



Federal Fiscal Year 2023

Surface Transportation Block Grant Submitted
Applications

January 2019

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**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Ankeny	Date Submitted:	12/5/2018
Contact Person:	Paul Moritz, PE	Phone Number:	515-965-6420
		Email Address:	pmoritz@ankenyiowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	NE Delaware Avenue Widening - NE 5th Street to NE 18th Street		
Project Description:	Widening of NE Delaware Avenue from its current rural 2-lane configuration with open ditches to an urban 4-lane curb-and-gutter cross section with raised medians. Improvements include street paving, dedicated turn lanes, traffic signals, grass medians, utilities, storm sewers, lighting, an 8-foot shared use path and sidewalk.		
Termini Description:	NE 5th Street to NE 18th Street		
Estimated Project Cost:	\$10,150,000	STP Request:	\$2,000,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$9,150,000		
Source of Additional Funds:	This project is included in the Ankeny 2019-2023 Capital Improvements Program with funding shown in 2020 (Prelim. Design), 2021 (Design), 2022 (Phase 1 Construction), and 2023(Phase 2 Construction)		
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 STBG funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

NE Delaware Avenue functions as a municipal arterial roadway within Ankeny's transportation system. It connects between East First Street and NE 36th Street, the two major east/west municipal arterials within Ankeny. NE Delaware Avenue is located only 1/2 mile west of Interstate 35 and functions to feed traffic onto East First Street and NE 36th Street and directly onto the two interstate interchanges. During busy commuter travel times, NE Delaware Avenue provides direct, efficient connectivity to the interstate system, and also acts as a short-distance reliever for interstate traffic. It also functions as a critical link in incident management plans, as it can carry interstate traffic with a very short detour distance during emergency incidents on the interstate within Ankeny.

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

22. The City of Ankeny recently completed a new comprehensive plan, The Ankeny 2040 Plan. The transportation section of the plan targets Delaware Avenue as a municipal arterial street that will carry between 32,000 and 37,500 vehicles per day in the future. While the current traffic counts are not at this level, the daily traffic continues to trend upward as Ankeny's phenomenal growth continues. Delaware Avenue traverses north/south across Ankeny, and extends into Polk County north of the city and extends south into the northeast side of Des Moines. Delaware Avenue to the south of this project within Ankeny has already been improved to a 5-lane urban section running past the East First Street, SE Oralabor Road, and SE Corporate Woods Drive interchanges.

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

As previously stated, NE Delaware Avenue connects and feeds traffic onto Interstate 35 at the NE 36th Street interchange and the East First Street interchange, as well as the three interchanges to the south. The NE 36th Street interchange was constructed in 2011 and is functioning efficiently and as intended. The East First Street interchange is currently under reconstruction as a diverging diamond interchange. It will be completed in 2020. NE Delaware Avenue is an important link to both of these facilities. It functions as a reliever route for the East First interchange project, as traffic is routes north to the NE 36th Street 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.

NE Delaware Avenue has already been widened to a five-lane cross section from East First Street north to near NE 5th Street. The two-lane rural section north of NE 5th Street has become increasingly taxed by traffic during peak hours due to Northeast Elementary School (to the west on NE 18th Street) and the new interstate interchange on NE 36th Street. Interim improvements have been completed by the City to handle the increasing traffic. These included the installation of temporary traffic signals at the NE 18th Street intersection, and the installation of a left turn lane at this intersection for traffic on NE Delaware Avenue. It is not possible to provide sequencing of the signals along this corridor since the said signals are not permanent.

4. Project Type

Project Type: Road widening, Reconstruction, Bridge, Intersection, Bicycle facility

If other, please describe: 0

Surface Type:	Portland Cement	Number of Lanes:	2
Existing travel lane width:	12	Proposed travel lane width:	12.5
Existing facility width:	24	Proposed facility width:	71
Existing posted speed:	45	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: The medians will be surfaced with turf grass and limited landscaping such as tall grasses, shrubs, etc. This project will include water quality features such as bio-retention basins similar to previous city projects. The medians will be 16 feet wide.

