



**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Altoona	Date Submitted:	12/1/2015
Contact Person:	Jon L. Hanson	Phone Number:	515-967-3180
		Email Address:	jhanson@altoona-iowa.com
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	8th St. SW Reconstruction		
Termini Description:	US 65 to Venbury Dr.		
Estimated Project Cost:	\$18,700,000	STP Request:	\$4,500,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	\$8,600,000		
Total Funding Secured:	\$750,000		
Source of Additional Funds:	Altoona CIP FY 17/18 \$250,000; Altoona CIP FY 18/19 \$1,500,000; STP Grant FFY 2019 \$750,000; Altoona CIP FY 19/20 \$4,500,000; Altoona CIP FY 20/21 \$3,000,000		
L RTP Number:	9	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	Yes
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

This project is a pavement preservation project along the main east-west corridor in the City of Altoona. This roadway is the primary entryway into a 125 acre retail shopping district that serves not just Altoona but the surrounding communities of Des Moines, Pleasant Hill, Carlisle, Newton, Knoxville, Eastern Polk County, Jasper, Warren and Monroe Counties. 8th St. SW also carries one half of the traffic traveling into and exiting the Prairie Meadows Racetrack and Casino. With the opening of the Prairie Crossing Outlet Mall in 2017 along with ongoing incremental expansions at both Adventureland Park and Prairie Meadows, we expect steady incremental traffic count increases along the 8th St. corridor.

Describe how this project impacts other city/county goals, plans, and projects.

This project will sustain the integrity and capacity of Altoona's primary east-west corridor and maintain its level of service (LOS). 8th St. SW has 2 of the 3 route stops on the DART Altoona Express Route 99 and is also the eastern terminus of DART local route 17. As Altoona's primary east-west street, it is heavily relied upon by EMS for access to the west half of Altoona and is the primary access corridor to the retail shopping district for Altoona and is travelled by essentially all Altoona residents on a daily basis. The shared use path will ultimately become a piece of an on-street connection between the Gay Lea Wilson and the Chichaqua connector trail and provide a safe route for elementary school children attending Willowbrook Elementary school.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

There have been signal timing and optimization improvements made to the corridor to maintain capacity, improve level of service (LOS) and reduce delay. During the development of the retail areas along the corridor, access management principals were used to protect the capacity of the roadway.

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.

This project does not propose to add any additional thru lanes or to be an expansion project. Left and right turn lanes will be reviewed along the project corridor to optimize capacity and adequacy. Intersection geometries will be reviewed and expanded where appropriate to improve capacity and traffic flow.

4. Project Type

Project Type:	Reconstruction, Intersection, Transit, Bicycle facility, Streetscape			
If other, please describe:	This project will fill in approx. 4,500 LF of intermittent sidewalk gaps along the 8th St. SW corridor. Sub-drains will be added along the corridor to improve sub-surface drainage to provide longevity of the reconstructed street.			
Surface Type:	Portland Cement	Number of Lanes:	2	
Existing travel lane width:	13	Proposed travel lane width:	13	
Existing facility width:	72	Proposed facility width:	72	
Existing posted speed:	35	Proposed posted speed:	35	
Existing median:	Yes			
Describe existing median:	There are raised turf medians with decorative understory trees provided along the corridor. The trees are linearly planted at about 15-20' spacing. The width of the turf medians varies from 8' to 18'. The narrower portions of the median at the intersection are paved. At various locations along the corridor, crushed red brick landscaping chips is used as a transition material between the concrete and turf grass.			
Proposed median:	Yes			
Describe proposed median:	Predominately, the street trees will be understory and decorative type trees. At locations where additional ROW and space is available behind the curb, we hope to include larger overstory trees. At the street intersections where themed landscaping features are installed, specific decorative trees will be added to complement those amenities. The trees will be flowering type to frame the street and the shared –use path and provide accent colors during certain times of the year.			

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	No
Right turn lanes	Yes
Center turn lanes	No
Turning signals	Yes
Extended turn lanes	Yes
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 25
 Existing signal interconnection: Yes

Proposed paved shoulders: No
 Proposed curb radius: 25

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 34
 Proposed number of access points along project length: 34

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	8
Existing pedestrian benches:	0	Proposed pedestrian benches:	6
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	Yes
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	2	Proposed paved connection:	Yes
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	Yes	Proposed bicycle facility type:	Shared-Use path
Proposed bicycle facility width:	8		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	Yes	Proposed pedestrian signals:	Yes
Existing street trees:	Yes	Proposed street trees:	Yes

Variety of trees planted:

Predominately, the street trees will be understory and decorative type trees. At locations where additional ROW and space is available behind the curb, we hope to include larger overstory trees. At the street intersections where themed landscaping features are installed, specific decorative trees will be added to complement those amenities. The trees will be flowering type to frame the street and the shared-use path and provide accent colors during certain times of the year.

Spacing of trees (feet): 15

Additional landscaping:

At the main intersections along the corridor, additional landscaping treatments are proposed, this could include decorative concrete/pavers, landscaping amenities such as benches, seat walls, public art, wayfinding signage, accent lighting and themed landscaping beds. Being a former state highway, there are portions of the roadway that have additional lane width. Where possible, the raised median widths will be increased by reducing excessive lane widths.

Does project improve a parallel facility or contribute to alternative routing:

No

Describe how the project improves a parallel facility or contributes to alternative routing:

0

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

Along the length of the project, water quality features will be installed to capture the "first-flush" run-off from the street and route it through strategically placed linear rain gardens running parallel to the street. Fortunately this project has 4 storm water outlets its corridor making the amount of storm water to manage much more reasonable.

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

Because this street corridor is the primary east –west corridor through Altoona, The 3 traffic signals in the corridor have already been upgraded from to camera detection. The remaining three signalized intersections will be upgraded one at a time to complement the reconstruction project. Once all the signals are upgraded to camera detection, adaptive signal control can be implemented to respond to traffic growth.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

The 8th St. SW roadway was turned over to the City of Altoona in 1996 from the IDOT. In June 2014, the City of Altoona hired Snyder & Associates to prepare a preliminary cost estimate to use for creating a multi-year budget and phasing strategy for the entire re-construction project. A pavement condition evaluation of the eastern portion of the project was completed by Terracon in November 2013. The City of Altoona performed about \$75,000 worth of surface repairs along the corridor in 2015.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Ankeny	Date Submitted:	11/30/2015
Contact Person:	Paul Moritz	Phone Number:	515-965-6420
		Email Address:	pmoritz@ankenyiowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	West First Street Widening Improvement - Phase 1		
Termini Description:	SW Scott Street to Ankeny Boulevard		
Estimated Project Cost:	\$4,400,000	STP Request:	\$1,500,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$0		
Source of Additional Funds:	The balance of the funding for the project will be from the City of Ankeny Annual Capital Improvements Program.		
L RTP Number:	51	Has project been started or completed:	No
Project previously applied for STP funds:	No	Project previously awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

First Street is Ankeny's original main street, is our main E/W corridor and carries all forms of daily traffic. It connects to Interstate 35 on the east side. This interchange is scheduled to be rebuilt by the DOT into a diverging diamond configuration in 2019. First Street extends east into Polk County as a minor arterial, runs across the north side of Bondurant and ultimately connects with U.S. Highway 65. First Street extends west to U.S. Highway 415 on Ankeny's west border. It continues west from this busy state route and serves the recreation areas on the west side of Saylorville Lake. Given the connectivity that First Street provides to four major state routes and the recreational access that it provides, First Street functions as a strong regional route.

Describe how this project impacts other city/county goals, plans, and projects.

First Street is Ankeny's main e/w route. It carries an estimated 16,000 vehicles per day (based on a 2013 field count). This count is increasing as the city continues to grow. This project will have a positive impact on Ankeny as well as Polk County, the Iowa DOT and the Army Corps. The widened section of First Street will reduce congestion and improve traffic safety. It will provide drivers a quicker, more efficient access onto Interstate 35, Highway 69, Highway 415, and Highway 65. Our 2010 Comprehensive Plan lists First Street as a major arterial city street, while it is listed as a minor (non-DOT) arterial on the Federal Functional Classification listing. The level of importance of First Street has been consistent and it will continue to function as a major traffic route.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

We will rebuild the Ankeny Blvd/First St intersection within 3 yrs. This will provide more efficient turning patterns at this very busy intersection. Having this First Street Widening completed soon after will help the intersection to function as intended. First Street feeds traffic onto I-35, Hwy 69 and Hwy 415, and will do so more efficiently after this project. In 2010, Ankeny completed the First St Extension from Irvinedale Dr to Hwy 415. This provided the link that connected Ankeny to Hwy 415 and the Saylorville amenities. Our current CIP includes new signals at the Hwy 415/First St. intersection. This project is the first of four proposed widening projects along First Street. When these are done, First Street will function as a 5-lane arterial with raised medians and a TWLTL.

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.

The purpose of this project is to improve capacity and reduce congestion by adding medians, left turn lanes and/or a TWLTL. Referencing the "Congestion Strategies", such a project is viewed as a traffic operational improvement. After the project, there will still be four lanes of through traffic. So we do not view this as a lane addition project per the capital intensive strategies. Consideration was given to other low-cost alts for this corridor. The signals along First St are already sequenced, as a result of a 2010 timing study. The City is proposing a new signal timing study, and the signals will continue to be sequenced. Adding parking stalls along First St will not appreciably affect the congestion since the vast majority of the traffic has a destination beyond the corridor.

4. Project Type

Project Type:	Road widening, Reconstruction, Intersection, Transit			
If other, please describe:	The Transit category was included because the scope of the project includes the option of constructing a bus turn-out lane at the existing DART stop on the north side of the street.			
Surface Type:	Portland Cement		Number of Lanes:	4
Existing travel lane width:	11		Proposed travel lane width:	11
Existing facility width:	44		Proposed facility width:	60
Existing posted speed:	35		Proposed posted speed:	35
Existing median:	No			
Describe existing median:	0			
Proposed median:	Yes			
Describe proposed median:	As previously described, the West First Street Widening Improvement targets the need to provide left turn movements along the numerous access points along the corridor. Where possible, there will be a 16-foot wide raised median constructed. The median will be surfaced with turf grass and limited landscaping including tall grasses, shrubs, etc. This project will include water quality features such as bio-retention cells similar to what the City has included on previous projects. If feasible, these cells will be located within the medians and/or behind the outside street curbs.			

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	No
Center turn lanes	Yes
Turning signals	Yes
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 30
 Existing signal interconnection: Yes

Proposed paved shoulders: No
 Proposed curb radius: 30

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 14
 Proposed number of access points along project length: 14

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	5
Existing pedestrian benches:	0	Proposed pedestrian benches:	2
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	Yes
Existing bus shelters:	1	Existing paved connection:	Yes
Proposed bus shelters:	1	Proposed paved connection:	Yes
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	Yes	Existing bicycle facility type:	Shared-Use path
Existing bicycle facility width:	8		
Proposed bicycle facility:	Yes	Proposed bicycle facility type:	Shared-Use path
Proposed bicycle facility width:	8		
Existing bicycle signals:	Yes	Proposed bicycle signals:	Yes
Existing pedestrian signals:	Yes	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	Yes

Variety of trees planted:

The trees that will be planted will ultimately be chosen by a landscape architect during final project design. We anticipate a mixture of over story trees such as maple, locust, oak, and linden will be planted. All street trees must meet the requirements of the City's Tree Planting Permit.

Spacing of trees (feet): 50

Additional landscaping:

Our intent would be to plant the above noted street trees behind the outside street curbs and inside of the walks. Limited landscaping including tall grasses, shrubs, etc. will be included within the medians where possible. This project will include water quality features such as bio-retention cells similar to what the City has included on previous projects. If feasible, these cells will be located within the medians and/or behind the outside street curbs.

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

West First Street is a vital route in regard to emergency management, given that our main Fire Station No. 1 is located on the street. Since West First is a four-lane arterial street, it is anticipated to have a high priority for alternative routing in case of emergencies. An example of this would be if Ankeny Boulevard (Highway 69) were to be blocked or otherwise disrupted. Traffic would be routed west from Ankeny Blvd. to either SW State Street or NW Ash Street so that an efficient detour route is provided.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

Water quality features have been included on all major street projects within Ankeny in recent years. Bio-swales or other features have been included within the medians or within the parking areas. Specific recent projects include the NE 36th Street Reconstruction, SW Irvinedale Drive Reconstruction, SE Oralabor Road Widening, SW Vintage Parkway Construction, and the West First Street Extension. Our aim is to capture as much drainage as possible to meet the 1 1/4" requirement without having to obtain large tracts of adjacent right-of-way to meet the requirement. Our design approach on the West First Street Widening/Improvement will be similar to what was done on the previous projects.

Does the project use traffic calming measures?

Yes

Describe how the project uses traffic calming measures?

Raised medians will be part of the improvements. It is also intended to limit the width on the through traffic lanes.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

First St is an undivided four lane street and is one of our oldest. During peak commute times, the traffic is very heavy. There are civic buildings, a fire station, and schools along the street. The balance of the adjacent properties are a mix of commercial and residential. First St was developed before there were proper standards for access control. The street is subject to heavy side friction. The lane configuration requires drivers making turns to stop on the through lanes and wait for gaps in the oncoming traffic. This causes the through cars to back up and is highly inefficient. Excessive vehicle idling results. This project will allow for the left turning vehicles to be separated from the heavy through traffic and thereby substantially reduce vehicle idling.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

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A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Ankeny	Date Submitted:	12/1/2015
Contact Person:	Paul Moritz, P.E.	Phone Number:	965-6420
		Email Address:	pmoritz@ankenyiowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	High Trestle Trail Extension Project		
Termini Description:	SW Ordnance Road to SE Magazine Road		
Estimated Project Cost:	\$410,000	STP Request:	\$150,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$0		
Source of Additional Funds:	The City of Ankeny acquired the right-of-way for this project from the UPRR in 2014 through a partnership with the Iowa Natural Heritage Foundation and Polk County.		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	Previously Secured
Preliminary Engineering:	\$30,000
Construction Engineering:	\$15,000
Construction:	\$365,000
Other:	\$0

Project Development Timeline:

Design & Planning:	Fall 2018
Land Acquisition:	Recently Acquired
Utility Relocation:	summer 2019
Preliminary Engineering:	Spring/Summer 2019
Construction Engineering:	Spring 2020
Construction:	Spring 2020
Other:	0

Does the project require land acquisition:	Yes
If yes, how many acres:	Recently acquired by the City

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type:	Trail/Shared-Use Path
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Trail/Shared-Use Path Design Elements

Pavement Material:	Concrete	Pavement depth (inches):	6"
Trail width (feet):	10 Feet		
Sub-base material:	Prepared Subgrade / Ballast	Sub-base depth (inches):	12"
Project length (miles):	0.56		
Is the Segment Located on an identified trail gap in the LRTP:	Yes		

On-Street Facility Design Elements

Type of bicycle lane:	0	Bicycle lane width:	0
Project length (miles):	0		
Existing bicycle signals:	0	Proposed bicycle signals:	0

Streetscape Design Elements

Existing street trees:	0	Proposed street trees:	0
Variety of trees planted:	0		
Spacing of trees (feet):	0		
Additional landscaping:	0		

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

Included is a resolution of support from the Ankeny City Council dated November 30, 2015. The City of Ankeny regularly completes a citizen survey. These surveys have identified trail connections, both inner community and regional, as the #1 parks/recreation priority for residents. There is significant support for this project from other metro communities, organizations and Polk County as well. When planning for the previous phase of the High Trestle Trail, letters of support were obtained from the Uptown Ankeny Association, Ankeny Market Pavilion, Ankeny Park Board, Polk County Conservation, and the Iowa Natural Heritage Foundation.

