

Ankeny - NE 36th Street Reconstruction - Phase 2

<i>Primary Sponsor</i>	Ankeny
<i>Project Title</i>	NE 36th Street Reconstruction - Phase 2
<i>Termini Description (i.e. Park Avenue to 19th Street)</i>	From Highway 69 to NE Delaware Avenue
<i>Total Estimated Project Cost</i>	\$7.0 Million
<i>Federal Fiscal Year 2019 STP Request</i>	\$1.15 Million
<i>Total Funding Secured</i>	\$1.85 Million
<i>Source of additional funds and local match?</i>	<p>The City of Ankeny has secured three previous STP awards for this project, totaling \$1.85 Million. The balance of this project shall be funded by the City as part of the 2015-2019 Ankeny Capital Improvements Program.</p> <p>FFY 2016 STP = \$700,000 FFY 2017 STP = \$400,000 FFY 2018 STP = \$750,000</p>
<i>Is this project seeking funding over multiple years?</i>	No
<i>Has your agency previously applied for STP funds for this project?</i>	Yes
<i>Has this project previously been awarded STP funds?</i>	Yes
<i>The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.</i>	<p>The NE 36th Street project has strong regional impact due to its location and the surrounding transportation system. NE 36th Street Phase 2 will connect between the new NE 36th Street I-35 interchange and U.S. Highway 69. Both of these federal routes will be fed by the improved NE 36th Street. Having NE 36th Street improved will provide a feeder roadway for regional traffic movement. NE 36th Street is shown in the Ankeny Comprehensive Plan as a municipal arterial that will ultimately be extended west to U.S. Highway 415. The City has already improved sections of NW 36th Street to the west of Highway 69 by completing locally-funded capital improvement projects in 2005, 2007 and 2013. It is the City's intent to continue improving NW 36th Street to the west as traffic volumes dictate.</p>
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	<p>As noted above, this project is the next phase of the development of the 36th Street corridor that ultimately extend from Polk County west across Ankeny to Highway 415 near Polk City. This arterial route is part of the transportation system included in the Ankeny Comprehensive Plan. 36th Street intersects with Interstate 35 (at the new interchange), Highway 69, NW State Street and NW Irvinedale Drive. Each of these roadways, except Irvinedale Drive, have been reconstructed/improved in recent history. In summary, this link of NE 36th Street is vital to the transportation system of this region.</p>

<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>In 2008, the City reconstructed U.S. Highway 69 from NE 18th Street north to NE 54th Street. This reconstruction provided a four-lane urban roadway with ample capacity. In 2012, the City finalized the construction of the I-35 NE 36th Street interchange project, which drastically changed the traffic patterns on the north side of Ankeny. In 2013, the City completed the first phase of the NE 36th Street Reconstruction project. The limits of this project were from the new interchange west through the intersection of NE Delaware Avenue. This proposed Phase 2 project extends the improved 4-lane urban roadway west to Highway 69 and will connect each of these previous projects to form an improved network.</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>Per the IJR, the justification for the 36th Street interchange included having it in place before the I-35 / First Street interchange can be reconstructed, which is now scheduled for 2018-2020. There will be major traffic disruptions on East First Street during the interchange construction. When this occurs, detoured traffic will need to use the NE 36th Street interchange and will travel west to US Highway 69 and on to other destinations. This non-recurring congestion on NE 36th Street will be substantial. Localized improvements to the rural 2-lane street such as signals, and turn lanes are not anticipated to be enough to address the traffic management issues during the interchange reconstruction, or to address the long-term traffic demands and travel times on NE 36th Street.</p>
<p><i>Project Type</i></p>	<p>Road widening, Improved alignment, Reconstruction, Bridge, Intersection, Bicycle facility, Streetscape</p>
<p><i>Additional information you would like to share:</i></p>	<p>Thank you for considering this application!</p>

ANKENY - NE 36th Street Reconstruction		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
Transportation Infrastructure and Services are Well-managed and Optimize		40	20
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	+	-
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	+	4
6	Route addresses designated freight impediment - see Map	+	-
7	Project on a roadway with traffic volumes exceeding 10,000 AADT - see Map	+	-
Enhance Multimodal Transportation Options		20	8
8	Project is on an existing or planned transit route - see Map	+	-
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	+	-
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	+	4
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	+	-
TOTAL POINTS		100	52
STP Request (millions)		\$1,150,000	