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: 25

Existing signal interconnection: No

Proposed paved shoulders: No

Proposed curb radius: 25

Does project included improvements to signal interconnection: Yes

Existing number of access points along project length: 7

Proposed number of access points along project length: 7



4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	8
Existing pedestrian benches:	0	Proposed pedestrian benches:	2
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:	8		
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:	<p>The trees that will be planted will 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. All street trees must meet the requirements of the City's Tree Planting Permit.</p>		
Spacing of trees (feet):	50		
Additional landscaping:	<p>Our intent would be to plant the above noted street trees behind the outside street curbs and inside of the walks. Limited landscaping will also be included within the medians where possible. This project will include water quality features such as bio-retention cells similar to what Ankeny has included on previous projects. If feasible, these cells will be located behind the outside street curbs or within the medians.</p>		
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:	<p>NE Delaware Avenue runs parallel to Interstate 35 and is only ½ mile west of the interstate. It spans between the two interchanges at First Street and NE 36th Street. Improving NE Delaware Avenue will allow it to carry more traffic during the critical peak commuter times, when interstate 35 carries heavy inter-area traffic into Des Moines and north to Ames. The improved route will also assist with the traffic patterns along NE Trilene Drive and NE Briarwood Drive, a parallel municipal collector route to the west of NE Delaware Avenue. Highway 69 (North Ankeny Boulevard) is one mile to the west of NE Delaware Avenue and will also be affected positively by this project.</p>		



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 constructed on all major street projects by the City in recent history. Bio-swales, infiltration basins and other features have been included within the parking areas and/or medians. The design approach that will be used on the NE Delaware Avenue project will be the same as what was used on NE 36th Street, SW Vintage Parkway, SW Prairie Trail Parkway, West First Street and other Ankeny projects. Our design approach is to capture as much drainage as possible to meet the 1 1/4+water quality requirement without the acquisition of large tracts of adjacent property.

Does the project use traffic calming measures?

Yes

Describe how the project uses traffic calming measures?

Raised medians will be included as part of the project improvements. The final design will also include limited lane widths. The posted speed limit on the finished corridor will be 35 mph. Also, preliminary computations show that an additional set of traffic signals will be constructed at the NE 5th Street intersection.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

The proposed cross section for NE Delaware Avenue will include dedicated left turn lanes. Adding these will lanes at the intersections along the route will allow the through-moving vehicles to pass unobstructed, as opposed to the current two-lane cross section that requires all vehicles to stop until the left-turn movement is completed. This should substantially reduce vehicle idling along the street.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

No

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



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:

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:

The latest traffic counts on NE Delaware Avenue in the center of the reach between NE 5th Street and NE 18th Street were taken in November of 2018. The counts totaled 11,945 VPD. The proposed improvements include the replacement and upsizing of the existing RCB culvert that is just south of NE 15th Street.

On behalf of the City of Ankeny, the consideration of this application is greatly appreciated.

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 2023**

1. Contact Information

Primary Sponsor:	Ankeny	Date Submitted:	12/5/2018
Contact Person:	Paul Moritz, PE	Phone Number:	515-965-6420
		Email Address:	pmoritz@ankenyiowa.gov
Secondary Sponsor:	N/A	Phone Number:	
		Email Address:	

2. Project Description

Project Title: Oralabor Gateway Trail - SW State Street Overpass

Project Description: Construction of a recreational trail overpass on the south leg of the SW Oralabor Road and SW State Street intersection to provide a separated grade crossing for the Oralabor Gateway Trail.

Termini Description: Across SW State Street (Highway 415) on the south side of the intersection with SW Oralabor Road.

Estimated Project Cost:	\$1,600,000	STBG Set-Aside Request:	\$450,000
Seeking Funding in Multiple Years:	No	How Many Years:	N/A
Total Request for Multiple Years:	N/A		

Total Funding Secured: \$1,150,000

Source of Additional Funds:

FY 2022 Ankeny Capital Improvements Funding = \$210,000 (GO Bonds)
 FY 2023 Ankeny Capital Improvements Funding = \$940,000 (GO Bonds)

Project previously applied for TAP funds:	No	Project TPMS Number:	N/A
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$50,000
Preliminary Engineering:	\$160,000
Construction Engineering:	\$140,000
Construction:	\$1,250,000
Other:	N/A

Project Development Timeline:

Design & Planning:	July 2021 - January 2022
Land Acquisition:	April 2022 – September 2022
Utility Relocation:	April 2022 – September 2022
Preliminary Engineering:	January 2022 – September 2022
Construction Engineering:	September 2022 – June 2023
Construction:	September 2022 – June 2023
Other:	N/A