Describe the multipurpose aspects of the project.

The High Trestle Trail is a multi-modal trail designed for bicycling, walking, jogging, roller blading, etc. This project will extend the trail to the south and facilitate the expansion of these multi-modal uses. The trail connects to Ankeny's historic Uptown District which features numerous locally owned retail/dining establishments. A private sector effort, led by the Rotary Club, Uptown Businesses and the Chamber of Commerce is currently constructing the Ankeny Market Pavilion which will include a trailhead restroom and a venue for the Ankeny Farmer's Market, Trail related events and activities, and community activities. The AMP facility is located just south of 1st Street adjacent to the trail. This trailhead facility and pavilion will be a tremendous amenity for trail users.

Describe the project's financial plan.

The City completed the last phase of the High Trestle Trail in 2014. This project, which extended the trail from West First Street south past the AMP facility to SW Ordnance Road, was funded partially by a TAP grant. The balance of the project (over 50% of the project cost) was funded with Ankeny funds. Our intent is to complete this phase of the trail under a similar funding plan. The project is included in the 2016-2020 Ankeny CIP.

The local contribution to this project includes the value of the recent acquisition of the trail right-of-way (R/W). The R/W was acquired from the Union Pacific Railroad through a partnership of Ankeny, Polk County and the Iowa Natural Heritage Foundation. The City expended \$600,000 to acquire the R/W from West First Street south to SE Oralabor Road.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The existing High Trestle Trail within Ankeny has been maintained by the City using our Parks and Recreation staff. This proposed phase upon completion will also be maintained by our forces. This includes mowing, cleaning, patching, snow removal and other maintenance activities.

Describe the quality/significance of the site.

The quality of the project site is excellent and is naturally tailored for a recreation trail, with construction occurring over an abandoned inactive rail bed that runs diagonally through Ankeny. The existing rail line will be converted into a recreation trail along the open, level railroad grade. The previous segments of the High Trestle Trail within Ankeny were constructed in the same way. The trail will ultimately connect to the Gay Lea Wilson Trail / Neal Smith Trail on the south side of SE Oralabor Road. This will connect these three popular regional trails, which will substantially enhance the regional opportunities for trail users within central Iowa. The connection of these three trails will remove a crucial missing link in the metro area trail system.

Please describe the need for the project.

In 2007, the Ankeny completed its Parks, Facilities and Recreation Comprehensive Plan. Public input played a major role in this plan with residents ranking trail connections as the #1 parks/recreation need in the community. Since the plan's completion, three regional trails have been developed within Ankeny: The High Trestle Trail, the Gay Lea Wilson Trail, and the Oralabor Gateway (Neal Smith Extension) Trail. The development of these trails has been driven by the popularity of using trails for recreation activities such as bicycling, walking and jogging. Every trail plan in the metro, including the MPO's "Connect" Plan, emphasizes the importance of linking communities and regional attractions together via recreational trails. Extending the High Trestle Trail to connect with the other two regional trails accomplishes this important goal. Visitors from throughout Iowa are using the High Trestle Trail, and extending it to link to the Gay Lea Wilson and Neal Smith trails will add significantly to its current appeal.

Describe the relationship to other regional plans/projects.

This project extends the High Trestle Trail, which has quickly become one of the most well-known trails in the Metropolitan Area and has garnered statewide and national attention. Extending the trail south through Ankeny and ultimately connecting it to the Neal Smith and Gay Lea Wilson trails adds another critical link to the 550+ mile Central Iowa Trails System. This ultimate connection will allow High Trestle Trail users to reach Saylorville Lake via the Neal Smith Trail and reach Des Moines via the Oralabor Gateway/Gay Lea Wilson Trail. This current trail extension project will close the gap between the three trail systems.

The High Trestle Trail is included in the MPO's "Connect" Plan and the MPO's Bicycle/Pedestrian Facilities Map. This documentation shows the High Trestle Trail extending south from its current terminus point (SW Ordinance Road) through Ankeny's southeast quadrant and ultimately linking with the Neal Smith and Gay Lea Wilson Trails.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

As previously explained, the right-of-way for the High Trestle Trail was recently acquired by the City of Ankeny through the combined efforts of the City, Polk County and the Iowa Natural Heritage Foundation. The City ultimately contributed \$600,000 of local funding to purchase the right-of-way without state or federal funding assistance. The City now holds the property by fee title.

Explain any urgency with the implementation of the project.

There is obvious strong momentum to connect the High Trestle Regional Trail to Des Moines via the Gay Lea Wilson Regional Trail and to the Saylorville Lake facilities via the Neal Smith Regional Trail system. There is also a sense of urgency for this trail project since the Ankeny Market Pavilion will be served by the High Trestle Trail. This unique trailhead facility is currently under construction thanks to substantial private contributions, which are funding 100% of the costs of the AMP facility. The trail will also improve the viability of the fledging Ankeny Uptown commercial area, which is Ankeny's original central business district and is currently struggling to remain economically viable.

Describe the impact to regional economic development and tourism.

According to the Iowa Department of Tourism, connecting trails and forming a "system" of regional trails that link communities and high profile destinations/attractions creates a major tourism draw and generates substantial economic impact. The High Trestle Trail Extension project represents the next phase of moving the trail through Ankeny and linking it with the regional system in southern Ankeny. Linking the High Trestle, Neal Smith, and Oralabor Gateway/Gay Lea Wilson trails will provide added connections to popular destinations such as Saylorville Lake and downtown Des Moines amenities. The trail project presented in this grant request will help to transform the Uptown Ankeny Business District, bringing more people to the historic area for shopping, dining, and entertainment. It will also connect the Trail to the SE Delaware shopping district via an 8' shared use path. This trail project will help to foster tourism and promote central Iowa as a great place to live, work, and play.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Redacted box]

[Redacted box]

Signature

[Redacted box]

Date

[Redacted box]

Typed Name and Title

[Redacted box]

Date





SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020

1. Contact Information

Primary Sponsor: Bondurant
Contact Person: Mark Arentsen
Date Submitted: 11/30/2015
Phone Number: 515-967-2418
Email Address: marentsen@cityofbondurant.com
Secondary Sponsor: 0
Phone Number:
Email Address:

2. Project Description

Project Title: Main Street Streetscape
Termini Description: Railroad St SE to 2nd St NE
Estimated Project Cost: \$500,000
Seeking Funding in Multiple Years: No
Total Request for Multiple Years: \$0
STP Request: \$500,000
How Many Years: 0
Total Funding Secured: \$0
Source of Additional Funds: City Road Use Fund Revenues
L RTP Number: 0
Project previously applied for STP funds: Yes
Projects TPMS number: 0
Has project been started or completed: Yes
Project previously awarded STP funds: No

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.
We are finishing the streetscape of Main Street to improve the image of our downtown and to create additional parking.
Describe how this project impacts other city/county goals, plans, and projects.
We plan to follow the Comprehensive Plan of the Main Street mixed use and retail redevelopment and in-fill, which enhances the downtown streetscape connecting all elements.



Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

We completed a streetscape project in 2008/09 on Main Street, and this would be a continuation of that project.

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.

N/A

4. Project Type

Project Type:	Streetscape			
If other, please describe:	0			
Surface Type:	Asphalt	Number of Lanes:	2	
Existing travel lane width:	24	Proposed travel lane width:	23	
Existing facility width:	60	Proposed facility width:	60	
Existing posted speed:	25	Proposed posted speed:	25	
Existing median:	No			
Describe existing median:	0			
Proposed median:	No			
Describe proposed median:	0			

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	No
Right turn lanes	No
Center turn lanes	No
Turning signals	No
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 51
 Existing signal interconnection: No

Proposed paved shoulders: No
 Proposed curb radius: 51

Does project included improvements to signal interconnection: No
 Existing number of access points along project length: 4
 Proposed number of access points along project length: 4

4. Project Type (Continued)

Existing Sidewalk width: 10 Proposed sidewalk width: 10
 Existing pedestrian benches: 0 Proposed pedestrian benches: 4

Existing curb extensions: No Proposed curb extensions: Yes
 Existing crosswalks: Yes Existing pedestrian refuge: No
 Proposed crosswalks: Yes Proposed pedestrian refuge: No

Existing bus shelters: 0 Existing paved connection: No
 Proposed bus shelters: 0 Proposed paved connection: No

Existing on-street parking: 0 Proposed on-street parking: 62

How many electric vehicle charging stations does this project include: 0

Existing bicycle facility: Yes Existing bicycle facility type: Shared-Use path
 Existing bicycle facility width: 10

Proposed bicycle facility: No Proposed bicycle facility type: 0
 Proposed bicycle facility width: 0

Existing bicycle signals: No Proposed bicycle signals: No
 Existing pedestrian signals: No Proposed pedestrian signals: No

Existing street trees: No Proposed street trees: Yes

Variety of trees planted: To be determined.

Spacing of trees (feet): 0



Additional landscaping:

Several planting beds to include rose bushes and daylilies are planned. These would match the planting beds installed in the 2008/09 project.

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

The project would improve routes to schools, city buildings, and the regional trailhead.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

A portion of the storm water will be routed through the planting beds.

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

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A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

A resolution expressing City Council approval is scheduled for the 12/7 City Council meeting. This project completes a streetscape project installed in 2008/09 in the 1.5 block portion of Main Street directly south of the work proposed in this application. it will add 62 much needed parking stalls to the growing downtown Bondurant business district and will complement the existing visual appeal of the adjacent Chichaqua Valley Trail, proposed Gay Lea Wilson Trail and the Bondurant Regional Trailhead.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Bondurant	Date Submitted:	11/30/2015
Contact Person:	Mark Arentsen	Phone Number:	5159672418
		Email Address:	marentsen@cityofbondurant.com
Secondary Sponsor:	Polk County	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Oleson Street Underpass		
Termini Description:	Oleson Street across Highway 65		
Estimated Project Cost:	\$2,100,000	STP Request:	\$500,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	\$1,500,000		
Total Funding Secured:	\$330,000		
Source of Additional Funds:	MPO - SRTS DOT - SRTS		

Project previously applied for TAP funds:	Yes	Project TPMS Number:	SRTS-U-0747(609)-8V-77
Project previously awarded TAP funds:	Yes		

Itemized Costs:

Land Acquisition:	\$0
Preliminary Engineering:	\$100,000
Construction Engineering:	\$50,000
Construction:	\$2,000,000
Other:	\$0

Project Development Timeline:

Design & Planning:	0
Land Acquisition:	0
Utility Relocation:	0
Preliminary Engineering:	100000
Construction Engineering:	50000
Construction:	2000000
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type:	Safe Routes to School
---------------	-----------------------

Trail/Shared-Use Path Design Elements



Pavement Material: 0
Trail width (feet): 0

Pavement depth (inches): 0

Sub-base material: 0
Project length (miles): 0

Sub-base depth (inches): 0

Is the Segment Located on an identified trail gap in the LRTP: 0

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0

Bicycle lane width: 0

Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0

Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The City of Bondurant has acquired letters of support that will also be submitted.

Describe the multipurpose aspects of the project.

Safe Route to School, safe crossing across a major highway, connecting neighborhoods to the City, recreation, bike/pedestrian.

Describe the project's financial plan.

The City plans to continue accumulating grant funds through 2020. Total estimated project cost is \$2.21 million. \$330,000 has already been allocated to the project. The 20% match required is approximately \$400,000. This amount will be provided as part of the City's 2020 General Obligation debt issue. Construction could occur in 2020. the City may request advanced release of any MPO funds allocated after 2020.

4. Project Need (Continued)

Describe the maintenance plans for this project.

Maintenance will be performed by the City of Bondurant, although minimal maintenance is anticipated.

Describe the quality/significance of the site.

Out of all the possible intersections on Highway 65, this site is the safest and has the lowest overall cost.

Please describe the need for the project.

The City is disconnected from neighborhoods on the east side of Highway 65. This project would provide a safe connection for all residents and would be the beginning of the connection to Altoona.

Describe the relationship to other regional plans/projects.

This project would be the beginning of the connection to the trail to Altoona which would connect Easter Polk County to the Metro.



4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

0

Explain any urgency with the implementation of the project.

With Bondurant's growing community of young families, a safe connection is a high priority for the City. A Safe Route to School from the east side of Highway 65 is much needed for the City.

Describe the impact to regional economic development and tourism.

This would aid in the connection to the City of Altoona which would increase visitors to the area.



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Agree

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Yes

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

No

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

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Representing the

[Redacted Signature Line]

Signature

[Redacted Date Line]

Date

[Redacted Typed Name and Title Line]

Typed Name and Title

[Redacted Date Line]

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	DART	Date Submitted:	11/25/2015
Contact Person:	Elizabeth Presutti	Phone Number:	515-283-8115
		Email Address:	epresutti@ridedart.com
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	DART Replacement Buses		
Termini Description:	Des Moines Metro		
Estimated Project Cost:	\$5,076,000	STP Request:	\$1,350,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$3,726,000		
Source of Additional Funds:	The following funds are budgeted for the project:		
	Federal 5307 Funds - \$2,380,225		
L RTP Number:	0	Has project been started or completed:	No
Project previously applied for STP funds:	No	Project previously awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

Public transit is an integral strategy of the MPO's Tomorrow Plan for developing transportation choices in the DSM region. The latest VMT report shows that people are driving less while the use of alternative modes are increasing. DART provided \$4.4 million trips on fixed-route services in FY2015, a 2.5% increase over FY2014 and at a time with low fuel prices. Yet the benefits of public transit go beyond services provided to passengers, as public transit reduces congestion and the need for costly infrastructure expansion, helps cities maintain air quality standards, promotes economic opportunities, and drives community growth and revitalization. The procurement of buses are costly, yet essential if DART is to provide a safe and efficient service that meets the needs of a growing region.

Describe how this project impacts other city/county goals, plans, and projects.

Investments in public transit are supported in multiple regional plans for the Des Moines area, either directly as in Mobilizing Tomorrow, or indirectly as part of a greater sustainability effort such as in Capital Crossroads. DART's long-range plan, DART Forward, outlined phased improvements to transit services starting in 2012 with the opening of DART Central Station. Our current project builds on the momentum of the DART Forward improvements by advocating for consistent annual fleet replacements, which are desperately needed for the 39 heavy-duty buses already beyond useful life.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

DART worked with the City of Des Moines and Polk County on the development of the transit hub, in addition to service improvements along the Ingersoll and University corridors. The city has already made infrastructure investments along Ingersoll, which is served by DART Routes 60 and 11. DART is also supporting the city's plan for the SW9th corridor, which is served by Route 7. Both Routes 60 and 7 have been identified for future bus rapid transit lines.

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.

No, this is a replacement project.

