

West Des Moines - Grand Prairie Parkway formally known as 105th Street

<i>Primary Sponsor</i>	West Des Moines
<i>Project Title</i>	Grand Prairie Parkway formally known as 105th Street
<i>Termini Description (i.e. Park Avenue to 19th Street)</i>	Interstate 80 to Mills Civic Parkway
<i>Total Estimated Project Cost</i>	\$8,900,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$4,450,000
<i>Source of additional funds and local match?</i>	Local funds to provide match.
<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>	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>	Grand Prairie Parkway is part of a new north-south corridor in the metropolitan area. This project will construct Grand Prairie Parkway between Interstate 80 and Mills Civic Parkway providing an alternate corridor for residents and employees of the office areas along Mills Civic Parkway. This is the first phase of a future planned facility to construct a continuous route to the north of the metro area and south, over the Raccoon River, intersecting with G-14 in Madison County, and continuing on as needed. There are very few north-south continuous local roads in the metropolitan area, and almost none in the western portion of the region.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	Grand Prairie Parkway construction will serve as a secondary route for congested traffic that exists on Jordan Creek Parkway. Currently during peak periods traffic is congested to the point that it backs vehicles onto the ramps and out to the through lanes of Interstate 80 causing great safety concerns. Grand Prairie Parkway will also serve as a diversion route during incidents that occur on the through lanes of Interstate 80 as well as the Jordan Creek Parkway interchange.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	A bridge over Interstate 80 has been constructed already to accommodate traffic between Waukee and West Des Moines. The Interchange construction is underway.

<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 construction on Grand Prairie Parkway would provide a secondary access for the traffic that is destined to Jordan Creek Mall as well as nearby office and retail areas located along Mills Civic Parkway. There are ever increasing demands on Mills Civic Parkway and the Jordan Creek Parkway corridors. Grand Prairie Parkway would serve as a primary truck route into the commercial and retail area of the City. The project will incorporate Intelligent Transportation elements including Traffic Signal Interconnect that will enable traffic coordination and minimize traffic congestion.</p>
<p><i>Project Type</i></p>	<p>New road</p>

WEST DES MOINES - Grand Prairie Parkway		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
Transportation Infrastructure and Services are Well-managed and Optimize		40	16
1	Project improves or maintains an existing route or intersection - see Map	+	-
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	+	4
	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	+	-
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	4
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	+	-
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - see Map	+	-
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	27
STP Request		\$4,450,000	