Does the project require land acquisition:	Yes
If yes, how many acres:	0.50 Acres Estimated

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

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): 6"

Sub-base material: Recompacted Natural Subgrade
Project length (miles): 0.15 Miles

Sub-base depth (inches): 12"

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

On-Street Facility Design Elements

Type of bicycle lane: N/A
Project length (miles): N/A
Existing bicycle signals: N/A

Bicycle lane width: N/A

Proposed bicycle signals: N/A

Streetscape Design Elements

Existing street trees: N/A

Proposed street trees: N/A

Variety of trees planted: N/A

Spacing of trees (feet): N/A

Additional landscaping: N/A

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

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

Does the project use traffic calming measures? N/A

Describe how the project uses traffic calming measures?
N/A

4. Project Need

Describe the local support for the project.
The City of Ankeny consistently supports the construction of the Oralabor Gateway Trail. The City of Ankeny regularly completes a citizen survey. The 2018 survey rated trails as second to community events as the item for which there is more need within the city.

There is significant support for this project from other metro communities, organizations and Polk County, given the regional nature that this project will provide. The Oralabor Gateway Trail functions as a regional trail connection and as such it is utilized by the residents of Ankeny, the entire metro area and communities throughout Iowa.

Describe the multipurpose aspects of the project.
The Oralabor Gateway Trail is a multi-modal trail designed for bicycling, walking, jogging, roller blading, etc. These uses are prevalent year-round, as the City of Ankeny plows the trail in the winter. This 10-foot wide PCC trail runs along the south side of Oralabor Road (Highway 160/Highway 415) across the south side of Ankeny. It connects the Gay Lea Wilson Trail on the southeast side of Ankeny with the Neal Smith Connector Trail at the southwest corner of the city. This connection between these two popular regional trails carries a substantial volume of recreation traffic, and is especially utilized by bicyclists traveling between the two regional trail systems.



4. Project Need (Continued)

Describe the project's financial plan.

The City completed the most recent phase of the High Trestle Trail (HTT) in 2014. This project extended the trail from West First Street south past the AMP facility to SW Ordinance Road near the center of the city. Well over 50% of the project costs for this phase was funded by Ankeny. Ankeny's current CIP includes the two remaining phases of the HTT with substantial local funding. The improvements for these two trail projects include an underpass at Highway 69 (in 2019) and an overpass on SE Oralabor Road (in 2021). The city has obtained funding from the REAP Program, TAP, and the Iowa DOT. But approximately 60% of the project costs will be financed by the City of Ankeny.

The Oralabor Gateway Trail – SW State Street Overpass project is included in the City of Ankeny Capital Improvements Plan as a 2023 project. It is recognized that a similar commitment of funding will be needed by the City of Ankeny to finance this overpass as well. Given the need for this overpass, the local funding is certainly viewed as justified by our governing officials.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The existing Oralabor Gateway Trail has been maintained by the City of Ankeny Parks and Recreation forces. This maintenance includes mowing, cleaning, patching, crack sealing, signage, snow removal and other maintenance activities. New regional trail signing was recently installed along the trail by Ankeny forces. Ankeny recognizes the high significance of the Oralabor Gateway Trail and provides a commensurate high level of maintenance and upkeep. This proposed overpass, upon completion, will also be maintained by our forces. A concrete overpass structure can be expected to have minimal maintenance but will need to be plowed in the winter, repainted, patched, cleaned and refurbished as needed. The City of Ankeny is dedicated to maintaining the overpass for at least 20 years as required.

Describe the quality/significance of the site.

The location of this project site is naturally tailored for the installation of a trail overpass structure. The 10' wide Oralabor Gateway Trail runs along the south side of SW Oralabor Road and crosses the south leg of the intersection with an at-grade crossing. Pedestrian signals are the mode that must be utilized to cross the SW State Street approach. This approach includes two right-turn lanes, a left turn lane and four lanes of through traffic. Also, the SW State Street approach is a rural roadway with granular shoulders. This results in a total crossing length of over 140'. This leg of the intersection carries 27,130 vehicles per day based on 2016 traffic counts. The east trail approach to the intersection is generally level and is 100' wide which will provide ample width for the raised overpass. The west approach is also generally level but is 70' wide, which may require a narrow property acquisition and/or a temporary construction easement. Upon completion, the trail overpass will provide an uninhibited, safe crossing of this very busy street.