4. Project Type

Project Type: Transit

If other, please describe: N/A

Surface Type:	N/A	Number of Lanes:	N/A
Existing travel lane width:	0	Proposed travel lane width:	0
Existing facility width:	0	Proposed facility width:	0
Existing posted speed:	0	Proposed posted speed:	0

Existing median: No

Describe existing median: 0

Proposed median: No

Describe proposed median: 0

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	No
Right turn lanes	No
Center turn lanes	No
Turning signals	No
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 0
 Existing signal interconnection: No

Proposed paved shoulders: No
 Proposed curb radius: 0

Does project included improvements to signal interconnection: No
 Existing number of access points along project length: 0
 Proposed number of access points along project length: 0

4. Project Type (Continued)

Existing Sidewalk width: 0 Proposed sidewalk width: 0
 Existing pedestrian benches: 0 Proposed pedestrian benches: 0

Existing curb extensions: No Proposed curb extensions: No
 Existing crosswalks: No Existing pedestrian refuge: 0
 Proposed crosswalks: No Proposed pedestrian refuge: 0

Existing bus shelters: 0 Existing paved connection: No
 Proposed bus shelters: 0 Proposed paved connection: No

Existing on-street parking: 0 Proposed on-street parking: 0

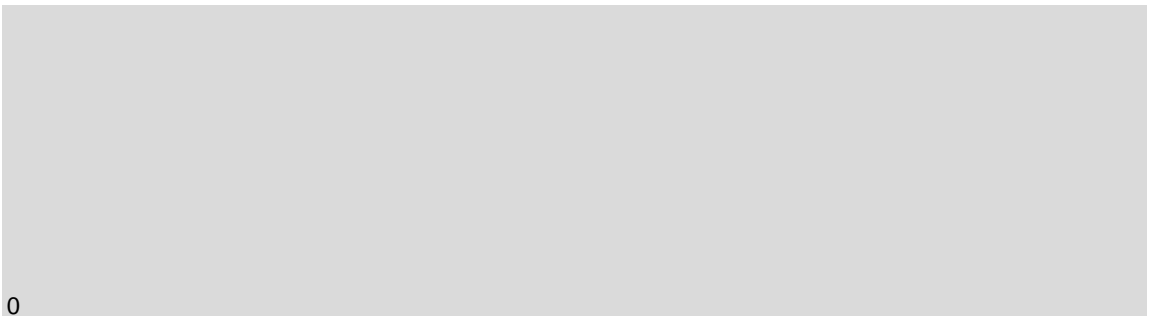
How many electric vehicle charging stations does this project include: 0

Existing bicycle facility: No Existing bicycle facility type: 0
 Existing bicycle facility width: 0

Proposed bicycle facility: No Proposed bicycle facility type: 0
 Proposed bicycle facility width: 0

Existing bicycle signals: No Proposed bicycle signals: No
 Existing pedestrian signals: No Proposed pedestrian signals: No

Existing street trees: No Proposed street trees: No

Variety of trees planted: 

Spacing of trees (feet): 0



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

No

Describe how the project improves a parallel facility or contributes to alternative routing:

0

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

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A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

This project is for the purchase of 40' heavy-duty transit vehicles with a useful life of 12 years. The buses designated for replacement with FY2020 funds are 2006 models and delivery typically takes 12 months, which will make these buses over 15 years old at time of replacement.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

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Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	DART	Date Submitted:	11/30/2015
Contact Person:	Elizabeth Presutti, DART	Phone Number:	Elizabeth: (515) 283-8115
		Email Address:	epresutti@ridedart.com
Secondary Sponsor:	Des Moines Bicycle Collective	Phone Number:	(515) 710-6697
	Jeremy Lewis	Email Address:	jeremy@dsmbikecollective.org

2. Project Description

Project Title:	BCycle Expansion 2020		
Termini Description:	Des Moines Metro		
Estimated Project Cost:	\$282,138	STP Request:	\$225,710
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$56,428 in Local Match		
Source of Additional Funds:	<p>If fully funded, Des Moines BCycle has received assurances from its local major underwriters that they will cover matching costs associated with a TAP Grant. In addition, DART will share the costs of installing stations in cooperation with new shelters.</p>		

Project previously applied for TAP funds:	Yes	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	N/A
Preliminary Engineering:	N/A
Construction Engineering:	N/A
Construction:	\$15,000 site preparation for three stations
Other:	\$267,138 see commentary

Project Development Timeline:

Design & Planning:	2/2016 - 8/2016 finalize BCycle station locations
Land Acquisition:	N/A
Utility Relocation:	N/A
Preliminary Engineering:	N/A
Construction Engineering:	N/A
Construction:	10/16 ideally, otherwise 10/2019
Other:	10/16 purchase and install of equipment

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	Yes



\$50 Annual membership fee; \$6 for 24-hour access. Unlimited trips of 60 minutes or less.

If yes, how much:

4. Project Type

Project Type:

Trail/Shared-Use Path Design Elements

Pavement Material:

Pavement depth (inches):

Trail width (feet):

Sub-base material:

Sub-base depth (inches):

Project length (miles):

Is the Segment Located on an identified trail gap in the LRTP:

On-Street Facility Design Elements

Type of bicycle lane:

Bicycle lane width:

Project length (miles):

Existing bicycle signals:

Proposed bicycle signals:

Streetscape Design Elements

Existing street trees:

Proposed street trees:

Variety of trees planted:

Spacing of trees (feet):

Additional landscaping:

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

Does the project use traffic calming measures?

Describe how the project uses traffic calming measures?



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

Our bikes are getting used! The Des Moines BCycle program has enjoyed growth every year since the rollout in September 2010 as the fifth bike-share program in the United States. Currently we are rated as the seventh most active system in the US, based on checkouts per bike, among 30 BCycle programs. Through October 31, we had 5,949 checkouts—and we broke through the 6,000 level in early November.

This year, nearly every downtown developer, various area employers, the State of Iowa, the MPO of Greater Des Moines, Polk County Supervisors, the City of Des Moines, Greater Des Moines Partnership, and the Downtown Chamber of Commerce has made a financial investment in the Des Moines BCycle program. We also gained financial supporters ranging from an East Village chiropractic office to Veridian Credit Union.

Describe the multipurpose aspects of the project.

Bike-sharing programs provide the first and last mile for commuters—whether they bike in combination with walking, busing, or driving to jobs or destinations for errands or recreation. The stations enjoy the most success are located near medium and high density living or employment.

The fleet bikes are best used for trips of 1 to 3 miles.

People riding bikes serve as a natural traffic-calming function.

Describe the project's financial plan.

Des Moines BCycle program relies on three revenue sources: grants, sponsorships and advertising, and fees (monthly and annual memberships plus day users).

Like other transportation modes—barges, planes, railroads, highways, and public transit—public bike-share programs rely on federal and state grants to grow and remain viable.

If fully funded, Des Moines BCycle has received assurances from its local major underwriters that they will cover the matching costs associated with a TAP grant.

Des Moines BCycle projects that with a fully funded expansion, usage rates and corresponding revenues generated will double and potentially triple. These revenues are reinvested in the system to cover a significant portion of future operating and maintenance expenses.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The Des Moines Bicycle Collective is responsible for upkeep of all existing and new stations. The Collective has been responsible for all BCycle station and fleet bikes since the first stations opened in September 2010.

Describe the quality/significance of the site.

This project seeks to expand the existing BCycle initiative by installing five bicycle stations and thus increase alternative transportation opportunities in the DSM metro. These facilities will be located throughout the downtown area to provide service to east-west and north-south connections and transform the current program into a viable transportation option. The specific locations include but are not limited to:

- A location on 17th Street between Grand Avenue and Locust address a transportation alternative for Meredith employees, Artisan Lofts and the existing Gateway Loft. An additional station provides at this location provides great connections to Ingersoll Avenue, downtown, and Gray's Lake Park. The BCycle station will be co-located with a DART bus shelter.
- The location adjoining Cityville on SW Ninth Street addresses a need for new residential developments south of ML King. Hubbell Homes anticipates the Cityville property will have 300 units when the third of four phases is completed in 2017. A BCycle station at this location will provide an alternative to auto trips to the downtown area for jobs, shopping, and entertainment. The BCycle station will be co-located with a DART bus shelter.
- At Drake University, three stations will provide an easy way for students and staff to move about the campus area between residences, classroom buildings, and the Dogtown area to the east. We anticipate at least one of the BCycle station will be co-located with a DART shelter.

Please describe the need for the project.

There are nearly as many reasons to use a fleet bike as there are bikes in the fleet: economic, environmental, transportation, health and wellness, or building community. Or, in the words of one of our supporters: "Bikes put the fun back in commuting."

With each passing year, transportation alternatives become more important to downtown Des Moines and Drake campus. It's well documented that millennials—a key demographic attracted to downtown housing and jobs—rely less on the automobile and place a high value on transportation alternatives.

For a growing segment of our population, "Access trumps ownership!"
To become a genuine transportation alternative, we need to offer bikes and stations in more locations.

Describe the relationship to other regional plans/projects.

The City of Des Moines adopted a Bicycle and Trail Master Plan as part of its Comprehensive Plan in June 2011. The Master Plan states that, "the bicycle is an important solution as Des Moines takes local action on reaching energy independence, improving public health, and attracting business."

The Des Moines BCycle Program complements that plan and makes bicycles more convenient and thus more likely used by residents and visitors as they make their transportation choices in the Des Moines Metro area (improved mobility). The expanded network of BCycle stations provide easy access and healthy options to get around the metro on short trips.

Investing in additional stations and BCycles will strengthen the viability and accessibility of Des Moines bike-share system, which inherently makes Des Moines streets more walkable and bike-friendly. It is clear that there is a positive correlation between station density, network connectivity and ridership.

The Tomorrow Plan is sprinkled with references to improved bicycle infrastructure. For example, bicycles are part of the Strategy 1B of the Tomorrow Plan.

The Tomorrow Plan states a goal to "Leverage the investment in public transportation and in the bicycle and pedestrian networks by co-locating land uses and making these modes user friendly."

Bicycles are in the thick of guiding principles for the Des Moines Vision 2030 Plan. The plan makes several mentions to connectivity, access, complete streets, and mobility.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

0

Explain any urgency with the implementation of the project.

The current Des Moines BCycle network is somewhat like a bus system with just a handful of stops: “Nice, but they don’t go where I want to go!” With the availability of more stations and fleet bikes, residents and visitors will better appreciate the flexibility fleet bikes provide.

Or, in the words of former Minneapolis Mayor R.T. Rybak when he launched the Twin Cities bike-share program, “Go big or go home.”

Central Iowa also has a health urgency. In Oklahoma City, Republican Mayor Mick Cornett took to the streets and sidewalks to encourage residents to bike and walk away one million pounds—a huge undertaking for the 13th fattest city in the U.S. In five short years, they became the nation’s 23rd fittest city. Politico notes, “For Cornett, health has become a premium, not only for quality of life but for the city’s economy. He credits his health reforms and projects with attracting young professionals to the city.”

Describe the impact to regional economic development and tourism.

As the table and attached maps indicate (Exhibit B), Des Moines visitors are frequent users of the BCycle system when users identify their home ZIP code:

Downtown (50309) 3%
Remainder of DM 12%
Metro area 21%
Rest of Iowa 25%
Outside Iowa 39%

The 2015 usage (through August) closely parallels the 2014 results. This bodes well for recreational use of the fleet bikes while visiting downtown Des Moines.

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Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:

Yes

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Yes

Additional information you would like to share:

0

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Redacted box]

[Redacted box]

Signature

[Redacted box]

Date

[Redacted box]

Typed Name and Title

[Redacted box]

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	11/30/2015
Contact Person:	Calvin Miller	Phone Number:	515-283-4748
		Email Address:	cbmiller@dmgov.org
Secondary Sponsor:	Pleasant Hill	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Southeast Connector - SE 30th Street to US 65 Beltway		
Termini Description:	SE 30th Street to US 65 Beltway		
Estimated Project Cost:	\$50,000,000	STP Request:	\$5,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	+4 Years
Total Request for Multiple Years:	\$20,000,000		
Total Funding Secured:	\$4,932,000		
Source of Additional Funds:	FY17 - \$2,550,000 (STP); FY18 - \$1,032,000 (STP); FY 19 - \$1,350,000 (STP); Local match will be G.O. Bonds / TIF		
L RTP Number:	241	Has project been started or completed:	Yes
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	Yes
Projects TPMS number:	25169		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

When completed, the project will connect the downtown Des Moines area with the Iowa 5 / 65 Beltway. It will provide significantly improved access to the east and the southeast areas of Des Moines, Pleasant Hill, and eastern Polk County.

Describe how this project impacts other city/county goals, plans, and projects.

There is a lack of adequate transportation facilities in the southeast area of Des Moines / Pleasant Hill, which is not conducive to the area being developed to its full potential, which is part of the "Balanced Growth" plan for the metropolitan area.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

The western segment of the SE connector will be complete and open to traffic in 2016 (SE 15th Street to SE 30th Street)

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.

This project assisted the metropolitan area in: A.1, A.3, B.1, B.3, C.5, and C.6 as identified in the MPO Congestion Management Process (July 2013).

4. Project Type

Project Type:	New road, Bridge, Interchange, Intersection, Bicycle facility		
If other, please describe:	0		
Surface Type:	N/A	Number of Lanes:	N/A
Existing travel lane width:	0	Proposed travel lane width:	12
Existing facility width:	0	Proposed facility width:	180
Existing posted speed:	0	Proposed posted speed:	40
Existing median:	No		
Describe existing median:	0		
Proposed median:	Yes		
Describe proposed median:	Median would be constructed in a later phase when the roadway is widened to 4-lane, divided. Timeframe is unknown at current time.		

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	Yes
Center turn lanes	No
Turning signals	Yes
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 0
 Existing signal interconnection: No

Proposed paved shoulders: No
 Proposed curb radius: 35

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 0
 Proposed number of access points along project length: 5

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	10
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	No	Existing pedestrian refuge:	0
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	Yes	Proposed bicycle facility type:	Shared-Use path
Proposed bicycle facility width:	10		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	No	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	Yes
Variety of trees planted:	<div style="background-color: #cccccc; height: 150px; width: 100%;"></div>		
	Black Maple, American Sweet Gum, Oak, Ginko, River Birch		
Spacing of trees (feet):	50		

Additional landscaping:

N/A

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

The SE Connector provides a more direct route between the downtown area and the beltway. The current route uses Maury Street, SE 30th Street, and Vandalia Road. It also provides a grade separation over the RR tracks near SE 22nd Street.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

Interconnected traffic signals will reduce stops and delay in addition to the more direct route mentioned previously.

Does the project address an identified freight impediment?

Yes

Describe how the project address an identified freight impediment?

The volume of truck traffic on Vandalia Road will have an alternative route to the east side of Des Moines and the US 65 beltway that will include grade separated railroad crossings, reducing delay due to train traffic.

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

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A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Certification

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I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020

1. Contact Information

Primary Sponsor: Des Moines
Contact Person: Calvin Miller
Date Submitted: 11/30/2015
Phone Number: 515-283-4748
Email Address: cbmiller@dmgov.org
Secondary Sponsor: DOT
Phone Number:
Email Address:

2. Project Description

Project Title: University Avenue Resurfacing
Termini Description: 48th Street to 55th Street
Estimated Project Cost: \$850,000
STP Request: \$500,000
Seeking Funding in Multiple Years: No
How Many Years: 0
Total Request for Multiple Years: \$0
Total Funding Secured: \$0
Source of Additional Funds: Local source will be G.O. Bonds
L RTP Number: 0
Has project been started or completed: No
Project previously applied for STP funds: No
Project previously awarded STP funds: No
Projects TPMS number: 0

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

University Avenue is a minor arterial per the Federal Functional Classification map. It services a large number of trips (including transit) on the west side of Des Moines and the western suburbs. It also is a secondary route into and out of downtown Des Moines.

Describe how this project impacts other city/county goals, plans, and projects.

Maintains existing infrastructure



Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

A sidewalk is planned to be added to the south side of University Avenue that will connect the newly constructed Waveland Trail to the Waveland Park retail area.

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.

