

## Urbandale - 86th Street Preservation Project

<i>Primary Sponsor</i>	Urbandale
<i>Project Title</i>	86th Street Preservation Project
<i>Termini Description ( i.e. Park Avenue to 19th Street)</i>	Aurora Avenue to the north ramps of the I-35/80 Interchange
<i>Total Estimated Project Cost</i>	\$2,000,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$750,000
<i>Source of additional funds and local match?</i>	\$1,250,000 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>	The 86th Street corridor is a major route for the traveling public, including mass transit, and provides a vital connection from I-35/80 to the western suburbs. Maintenance of this route is key to metro mobility and infrastructure. In 2012, traffic counts on this route varied from 17,300 vpd to 24,800 vpd.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	Maintenance of this route provides connectivity for Johnston and other north suburb commuters into the west suburbs and the metro.
<i>Project Type</i>	Overlay/mill-and-overlay/diamond grind
<i>Additional information you would like to share:</i>	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.

URBANDALE - 86th Street Preservation Project		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
<i>Transportation Infrastructure and Services are Well-managed and Optimize</i>		40	16
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>	+	-
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	+	-
	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>	+	4
<i>Enhance Multimodal Transportation Options</i>		20	7
8	Project is on an existing or planned transit route - <a href="#">see Map</a>	+	4
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	+	-
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	+	3
<i>Improve the Region's Environmental Health</i>		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 - <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
<i>Further the health, safety, and well-being of all residents in the region.</i>		20	4
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> )	+	4
<b>TOTAL POINTS</b>		<b>100</b>	<b>39</b>
<b>STP Request</b>		<b>\$1,500,000</b>	

