

community

mobility

environment

## Chapter 9: Other Modal Facilities and Considerations



## CHAPTER 9: OTHER MODAL FACILITIES AND CONSIDERATIONS

Reliable transportation systems depend on efficient connections between all modes of travel. Other modal planning activities and ongoing improvements that address freight and other needs will help to maintain the region's economy and competitiveness. This chapter describes travel considerations for moving freight and personal inter-regional travel via truck, rail, pipeline, and air.

### 9.1 TRUCK

Several industrial and manufacturing facilities in the Ames area depend on trucking for the movement of goods. A majority of the trucks accessing the area are accessing businesses in the Dayton Avenue area. The major routes for hauling goods in and out of the area are U.S. 69, U.S. 30 and Interstate 35.

The periodic designation and update of truck routes and implementation of additional limited-access roadway facilities is key for corridors utilized by truck traffic. Truck trips will avoid traveling into a large urbanized area unless that is its origin or destination.

### 9.2 RAIL

Bulk commodities such as grain, coal, chemicals, fertilizer, stone and food products are the primary freight for rail carriers throughout Iowa. The railroad routes that traverse the Ames area were shown in **FIGURE 1.1**. As shown in this figure, one rail corridor runs in a north-south direction and two mainline tracks in an east-west direction.

United Pacific Railroad (UPRR) is the rail service carrier in Ames. The east-west mainline track carries over 70 trains per day. This railroad has daily switching service. There are no piggyback ramps (incline loading and unloading trailers from a flat car) available locally. There are also no intermodal facilities within the MPO boundary.



There are currently at-grade rail crossings with the UPRR mainline in the MPO boundary. They occur at the following roads:

- North Dakota Avenue
- Scholl Road
- N. Hazel Avenue
- Clark Avenue
- Kellogg Avenue
- Duff Avenue
- 580th Avenue

In 2002, the City of Ames completed the “Duff Avenue/UPRR Crossing Study”. This study addressed the feasibility of relocating the UPRR mainline either north or south of the city. Moving the tracks would reduce delays, but the cost and potential environmental impacts were considered too great to further pursue the project.

### 9.3 PIPELINES

Pipelines are included in transportation infrastructure as a means to deliver oil, natural gas, and other products. The U.S. Department of

Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA) compiles pipeline mileage. In 2008, Iowa's transmission mileage totalled to 12,113 miles. Approximately 65% of these pipelines contain natural gas.

Story County has 60 miles of gas pipeline. Awareness of pipelines and preparation to deal with any type of pipeline incident is important in the planning process.

## 9.4 AIR

The Ames Municipal Airport is located within the corporate boundaries of the City of Ames. This site is located south of U.S. Highway 30 and west of U.S. Highway 69. Access to the terminal area is provided via Airport Road.

In 2007, the City of Ames leased the municipal airport to Hap's Air Service, the current Fixed Base Operator. The City of Ames owns and operates the airport. The airport is included in the National Plan of Integrated Airport Systems (NPIAS) as a general aviation airport. The Iowa Aviation Plan identifies the Ames Municipal Airport as an Enhanced Service Airport. The Ames Municipal Airport serves the general aviation needs of Story County and provides an important means of accessing the area.



Airport operation statistics include:

- 86 aircraft based on field
- 119 aircraft operations per day on average
- Single engine airplanes: 62 (60% transient general aviation)
- Multi-engine airplanes: 12 (34% local general aviation)
- Jet airplanes: 3 (5% air taxi)
- Gliders: 6 (1% military)
- Ultralights: 3

The Ames Municipal Airport includes the following services:

- Aviation fuel sale
- Charters
- Parking and Hangars (for transient aircraft)
- Aircraft maintenance
- Passenger terminal and lounge
- Car rentals
- Flight school/flight training
- Crew Cars
- Hangar Rental
- Pilot lounge/snooze room
- Aircraft rentals
- Public telephone
- Restrooms

**TABLE 9.1** illustrates the current and forecast demand for the Ames Municipal Airport.

**TABLE 9.1. AMES MUNICIPAL AIRPORT CURRENT AND FUTURE DEMAND**

Operational Activity	2003	2007	2012	2022
Based Aircraft	72	75	75	80
Annual Operations	35,064	38,135	40,556	43,007
Itinerant Operations	19,916	22,884	24,334	25,804
Local Operations	15,130	15,254	16,223	17,203

*Source: Iowa Aviation System Plan Airport Summary Report - Ames Municipal Airport (2004)*





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