N/A

4. Project Type

Project Type:	Overlay/mill-and-overlay/diamond grind		
If other, please describe:	0		
Surface Type:	Asphalt	Number of Lanes:	4
Existing travel lane width:	10	Proposed travel lane width:	10
Existing facility width:	42	Proposed facility width:	42
Existing posted speed:	35	Proposed posted speed:	35
Existing median:	No		
Describe existing median:	0		
Proposed median:	No		
Describe proposed median:	0		

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	No
Right turn lanes	No
Center turn lanes	No
Turning signals	No
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 40
 Existing signal interconnection: Yes

Proposed paved shoulders: No
 Proposed curb radius: 40

Does project included improvements to signal interconnection: No
 Existing number of access points along project length: 15
 Proposed number of access points along project length: 15

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	5
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	Yes
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	No	Proposed bicycle facility type:	0
Proposed bicycle facility width:	0		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	Yes	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	No
Variety of trees planted:	0		
Spacing of trees (feet):	0		



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

Provides an alternative route to the I-235 and the Hickman Road east/west corridors and serves as a secondary connection to downtown Des Moines.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

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A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

University Avenue resurfacing is critical to maintain infrastructure for this minor arterial roadway and provides a safe route for the travelling public. The addition of sidewalk on the south side of University Avenue will enhance walkability in the area and provide a direct connection between the Waveland Trail and the Waveland Park retail area.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	11/30/2015
Contact Person:	Calvin Miller	Phone Number:	515-283-4748
		Email Address:	cbmiller@dmgov.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Court Avenue Des Moines River Bridge Rehabilitation		
Termini Description:	Over Des Moines River		
Estimated Project Cost:	\$7,600,000	STP Request:	\$2,000,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$0		
Source of Additional Funds:	Local Match will likely be G.O. Bonds		
L RTP Number:	N/A	Has project been started or completed:	No
Project previously applied for STP funds:	No	Project previously awarded STP funds:	No
Projects TPMS number:	0	Structural rating of the bridge:	77

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

This bridge serves as a cornerstone for the Court Avenue Entertainment District and provides key access to downtown living, entertainment, and employment centers. The Court Avenue bridge is listed on the Historic Register and a contributing structure to the Civic Center Historic District. Rehabilitating this bridge will increase the City's resiliency to sound transportation alternatives and decrease the City's structurally deficient bridges by 9%.

Describe how this project impacts other city/county goals, plans, and projects.

Rehabilitating the Court Avenue bridge will preserve this historic structure that is integrated into the fabric of the downtown core and community. Rehabilitation of the bridge will maintain a safe and reliable transportation choice that is important to connecting the neighborhoods, businesses, and civic institutions and services that contribute to the quality of life and vibrant economic activity of the metropolitan area.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

Rehabilitating the Court Avenue bridge was one of the project locations included in the City's 2014 and 2015 Federal TIGER Grant Applications, which were not awarded. Nevertheless, elements of this individual project are consistent with the goals, initiatives, and strategies of The Tomorrow Plan. This rehabilitation would also be consistent with past master plans recommending connecting the city's recreational trail facilities (i.e. Principal Riverwalk) with a network of complete streets and walkable transportation alternatives.

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.

N/A

4. Project Type

Existing Number of Lanes:	3	Proposed Number of Lanes:	3
Existing travel lane width:	12	Proposed travel lane width:	12
Existing bridge width:	102	Proposed bridge width:	102
Existing posted speed:	25	Proposed posted speed:	25
Existing Sidewalk width:	15	Proposed sidewalk width:	15
Existing on-street parking:	62	Proposed on-street parking:	62
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposes bicycle facility:	No	Proposed bicycle facility type:	0
Proposed bicycle facility width:	0		

Does project improve a parallel facility or contribute to alternative routing:

Describe how the project improves a parallel facility or contributes to alternative routing:

The project helps to maintain connectivity from the east and west sides of downtown Des Moines when parallel routes are closed due to maintenance, construction, emergencies, or special events.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

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Agree

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Yes

A GIS shapefile has been sent to the MPO:

Yes

A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Yes

Additional information you would like to share:

A walkability study is just beginning in Des Moines which will identify opportunities to improve walkability and bike ability in the downtown area. Although the current proposed improvements do not include bike lanes, bike lanes could be created through pavement marking modifications, should the study recommend them.

Certification

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I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	11/30/2015
Contact Person:	Calvin Miller	Phone Number:	515-283-4748
		Email Address:	cbmiller@dmgov.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	6th Avenue Streetscape - Phase 2		
Termini Description:	College Avenue to University Avenue		
Estimated Project Cost:	\$2,400,000	STP Request:	\$300,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	\$600,000		
Total Funding Secured:	\$0		
Source of Additional Funds:	There is no funding currently identified for Phase 2		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$0
Preliminary Engineering:	\$200,000
Construction Engineering:	\$200,000
Construction:	\$2,000,000
Other:	\$0

Project Development Timeline:

Design & Planning:	4/2010-1/2019
Land Acquisition:	N/A
Utility Relocation:	5/2019-5/2020
Preliminary Engineering:	1/2019-12/2019
Construction Engineering:	1/2020-12/2020
Construction:	3/2021-11/2021
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type:	Streetscape
---------------	-------------

Trail/Shared-Use Path Design Elements



Pavement Material:	<input type="text" value="0"/>	Pavement depth (inches):	<input type="text" value="0"/>
Trail width (feet):	<input type="text" value="0"/>		
Sub-base material:	<input type="text" value="0"/>	Sub-base depth (inches):	<input type="text" value="0"/>
Project length (miles):	<input type="text" value="0"/>		

Is the Segment Located on an identified trail gap in the LRTP:

On-Street Facility Design Elements

Type of bicycle lane:	<input type="text" value="0"/>	Bicycle lane width:	<input type="text" value="0"/>
Project length (miles):	<input type="text" value="0"/>		
Existing bicycle signals:	<input type="text" value="0"/>	Proposed bicycle signals:	<input type="text" value="0"/>

Streetscape Design Elements

Existing street trees:	<input type="text" value="Yes"/>	Proposed street trees:	<input type="text" value="Yes"/>
------------------------	----------------------------------	------------------------	----------------------------------

Variety of trees planted:	Mix of ornamental understory and overstory trees in appropriate varieties to compliment the corridor and landscape design		
Spacing of trees (feet):	<input type="text" value="Generally 30' or less"/>		

Additional landscaping:

The project will include relatively low maintenance, native landscaping. The landscaping will primarily be located in the rain gardens and bioretention areas. The perennial landscape materials will be carefully selected to ensure that they support the green infrastructure system but also are salt tolerant.

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

Project will include curb cut rain garden and bioretention areas to capture and infiltrate up to moderate rainfall amounts. These areas will include appropriate native landscape plantings. Heavier rainfall amounts will be allowed to flow through the raingarden and bypass into a storm sewer drain.

Does the project use traffic calming measures?

Describe how the project uses traffic calming measures?

6th Avenue currently functions as a 5 lane roadway, including 4 travel lanes and a shared center turn lane. The streetscape project proposes to reduce the number of lanes from 5 to 3, to include two travel lanes and a shared center turn lane. In addition, bump outs will be located at intersections to further improve pedestrian safety. Dedicated parking will also be present along the curb that along with the bump outs will introduce side friction to further calm traffic and slow speeds.



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The project has brought together a number of local partners to support the project. These partners include 6th Avenue Corridor, Inc., Mercy Hospital, Wells Fargo, DMACC, Neighborhood Development Corporation, The Salvation Army, St. Vincent DePaul, Anawim Housing, the River Bend and Cheatom Park Neighborhood Association, and the City of Des Moines. These entities worked together to develop the streetscape plans and continue to work to fundraise for the project.

Describe the multipurpose aspects of the project.

The project will be modeled after other successful streetscape projects that have been constructed in Des Moines over the past several years. The proposed project supports DART Forward 2035 Plan, The Tomorrow Plan, as well as the City of Des Moines' effort to improve accessibility for multiple users and have more complete streets throughout the City. The 6th Avenue corridor is a vital link that connects downtown with the Des Moines River, the Neal Smith Trail, and other parks and greenways along the Des Moines River.

Describe the project's financial plan.

The City of Des Moines continues to commit \$1 million dollars annually in the City's Capital Improvement Program (CIP) for streetscape projects. A portion of these funds will be made available for this project. If awarded, the FFY20 STP grant would be the first of three requests for Phase 2 of this project.

4. Project Need (Continued)

Describe the maintenance plans for this project.

A Self-Supported Municipal Improvement District (SSMID) will be created to fund the operation and maintenance of the project.

Describe the quality/significance of the site.

6th Avenue is a designated Iowa Urban Main Street District. The corridor was just designated as an Iowa Great Place and received a community challenge grant to go toward the first phase of the project. In addition, 6th Avenue was selected by the EPA to participate in the Greening America's Capitols (GAC) Program. The EPA's GAC program provided technical assistance to create a sustainable vision for the project that incorporates green infrastructure and other sustainable design solutions.

Please describe the need for the project.

The existing sidewalk conditions are a serious concern. The sidewalks are as narrow as 3 feet in several locations along the corridor. There are instances where street sign poles and utility poles are located in the middle of the narrow sidewalk. These poor pedestrian conditions are the result of a roadway that has been expanded multiple times throughout the years within the limited 60 to 66' right of way. The project will correct these issues and address the safety concerns that represent a critical need for this neighborhood and corridor.

Describe the relationship to other regional plans/projects.

The project closely relates to both The Tomorrow Plan and the DART Forward 2035 Plan. This project supports the implementation of The Tomorrow Plan by investing in Nodes and Corridors and helping to create resilient neighborhoods. The project supports the transit needs of the region with 6th Avenue being one of the busiest, if not the busiest DART route out of downtown and serving north Des Moines.



4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

The project will be constructed within the existing right of way.

Explain any urgency with the implementation of the project.

The project carries a great deal of momentum following a successful Phase 1 fundraising campaign that received Iowa Great Places designation and challenge grant award. The project continues to raise both public and private funds. The continued success of this ongoing fundraising campaign will rely on a mix of public and private grants and donations.

Describe the impact to regional economic development and tourism.

The project looks to build upon the revitalization efforts ongoing along 6th Avenue and within the River Bend Neighborhood. The area serves as a primary employment center with major employers Mercy Hospital and DMACC. The project will help to better connect and tie together the neighborhood with these important resources and link to downtown. Several private redevelopment projects have moved forward or have been planned for the corridor since the streetscape project has been proposed. Additionally, vacant commercial retail spaces have filled up with the announcement of the streetscape plans. Additional redevelopment projects are also in the works for the next 1-2 years.



The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Yes

Additional information you would like to share:

6th Avenue currently functions as a 5 lane roadway, including 4 travel lanes and a shared center turn lane. The streetscape project proposes to reduce the number of lanes from 5 to 3, to include two travel lanes and a shared center turn lane. In addition, bump outs will be located at intersections to further improve pedestrian safety. Dedicated parking will also be present along the curb that along with the bump outs will introduce side friction to further calm traffic and slow speeds.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Redacted area]

[Redacted signature box]

Signature

[Redacted date box]

Date

[Redacted typed name and title box]

Typed Name and Title

[Redacted date box]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	11/30/2015
Contact Person:	Calvin Miller	Phone Number:	515-283-4748
		Email Address:	cbmiller@dmgov.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Des Moines River Trail - Phase 2		
Termini Description:	SE 22nd Avenue to Easter Lake Park's east edge		
Estimated Project Cost:	\$2,531,000	STP Request:	\$500,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	\$1,000,000		
Total Funding Secured:	\$300,000		
Source of Additional Funds:	FY19 - \$300,000 (TAP)		
	Local match will be funded with G.O. Bonds, currently planned for \$1.05M in FY18 - FY20 in Des Moines CIP		

Project previously applied for TAP funds:	Yes	Project TPMS Number:	27152
Project previously awarded TAP funds:	Yes		

Itemized Costs:

Land Acquisition:	\$147,000
Preliminary Engineering:	\$187,000
Construction Engineering:	\$147,000
Construction:	\$1,757,000
Other:	\$293,000

Project Development Timeline:

Design & Planning:	Current - 10/2017
Land Acquisition:	1/2018-7/2018
Utility Relocation:	7/2018-12/2018
Preliminary Engineering:	8/2017-5/2018
Construction Engineering:	6/2018-12/2018
Construction:	3/2019-6/2020
Other:	Final Completion - 11/2020

Does the project require land acquisition:	Yes	Will the project be open to the public:	Yes
If yes, how many acres:	1.2 - 1.5 (Easement)	Will a user fee be charged:	No
		If yes, how much:	0

3. Project Type

Project Type:	Trail/Shared-Use Path
---------------	-----------------------

Trail/Shared-Use Path Design Elements



Pavement Material: Asphalt
Trail width (feet): 10
Pavement depth (inches): 6
Sub-base material: Special Backfill
Project length (miles): 1.6
Sub-base depth (inches): 4

Is the Segment Located on an identified trail gap in the LRTP: Yes

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0
Variety of trees planted: 0
Spacing of trees (feet): 0
Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0
Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0
Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

Strong support for Des Moines River Trail, Phase 2 comes from government leadership, citizens and the business community.

Polk County Conservation, City of Carlisle and Warren County have all provided letters of support and encourage funding this missing trail link with TAP grants. The Des Moines Area MPO provided a letter of support for DMRT2's State Recreation Trails grant application, noting that it "will complete a critical gap between downtown Des Moines and Easter Lake Park." And, that the "project is consistent, and supportive of the Mobilizing Tomorrow Plan." Des Moines City Council selected Des Moines River Trail, Phase 2 as its top trail-building priority and over \$1 million dollars of capital improvement funds have been allocated towards its completion. And, our Park and Recreation Board, via its Trails and Greenways Committee, has also submitted a letter of support.

SEE WORD DOC FOR 3rd Paragraph

Describe the multipurpose aspects of the project.

The Des Moines River Trail offers various recreational, leisure, fitness and transportation opportunities to metro-area residents and visitors. The trail is for non-motorized uses only, ensuring the safety of bicyclists, in-line skaters, runners, and walkers. Additionally, the benefits that Phase 2 will bring to local and regional citizens are broad, encompassing health, wellness, recreation, economics and beyond. Nature lovers, recreational enthusiasts, business owners and citizens of all ages will be positively impacted by the completion of this missing link.

Des Moines' trails have been used for running races, fundraising walks, organized bicycling rides, school P.E. classes, biathalons, and triathalons. Completion of the Des Moines River Trail, Phase 2 will help to provide these opportunities on the southeast side of the metropolitan area as well. This trail will lead visitors through wooded and open areas, bring people closer to nature, and provide a safe and accessible surface allowing a wide variety of users with differing capabilities to benefit.

SEE WORD DOC FOR 3rd and 4th Paragraph

Describe the project's financial plan.

The City of Des Moines has been laying the ground work for the Des Moines River Trail, Phase 2 for many years. We are anxious for its completion and have been working towards a fully funded project budget through multiple sources. It is a reality that with a project of this complexity, grant funding is a critical component of that budget.

It is also a reality that the overall City budget has gone through challenging years with many projects not able to move forward in a timely manner without grant assistance. Projects in which grant dollars are available are given priority over those without grant or private assistance. Grants such as this are an absolute necessity if we are to continue to complete trail projects to close identified gaps.

The City of Des Moines has committed over \$1 million dollars of Capital Improvement Project (CIP) funding over three years (FY2018, FY2019 and FY2020) which funds more than 40% of the total project cost. We are seeking roughly the same funding through TAP grant dollars – just under 40% of the project cost over three years (FY2019, FY2020 and FY2021). We anticipate the remaining 19% will become available through Department of Natural Resource's Resource Enhancement and Protection Program and the Iowa Department of Transportation's State Recreation Trails Program based on our experience with Des Moines River Trail Phase 1, which was also partly funded with the same programs.

SEE WORD DOC FOR 4th Paragraph

4. Project Need (Continued)

Describe the maintenance plans for this project.

Trail maintenance a top priority of the City of Des Moines Park and Recreation Department. And, considering the number of users that benefit from the trails system, on-going maintenance will continue to be a top priority.