Please describe the need for the project.

Every trail plan in the metro, including the MPO's "Connect" Plan, emphasizes the importance of linking communities and regional attractions via recreational trails. As noted previously, the connection that the Oralabor Gateway Trail provides between the Gay Lea Wilson Trail and the Neal Smith Trail System is a vital link in the metro trail system. This link will become even more important with increased use when the High Trestle Trail connection is made to the Oralabor Gateway Trail on the east side of Ankeny in 2021.

Constructing the Oralabor Gateway Trail Overpass at SW State Street is critical to the long-term vitality of this popular regional trail. This trail provides a direct connection between the Neal Smith Trail system and the Gay Lea Wilson Trail, spanning across the south side of the City of Ankeny. The trail is quite popular and is especially utilized by bicyclists making longer inter-area trips. The regional connections afforded by this trail are numerous. However, one serious bottleneck to the convenience, safety and sustainability of the Oralabor Gateway Trail is the at-grade crossing of the south leg of the intersection of SW State Street and SW Oralabor Road. This overpass will address that bottleneck.

4. Project Need (Continued)

Describe the relationship to other regional plans/projects.

Extending the HTT trail south through Ankeny and connecting it to the Neal Smith and Gay Lea Wilson trails will add a critical link to the 550+ mile Central Iowa Trails System. This trail extension will close the gap between three regional trail systems that exist today within Ankeny. The City recognizes the need to close this gap and will complete the connection in 2021. This will connect the High Trestle Trail to the Neal Smith Trail System via the Oralabor Gateway Trail and to Des Moines via the Gay Lea Wilson Trail. Following up this connection with this overpass project on the Gateway Trail will improve and sustain the connectivity of the regional system.

The Oralabor Gateway Trail is included in the MPO's "Connect" Plan and the MPO's Bicycle/Pedestrian Facilities Map. This documentation shows the critical connection that the trail makes in the regional trail system. The Oralabor Gateway Trail has been given the "Level 2" designation in the "Connect" Plan. Visitors from throughout Central Iowa and beyond are likely to use this trail and the proposed overpass for access and connectivity to the High Trestle Trail, the Neal Smith Trail system, the Gay Lea Wilson Trail, and the Central Iowa Trails System as a whole.

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

The right-of-way for SW Oralabor Road is fee-title in the name of the Iowa Department of Transportation. Given the geometrics of the intersection with SW State Street, the proposed overpass should be able to be constructed generally within the current available right-of-way on the south side of the street. The design of the project may show that limited additional right-of-way is needed. It is also anticipated that temporary construction easements will be needed.

Explain any urgency with the implementation of the project.

The connection of the High Trestle Trail to the Oralabor Gateway Trail is scheduled to be completed in 2021 after the City of Ankeny completes two trail segment projects, each of which include an underpass and an overpass. The current geometrics and traffic patterns at the intersection of SW Oralabor Road and SW State Street is not optimal for non-motorized traffic and creates a recognized safety issue. The trail runs along the south side of SW Oralabor Road and carries regional bicyclists as well as local pedestrians and other typical trail users. The south leg of the intersection carries over 27,000 vehicles per day with a posted speed of 45 mph. The approach is wide and rural, requiring bicyclists and pedestrians to cross seven traffic lanes and granular shoulders. The crossing of seven traffic lanes, coupled with the heavy, fast-moving traffic at the intersection creates a situation where conflicts are critical between the trail users and the vehicles. This situation will become even more critical when the amount of trail users will increase from the High Trestle Trail connection in 2021. It is urgent that the overpass be constructed as scheduled.

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 two High Trestle Trail Extension projects that the City of Ankeny will complete in 2019 and 2021 represent the final critical link of the regional trails within 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 the downtown Des Moines amenities. This regional trail connection will help to transform the Uptown Ankeny Business District, bringing more people to this historic area for shopping, dining, and entertainment. It will also support the Ankeny Market Pavilion facility. Overall, the regional trail network within Ankeny helps to foster tourism, support special events and promote Central Iowa as a great place to live, work, and play.

Once the High Trestle Trail is completed, the next highest priority to improving the regional trail system in Ankeny is this overpass on the Oralabor Gateway Trail. The improved safety, convenience, and system connectivity that the overpass will provide will enhance the attractiveness and popularity of the regional trail system.

