Street from Grand Avenue to Ridgewood Avenue	Shared Use Path

**Figure 2: Committed Bicycle and Pedestrian Projects**



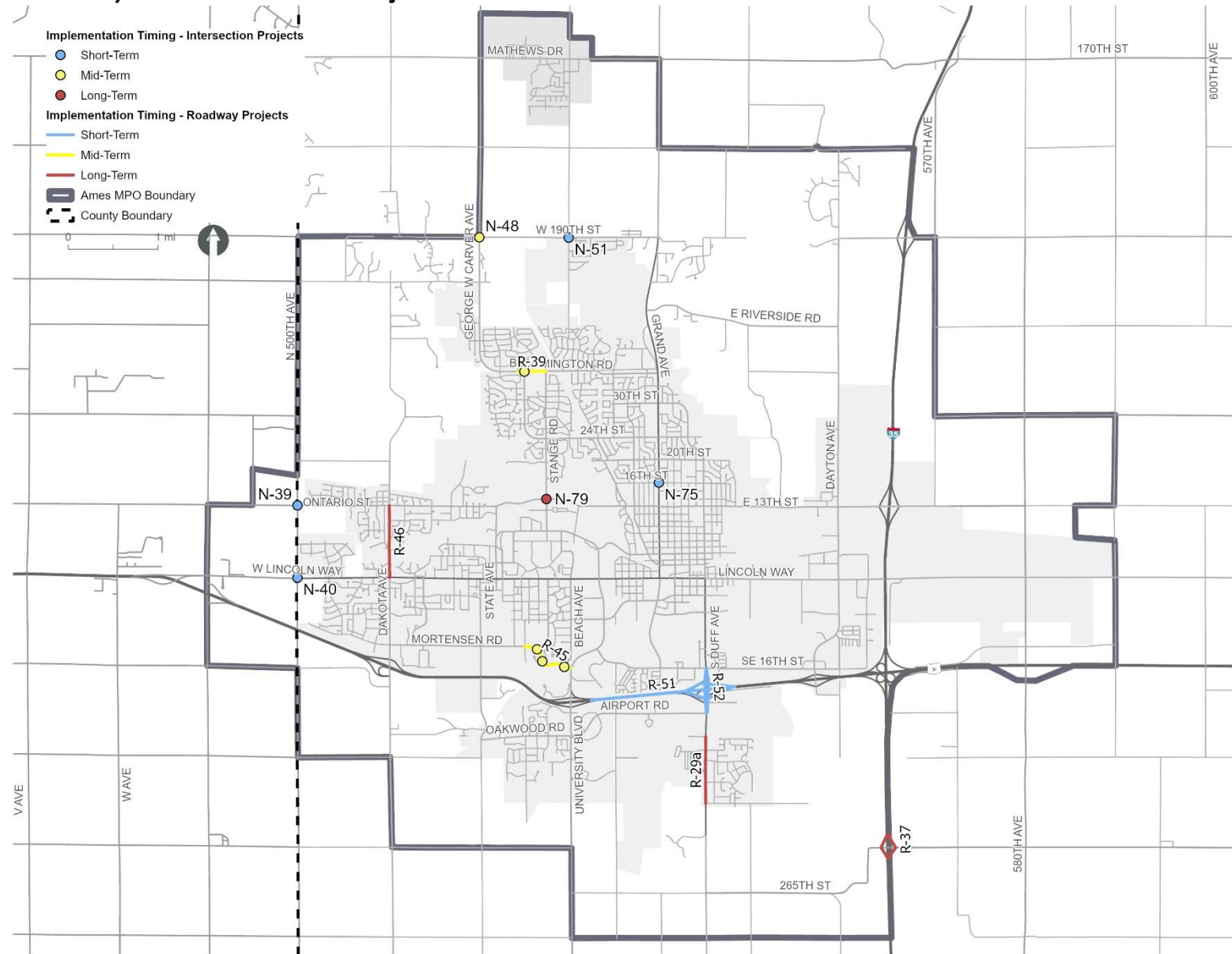
# Fiscally Constrained Plan

Table 3: Fiscally Constrained Streets Projects

**Fiscally Constrained Projects** are those projects anticipated to be priorities for MPO partners and have sufficient Federal and / or State funding to be reasonably affordable.

