

## Waukee - Grand Prairie Parkway Corridor Phase 5

<i>Primary Sponsor</i>	Waukee
<i>Project Title</i>	Grand Prairie Parkway Corridor Phase 5 (Alice's Road - Olson Drive to Hickman Road)
<i>Termini Description ( i.e. Park Avenue to 19th Street)</i>	Alice's Road from 400 feet north of Olson Drive to 1,000 feet north of Hickman Road
<i>Total Estimated Project Cost</i>	\$7,750,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$1,000,000
<i>Total Funding Secured</i>	\$0 - Note: The City has previously received \$1,900,000 in STP Dollars for the project from University Avenue to Hickman Road, however, the City has decided to split the project into two phases with the initial phase from University Avenue to Olson Drive utilizing the existing STP funds.
<i>Source of additional funds and local match?</i>	The City of Waukee has identified this project within the Capital Improvements Plan and intends to utilize tax increment financing, road use dollars and general obligation bonds to fund the local match requirements.
<i>Is this project seeking funding over multiple years?</i>	Yes
<i>How many consecutive years will funding be requested?</i>	2 Years
<i>What is the total anticipated STP funding request over the multiple years?</i>	\$2,000,000
<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 City of Waukee in partnership with West Des Moines is in the process of completing the new Grand Prairie Parkway Interchange at Interstate 80. When completed, the Grand Prairie Parkway Corridor will extend as far north as Granger (13 1/2 miles north of Interstate 80) and extend as far south as County Road G-14 in Madison County ( 7 1/2 miles). The proposed project includes the widening of Alice's Road from Hickman Road to University Avenue (Grand Prairie Parkway Corridor Phases 4-5). The improvements including the new Interchange and Grand Prairie Pkwy north to University Avenue will create an alternate route and relief for travelers on Hickman Road heading east to Interstate 35/80 and on University Avenue to the Jordan Creek Pkwy Interchange with Interstate 80/235.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	The Grand Prairie Parkway Corridor will provide direct access to Interstate 80 for the rapidly developing neighborhoods in the western part of Clive and Urbandale. The widening will create the necessary capacity to handle the amount of traffic heading south on Alice's Road/Grand Prairie Parkway. The proposed improvements will reduce the impacts that are currently occurring along other Corridors including Hickman Road, University Avenue and Jordan Creek Parkway and will potentially delay any additional improvements to those Corridors to improve capacity.

<p><i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i></p>	<p>The proposed project complements the Grand Prairie Parkway Corridor Projects that have already been completed or are under construction. Those projects include the widening and capacity improvements at the intersection of University Avenue and Alice's Road/Grand Prairie Parkway, the construction of the four of the future six lane boulevard of Grand Prairie Parkway from University Avenue to Ashworth Road (scheduled to be finished in the Spring), the construction of a six lane boulevard from Ashworth Road to Interstate 80 (scheduled to be finished in Winter 2015) and the construction of the new Interchange at Interstate 80 (scheduled to be finished in Spring 2016).</p>
<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>The City of Waukee has been developing its adjacent collector roadway network as development has occurred in the area. Alice's Road is designated as a major arterial roadway which is based upon one mile spacing within the City of Waukee. The roadway existed as a gravel road until the late 1990's when it was paved as a detour route for the expansion of Hickman Road. As development has occurred in the area, traffic has increased substantially on the arterial roadway network. There are very few options in this particular case related to addressing congestion other than the widening that is being proposed.</p>
<p><i>Project Type</i></p>	<p>Road widening</p>

WAUKEE - Grand Prairie Parkway Phase 5		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	+	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>	+	-
<b>Enhance Multimodal Transportation Options</b>		<b>20</b>	<b>4</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	+	-
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>16</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.)	+	4
<b>Further the health, safety, and well-being of all residents in the region.</b>		<b>20</b>	<b>4</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> )	+	-
<b>TOTAL POINTS</b>		<b>100</b>	<b>48</b>
<b>STP Request</b>		<b>\$1,000,000</b>	

