

# Polk County - NW 66 Ave. Reconstruction/Kempton Bridge Replacement Project

<i>Primary Sponsor</i>	Polk County
<i>Project Title</i>	NW 66 Ave. Reconstruction/Kempton Bridge Replacement Project
<i>Termini Description ( i.e. Park Avenue to 19th Street)</i>	NW 66 Ave. from NW 26 St. to NW Beaver Drive
<i>Total Estimated Project Cost</i>	\$24,748,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$3,000,000
<i>Total Funding Secured</i>	\$21,748,000
<i>Source of additional funds and local match?</i>	<p>\$13,192,224 MPO STP Funds- FFY 15-18</p> <p>\$2,680,000 City of Johnston - FFY 15-19</p> <p>\$954,000 Polk County STP-CIRTPA Transfer- (Design/ROW) FFY 12</p> <p>\$584,300 Polk County Fed DEMO (Design/ROW) FFY 15</p> <p>\$4,337,476 Polk County FM/Local Funds- FFY 12-19</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>	NW 66 Ave. is one of only a few major routes crossing the Des Moines River north of I-35/80, therefore this project will benefit residents in Des Moines, Johnston, Ankeny, and Saylor Twp that utilize this road every day. The existing 56 year old bridge and two-lane roadway are nearing the end of their useful life and are functionally obsolete due to more than 15,000 vehicles per day that use this route. Pedestrians and bicyclists cannot safely cross the bridge to access a regional trail system. This roadway and bridge are currently a main component for incident management for Interstate 35/80 Frequently, traffic at the intersection of NW 66 Avenue and NW Beaver Drive queues east and backs up onto the Des Moines River bridge.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	Replacing the existing bridge with a 4-lane structure with bike trail and constructing a 4-lane road with continuous center turn lane would provide a more continuous east-west arterial roadway connection, increase accessibility to communities, recreational trails and sport complexes, as well as promote and support planned regional growth. Polk County intends to continue to make improvements to this arterial route by enhancing capacity and safety on NW 26 St. between NW 66 Ave. and Oralabor Rd in Ankeny.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	The City of Johnston has recently made improvements to NW Beaver Dr. south of NW 66 Ave. to reduce congestion and improve traffic safety. The City intends to continue improvements to NW Beaver Dr. north of NW 66 Ave. that connect to the extensive improvements made to NW 70 Ave. of the last several years.

<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>While recent efforts to establish additional transit routes to the Ankeny area, and construction of the Gay Lea Wilson trail to connect to the Neal Smith Trail have provided transportation alternatives, the existence of this narrow bridge, the volume of traffic, and lack of river crossings have left little alternatives to expansion of the capacity of this route. However, every effort was made to limit the acquisition of additional road right-of-way and reduce environmental impacts.</p>
<p><i>Project Type</i></p>	<p>Road widening, Reconstruction, Bridge, Intersection, Bicycle facility</p>

POLK COUNTY - NW 66th Avenue Construction/Kempton Bridge Replacement Project		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
<b>Transportation Infrastructure and Services are Well-managed and Optimize</b>		<b>40</b>	<b>24</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>	+	4
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	+	-
	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>	+	4
<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.	+	-
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.)	+	4
<b>Further the health, safety, and well-being of all residents in the region.</b>		<b>20</b>	<b>0</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	+	-
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>44</b>
<b>STP Request</b>		<b>\$3,000,000</b>	