The City currently maintains approximately 60 miles of multi-use recreation trails. Maintenance activities are carried out in a regular rotation throughout the entire year by staff dedicated to these tasks, including but not limited to: removing trash and debris; plowing snow in the winter; mowing in the spring, summer and autumn; trimming trees and brush; removing invasive species within the trail corridors; sweeping the trail as necessary throughout all seasons; repairing or replacing any deficient trail surface materials; and checking and replacing lighting.

Beyond day-to-day use and standard seasonal tasks, extreme weather events often have an effect on the trail system. We budget and staff for the results of high winds, flooding, snow and ice. We have also learned as the trail system has grown to plan, design and construct to minimize effects of such events on the trails and are already taking this into consideration for for the Des Moines River Trail, Phase 2 alignment.

Describe the quality/significance of the site.

The Des Moines River Trail corridor travels through a diversity of landscapes, connecting downtown Des Moines to Easter Lake when complete. It will take people to destinations such as the Cownie Baseball and Soccer Complexes and link them to their homes as it passes close to many existing and future neighborhoods. A person traveling along the entire route will experience the best our region has to offer with parks, river greenbelt, urban destinations and blossoming residential areas.

Phase 1 of the Des Moines River Trail, which stretches from downtown Des Moines to the Cownie Baseball Complex, opened in Spring 2015. Phase 2 will complete the trail connection from the soccer complex to Easter Lake Park. With a completed Phase 2, the Des Moines River Trail will serve as an important link in current and future bicycle and pedestrian routes to many points of interest, businesses and neighborhoods.

SEE WORD DOC FOR 3rd Paragraph

Please describe the need for the project.

The Des Moines River Trail, Phase 2 fills a recognized gap identified in the Des Moines Area MPO's Long Range Transportation Plan with the segment clearly identifiable on the regional trail map. The project will complete the connection between downtown Des Moines and Easter Lake Park, eventually serving as a connection to the City of Carlisle and beyond.

In September 2015, the City participated for the sixth time in the National Bicycle and Pedestrian Documentation Project. This project is co-sponsored by nationally-acclaimed bicycle consultants, Alta Planning + Design, and the Institute of Transportation Engineers. Our volunteers counted and surveyed bicyclists and pedestrians at 27 locations throughout the City, both on streets and trails. The data compiled during this time can be extrapolated to estimate annual counts.

The Des Moines River Trail, Phase 1 was complete for our September 2013 count with results extrapolating to 320,000 estimated annual uses, which fell slightly with the September 2015 count at 287,700 estimated annual uses. The Des Moines River Trail ties into the Meredith Trail, which was highly used at nearly 442,000 estimated annual uses in 2015. These numbers lead us to assume that if the Des Moines River Trail was complete, thus connecting Gray's Lake and downtown to Easter Lake, the annual counts would nearly double on the Des Moines River Trail.

SEE WORD DOC FOR 4th Paragraph

Describe the relationship to other regional plans/projects.

Several local and regional plans refer to the need for trails in the community, and to the Des Moines River Trail in particular. Mobilizing Tomorrow clearly shows the Des Moines River Trail, Phase 2 alignment on the trail gap map on page 97 in Chapter 4: Taking Action. Additionally this chapter states that the identified regional gaps should be TAP funding priorities as targeted bicycle and pedestrian projects.

CONNECT: Central Iowa Bicycle and Pedestrian Transportation Action Plan 2020 (Connect) guides projects, programs, and policies on bicycle and pedestrian transportation in the Des Moines metro area and also clearly shows Des Moines River Trail, Phase 2 alignment on the Existing and Planned Facilities map. The installation of this missing link will help to fulfill objectives outlined in the goal chapters System, Pedestrian, Bikeway, Trail and Implementation. Its construction and maintenance will be in line with many objectives outlined in Safety.

From the Preamble to the Guiding Principles, Des Moines River Trail, Phase 2 will help achieve the vision outlined in The Tomorrow Plan. Its completion supports: Goal 1 - Create a resilient regional economy, by contributing to multimodal access throughout the region and encouraging growth and retention of existing companies; Goal 2 - Improve the Region's Environmental Health and Access to the Outdoors; and Goal 3 - Further the health and well-being of all residents in the region.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

Much of the Des Moines River Trail, Phase 2 alignment will remain on property owned by government agencies such as City of Des Moines, State of Iowa and Polk County Conservation Board. The remaining section crosses from one to four privately held properties, depending on the final alignment. Hubbell Realty is the most affected and has provided a letter of support indicating their willingness to work with the City on the development of the trail as it benefits their plans for residential development. The City will work with the property owners throughout the design phase to identify the best alignment for the trail and finalize easements as necessary. Our timeline and budget accounts for the resources needed to complete this work.

Explain any urgency with the implementation of the project.

The Des Moines River Trail Phase 2 is needed to fill a critical gap in the trail connection between downtown Des Moines and Easter Lake Park. The first phase of the Des Moines River Trail was completed in 2013 and significant portions of the Mark C. Ackelson Trail at Easter Lake have been constructed with the remainder complete by 2017. We are already facing a 3-year pause between this and Phase 2, with construction slated to begin in FY2020 if all funding is secured.

Not only is this connection key to linking people with local resources, it is a major component in the trail connection to the City of Carlisle and the City of Indianola via the Summerset National Recreation Trail. The Cities of Des Moines and Carlisle and Polk and Warren Counties are actively meeting to plan for this desired connection. Phase 2 will connect residents and visitors with the Meredith Trail, to Gray's Lake Park, and the Mark C. Ackelson trail, to Easter Lake, as well as the extent of the Central Iowa Trail System, creating opportunities for non-motorized mobility throughout Central Iowa.

SEE WORD DOC FOR 3rd Paragraph

Describe the impact to regional economic development and tourism.

Expanding and completing trail connections within the City attracts visitors to the metro area to recreate on the extensive trail system. This system currently effectively connects the downtown area with suburban and rural areas to the north, west, and southwest. These tourists positively impact the local economy as they rent hotel rooms, eat at local restaurants, and visit points of interest and entertainment. Local businesses and attractions have and will continue to see new economic opportunities as more trails are developed and users stop at nearby establishments. The Des Moines River Trail Phase 2 is needed to bring these same benefits to southeast Des Moines.

The Des Moines River Trail will be particularly popular with tourists because it connects the downtown area and its myriad tourist destinations with major recreational tourist destinations on the southeast side of the City, namely the James W. Cownie Soccer and Baseball Parks and Ewing and Easter Lake Parks, with a future link to Summerset National Recreation Trail.

SEE WORD DOC FOR Paragraphs 3-6

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Yes

Additional information you would like to share:

0

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

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Representing the

[Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	DOT	Date Submitted:	11/17/2015
Contact Person:	Mike Clayton	Phone Number:	515-239-1202
		Email Address:	mike.clayton@dot.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Rehabilitation of IA 415		
Termini Description:	Euclid Avenue to NE Packard Way (4.4 miles)		
Estimated Project Cost:	\$5,000,000	STP Request:	\$500,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$4,500,000		
Source of Additional Funds:	3R Funding (State)		
L RTP Number:	0	Has project been started or completed:	No
Project previously applied for STP funds:	No	Project previously awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

The IA 415 rehabilitation project is located in a major traffic corridor primarily serving the north central part of the Des Moines metro area. The project directly impacts the cities of Des Moines, Ankeny, and Polk City.

IA 415 is classified as "Other Principal Arterial". Traffic in the corridor ranges from 18,400 ADT up to 28,100 ADT.

Describe how this project impacts other city/county goals, plans, and projects.

The project will compliment two currently-programmed projects, one by Polk County and one by the Iowa DOT (see next question).

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

The project will compliment two currently-programmed projects:

1. A 2016 C-STEP project by Polk County, which will include intersection improvements on IA 415 (turn lanes, replace signals, connect signals to fiber optic) at the I-35/80 north ramp terminal and at NW 49th Pl.
2. A 2019 project by Iowa DOT to remove the existing IA 415 interchange at NW 66th Avenue and construct a signalized at-grade intersection.

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.

This is not an expansion project.

4. Project Type

Project Type:	Overlay/mill-and-overlay/diamond grind, Freight			
If other, please describe:	The project will aid in the movement of freight and general traffic by improving the driving surface, friction factor, IRI, and PCI.			
Surface Type:	Asphalt	Number of Lanes:	4	
Existing travel lane width:	12	Proposed travel lane width:	12	
Existing facility width:	48	Proposed facility width:	48	
Existing posted speed:	55	Proposed posted speed:	55	
Existing median:	Yes			
Describe existing median:	Euclid to NW4th: no median; NW 4th to NE Packard Way: depressed grass median (variable width/mostly 18'), except for NW 54th where there's a raised concrete median. No plantings.			
Proposed median:	Yes			
Describe proposed median:	No changes			

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	Yes
Center turn lanes	No
Turning signals	Yes
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: Yes
 Existing curb radius: 0
 Existing signal interconnection: No

Proposed paved shoulders: Yes
 Proposed curb radius: 0

Does project included improvements to signal interconnection: No
 Existing number of access points along project length: 149
 Proposed number of access points along project length: 149

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	4
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	No	Proposed bicycle facility type:	0
Proposed bicycle facility width:	0		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	Yes	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	No
Variety of trees planted:	0		
Spacing of trees (feet):	0		



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

The project will improve the drivability of a major route parallel to Merle Hay Road, US 69, and I-35.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? 0

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

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To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Additional information substantiating this application will be submitted to the MPO via email.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Norwalk	Date Submitted:	12/1/2015
Contact Person:	Luke Parris	Phone Number:	515-981-9524
		Email Address:	lparris@norwalk.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Beardsley Reconstruction West		
Termini Description:	IA 28 to Clearwater Drive		
Estimated Project Cost:	\$6,000,000	STP Request:	\$750,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	\$750,000		
Total Funding Secured:	\$6,000,000		
Source of Additional Funds:	Bond and TIF revenue		
L RTP Number:	374	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

The project is a street on a major corridor in town that provides access to one of Norwalk's elementary school. This school serves elementary aged children in the Norwalk School District that includes Norwalk and portions of Cumming, Des Moines, West Des Moines, and rural Warren County. Improvements to the corridor will benefit residents of each of these communities.

Describe how this project impacts other city/county goals, plans, and projects.

Improves access to a elementary school that serves a larger area than just Norwalk.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

Improvements to the corridor are identified in the City of Norwalk Comprehensive Plan.

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.

The project will add lane capacity. The corridor is currently a typical two-lane rural section. Congestion issues arise during peak school hours. The City has worked with the school to better utilize the school parking facilities for pick up and drop off. This strategy was effective for a time but congestion has resumed onto Beardsley Street.

4. Project Type

Project Type: Road widening, Conversion (4 to 3 lane, 1-way to 2-way), Reconstruction, Intersection

If other, please describe: Add turn lanes

Surface Type:	Portland Cement	Number of Lanes:	2
Existing travel lane width:	11	Proposed travel lane width:	12
Existing facility width:	26	Proposed facility width:	40
Existing posted speed:	35	Proposed posted speed:	35

Existing median: Yes

Describe existing median: 165' long by 5' wide near the intersection of IA 28.

Proposed median: Yes

Describe proposed median: 5' in areas where needed.

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	Yes
Center turn lanes	Yes
Turning signals	No
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 1
 Existing signal interconnection: Yes

Proposed paved shoulders: Yes
 Proposed curb radius: 1

Does project included improvements to signal interconnection: No
 Existing number of access points along project length: 20
 Proposed number of access points along project length: 20

4. Project Type (Continued)

Existing Sidewalk width: 4 Proposed sidewalk width: 5
 Existing pedestrian benches: 0 Proposed pedestrian benches: 0

Existing curb extensions: No Proposed curb extensions: Yes
 Existing crosswalks: Yes Existing pedestrian refuge: No
 Proposed crosswalks: Yes Proposed pedestrian refuge: No

Existing bus shelters: 0 Existing paved connection: No
 Proposed bus shelters: 0 Proposed paved connection: No

Existing on-street parking: 0 Proposed on-street parking: 0

How many electric vehicle charging stations does this project include: 0

Existing bicycle facility: Yes Existing bicycle facility type: Shared-Use path
 Existing bicycle facility width: 6

Proposed bicycle facility: Yes Proposed bicycle facility type: Shared-Use path
 Proposed bicycle facility width: 10

Existing bicycle signals: No Proposed bicycle signals: No
 Existing pedestrian signals: No Proposed pedestrian signals: Yes

Existing street trees: Yes Proposed street trees: Yes

Variety of trees planted:
 Unknown

Spacing of trees (feet): 1



Additional landscaping:

None

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

The improvement to the corridor will provide better access to the school and a better alternative for commuters headed west to connect to IA 5 at the Veteran's Parkway interchange.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

Yes

Describe how the project uses traffic calming measures?

Will explore options to calm traffic near the school and a pedestrian crossing at the school driveway that connects to the residential area to the south of Beardsley Street.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0



Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Resolution for the application will be approved at a December City Council meeting.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Norwalk	Date Submitted:	12/1/2015
Contact Person:	Luke Parris	Phone Number:	515-981-9524
		Email Address:	lparris@norwalk.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title: Norwalk to Great Western Trail Connector

Termini Description: Phase 1: Along 50th Avenue from Beardsley north to Countyline Road; Phase 2: Along Beardsley from Clearwater Drive west to 50th Avenue; Phase 3: Along 50th Avenue from G14 north to Beardsley

Estimated Project Cost:	4; Phase 2: \$1,134,594;	STP Request:	\$250,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	requesting \$250,000 for e		

Total Funding Secured: \$0

Source of Additional Funds: The City is currently in the processes of updating our next CIP and will include phase 1 of the project. The local portion of the funding will be a mix a bond, TIF, and general fund revenue. The City is also beginning to seek other grant opportunities for the project.

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$0
Preliminary Engineering:	\$0
Construction Engineering:	Phase 1: \$182,798; Phase 2: \$173,073; Phase 3: \$144,160
Construction:	Phase 1: \$1,015,546; Phase 2: \$961,521; Phase 3: \$800,893
Other:	\$0

Project Development Timeline:

Design & Planning:	6/2019
Land Acquisition:	0
Utility Relocation:	0
Preliminary Engineering:	10/2019
Construction Engineering:	10/2019
Construction:	4/2020
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No



If yes, how much: 0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Concrete
Trail width (feet): 10

Pavement depth (inches): 7

Sub-base material: Crushed Rock
Project length (miles): Phase 1: 1 mile; Phase 2: 1.1 mile; Phase 3: 1.1

Sub-base depth (inches): 3

Is the Segment Located on an identified trail gap in the LRTP: Yes

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0

Bicycle lane width: 0

Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0

Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The City Council, Park Commission, and local biking community are all very supportive of connecting the City of Norwalk to the Great Western Trail. This connection would provide Norwalk residents access to the Greater Des Moines trail system and would provide residents of the region a connection into the City of Norwalk. The City recently conducted a study to determine the best route to connect to the Great Western Trail.

Describe the multipurpose aspects of the project.

The project is primarily a bike/pedestrian facility that would increase recreational opportunities by connecting to the Great Western Trail. The connection to the Great Western Trail would also provide some commuter opportunities into downtown. The connection into the City provides opportunities for residents of the Greater Des Moines metro to recreate in the City of Norwalk.

Describe the project's financial plan.

The City will use multiple financial opportunities to fund the project. The City will seek other grants, in addition to MPO funding. The City will use TIF, bonds, and general funds as needed. The City also has a "Friends of the Park" fund that allows residents to designate additional funds to park/trail improvements.

4. Project Need (Continued)

Describe the maintenance plans for this project.

Maintenance of the facility will be added to the City's maintenance schedule for infrastructure.