ID	Corridor	Location	Project Type	Cost (2025)	Cost (YOE)	STBG Share	Local Share	State Share
<b>Short-Term Projects (2030-2034)</b>								
N-40	W Lincoln Way	Y Avenue	Roundabout	\$1,950,000	\$2,570,000	\$2,056,000	\$514,000	\$0
R-52	S Duff Avenue	U.S. 30	Interchange Reconfiguration	\$18,000,000	\$23,690,000	\$0	\$0	\$23,690,000
N-39	Ontario Street	N 500th Avenue	Roundabout	\$1,950,000	\$2,570,000	\$2,056,000	\$514,000	\$0
N-51	W 190th Street	Grant Avenue / Hyde Avenue	Roundabout	\$1,950,000	\$2,570,000	\$2,056,000	\$514,000	\$0
N-75	Grand Avenue	16th Street	Intersection Improvements	\$234,000	\$310,000	\$248,000	\$62,000	\$0
R-51	U.S. 30	Duff Avenue to University Avenue	Widen to 6-lanes	\$18,500,000	\$24,340,000	\$0	\$0	\$24,340,000
<b>Short-Term Total</b>						<b>\$6,416,000</b>	<b>\$1,604,000</b>	<b>\$48,030,000</b>
<b>Mid-Term Projects (2035-2042)</b>								
R-39	Bloomington Road	Valley View Road to Stange Road	Lane Reconfiguration and Roundabouts	\$4,006,000	\$6,800,000	\$5,440,000	\$1,360,000	\$0
N-48	W 190th Street	George Washington Carver Avenue	Roundabout	\$1,950,000	\$3,310,000	\$2,648,000	\$662,000	\$0
R-45	Mortensen Parkway	Welch Avenue to Beech Avenue	Lane Reconfiguration and Roundabouts	\$6,000,000	\$10,190,000	\$6,521,600	\$3,668,400	\$0
<b>Mid-Term Total</b>						<b>\$14,609,600</b>	<b>\$5,690,400</b>	<b>\$0</b>
<b>Long-Term Projects</b>								
R-29a	Duff Avenue	Ken Maril Road	Widen to 4-Lane Divided	\$7,861,750	\$18,270,000	\$1,370,250	\$12,332,250	\$4,567,500
N-79	13th Street	Stange Road	Intersection Improvements	\$3,000,000	\$6,970,000	\$5,576,000	\$1,394,000	\$0
R-46	N Dakota Avenue	Lincoln Way to Ontario Street	Lane Reconfiguration	\$5,219,000	\$12,130,000	\$9,704,000	\$2,426,000	\$0
R-37	I-35	260th Street	New Interchange	\$16,000,000	\$37,180,000	\$0	\$0	\$37,180,000
<b>Long-Term Total</b>						<b>\$16,650,250</b>	<b>\$16,152,250</b>	<b>\$41,747,500</b>