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:

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:

On behalf of the City of Ankeny, your consideration of this grant application for the vital project is certainly appreciated. Thank you.

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 2023**

1. Contact Information

Primary Sponsor:	Bondurant	Date Submitted:	12/7/2018
Contact Person:	Marketa Oliver	Phone Number:	515-967-2418
		Email Address:	moliver@cityofbondurant.com
Secondary Sponsor:	N/A	Phone Number:	
		Email Address:	

2. Project Description

Project Title: US65 Underpass

Project Description: Underpass under HWY 65 from Grant Street to NE 70th Avenue

Termini Description: NE 70th Avenue

Estimated Project Cost:	\$2,679,574	STBG Set-Aside Request:	\$600,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	0,000 (\$650K already awarded)		

Total Funding Secured: \$1,430,000
 Source of Additional Funds: City, USTEP, SRTS, MPO (TAP)

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

Itemized Costs:

Land Acquisition:	\$100,000
Preliminary Engineering:	\$110,000
Construction Engineering:	\$150,000
Construction:	\$2,319,574
Other:	\$0

Project Development Timeline:

Design & Planning:	underway
Land Acquisition:	Fall 2020
Utility Relocation:	Fall 2019
Preliminary Engineering:	April 2019
Construction Engineering:	Feb 2021 to Jan 2022
Construction:	March 2021 to Dec 2021
Other:	Mar 2021 to Dec 2021



Does the project require land acquisition: Yes

Will the project be open to the public: Yes

If yes, how many acres:

Will a user fee be charged: No

If yes, how much:

3. 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: Yes

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:

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?



4. Project Need

Describe the local support for the project.

Local support for this project is widespread throughout Bondurant. The school district is excited at what this project means to the safe travel to and from the school campus west of Grant Street just north of US 65. However the support for underpass project does not stop at the corporate limits. Following is a list of organizations supportive of the project. The City of Altoona; Polk County Conservation; Iowa Natural Heritage Foundation; Bondurant Chamber of Commerce; Iowa Heartland Resource Conservation; The City of Pleasant Hill; East Polk county Innovation Collaborative; Bondurant Farrar Community School District; Bondurant Development Inc.

Describe the multipurpose aspects of the project.

This underpass will serve all types of travelers; those using it for recreation, commuting, and kids traveling to school. Bondurant has become a significant hub for cycling with two regional trails passing through the community. To support these important trails and the visitors they draw, the City has built a modern Trailhead Depot and City Park Shelter to provide clean restrooms and sheltered rest areas. A bike repair station and water bottle filling station are also available at the Depot. The Bondurant Development Inc. Arts and Recreation Subcommittee recently completed Porch Swings and Fireflies, which is a significant interactive public art project near the trail that provides a gathering spot for visitors and increases interest along the trail. An important local aspect of closing this gap is that households south of the city will be able to safely cross Highway 65 to reach schools, businesses and civic services. The increased safety will allow students to walk or cycle to the local schools. Adults will be encouraged to travel to businesses, services and events using a trail that is designed for safety and accessibility. The GLWT includes scenic views of Four Mile Creek, Copper Creek Lake, Strasser Woods (a 40-acre State Preserve), and Sargent Park. The trail also connects with the Chichaqua Valley Trail where the public can experience a quiet retreat with a variety of wildlife and birds. This project will close one the critical gaps in the metro.

4. Project Need (Continued)

Describe the project's financial plan.

Currently the City has 2 grants totaling \$730,000 and a statement from the district that they support a \$200,000 USTEP grant for the underpass. Additionally, the City Council has programmed \$500,000 into the CIP for this project.



4. Project Need (Continued)

Describe the maintenance plans for this project.

The City of Bondurant has a significant amount of trails and parks within the City and maintains all of these facilities to a high standard. This additional trail and underpass has been planned and the City intends to maintain this area as this will be a high use area and highly visible to Bondurant citizens as well as area commuters and statewide travelers. The structure itself will be periodically inspected by an engineer and any repairs recommended for corrective actions included in the City's capital improvements plans.

Describe the quality/significance of the site.

This site connects two sides of Bondurant. The site will connect up to a growing residential area on the east and enable children to easily access safe crossing of a busy state highway, to attend the elementary school located just west of the future underpass. Additionally, it connects the residential side to the commercial amenities of a grocery and convenience store, as well as give them access to downtown Bondurant. No environmental concerns have been noted in this site to date.

