

# Grimes - S James Street and SE 37th Street Turn Lanes and Signalization

<i>Primary Sponsor</i>	Grimes
<i>Project Title</i>	S James Street and SE 37th Street Turn Lanes and Signalization
<i>Termini Description ( i.e. Park Avenue to 19th Street)</i>	From 1000 feet south of SE 37th Street and S James Street to 1000' North of SE 37th and S James Street
<i>Total Estimated Project Cost</i>	\$1,200,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$600,000
<i>Total Funding Secured</i>	\$600,000 GO Bonds
<i>Source of additional funds and local match?</i>	Additional funding is from City of Grimes General obligation bonds
<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>	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>	The intersection of SE 37th Street and S James Street handles traffic going to and from the Northwest area of the metro area to the South and Southwest and eastern areas of the metro area. The delays at this intersection are increasing due to no dedicated turn lanes and industrial traffic from Grimes Industrial Park and recently constructed Prairie Business Park. Installing dedicated left turn lanes will decrease delay and increase safety at this intersection.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	This project reduces delay and increases traffic safety for the motoring public. This roadway is a vital link for the City of Urbandale and Dallas County residents to access IA 141.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	City of Grimes has urbanized and paved 2 lanes of the planned 5 lane boulevard on S James Street. City of Grimes has extended water main and sanitary sewer to properties abutting the intersection of SE 37th Street and S James Street. City of Grimes has also installed temporary traffic signals at the intersection to mitigate congestion.
<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>	The ultimate street section for S James Street is a 4 lane pavement with dedicated left turn lanes. This project is a "build out" of planned improvements. Originally this intersection had stop sign control on SE 37th Street only. After the new paving was completed traffic increased and congestion increased. 4 way stop control was implement at the intersection for a short time. However, traffic volumes increased on S James and delays for morning and afternoon rush hours caused serious delays. A traffic study recommended installing temporary signals to mitigate the situation with the ultimate solution being installing dedicated left turn lanes and permanent traffic signals.

<i>Project Type</i>	Road widening, Intersection
<i>Additional information you would like to share:</i>	City Resolution will be emailed to MPO after it is approved on January 27, 2015. GIS shape file will be coming during week of January 26, 2015.

GRIMES - S. James Street and SE 37th Street Turn Lanes/Signalization		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
<i>Transportation Infrastructure and Services are Well-managed and Optimize</i>		40	20
1	Project improves or maintains an existing route or intersection - <a href="#">see Map</a>	+	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 - <a href="#">see Map</a>	+	-
3	Project is on a corridor with existing congestion (LOS E or F in peak hours) - <a href="#">see Map</a>	+	-
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) - <a href="#">see Map</a>	+	4
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 - <a href="#">see Map</a>	+	-
7	Project on a roadway with traffic volumes exceeding 10,000 AADT - <a href="#">see Map</a>	+	-
<i>Enhance Multimodal Transportation Options</i>		20	8
8	Project is on an existing or planned transit route - <a href="#">see Map</a>	+	-
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 - <a href="#">see Map</a>	+	-
12	Project improves pedestrian access and facilities	+	4
<i>Improve the Region's Environmental Health</i>		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 - <a href="#">see Map</a>	+	4
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - <a href="#">see Map</a>	+	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
<i>Further the health, safety, and well-being of all residents in the region.</i>		20	0
18	Project is located in a high-crash area as defined by CMAT and the project incorporates traffic calming solutions - <a href="#">see Map</a>	+	-
19	Project has traffic calming solutions to reduce modal conflict	+	-
20	Project is entirely or partially located within a social justice area - <a href="#">see Map</a>	+	-
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 - <a href="#">see Map</a> )	+	-
<b>TOTAL POINTS</b>		<b>100</b>	<b>48</b>
<b>STP Request</b>		<b>\$600,000</b>	