**Figure 3: Fiscally Constrained Streets Projects**

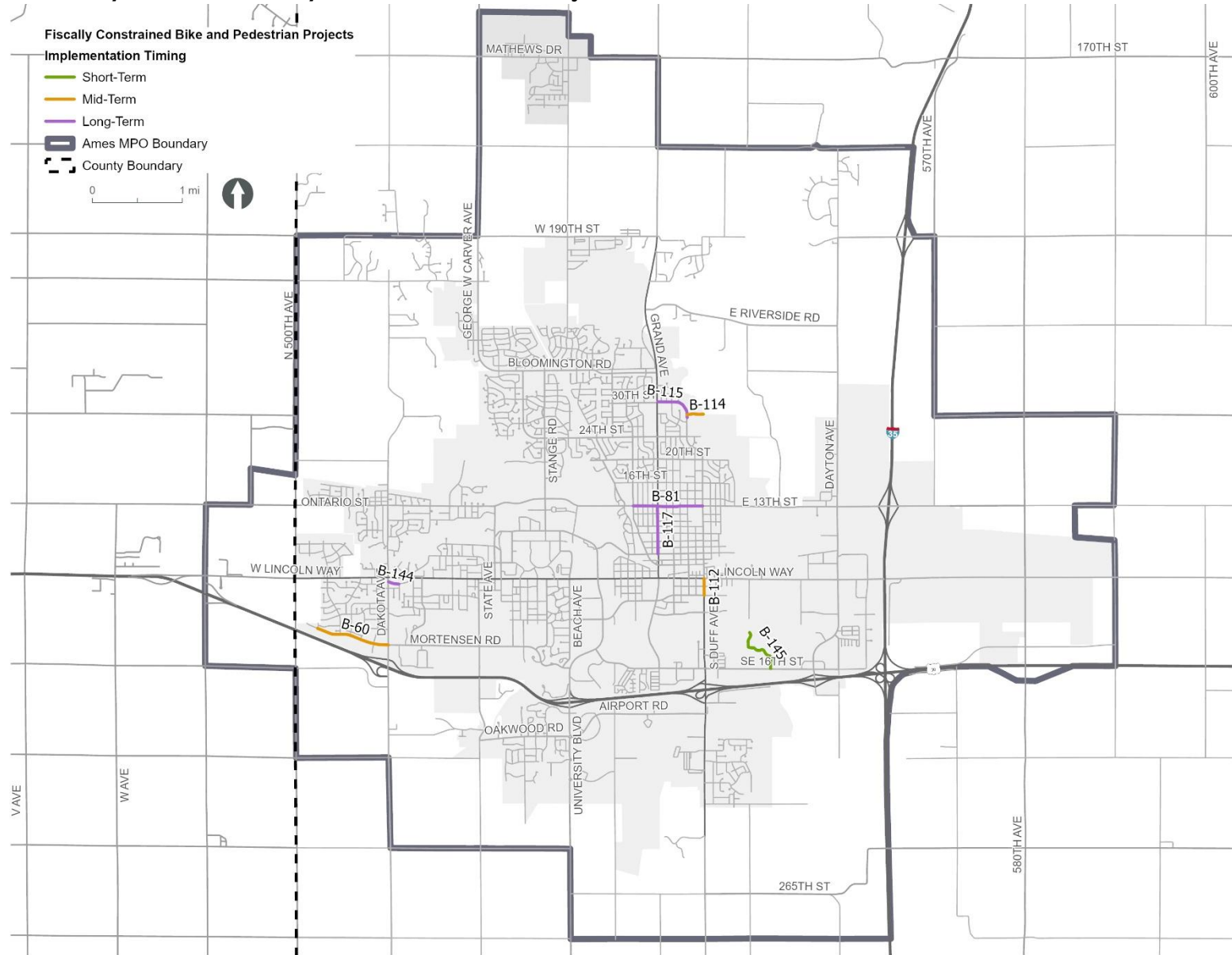


**Table 4: Fiscally Constrained Bicycle and Pedestrian Projects**

ID	Corridor	From	To	Project Type	Cost (2025\$)	Cost (YOE)	TAP Share	Local Share	State Share
<b>Short-Term Projects</b>									
<b>B-145</b>	Skunk River Trail	Ioway Creek	S 16th Street	Greenbelt Trail	\$1,200,000	\$1,580,000	\$1,264,000	\$316,000	\$0
<b>Short-Term Total</b>							<b>\$1,264,000</b>	<b>\$316,000</b>	<b>\$0</b>
<b>Mid-Term Projects</b>									
<b>B-60</b>	Mortensen Road	Rowling Drive	S Dakota Avenue	Shared Use Path	\$532,688	\$900,000	\$720,000	\$180,000	\$0
<b>B-112</b>	S Duff Avenue	Lincoln Way	S 3rd Street	Shared Use Path	\$123,058	\$210,000	\$168,000	\$42,000	\$0
<b>B-114</b>	Skunk River Trail	North Side Inis Grove Park	Duff Avenue	Greenbelt Trail	\$825,000	\$1,400,000	\$1,120,000	\$280,000	\$0
<b>Mid-Term Total</b>							<b>\$2,008,000</b>	<b>\$502,000</b>	<b>\$0</b>
<b>Long-Term Projects</b>									
<b>B-81</b>	13th Street	Northwestern Avenue	Grand Avenue	Shared Use Path	\$175,700	\$410,000	\$328,000	\$82,000	\$0
<b>B-115</b>	Duff Avenue	Grand Avenue	Northwood Drive	Shared Use Path	\$289,159	\$670,000	\$536,000	\$134,000	\$0
<b>B-117</b>	Grand Avenue	13th Street	6th Street	Shared Use Path	\$410,215	\$950,000	\$760,000	\$190,000	\$0
<b>B-144</b>	Lincoln Swing	S Dakota Avenue	Abraham Drive	Shared Use Path	\$100,000	\$230,000	\$184,000	\$46,000	\$0
<b>Long-Term Total</b>							<b>\$1,808,000</b>	<b>\$452,000</b>	<b>\$0</b>