Describe the quality/significance of the site.

The trail route is located in current ROW and grading has already been completed for Phase 1 of the project.

Please describe the need for the project.

The City of Norwalk does not currently connect to the regional trail system. This project would connect the City.

Describe the relationship to other regional plans/projects.

The project is identified as a regional gap in the LRTP and on the MPO trails gaps map.



4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

The project can be accommodated in the current ROW. The City has already graded the ROW for Phase 1 of the project.

Explain any urgency with the implementation of the project.

Providing access into Norwalk will assist with the economic development of the City.

Describe the impact to regional economic development and tourism.

Currently the City of Norwalk is not accessible from the regional trail system. This project would connect the City with the regional trail system, expanding economic development and tourism opportunities in the City. The project leads into the City of Norwalk's trail system which will connect to the City's subarea 1 plan, which was identified as a community node in The Tomorrow Plan.



The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1984. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

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Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

No

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

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I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Pleasant Hill	Date Submitted:	12/1/2015
Contact Person:	Madeline Sturms	Phone Number:	(515) 309-9464
		Email Address:	msturms@pleasanthilliowa.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title: SE 6th Avenue Pedestrian Underpass

Termini Description: SE 6th Ave & SE 68th St

Estimated Project Cost:	\$435,000	STP Request:	\$350,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		

Total Funding Secured: Remainder of project will be funded by City of Pleasant Hill

Source of Additional Funds:

The SE 6th Avenue pedestrian underpass is a portion of a bigger project which would entail the complete construction of a north/south road from NE 72nd Street to SE 68th Street as a complete street. The total project would include intersection improvements as well as the pedestrian underpass at SE 6th Avenue. The project funds would be financed through the programmed capital improvement project annual budget appropriations for 2019-2020.

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	N/A
Preliminary Engineering:	Preliminary engineering has been completed
Construction Engineering:	\$57,000
Construction:	\$328,000
Other:	\$50,000

Project Development Timeline:

Design & Planning:	10/2019 - 1/2020
Land Acquisition:	N/A
Utility Relocation:	N/A
Preliminary Engineering:	10/2019 - 1/2020
Construction Engineering:	1/2020 - 3/2020
Construction:	3/2020 - 9/2020
Other:	0

Does the project require land acquisition:	No	Will the project be open to the public:	Yes
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If yes, how many acres: 0

Will a user fee be charged: No

If yes, how much: 0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Concrete
Trail width (feet): 10'

Pavement depth (inches): 5" PCC

Sub-base material: Native Dirt
Total roadway construction project will be roughly 1.1 miles
Project length (miles):

Sub-base depth (inches): Compacted to 12" depth

Is the Segment Located on an identified trail gap in the LRTP: No

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0

Bicycle lane width: 0

Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0

Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The City of Pleasant Hill recently completed an update to the Comprehensive Plan and Parks, Recreation, and Open Space Plan. Through this process, overwhelming feedback was received on the construction of additional pedestrian and bicycle facilities throughout the community. The pedestrian underpass would provide a safe connection for pedestrians and bicyclist to cross SE 6th Avenue. Fourmile Elementary School is immediately south of SE 6th Avenue and the Southeast Polk Community School District has voiced strong support for this project to link their school to the neighboring residents. This safe connection would provide alternative transportation modes for children attending the school. A letter of support from the Southeast Polk School District has been emailed to the DMAMPO. The City has also recently purchased a new 76 acre parcel of land to be used as parkland which is immediately south of the elementary school. The underpass project would provide safe access for residents to access the newly purchased parkland. The Parks and Recreation Commission and City Council for the City of Pleasant Hill have been pursuing trail projects in the community as there is great support for these recreation facilities throughout the community. Including the pedestrian underpass in the roadway reconstruction project has been unanimously supported for to provide safe access to local amenities.

Describe the multipurpose aspects of the project.

The construction of the pedestrian underpass coinciding with the new roadway connection would provide a safe access for pedestrians and bicyclists to cross SE 6th Avenue. This road is constructed as a rural section and currently sees nearly 2,000 cars per day. Crossing SE 6th Avenue is dangerous for all individuals, especially around the intersection of Fourmile Elementary School. There are no traffic control measures in place to manage the east-west traffic.

The underpass would allow all users to safely and comfortably cross the road. The underpass would connect the surrounding neighborhoods in the community to Fourmile Elementary School and the new parkland. The trail would be available for both pedestrians and bicyclists and provide an alternative for safe connections through the community to access recreation opportunities, services, and amenities.

Describe the project's financial plan.

The project would be financed through the programmed capital improvement project annual budget appropriations. An urban renewal area has already been established and the City will utilize tax increment financing and existing increment to bond for the remaining financing needs of the roadway connection and pedestrian underpass. This process follows the normal capital improvement project process for Pleasant Hill and is currently programmed for 2019-2020.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The trail and underpass portion of the project would be added to the regular operations and maintenance schedule for the City of Pleasant Hill Parks and Recreation Department. The City is committed to regular operations and maintenance for the pedestrian underpass and related improvements for the useful life of the project, no less than twenty years.

Describe the quality/significance of the site.

The project site is immediately adjacent to an elementary school within the Southeast Polk School District that is nearing capacity and has many students that live within the area. If there would be appropriate safety measures in place to reach the school, there would be an opportunity for students to walk or bicycle to school instead of the current transportation modes of busing and parent drop off. The site is also adjacent to a newly purchased city park location. The City has programmed in the next fiscal year to conduct a Master Plan for the 76 acre parcel to determine appropriate facilities and programming for the vacant ground. As the land is developed it will attract many residents to use the park as it is currently the only park facility located on the east side of the Highway 65 bypass within the City of Pleasant Hill. Residents on the west side of the bypass will utilize the new community park and increase traffic in the area. The neighborhoods surrounding the new roadway construction are prime for additional development to occur which would spur additional pedestrian or bicycle activity. A pedestrian underpass near the site would provide safe crossing to access community facilities for all residents as this area is currently not served by any sidewalks or other modes of transportation besides cars.

Please describe the need for the project.

The neighborhood is currently not served by sidewalks or trails which creates the need for all students to be bussed or driven to school. Through the recently updated Parks, Recreation, and Open Space Plan and Comprehensive Plan there was an overwhelming desire for more trail facilities to be constructed throughout the community. A portion of the City of Pleasant Hill is currently served by the Gay Lea Wilson regional trail which connects to the Central Iowa Trail Network. However, there is a need to continue the construction of local trails throughout the community to connect residents within the city to the regional trail system as well as amenities within the community. These interurban connections also provide access for the Des Moines metro residents to access facilities within the City of Pleasant Hill.

The SE 68th Roadway Improvement project is a one time opportunity to make a new connection through town a complete street. The pedestrian facilities should be continued through the intersection in order provide full access to adjacent amenities. If the underpass and other pedestrian and bicycle facilities are not included in the roadway project, the opportunity will not arise again. This project is the prime chance for residents to be provided a safe alternative to move throughout the community.

Describe the relationship to other regional plans/projects.

The trail construction and pedestrian underpass follows the region wide effort to make Central Iowa the trails capital of the nation. Continued construction of this trail network provides regional access for the City of Pleasant Hill residents to the entire Central Iowa Trail network as well as other amenities within the community. This project implements the goal of the CONNECT plan to create bicycle and pedestrian facilities safe and enjoyable for individuals and families. It also connects neighborhoods by bicycle facilities to priority destinations such as schools and parks.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

The project will be completed within public right of way. Temporary construction easements may need to be acquired during the construction process. More details will be determined during engineering design.

Explain any urgency with the implementation of the project.

The City of Pleasant Hill has programmed funding to complete NE 72nd Street to SE 68th Street Improvement project as a complete street as a part of the 2019-2020 Capital Improvement Program. The pedestrian underpass should be completed as a part of this project or immediately following to gain full use of the new north/south connector through the community to access Fourmile Elementary School and the new park land.

Southeast Polk Community School District has a history of promoting neighborhood schools by encouraging students to walk and bicycle to schools from nearby areas. Fourmile Elementary School was located in the existing location prior to any development occurring in the area as a rural school in a consolidated district. Now with development occurring in the area, the opportunity is there for it to become a neighborhood school. With roadway improvements coming, it is critical to ensure the school can become a traditional neighborhood school by providing safe access for students through the construction of a pedestrian underpass. If the improvements are not made with the roadway reconstruction project it is unlikely any actions will be taken for it to become a more traditional connected neighborhood school.

Describe the impact to regional economic development and tourism.

As evident throughout the entire Des Moines metro, a comprehensive trail system is a great economic benefit for the region. An effective and interconnected network of community trails is an important component of a healthy, progressive community. Trails play an important role not only as recreation resources but in multimodal transportation as well. Connections to the Central Iowa Trails system link Pleasant Hill to important destinations and employment centers throughout the metro area. Another role of the trails network is to provide interconnection throughout the community itself. Trails not only address recreation needs and improve quality of life for residents and can be an important component of economic development and tourism.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1994. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

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Yes

A GIS shapefile has been sent to the MPO:

Yes

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

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Representing the

[Signature box]

Signature

[Date box]

Date

[Typed Name and Title box]

Typed Name and Title

[Date box]

Date





SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020

1. Contact Information

Primary Sponsor: Polk County
Contact Person: Kurt D. Bailey, P.E.
Date Submitted: 11/24/2015
Phone Number: 515-286-3705
Email Address: kurt.bailey@polkcountyiowa.gov
Secondary Sponsor: 0
Phone Number:
Email Address:

2. Project Description

Project Title: NE 3rd Street Rehabilitation Project
Termini Description: FRom NE Aurora Avenue to NE 60th Avenue
Estimated Project Cost: \$602,000
STP Request: \$300,000
Seeking Funding in Multiple Years: No
How Many Years: 0
Total Request for Multiple Years: \$0
Total Funding Secured: \$302,000
Source of Additional Funds: \$302,000 in matching funds to be Polk County Farm-to-Market and Local Construction funds.
L RTP Number: 400
Has project been started or completed: No
Project previoulsy applied for STP funds: Yes
Project previoulsy awarded STP funds: No
Projects TPMS number: 0

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.
NE 3rd St. is an extension of Cornell Avenue in Des Moines and serves as an important commuter route. This corridor also serves as an alternative or diversion route for NW 2 Ave. and NE 14 St. when incidents force the temporary closure of these roadways.
Describe how this project impacts other city/county goals, plans, and projects.
The road provides access to a variety of properties, including light commercial, residential, including several churches and Cornell Elementary School. The existing pavement urface is 35 years old and must be repaired to assure safe and efficient traffic movement.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

Construction of the 3' wide paved shoulders will add some buffer pavement for bicycles that utilize this roadway and improve their safety. This project will connect to Saydels School districts plan to construct a trail from NE 6 Street at Cornell Elementary, east to Woodside Middle school on NE 14 St. and the High School on NE 54 Avenue.

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.

This is not an expansion project.

4. Project Type

Project Type: Overlay/mill-and-overlay/diamond grind

If other, please describe: Propoase to place a 2.5 inch HMA overlay on this roadway, and construct 3' wide full depth HMA shoulders, and storm sewer improvements as needed.

Surface Type:	Asphalt	Number of Lanes:	2
Existing travel lane width:	11	Proposed travel lane width:	11
Existing facility width:	30	Proposed facility width:	30
Existing posted speed:	35	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: No

Describe proposed median: 0

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	No
Right turn lanes	No
Center turn lanes	No
Turning signals	No
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 25
 Existing signal interconnection: No

Proposed paved shoulders: Yes
 Proposed curb radius: 25

Does project included improvements to signal interconnection: No
 Existing number of access points along project length: 117
 Proposed number of access points along project length: 117

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	0
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	No	Existing pedestrian refuge:	0
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	No	Proposed bicycle facility type:	0
Proposed bicycle facility width:	0		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	No	Proposed pedestrian signals:	No
Existing street trees:	No	Proposed street trees:	No
Variety of trees planted:	0		
Spacing of trees (feet):	0		



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

No

Describe how the project improves a parallel facility or contributes to alternative routing:

0

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

Existing roadway includes open grassed ditches to transport flow but allow greater infiltration of rainfall than traditional curb & gutter roadway with storm sewer.

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

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A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Certification

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Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Polk County	Date Submitted:	11/24/2015
Contact Person:	Kurt B. Bailey, P.E.	Phone Number:	515-286-3705
		Email Address:	kurt.bailey@polkcountyiowa.gov
Secondary Sponsor:	Ankeny	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	NW 26th Street Reconstructon Project		
Termini Description:	From NW 66th Avenue to IA Hwy 415/Oralabor Ave.		
Estimated Project Cost:	\$6,750,000	STP Request:	\$4,000,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$2,750,000		
Source of Additional Funds:	Polk County Farm-to-Market fund and local construction funds.		
L RTP Number:	403	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

The NW 26th Street/NW 66th Avenue corridor is one of only 2 major routes crossing the Des Moines River north of I-35/80 and that connects the cities of Ankeny and Johnston. The project will benefit residents in Des Moines, Johnston, Ankeny, Polk City, and Saylor Twp areas that utilize this road every day. This project is a logical continuation of the NW 66 Ave./Kempton Bridge reconstruction project with traffic projected to exceed 30,000 vehicles per day in 2035, therefore we must add capacity to prevent congestion on this route.

Describe how this project impacts other city/county goals, plans, and projects.

Making improvements to this corridor and constructing a 4-lane road with continuous center turn lane would provide a more continuous east-west arterial roadway connection, increase accessibility to communities, recreational trails and sport complexes, as well as promote and support planned regional growth.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

The NW 66 Avenue/Kempton Bridge Reconstruction project is currently underconstruction and is scheduled to be completed in 2019, therefore this project would complement the schedule of the improvements completed as part of that regionally significant project.

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.

While recent efforts to establish additional transit routes to the Ankeny area, it is apparent that the growth in traffic on this roadway will be difficult to offset using the traditional strategies shown in the Hierarchy of Congestion Strategies document. The volume of traffic, and lack of river crossings have left little alternatives to expansion of the capacity of this route. However, every effort was made to limit the acquisition of additional road right-of-way and reduce environmental impacts.

4. Project Type

Project Type:	Road widening, Reconstruction, Intersection, Bicycle facility			
If other, please describe:	0			
Surface Type:	Asphalt	Number of Lanes:	2	
Existing travel lane width:	12	Proposed travel lane width:	12	
Existing facility width:	40	Proposed facility width:	73	
Existing posted speed:	45	Proposed posted speed:	45	
Existing median:	No			
Describe existing median:	0			
Proposed median:	No			
Describe proposed median:	0			

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	No
Center turn lanes	Yes
Turning signals	No
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 50
 Existing signal interconnection: No

Proposed paved shoulders: Yes
 Proposed curb radius: 30

Does project included improvements to signal interconnection: No
 Existing number of access points along project length: 14
 Proposed number of access points along project length: 14

4. Project Type (Continued)

Existing Sidewalk width: 0 Proposed sidewalk width: 0
 Existing pedestrian benches: 0 Proposed pedestrian benches: 0

Existing curb extensions: No Proposed curb extensions: No
 Existing crosswalks: Yes Existing pedestrian refuge: Yes
 Proposed crosswalks: Yes Proposed pedestrian refuge: Yes

Existing bus shelters: 0 Existing paved connection: No
 Proposed bus shelters: 0 Proposed paved connection: No

Existing on-street parking: 0 Proposed on-street parking: 0

How many electric vehicle charging stations does this project include: 0

Existing bicycle facility: Yes Existing bicycle facility type: Shared-Use path
 Existing bicycle facility width: 10

Proposed bicycle facility: Yes Proposed bicycle facility type: Shared-Use path
 Proposed bicycle facility width: 10

Existing bicycle signals: No Proposed bicycle signals: No
 Existing pedestrian signals: No Proposed pedestrian signals: No

Existing street trees: No Proposed street trees: No

Variety of trees planted: 0

Spacing of trees (feet): 0



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

No

Describe how the project improves a parallel facility or contributes to alternative routing:

0

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Polk County	Date Submitted:	11/23/2015
Contact Person:	Kurt D. Bailey, P.E.	Phone Number:	515-286-3705
		Email Address:	kurt.bailey@polkcountyiowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Bridge No. 5412 Replacement on NE 3rd Street		
Termini Description:	700 feet north of NE Broadway Avenue		
Estimated Project Cost:	\$762,712	STP Request:	\$450,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$312,712		
Source of Additional Funds:	Polk County FY 2020/2021 Farm-To-Market and Local Construcion Funds secured.		
L RTP Number:	NA	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0	Structural rating of the bridge:	66

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

NE 3rd St is an urban collector and is an extension of Cornell Avenue in the City of Des Moines. It serves as an important commuter route for the northern and eastern sectors of the Metro Area. It also serves as a diversion route for IA Hwy 415 (2nd Ave.) and NE 14 St. when accidents or conjection delays or closes traffic on those roads, most recently when a truck became stuff under the Union Pacific railroad trestle.