Please describe the need for the project.

This location is critical due to the proximity to the new housing south of US 65 and the school campus located west of Grant St. on Garfield St. SW with two elementary schools and a middle school. This area includes community and civic spaces, businesses and places of worship representing different denominations. This trail is an important missing component of the Central Iowa Trails Network. The Gay Lea Wilson Trail, East (and thus this underpass) was envisioned in 1995 Central Iowa Recreational Trails Corridor Study. The Central Iowa Trails Loop was designated as one of the top five Trails of Statewide Significance in a 2000 Iowa DOT study and speaks to three goals listed in the 2006 Statewide Comprehensive Outdoor Recreation Plan, including close to home recreation opportunities, availability of outdoor recreation resources, and enhanced quality of outdoor recreation resources. Completing this trail gap is important to recreational visitors throughout Iowa. The MPO began a Central Iowa Trail Count program in 2012, with 40 infrared counters to provide a consistent method for collecting trail user data. In 2014, each counter saw an average of 93 counts per day. In 2017, the Bondurant-CVT West trail saw nearly 116 counts per day. People using trails for recreation and commuting will increase as connections are completed between communities. Closing this gap between Bondurant and Altoona and completing the GLW Trail are significant justifications for funding this project.

4. Project Need (Continued)

Describe the relationship to other regional plans/projects.

The Underpass remains a high priority in the City of Bondurant Comprehensive Plan and in the Bondurant Park, Trail and Greenway Master Plan. This trail has also been designated as a Trail Gap by the MPO. It is part of the 2006 Statewide Comprehensive Outdoor Recreation Plan and 2030 Polk County Comprehensive Plan and is designated one of the five Trails of Significance by the Iowa Department of Transportation. The 100-plus mile Central Iowa Trail Loop will connect five existing shared-use paths: Heart of Iowa Nature Trail, Neal Smith Trail, Gay Lea Wilson Trail, Chichaqua Valley Trail, and the Iowa 330 Trail resulting in a continuous loop. Additionally, The Iowa Trails 2000 Plan and the Iowa in Motion 2040 Plan support completion of this trail. Regionally, the trail segment that is made possible with this underpass project, is recognized as a Trail Gap by the MPO. This project will assist in developing the trail section will become part of the 35-mile loop connecting Bondurant, Altoona, Pleasant Hill, Des Moines, Ankeny, Berwick and rural Polk County. The GLWT connects with other significant regional trails including the High Trestle Trail, the Chichaqua Valley Trail and the Oralabor Gateway Trail in Ankeny.

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

The majority of the project falls within the existing street right of ways or grounds owned by the City of Bondurant. The underpass itself falls within US 65 right of way. There is ground owned by the City adjacent to Grant Street for the Porch Swing and Fireflies area for connecting the trail on the north and ground owned by the City south of US 65 for the trail connection to NE 70th Avenue. A permanent and temporary easement will be needed on the north side to get the trail from the underpass back up to existing grade. The City has a good relationship with the owner and expects no problems in agreeing to terms for the needed land.

Explain any urgency with the implementation of the project.

As people continue to search for safe, non-motorized connections within communities, constructing this underpass and connecting the GLWT from north to south of US 65 has become a priority. According to the Iowa DOT, the increasing number of automobiles on the nation's roadways causes congestion, especially in urban areas, where non-motorized transportation modes are most viable. The closer and more accessible a trail is to local residences and destinations, the more likely it is that pedestrians and cyclists will choose to travel by bicycle or foot instead of driving. Completing the US 65 Underpass and setting up for the completion of the GLWT will allow people to connect to existing shared-use paths: Heart of Iowa Nature Trail, Neal Smith Trail, Chichaqua Valley Trail, and the Iowa 330 Trail. Trail users will pass through endpoints in Des Moines, Altoona, Pleasant Hill, Ankeny, and Bondurant. Finally, children cross Highway 65 to go to school, to access City Park, and to go to the grocery store. It is an intersection that handles more than 17,000 cars per day and where the speed limit is 55.

4. Project Need (Continued)

Describe the impact to regional economic development and tourism.

