

## Norwalk - Beardsley Reconstruction West

<i>Primary Sponsor</i>	Norwalk
<i>Project Title</i>	Beardsley Reconstruction West
<i>Termini Description ( i.e. Park Avenue to 19th Street)</i>	IA 28 to Clearwater Drive
<i>Total Estimated Project Cost</i>	\$5,070,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$4,056,000
<i>Source of additional funds and local match?</i>	No secured funding
<i>Is this project seeking funding over multiple years?</i>	No
<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>	The project is a street of a major corridor in town that provides access to one of Norwalk's elementary school. This school serves elementary aged children in the Norwalk School District that includes Norwalk and portions of Cumming, Des Moines, West Des Moines, and rural Warren County. Improvements to the corridor will benefit residents of each of these communities.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	Improves access to a elementary school that serves a larger area than just Norwalk.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	Improvements to the corridor are identified in the City of Norwalk Comprehensive Plan.
<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 project will add lane capacity. The corridor is currently a typical two-lane rural section. Congestion issues arise during peak school hours. They City has worked with the school to better utilize the school parking facilities for pick up and drop off. This strategy was effective for a time but congestion has resumed onto Beardsley Street.
<i>Project Type</i>	Road widening, Conversion (4 to 3 lane, 1-way to 2-way), Reconstruction, Intersection

NORWALK - Beardsley Street Reconstruction		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
<b>Transportation Infrastructure and Services are Well-managed and Optimize</b>		<b>40</b>	<b>16</b>
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>	+	-
5	Project design includes one or more of the following congestion management strategies:		-
	a. Improvements to access management	+	4
	b. ITS/Signalization improvements	+	-
	c. Improvements to turning movements	+	4
	d. Improves parallel facility/contributes to alternative routing	+	4
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>	+	-
<b>Enhance Multimodal Transportation Options</b>		<b>20</b>	<b>8</b>
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
<b>Improve the Region's Environmental Health</b>		<b>20</b>	<b>12</b>
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.	+	-
17	Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)	+	-
<b>Further the health, safety, and well-being of all residents in the region.</b>		<b>20</b>	<b>8</b>
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	+	4
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> )	+	4
<b>TOTAL POINTS</b>		<b>100</b>	<b>44</b>
<b>STP Request</b>		<b>\$4,060,000</b>	