**Figure 4: Fiscally Constrained Bicycle and Pedestrian Projects**





**Table 5: Fiscally Constrained Transit Projects**

Time Frame	Description	Project Type	Total 2025 Annual Cost	Federal 2025 Annual Cost	%	Fund Type
Short-Term (2030-2034)	Vehicle Replacement/Expansion	Rolling Stock	\$2,136,000	\$1,815,600	85%	5339, CRP
	Dial-A-Ride ADA Paratransit	Operating	\$331,250	\$265,000	80%	5310
	Preventative Maintenance- Real-Time Passenger Information	Technology	\$132,000	\$105,600	80%	5310
	Passenger Amenity Improvements	Technology	\$100,000	\$80,000	80%	5310
	Battery Electric Buses Expansion	Rolling Stock	\$1,200,000	\$1,020,000	85%	5339, CRP, STBG
	Light Duty Vehicles	Rolling Stock	\$225,800	\$191,930	85%	5310
	Articulated Bus Replacement/Expansion	Rolling Stock	\$1,100,000	\$935,000	85%	5339, CRP, STBG
	Install Benches and Shelters	Passenger Amenities	\$80,000	\$64,000	80%	5310
	Operating Funding for Fixed Route Service	Operating	\$8,543,626	\$4,271,813	50%	5307
	Partial Vehicle Replacement/Expansion	Rolling Stock	\$471,313	\$377,050	80%	STBG

**Future Studies** are identified to support a fiscally-constrained project that requires additional planning or design work or a special MPO area need.

**Table 6: Recommended Future Studies**

ID	Timeline	Study Name	Study Description
<b>S1</b>	Near-Term (FY27)	Lincoln Way Corridor Study (Duff Avenue to Grand Avenue)	Corridor study to guide future street/intersection design, pedestrian/bike improvements, and access management, and will inform illustrative projects R-16 and B-67.
<b>S2</b>	Medium-Term (FY30-34)	13th Street Corridor Study (Hyland Avenue to Furman Aquatic Center)	Corridor study to guide future street/intersection design, pedestrian/bike improvements, access management, and feasibility of roundabouts and lane reconfiguration on 13th Street; will inform projects R-42, R-44, N-70, and long-term project N-79.
<b>S3</b>	Near-Term (FY29)	Mortensen Parkway (University Boulevard to Welch Avenue)	Corridor study to guide future street/intersection design, pedestrian/bike improvements, and access management, including evaluating roundabouts and a lane reconfiguration on Mortensen Parkway. The study will support mid-term project R-45 and inform medium priority bike/pedestrian project B-23.
<b>S4</b>	Medium-Term (FY30-34)	Grand Avenue & 16th Street Intersection Study	Study to reassess the Grand Avenue & 16th Street intersection after nearby corridor upgrades, focusing on safety and multimodal improvements. It will form the basis for short-term project N-75.
<b>S5</b>	Medium-Term (FY30-34)	Bloomington Road & GW Carver Avenue Corridor Study (Stange Road to 190th Street)	Corridor study to evaluate roundabouts and lane reconfiguration on Bloomington Road and GW Carver Avenue; will support R-39 and may inform N-47, N-48, and R-1.
<b>S6</b>	Long-Term (≥FY35)	I-35 & 260th Street Interchange Study & Interchange Justification Report (IJR)	Study and IJR for a potential I-35 interchange at 260th Street to support Ames south and east industrial growth; coordinated with S9 and informs long-term project R-37.
<b>S7</b>	Near-Term (FY28)	S Dayton Avenue & U.S. 30 Interchange Area Study	Study of S Dayton Avenue & U.S. 30 interchange operations, including nearby intersections, to guide future design and access improvements; informs illustrative project N-76.
<b>S8</b>	Near-Term (FY27-29)	Duff / UPRR Grade Separation Study	Feasibility study for a Duff Avenue–Union Pacific Railroad grade separation, building on the current corridor study and following FRA guidelines; required to pursue grant funding for project N-44.
<b>S9</b>	Long-Term (≥FY35)	Ames South Growth Area Study (S Duff Avenue, U.S. 69, 260th Street, 265th Street)	Study of Ames south growth area focused on S Duff Avenue/U.S. 69 and 260th/265th Street, coordinated with S6; informs long-term project R-29a and illustrative projects R-29b, R-32, R-33, and R-34.