Describe how this project impacts other city/county goals, plans, and projects.

Polk County strives to maintain its bridges and roadways in a condition that promotes efficient transporation for all types of traffic, including commuter and goods movement. This 59 year old structure is showing signs of rapid deterioration and may soon have to be posted for weight limits which would restrict goods movement in this area. While NE 3rd St. serves as a commuter route, it also serves local commercial properties with goods movement including Goodes Greenhouse, The Brass Armadillo, and the Iowa Highway Patrol Vehcile Repair facilitiy.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

The replacement of this bridge will also improve the flow of storm water in the Hamilton Drain Urban Flood Control District. Polk County completed a \$11 million FEMA hazard mitigation project for the Hamilton Drain watershed in 2015. This project would also complement the proposed NE 3rd St. Restoration project that was also submitted for STP funding.

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.

The replacement of this bridge will not expand the traffic capacity of NE 3rd Street.

4. Project Type

Existing Number of Lanes:	2	Proposed Number of Lanes:	2
Existing travel lane width:	12	Proposed travel lane width:	12
Existing bridge width:	28	Proposed bridge width:	40
Existing posted speed:	35	Proposed posted speed:	35
Existing Sidewalk width:	NA	Proposed sidewalk width:	NA
Existing on-street parking:	NA	Proposed on-street parking:	NA
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facility type:	Traditional bicycle lane
Proposed bicycle facility width:	6'		

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

The replacement of this bridge assures legal loads can be transported on this roadway in the event of a diversion or if needed as an alternative route to Hwy 415 or NE 14 St. .

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

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Agree

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Yes

A GIS shapefile has been sent to the MPO:

No

A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Polk County	Date Submitted:	11/23/2015
Contact Person:	Loren Lown	Phone Number:	515 323 5364
		Email Address:	loren.lown@polkcountyiowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Fort Des Moines Trail Access Improvements		
Termini Description:	Chafee Road and SE 5th Street in Fort Des Moines Park		
Estimated Project Cost:	\$360,000	STP Request:	\$160,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$150,000		
Source of Additional Funds:	Polk County Conservation Board		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	NA
Preliminary Engineering:	\$36,000
Construction Engineering:	\$24,000
Construction:	\$300,000
Other:	\$0

Project Development Timeline:

Design & Planning:	2019
Land Acquisition:	NA
Utility Relocation:	NA
Preliminary Engineering:	2019
Construction Engineering:	2020
Construction:	2020
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type:	Trail/Shared-Use Path
---------------	-----------------------

Trail/Shared-Use Path Design Elements



Pavement Material: Concrete
Trail width (feet): 8 feet
Pavement depth (inches): 6 inches

Sub-base material: 1/4 mile will be earth compacted to 95% proctor and 1/2 mile compacted 6" granular
Project length (miles): .75 miles in total
Sub-base depth (inches): 6' in both cases

Is the Segment Located on an identified trail gap in the LRTP: No

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0
Variety of trees planted: 0
Spacing of trees (feet): 0
Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0
Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0
Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The Fort Des Moines restoration project is the result of extensive public input. Neighborhoods surrounding the park and the community in general are very supportive. The Des Moines Public School system donated 27 acres of land to be developed as parkland and outdoor classroom. The 1/2 mile of trail connects the two public schools with the outdoor classroom.

Describe the multipurpose aspects of the project.

Access to the park for educational and recreational purposes is one focus of the project. The new trail system being constructed 2015/2016 will be ADA compliant but paving portions of it will allow easier access for individuals with mobility impairments. The paved trails will also allow neighborhood children to use a route to elementary and middle school that passes through the park and not require traveling on SE 5th or County Line Road.

Describe the project's financial plan.

Polk County Conservation has dedicated considerable funding toward the Fort Des Moines Park including dredging, new trail and bridge work, shelter renovation, restrooms, environmental classroom, and compacted gravel surfaced trails that allow access into the larger park and to the lake. PCC has dedicated \$150,000 in 2020 funding from the Water and Land Legacy Bond toward trail access improvement.

4. Project Need (Continued)

Describe the maintenance plans for this project.

PCC maintains over 60 miles of trail and has an excellent staff of trained professionals who maintain our trails at a high level. PCC commits to maintaining our trail system to ensure access for all citizens.

Describe the quality/significance of the site.

Fort Des Moines is a 135 acre park of considerable beauty. It contains a 14 acre lake, an arboretum, an outdoor classroom , multiple shelters and playgrounds and is a portion of the historical Fort Des Moines Army Barracks. PCCB has dedicated considerable funding toward renovation and improvement of Ft. Des Moines to ensure that the park remains a significant urban oasis into the future.

Please describe the need for the project.


Fort Des Moines lies in a rapidly growing portion of the Metro. Use of the park has been increasing yearly. 2014 park usage exceeded 180,000 while the park was under construction and the lake drained. New single family and apartment housing is being constructed within 1/2 mile of the park which makes safe and convenient access by foot doubly important.

Describe the relationship to other regional plans/projects.

The Tomorrow Plan Goal 3: "Further the health and well being of all residents of the region"

Connect Plan: Goal: "Develop a cohesive, connected, and continuous walkable pedestrian environment for all users, including persons with disabilities, children, and the elderly".

Connect Plan Goal: "Promote safe routes to school to increase safety for children, decrease obesity for children, and decrease morning congestion near school facilities."



4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

All property is held fee title by Polk County

Explain any urgency with the implementation of the project.

The pathways under construction are ADA accessible but compacted gravel surfacing is less than perfect for mobility impaired individuals. It is also difficult to clear snow from the surface with damaging the trail. Two sections of paved trail would allow all-weather use and prevent costly repair. It would also allow safer access to school buildings and between schools during seasonal weather.

Describe the impact to regional economic development and tourism.

All park facilities are beneficial to the economy and attract visitors. High quality accessible facilities are quality of life issues that are important for the economic, social, and public health aspects of a healthy Metro area.



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Agree

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Yes

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

No

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

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I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020

1. Contact Information

Primary Sponsor: Urbandale
Contact Person: Dave McKay
Date Submitted: 11/25/2015
Phone Number: 515-278-3950
Email Address: dmckay@urbandale.org
Secondary Sponsor: 0
Phone Number:
Email Address:

2. Project Description

Project Title: 100th Street Interchange at I-35/80
Termini Description: at I-35/80
Estimated Project Cost: \$10,350,000
Seeking Funding in Multiple Years: Yes
Total Request for Multiple Years: \$2,000,000
STP Request: \$1,000,000
How Many Years: 2 Years
Total Funding Secured: \$0
Source of Additional Funds: \$8,350,000 from Urbandale Funds
LRTTP Number: 569
Project previously applied for STP funds: Yes
Projects TPMS number: 0
Has project been started or completed: Yes
Project previously awarded STP funds: No

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.
This interchange would ease congestion at the Iowa 141 interchange and the 86th Street Interchange, and provide better access to the surrounding area.
Describe how this project impacts other city/county goals, plans, and projects.
This project is coordinated with the redesign of the Iowa 141 interchange and a planned half-diamond interchange at Meredith Drive, and follows the improvements at the 100th Street / 54th Avenue intersection.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

"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.

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.

The local system has been increased as much as possible to safely and efficiently convey traffic. Strategies including Traffic Operational improvements, access management, incident management, and lane additions have been previously employed. This project is needed to provide connectivity to regional routes and utilize the local system infrastructure.

4. Project Type

Project Type: Interchange

If other, please describe: 0

Surface Type:	Portland Cement	Number of Lanes:	2
Existing travel lane width:	0	Proposed travel lane width:	16
Existing facility width:	0	Proposed facility width:	24
Existing posted speed:	0	Proposed posted speed:	45

Existing median: No

Describe existing median: 0

Proposed median: No

Describe proposed median: 0

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	Yes
Center turn lanes	No
Turning signals	Yes
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 0
 Existing signal interconnection: No

Proposed paved shoulders: Yes
 Proposed curb radius: 75

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 0
 Proposed number of access points along project length: 0

4. Project Type (Continued)

Existing Sidewalk width: 0 Proposed sidewalk width: 10
 Existing pedestrian benches: 0 Proposed pedestrian benches: 0

Existing curb extensions: No Proposed curb extensions: No
 Existing crosswalks: No Existing pedestrian refuge: 0
 Proposed crosswalks: Yes Proposed pedestrian refuge: No

Existing bus shelters: 0 Existing paved connection: No
 Proposed bus shelters: 0 Proposed paved connection: No

Existing on-street parking: 0 Proposed on-street parking: 0

How many electric vehicle charging stations does this project include: 0

Existing bicycle facility: No Existing bicycle facility type: 0
 Existing bicycle facility width: 0

Proposes bicycle facility: Yes Proposed bicycle facility type: Shared-Use path
 Proposed bicycle facility width: 10

Existing bicycle signals: No Proposed bicycle signals: No
 Existing pedestrian signals: No Proposed pedestrian signals: Yes

Existing street trees: No Proposed street trees: No

Variety of trees planted: 0

Spacing of trees (feet): 0



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

Parallels both IA 141 and 86th Street, and is intended to provide an alternate route to I-35/80.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

Optimized traffic signals & overall improvement of travel times through the local roadway network to reduce congestion at other locations.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

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A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

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Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Waukee	Date Submitted:	11/30/2015
Contact Person:	Brad Deets	Phone Number:	515-978-7899
		Email Address:	bdeets@waukee.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Grand Prairie Parkway Corridor Phase 5 (Alice's Road - Olson Drive to Hickman Road)		
Termini Description:	425 feet north of Olson Drive to 1200 feet north of Hickman Road		
Estimated Project Cost:	\$7,750,000	STP Request:	\$1,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$2,000,000		
Total Funding Secured:	\$5,750,000		
Source of Additional Funds:	Waukee Capital Improvements Program FFY 2018 - \$5,750,000		
L RTP Number:	462	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	Yes
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

The Grand Prairie Pkwy Corridor, including this section of Alice's Road, will extend from County Road F31 in Granger to County Road G14 in Madison County and will become one of the longest north-south corridors within the Des Moines Metro. Waukee and West Des Moines have invested close to \$50 million in the construction of Grand Prairie Pkwy to Interstate 80 as well as a new Interchange that is scheduled to open December 1, 2015. The project provides relief to existing traffic issues along University Ave and Jordan Creek Pkwy at Interstate 80 as well as Hickman Rd (Highway 6) to Interstate 35/80. Completion of this section of Alice's Rd will allow the Grand Prairie Pkwy Corridor to function both as an incident management route and a traffic diversion route for Interstate 80.

Describe how this project impacts other city/county goals, plans, and projects.

Completion of the Grand Prairie Pkwy Interchange provides direct access to Interstate 80 for several neighboring communities including Granger, Grimes, Urbandale, Clive and West Des Moines. Traffic along this portion of Alice's Road is expected to increase to up to 37,000 vpd by 2040 and this route provides direct access to rapidly developing neighborhoods north of Waukee and the large employment areas south of Waukee in West Des Moines.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

The Alice's Road expansion project will complement the new Grand Prairie Pkwy Interchange scheduled to open on December 1st as well as the approximately two and one half miles of Grand Prairie Pkwy that has been constructed south of University Avenue. West Des Moines is scheduled to extend Grand Prairie Pkwy to Mills Civic Pkwy in 2016. The City of Waukee has recently completed an ambitious planning study for a development called Kettlestone which will be located along either side of Grand Prairie Pkwy. The plan which is anticipated to take over twenty years to fully build out consists of 1,200 acres of retail, office and residential development.

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.

Alice's Road is a two lane rural section today. Much effort has been done over the years to build a transportation system throughout the City to help with congestion and to keep ahead of growth. The Grand Prairie Pkwy Corridor including Alice's Road can be considered an infill project. Development has occurred both to the east and the west in both Waukee and West Des Moines. The remaining approximately 1200 acres is surrounded by development. The new Interchange access to Interstate 80 will help in the delay of possible expansion of other road corridors including University Ave, Jordan Creek Pkwy and Hickman Rd. With the substantial growth to the north as well as Waukee in general, there is little alternative to adding lanes to meet the traffic needs for this area.

4. Project Type

Project Type: Road widening

If other, please describe: 0

Surface Type:	Portland Cement	Number of Lanes:	2
Existing travel lane width:	12	Proposed travel lane width:	12
Existing facility width:	24	Proposed facility width:	90
Existing posted speed:	45	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: Proposed median will vary between 15 feet and 16 feet and will include plantings and landscaping.

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	No
Center turn lanes	No
Turning signals	Yes
Extended turn lanes	Yes
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 30
 Existing signal interconnection: No

Proposed paved shoulders: Yes
 Proposed curb radius: 30

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 6
 Proposed number of access points along project length: 6

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	5
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	Yes
Existing crosswalks:	No	Existing pedestrian refuge:	0
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	Yes	Proposed bicycle facility type:	Shared-Use path
Proposed bicycle facility width:	10		
Existing bicycle signals:	No	Proposed bicycle signals:	Yes
Existing pedestrian signals:	No	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	Yes
Variety of trees planted:	<div style="background-color: #cccccc; height: 100px; width: 100%;"></div> <p>A variety of trees will be used including maples, Honeylocust, crab trees and oaks.</p>		
Spacing of trees (feet):	40		

Additional landscaping:

Shrubs and perennial flowers will also be utilized throughout the street median.

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

With direct access to Interstate 80, this corridor provides an opportunity for both emergency rerouting as well as a detour for projects along Interstate 80 and Interstate 35.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? 0

Is the bridge included on the structurally deficient/functionally obsolete list? 0

What is the structural rating of the bridge? 0

Will the project include the replacement or reconstruction of the bridge? 0

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A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

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Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	West Des Moines	Date Submitted:	11/25/2015
Contact Person:	Joe Cory	Phone Number:	515-360-3428
		Email Address:	joe.cory@wdm.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Grand Ave Widening		
Termini Description:	1st Street to 6th Street		
Estimated Project Cost:	\$6,900,000	STP Request:	\$3,450,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	\$3,450,000		
Total Funding Secured:	\$0		
Source of Additional Funds:			
L RTP Number:	0	Has project been started or completed:	No
Project previously applied for STP funds:	No	Project previously awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

Grand Avenue is a primary route through West Des Moines. It is classified as a Major Arterial intersecting with Highway 28 and is a primary connection to the west side of Des Moines.

Describe how this project impacts other city/county goals, plans, and projects.