Bondurant benefits from being the gateway to the Chichaqua Valley Trail and as a hub for the GLWT and the Chichaqua Valley Trail. Founder's Irish Pub in downtown Bondurant opened in 2012 because of the City's commitment to completing the CVT connections. Founder's and Yankee Clipper in Ankeny collaborate and co-host a Thursday bike night with food and drink, encouraging people to support local businesses. Reclaimed Rails Brewing Company thrives in downtown Bondurant and Box Car restaurant opened in 2017. All of this sparks interest in other development in the area. The owners of Reclaimed stated Bondurant's increasing trail connections were a significant factor in the decision to locate in Bondurant. A Farmers Market operates across from the Trail head Depot. Other established businesses benefiting from trails include Brick Street Market, Legacy Bank and Casey's General Store. The Arts and Recreation Committee holds the Bondu Blue & Sidewalk Chalk art festival at the trail head. Tourism is a viable economic development model for rural communities with amenities and assets to build upon. Research conducted by ISU in 2012, spending related to park and trail recreation contributes more than \$2 billion of economic activity supporting 31,000 jobs in Iowa. Finally, the trail connections attract thousands of visitors annually, including approximately 750 riders with Pedalers' Jamboree each August, 200 in June for Pedal CVT, as well as other special events.

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:

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:

The City plans to construct a rain garden on one side of the underpass entrance to help handle stormwater runoff in a sustainable manner.

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 BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Carlisle	Date Submitted:	11/27/2018
Contact Person:	Deven Markley	Phone Number:	5159893224
		Email Address:	dmarkley@carlisleiowa.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Scotch Ridge Road Improvements		
Project Description:	Scotch Ridge Road Improvements, including intersection with Highway 5, Bluestem, Middle School, and Bellflower		
Termini Description:	Bellflower Drive to Highway 5		
Estimated Project Cost:	\$3,249,000	STP Request:	\$500,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	\$1,937,000		
Total Funding Secured:	\$1,299,600		
Source of Additional Funds:	Local Option Sales Tax FFY 2021, and G.O. Bonds FFY 2021		
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 STBG funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

This project will make improvements to the Scotch Ridge Road and Highway 5 Intersection, and improve the flow of traffic on Scotch Ridge Road a Major Collector Road.



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

Scotch Ridge Road is the primary future development path for the Residential within the City of Carlisle. Scotch Ridge Road is the only connection to Highway 5 for a large area of development ground, including the Carlisle Middle School, and the business area at the Scotch Ridge and Highway 5 intersection.

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

A traffic study has been completed on the Intersection of Scotch Ridge Road and Highway 5, and Scotch Ridge Corridor to the south.

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.

Improvements to the existing traffic signals have not resulted in improvements to the traffic flow on Scotch Ridge



4. Project Type

Project Type: Road widening, Intersection

If other, please describe: 0

Surface Type:	Portland Cement	Number of Lanes:	2
Existing travel lane width:	11	Proposed travel lane width:	12
Existing facility width:	22	Proposed facility width:	39
Existing posted speed:	25	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: The proposed median width varies from the roundabout at the Middle School Entrance to the intersection with Blue Stem Drive. Plantings and landscaping will be determined with the final design, but the city plans to provide some aesthetic aspects to the project.

