

Altoona - 8th St. SW Reconstruction

<i>Primary Sponsor</i>	Altoona
<i>Project Title</i>	8th St. SW Reconstruction
<i>Termini Description (i.e. Park Avenue to 19th Street)</i>	US 65 to Venbury Dr.
<i>Total Estimated Project Cost</i>	\$18,700,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$1,500,000
<i>Source of additional funds and local match?</i>	City of Altoona CIP FY 17/18 \$250,000 City of Altoona CIP FY 18/19 \$1,500,000 City of Altoona CIP FY 19/20 \$4,500,000 City of Altoona CIP FY 20/21 \$3,000,000 Funds would come by the Sale of G.O. Bonds by the City of Altoona
<i>Is this project seeking funding over multiple years?</i>	Yes
<i>How many consecutive years will funding be requested?</i>	3 Years
<i>What is the total anticipated STP funding request over the multiple years?</i>	\$9,350,000
<i>Has your agency previously applied for STP funds for this project?</i>	No
<i>Has this project previously been awarded STP funds?</i>	No
<i>The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.</i>	This project is a pavement preservation project along the main east-west corridor in the City of Altoona. This roadway is the primary entryway into a 125 acre retail shopping district that serves not just Altoona but the surrounding communities of Des Moines, Pleasant Hill, Carlisle, Newton, Knoxville, Eastern Polk County, Jasper, Warren and Monroe Counties. 8th St. SW also carries one half of the traffic traveling to and from the Prairie Meadows Racetrack and Casino.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	This project will sustain the integrity and capacity of Altoona's primary east-west corridor and maintain its level of service (LOS). 8th St. SW has 2 of the 3 route stops on the DART Altoona Express Route 99 and is also the eastern terminus of DART local route 17. As Altoona's primary east-west street, it is heavily relied upon by EMS for access to the west half of Altoona and is the primary access corridor to the retail shopping district for Altoona and is travelled by essentially all Altoona residents on a daily basis. The shared use path will ultimately become a piece of an on-street connection between the Gay Lea Wilson and the Chichaqua connector trail and provide a safe route for elementary school children attending Willowbrook Elementary school.

<p><i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i></p>	<p>There have been signal timing and optimization improvements made to the corridor to maintain capacity, improve level of service (LOS) and reduce delay. During the development of the retail areas along the corridor, access management principals were used to protect the capacity of the roadway.</p>
<p><i>Expansion is considered an expensive and last resort to address congestion issues. If this is an expansion project please explain what other methods have been used to address congestion.</i></p>	<p>This project does not propose to add any additional thru lanes or to be an expansion project. Left and right turn lanes will be reviewed along the project corridor to optimize capacity and adequacy. Intersection geometries will be reviewed and expanded where appropriate to improve capacity and traffic flow.</p>
<p><i>Project Type</i></p>	<p>Reconstruction, Intersection, Transit, Bicycle facility, Streetscape</p>
<p><i>Additional information you would like to share:</i></p>	<p>The 8th St. SW roadway was turned over to the City of Altoona in 1996 from the IDOT. A pavement condition evaluation of the eastern portion of the project was completed by Terracon in November 2013 in response to pavement joint failures. In June 2014, the City of Altoona hired Snyder & Associates to prepare a preliminary cost estimate to use for creating a multi-year budget and phasing strategy for the entire 8th St. SW re-construction project. While the current roadway is a PCC street, the City will be evaluating and comparing both PCC and HMA pavement options as part of this reconstruction project .</p>

ALTOONA - 8th Street S.W. Reconstruction		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
Transportation Infrastructure and Services are Well-managed and Optimize		40	24
1	Project improves or maintains an existing route or intersection - see Map	+	4
2	Project addresses major maintenance including deficient or obsolete bridge, pavement in poor or very poor condition or state of good repair for buses - see Map	+	4
3	Project is on a corridor with existing congestion (LOS E or F in peak hours) - see Map	+	-
4	Project is on a corridor with future congestion (LOS E or F during peak hours by 2020 based on the MPO's Travel Demand Model) - see Map	+	-
5	Project design includes one or more of the following congestion management strategies:		-
	a. Improvements to access management	+	4
	b. ITS/Signalization improvements	+	4
	c. Improvements to turning movements	+	4
	d. Improves parallel facility/contributes to alternative routing	+	-
6	Route addresses designated freight impediment - see Map	+	-
7	Project on a roadway with traffic volumes exceeding 10,000 AADT - see Map	+	4
Enhance Multimodal Transportation Options		20	16
8	Project is on an existing or planned transit route - see Map	+	4
9	If project is on a transit route, the project includes design elements such as bus shelters, benches, pullouts, pedestrian connection from transit stop to sidewalk	+	4
10	Project includes an addition to or improvement of the bicycle network	+	4
11	Project enhances multi-modal opportunities within or along a designated node/corridor as defined in The Tomorrow Plan - see Map	+	-
12	Project improves pedestrian access and facilities	+	4
Improve the Region's Environmental Health		20	20
13	Project increases the number of street tree plantings or other landscaping.	+	4
14	Project avoids a critical natural resource: wetland, floodplain, known endangered species site, stream, or park/trail - see Map	+	4
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - see Map	+	4
16	Project is using permeable paving, vegetation or other green streets techniques to manage 1 ¼ inches of the average rainfall.	+	4
17	Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)	+	4
Further the health, safety, and well-being of all residents in the region.		20	4
18	Project is located in a high-crash area as defined by CMAT and the project incorporates traffic calming solutions - see Map	+	-
19	Project has traffic calming solutions to reduce modal conflict	+	-
20	Project is entirely or partially located within a social justice area - see Map	+	-
21	Project enhances multimodal transportation to/from a social justice area	+	-
22	Project promotes safe routes to schools (within 1/2 mile radius of a school with multi-modal elements - see Map)	+	4
TOTAL POINTS		100	64
STP Request (millions)		\$1,500,000	