The Grand Avenue corridor has been part of a neighborhood revitalization and focus for redevelopment that will likely lead to higher traffic volumes.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

Storm sewer in the area has been studied to develop a master plan for drainage improvements as development occurs.

The Grand Avenue corridor from 1st Street to the west has been studied and evaluated for traffic adaptive network and will connect to an existing traffic adaptive network on 1st Street.

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.

Grand Avenue has an existing 16,450 vehicles per day and will be increasing as development occurs. It serves as a secondary route or parallel road to Interstate 235 when incidents occur on Interstate 235. The construction widening of Grand Avenue will provide additional capacity and will incorporate intelligent transportation elements including traffic signal interconnect that will enable traffic coordination and minimize traffic congestion.

4. Project Type

Project Type: Road widening

If other, please describe: 0

Surface Type:	Portland Cement	Number of Lanes:	4
Existing travel lane width:	49	Proposed travel lane width:	65
Existing facility width:	100	Proposed facility width:	100
Existing posted speed:	35	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: The median would be 4 foot wide raised with landscaping complimenting the period neighborhood theme.

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	Yes
Center turn lanes	Yes
Turning signals	Yes
Extended turn lanes	Yes
Roundabouts	No

Existing paved shoulders: Yes
 Existing curb radius: 50
 Existing signal interconnection: Yes

Proposed paved shoulders: Yes
 Proposed curb radius: 50

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 28
 Proposed number of access points along project length: 20

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	4
Existing pedestrian benches:	2	Proposed pedestrian benches:	4
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	No	Proposed bicycle facility type:	0
Proposed bicycle facility width:	0		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	Yes	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	No
Variety of trees planted:	0		
Spacing of trees (feet):	0		



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

It serves as a secondary route or parallel road to Interstate 235 when incidents occur on Interstate 235. Grand Avenue is also parallel with Ashworth Road and Vine Streets.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

A stormwater masterplan has been developed to accommodate all rain events as well as complement the flood management efforts along Walnut Creek.

Does the project use traffic calming measures?

Yes

Describe how the project uses traffic calming measures?

Utilizing raised medians is an access control measure to reduce conflict points.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

The corridor will utilize traffic adaptive technology on the traffic signal network to improve overall flow of vehicles.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? 0

Is the bridge included on the structurally deficient/functionally obsolete list? 0

What is the structural rating of the bridge? 0

Will the project include the replacement or reconstruction of the bridge? 0

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Additional information you would like to share:

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Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	West Des Moines	Date Submitted:	11/25/2015
Contact Person:	Joe Cory	Phone Number:	515-360-3428
		Email Address:	joe.cory@wdm.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	South Grand Prairie Parkway		
Termini Description:	Raccoon River Drive to Mills Civic Parkway		
Estimated Project Cost:	\$16,000,000	STP Request:	\$8,000,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$0		
Source of Additional Funds:	Local funding match		
L RTP Number:	530	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

South Grand Prairie Parkway is part of a new north-south corridor in the metropolitan area. A bridge over Interstate 80 has been constructed already to accommodate traffic between Waukee and West Des Moines. This project will construct Grand Prairie Parkway Raccoon River Drive and Mills Civic Parkway providing an alternate corridor for residents and employees of the office areas along Mills Civic Parkway. This is a 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.

Describe how this project impacts other city/county goals, plans, and projects.

The construction on South Grand Prairie Parkway would provide a secondary access for the traffic that is destined to 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. This would serve as a primary truck route into the commercial and retail area of the City.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

The roadway will connect to the north to the existing interstate interchange.

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.

The project will incorporate Intelligent Transportation elements including Traffic Signal Interconnect that will enable traffic coordination and minimize traffic congestion.

4. Project Type

Project Type: New road

If other, please describe: 0

Surface Type:	N/A	Number of Lanes:	N/A
Existing travel lane width:	0	Proposed travel lane width:	12
Existing facility width:	0	Proposed facility width:	120
Existing posted speed:	0	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: 16 feet wide raised median with landscaping elements and plantings.

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	Yes
Center turn lanes	Yes
Turning signals	Yes
Extended turn lanes	Yes
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 0
 Existing signal interconnection: No

Proposed paved shoulders: Yes
 Proposed curb radius: 46

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 0
 Proposed number of access points along project length: 10

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	4
Existing pedestrian benches:	0	Proposed pedestrian benches:	5
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	No	Existing pedestrian refuge:	0
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	Yes	Proposed bicycle facility type:	Shared-Use path
Proposed bicycle facility width:	10		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	No	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	No
Variety of trees planted:	0		
Spacing of trees (feet):	0		



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

This street will parallel South Jordan Creek Parkway.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

The project will be designed with best practices and SUDAS design guide.

Does the project use traffic calming measures?

Yes

Describe how the project uses traffic calming measures?

The project will utilize a raised median for access control which reduces the amount of conflict points in turning movements.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

The project will utilize traffic adaptive technology.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

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A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

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Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	West Des Moines	Date Submitted:	11/25/2015
Contact Person:	Joe Cory	Phone Number:	515-360-3428
		Email Address:	joe.cory@wdm.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Grand Avenue		
Termini Description:	South Jordan Creek Parkway to South 88th Street		
Estimated Project Cost:	\$8,650,000	STP Request:	\$4,325,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$0		
Source of Additional Funds:	Local match funds		
L RTP Number:	519	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

The Grand Avenue between South Jordan Creek Pkwy and South 88th Street will expand the east-west corridor in the metropolitan area and eventually connect to South Grand Prairie Parkway connecting to Interstate 80 as well as Waukee to the north. This will facilitate traffic between Waukee and West Des Moines. This project will provide an alternate corridor for residents and employees of the office areas along Mills Civic Parkway.

Describe how this project impacts other city/county goals, plans, and projects.

The construction will provide access to the developments and will 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. The City is in the process of initiating a corridor study and obtaining environmental clearances for Grand Avenue between South Jordan Creek Parkway and South 105th Street.



Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

Grand Avenue will be paved to support technology related development in the area and will provide direct access to Interstate 35. Ultimately this will provide access to South Grand Prairie Parkway that has direct connection to the Interstate. The area includes the DMACC campus as well as the Microsoft Development and future technology related developments.

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.

The project will incorporate Intelligent Transportation elements including Traffic Signal Interconnect that will enable traffic coordination and minimize traffic congestion.

4. Project Type

Project Type:	New road			
If other, please describe:	0			
Surface Type:	N/A		Number of Lanes:	N/A
Existing travel lane width:	0	Proposed travel lane width:	12	
Existing facility width:	0	Proposed facility width:	120	
Existing posted speed:	0	Proposed posted speed:	45	
Existing median:	No			
Describe existing median:	0			
Proposed median:	Yes			
Describe proposed median:	16 foot median landscaped to match corridor theme.			

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	Yes
Center turn lanes	Yes
Turning signals	Yes
Extended turn lanes	Yes
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 0
 Existing signal interconnection: No

Proposed paved shoulders: Yes
 Proposed curb radius: 50

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 0
 Proposed number of access points along project length: 15

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	4
Existing pedestrian benches:	0	Proposed pedestrian benches:	4
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	No	Existing pedestrian refuge:	0
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	Yes	Proposed bicycle facility type:	Shared-Use path
Proposed bicycle facility width:	10		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	No	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	No
Variety of trees planted:	0		
Spacing of trees (feet):	0		



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

The project is parallel with Mills Civic Parkway.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

The project will be designed with best stormwater management practices and SUDAS design standards.

Does the project use traffic calming measures?

Yes

Describe how the project uses traffic calming measures?

The project will have a median that reduces the amount of access points and minimizes conflict points.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

The project will incorporate Intelligent Transportation elements including Traffic Signal Interconnect that will enable traffic coordination and minimize traffic congestion using traffic adaptive technologies.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? 0

Is the bridge included on the structurally deficient/functionally obsolete list? 0

What is the structural rating of the bridge? 0

Will the project include the replacement or reconstruction of the bridge? 0

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Additional information you would like to share:

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FEDERAL FISCAL YEAR 2020**

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Contact Person:	Joe Cory	Phone Number:	515-360-3428
		Email Address:	joe.cory@wdm.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Grand Avenue		
Termini Description:	South 88th Street to South Grand Prairie Parkway		
Estimated Project Cost:	\$11,000,000	STP Request:	\$5,500,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$0		
Source of Additional Funds:	Local match funding		
L RTP Number:	520	Has project been started or completed:	No
Project previously applied for STP funds:	No	Project previously awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

The Grand Avenue South 88th Street and South Grand Prairie Parkway will expand the east-west corridor in the metropolitan area and connect South Grand Prairie Parkway that connects to Interstate 80 as well as Waukee to the north. This will facilitate traffic between Waukee and West Des Moines. This project will provide an alternate corridor for residents and employees of the office areas along Mills Civic Parkway.

Describe how this project impacts other city/county goals, plans, and projects.

The construction of Grand Avenue will provide access to the developments. and will serve as a primary truck route into the commercial and retail area of the City.

Grand Avenue will be paved to support technology related development in the area and will provide direct access to Interstate 35. The area includes the DMACC campus as well as the Microsoft Development and future technology related developments.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

This project will connect South Grand Prairie Parkway to Grand Avenue.

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.

The project will incorporate Intelligent Transportation elements including Traffic Signal Interconnect that will enable traffic coordination and minimize traffic congestion.

4. Project Type

Project Type: New road

If other, please describe: 0

Surface Type:	N/A	Number of Lanes:	N/A
Existing travel lane width:	0	Proposed travel lane width:	12
Existing facility width:	0	Proposed facility width:	120
Existing posted speed:	0	Proposed posted speed:	45

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: 16 foot landscaped median complementing the theme of the corridor.

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	Yes
Right turn lanes	Yes
Center turn lanes	Yes
Turning signals	Yes
Extended turn lanes	Yes
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 0
 Existing signal interconnection: No

Proposed paved shoulders: Yes
 Proposed curb radius: 50

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 0
 Proposed number of access points along project length: 10

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	4
Existing pedestrian benches:	0	Proposed pedestrian benches:	4
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	No	Existing pedestrian refuge:	0
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	0
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	Yes	Proposed bicycle facility type:	Shared-Use path
Proposed bicycle facility width:	10		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	No	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	No
Variety of trees planted:	0		
Spacing of trees (feet):	0		



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

Yes

Describe how the project improves a parallel facility or contributes to alternative routing:

This will reduce traffic on Mills Civic Parkway that is parallel facility.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

The project will be designed with best stormwater management practices and utilize current SUDAS standard design manual.

Does the project use traffic calming measures?

Yes

Describe how the project uses traffic calming measures?

Raised medians serves as access control and reduces the amount of traffic conflict points.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

The project will incorporate Intelligent Transportation elements including Traffic Signal Interconnect that will enable traffic coordination and minimize traffic congestion and will use traffic adaptive technology to reduce idle times.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

Is the bridge included on the structurally deficient/functionally obsolete list?

What is the structural rating of the bridge?

Will the project include the replacement or reconstruction of the bridge?

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

A GIS shapefile has been sent to the MPO:

A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Certification

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Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Windsor Heights	Date Submitted:	11/23/2015
Contact Person:	Sheena Nuetzman	Phone Number:	515-645-6826
		Email Address:	snuetzman@windsorheights.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	University Avenue multi-purpose transportation improvements		
Termini Description:	73rd Street to 63rd Street		
Estimated Project Cost:	\$1,500,000	STP Request:	\$880,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$440,000		
Total Funding Secured:	\$531,000		
Source of Additional Funds:	\$300,000 in local match \$231,000 in 2019 FFY STP funds		
L RTP Number:	0	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	Yes
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

Mobilizing Tomorrow has pointed out that in the year 2050, Greater Des Moines will experience significant demographic changes. Those under the age of 45 are demonstrating different lifestyle choices than the older generation. The number of vehicles purchased has dropped by 30% in the last 5 years making it important to accommodate walking, biking, and transit oriented transportation.

As a complete streets city, Windsor Heights is eager to supplement and enhance the past and on-going regionalized efforts to accommodate goals in Mobilizing Tomorrow. This project will all be carried out in an effort to maximize the synergy of various transportation modes including mass transit, traditional automobiles, and bike and pedestrian traffic, etc.

Describe how this project impacts other city/county goals, plans, and projects.

The project meets the goals laid out in the Tomorrow Plan and Mobilizing Tomorrow to promote the health and well-being of all residents.

The proposed project complements a high priority initiative in Healthy Polk 2020; increasing the availability of accessible, affordable public transportation. It also complements goals in the CONNECT Plan.

Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects

Complete Streets has been recommended in Mobilizing Tomorrow and has been encouraged to be adopted throughout Greater Des Moines, which Windsor Heights has adopted. A recommendation in Mobilizing Tomorrow included investing in the rehabilitation of existing infrastructure. This will help achieve the goal of ensuring travel times in the region remain at or near current levels and will not increase traffic.

This project also complements the 2015 Crash Report. 63rd Street to 65th Street along University was noted in the report as a high crash cluster area. Improvements to the intersection will be made in this project. University Avenue was also a recommendation as part of the On-Street Bikeway Feasibility Study.

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.

n/a

4. Project Type

Project Type: Conversion (4 to 3 lane, 1-way to 2-way), Overlay/mill-and-overlay/diamond grind, Bicycle facility

If other, please describe: 0

Surface Type:	Asphalt	Number of Lanes:	4
Existing travel lane width:	12	Proposed travel lane width:	10
Existing facility width:	60	Proposed facility width:	60
Existing posted speed:	25	Proposed posted speed:	25

Existing median: No
Describe existing median: 0

Proposed median: No
Describe proposed median: 0

Does the project include any of the following improvements to turning movements:

	Yes/No
Left turn lanes	No
Right turn lanes	No
Center turn lanes	Yes
Turning signals	No
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No
 Existing curb radius: 20
 Existing signal interconnection: No

Proposed paved shoulders: No
 Proposed curb radius: 0

Does project included improvements to signal interconnection: Yes
 Existing number of access points along project length: 25
 Proposed number of access points along project length: 25

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	8
Existing pedestrian benches:	5	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	Yes
Existing crosswalks:	Yes	Existing pedestrian refuge:	Yes
Proposed crosswalks:	Yes	Proposed pedestrian refuge:	Yes
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	No
Existing on-street parking:	0	Proposed on-street parking:	20
How many electric vehicle charging stations does this project include:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicycle facility width:	0		
Proposed bicycle facility:	Yes	Proposed bicycle facility type:	Offered/protected bicycle lane
Proposed bicycle facility width:	6		
Existing bicycle signals:	No	Proposed bicycle signals:	Yes
Existing pedestrian signals:	Yes	Proposed pedestrian signals:	No
Existing street trees:	Yes	Proposed street trees:	No
Variety of trees planted:	0		
Spacing of trees (feet):	0		



Additional landscaping:

0

Does project improve a parallel facility or contribute to alternative routing:

No

Describe how the project improves a parallel facility or contributes to alternative routing:

0

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

No

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

Does the project use traffic calming measures?

Yes

Describe how the project uses traffic calming measures?

The goal of this project is to improve interaction between cyclists, pedestrians and motorist by providing a buffer between each user. It provides an additional safety and comfort level for pedestrians and bikers along University Avenue.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

No

Describe how the project incorporates solutions to reduce idling?

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

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Additional information you would like to share:

There has been a change in the project description and cost from what was in the 2019 application. The project includes an overlay from 69th Street to 73rd Street, rehabilitating the existing road from a 4-lane to a 2-lane for traffic movement, it will include a center turn lane, on-street parking, protected bike lanes, and increased sidewalk widths. The project coincides with the recent Complete Streets grant the city was awarded for public spaces and amenities.

Certification

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