

West Des Moines - South 50th Street

<i>Primary Sponsor</i>	West Des Moines
<i>Project Title</i>	South 50th Street
<i>Termini Description (i.e. Park Avenue to 19th Street)</i>	E.P. True Parkway to Mills Civic Parkway
<i>Total Estimated Project Cost</i>	\$5,000,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$2,500,000
<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>	South 50th Street is classified as a Minor Arterial intersecting with Grand Avenue on the south. The Grand Avenue interchange provides 50th Street traffic with Interstate 35 access. The next major intersection traveling north is Mills Civic Parkway with another interchange at Interstate 35 at Mills Civic. Between Grand Avenue and E.P. True Parkway 50th Street is a two-lane roadway. This two lane cross section ends at E.P. True Parkway where it turns into a five lane roadway to University Avenue. West of the University Avenue intersection is Interstate 35/80 interchange. The roadway continues north into Clive to Hickman Road. A major north-south corridor is provided for the metropolitan area by 50th Street between Grand Avenue on the south and Hickman Road on the north.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	South 50th Street has an existing 12,450 vehicles per day and is increasing rapidly as development has occurred to the south. It serves as a secondary route or parallel road to Interstate 35 when incidents occur on Interstate 35. The Iowa Statewide Urban Design and Specifications (SUDAS) identifies two lane Mixed Use Roadways over 10,900 vehicles per day to be at Level of Service D.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	The construction widening of South 50th Street would be a continuation of 50th Street to the north that was widened to five lanes and will provide additional capacity for the traffic that is destined to existing and new developments south of Mills Civic Parkway.

<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 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>Road widening</p>

WEST DES MOINES - South 50th Street		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
Transportation Infrastructure and Services are Well-managed and Optimize		40	28
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	+	4
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	+	4
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	6
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	+	2
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	8
18	Project is located in a high-crash area as defined by CMAT and the project incorporates traffic calming solutions - see Map	+	4
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)	+	4
TOTAL POINTS		100	54
STP Request (millions)		\$2,500,000	

