

**EAST LINCOLN WAY  
RECONSTRUCTION PROJECT  
From the Skunk River to  
Interstate 35  
AMES, IOWA  
(2004 Construction)**

**PROJECT SPONSOR:** City of Ames, Iowa  
Contact: Mr. Paul Wiegand, Public Works Director  
City of Ames, 515-239-5162

**PROJECT LENGTH:** 6,380 feet (1.21 miles)

**PROJECT NEEDS:**  
Provide a continuous center left turn lane through project length and reconstruct the existing rural roadway with curb and gutter west of Dayton Avenue.

**TRAFFIC VOLUMES:**  
1999 AADT 9,300 vpd  
2022 Projected AADT 14,700 vpd

**FUNDING:**  
City of Ames funds

**PROJECT COSTS:**

<u>Estimated Cost</u>	<u>Contract Award</u>	<u>Final Cost</u>
\$3,500,000	TBD	TBD

**PROJECT SCHEDULE:**  
Design initiated in Spring 2002  
Anticipated Project Letting in Spring 2004  
Anticipated Project Completion in Fall 2004

- SERVICES PROVIDED:**
- Conceptual Design
  - Preliminary Survey
  - Wetland Delineation and Permitting/Mitigation
  - Property Owner Coordination/Meetings
  - ROW & Easement Documents
  - Roadway & Multi-Purpose Trail Design
  - Storm Sewer Design
  - Bidding & Contract Award

**DESIGN ISSUES:**  
Construction staging is a key element in the design of this project. Due to the traffic volumes generated by commercial development in the corridor, maintaining traffic is a key consideration in the design. This includes maintaining access to all existing development during construction. Snyder & Associates also assisted the City of Ames in



presenting the project to the public in an open forum meeting to solicit input from the surrounding property owners.

Another integral part of this project is coordination with existing utilities. Major storm and sanitary sewers as well as water, electric, and telephone utilities are located along the existing roadway. The proposed design will incorporate the existing facilities whenever possible to reduce costs associated with construction.

**PROJECT DESIGN:**  
Existing East Lincoln Way is a rural two-lane roadway through the majority of the project corridor. The west end of the project requires tying into the existing four-lane bridge over the Skunk River then tapering to the ultimate 5-lane section. The project includes paving of three lanes from the Skunk River to Dayton Avenue with grading for the future 5-lane roadway. At Dayton Avenue the proposed design widens to match the existing 5-lane section. East of Dayton Avenue the project includes grading and paving of a 3-lane rural roadway tying in to the existing two-lane bridge over Interstate 35.

