

Urbandale - 100th Street Interchange at I-35/80

<i>Primary Sponsor</i>	Urbandale
<i>Project Title</i>	100th Street Interchange at I-35/80
<i>Termini Description (i.e. Park Avenue to 19th Street)</i>	at I-35/80
<i>Total Estimated Project Cost</i>	\$8,750,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$1,000,000
<i>Source of additional funds and local match?</i>	\$7,750,000 from Urbandale Funds
<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>	This interchange would ease congestion at the Iowa 141 interchange and the 86th Street Interchange, and provide better access to the surrounding area. Portions of the Iowa 141 interchange and the 86th Street Interchange are currently at LOS E or F at peak hour.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	This project is coordinated with the redesign of the Iowa 141 interchange and a planned half-diamond interchange at Meredith Drive.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	"The Paragon Office Park Traffic Impact Study" and the "Interstate Corridor Study by Camiros" identified increased growth in this area, and indicated that previous projections underestimated traffic demand potential in this corridor.
<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 local system has been increased as much as possible to safely and efficiently convey traffic. This project is needed to provide connectivity and utilize the local system infrastructure.
<i>Project Type</i>	Interchange

Additional information you would like to share:

Resolution of support is scheduled for consideration at the next City Council meeting on February 3, 2015. It is expected to pass without opposition. We will submit a copy of the passed resolution to the MPO.

Project is not on a DART line.

URBANDALE - 100th Street Interchange at I-35/80		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	+	-
	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	+	4
Enhance Multimodal Transportation Options		20	7
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	+	3
Improve the Region's Environmental Health		20	12
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 - 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.	+	-
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	0
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)	+	-
TOTAL POINTS		100	39
STP Request		\$1,000,000	