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	Yes
Roundabouts	Yes

Existing paved shoulders: No

Existing curb radius: 35

Existing signal interconnection: No

Proposed paved shoulders: No

Proposed curb radius: 35

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:	<input type="text" value="0"/>	Proposed sidewalk width:	<input type="text" value="5"/>
Existing pedestrian benches:	<input type="text" value="0"/>	Proposed pedestrian benches:	<input type="text" value="0"/>
Existing curb extensions:	<input type="text" value="No"/>	Proposed curb extensions:	<input type="text" value="Yes"/>
Existing crosswalks:	<input type="text" value="No"/>	Existing pedestrian refuge:	<input type="text" value="0"/>
Proposed crosswalks:	<input type="text" value="Yes"/>	Proposed pedestrian refuge:	<input type="text" value="No"/>
Existing bus shelters:	<input type="text" value="0"/>	Existing paved connection:	<input type="text" value="No"/>
Proposed bus shelters:	<input type="text" value="0"/>	Proposed paved connection:	<input type="text" value="No"/>
Existing on-street parking:	<input type="text" value="0"/>	Proposed on-street parking:	<input type="text" value="0"/>
How many electric vehicle charging stations does this project include:	<input type="text" value="0"/>		
Existing bicycle facility:	<input type="text" value="No"/>	Existing bicycle facility type:	<input type="text" value="0"/>
Existing bicycle facility width:	<input type="text" value="0"/>		
Proposed bicycle facility:	<input type="text" value="Yes"/>	Proposed bicycle facility type:	<input type="text" value="Shared-Use path"/>
Proposed bicycle facility width:	<input type="text" value="8"/>		
Existing bicycle signals:	<input type="text" value="No"/>	Proposed bicycle signals:	<input type="text" value="No"/>
Existing pedestrian signals:	<input type="text" value="Yes"/>	Proposed pedestrian signals:	<input type="text" value="Yes"/>
Existing street trees:	<input type="text" value="No"/>	Proposed street trees:	<input type="text" value="No"/>
Variety of trees planted:	<input type="text" value="0"/>		
Spacing of trees (feet):	<input type="text" value="0"/>		
Additional landscaping:	<input type="text" value="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 improvements to Scotch Ridge Road and Highway 5 Intersection should help encourage drivers making the trip from Carlisle to Indianola to use Scotch Ridge Road rather than take the Bypass and Highway 69



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?

Proposed Roundabout at the Middle School

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

Better Signals less stopped vehicles and the roundabout should reduce idling at the school

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

No

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

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:

No
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:

Resolution will be in the Agenda at the Next Council Meeting. A final copy will be sent to the MPO

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 BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Clive	Date Submitted:	12/5/2018
Contact Person:	Jeff May, City of Clive	Phone Number:	223-6231
		Email Address:	jmay@cityofclive.com
Secondary Sponsor:	Urbandale	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	US 6 & NW 128th St Intersection Improvements		
Project Description:	Project includes widening US 6 to six through lanes, constructing dual left turn lanes on all approaches, constructing/maintaining right turn lanes on all approaches, and reconstructing the traffic signal		
Termini Description:	US 6 (Hickman Rd) & NW 128th St		
Estimated Project Cost:	\$2,900,000	STP Request:	\$1,000,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$1,637,635		
Source of Additional Funds:	FFY 2019 - ICAAP - \$1,137,635, FY 2020 - TSIP - \$500,000 (recommended by staff, to be acted upon by DOT commission Dec 2018), remaining funds from cities and Iowa DOT		
L RTP Number:	37830	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 STBG funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

US 6 is an FFC Other Principal Arterial highway for the western suburbs in the Des Moines metro area and NW 128th St is an FFC Minor Arterial roadway. This intersection experiences significant traffic delays each weekday in both AM and PM peak hours. The proposed improvements will impact users from Clive, Urbandale, West Des Moines, Waukee, Adel, and all other locations.

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

Iowa DOT with the Cities of Clive and Urbandale are completing a study to reconstruct the US 6 (Hickman Rd) Interchange with Interstates 35 & 80. These improvements will be constructed prior to the interchange and alleviate congestion created during the interchange reconstruction and match with future capacity improvements.

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

These improvements were identified in the Iowa DOT US Hwy 6 Corridor Study completed in February 2018. And these improvements would improve traffic operations during the Interstate 35 & 80 and US 6 Interchange reconstruction 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.

As for Demand Management Strategies implemented, there is an existing DART express bus route that travels through the intersection providing opportunities for users to use other forms of transportation. As for Operational Management Strategies, the intersection is signalized with coordinated signal timings along the corridor. Adaptive traffic signal technology is to be implemented in 2019 and expect improved operations during off peak traffic times, but may not have too much impact during peaks due to the existing congestion. Emergency Vehicle Preemption has been implemented. And there are only six accesses within 500 ft of the intersection including one right-in/right-out and one driveway to a residential home. There are up to three buses per hour traveling through the intersection which minimizes the need for bus priority.

4. Project Type

Project Type: Road widening, Reconstruction, Intersection, ITS improvements

If other, please describe: 0

Surface Type:	Portland Cement	Number of Lanes:	4
Existing travel lane width:	11.8	Proposed travel lane width:	11.8
Existing facility width:	80	Proposed facility width:	120
Existing posted speed:	50	Proposed posted speed:	50

Existing median: Yes

Describe existing median:

When median is less than 6 ft wide, it is paved with concrete. When wider than 6 ft, grass is planted

Proposed median: Yes

Describe proposed median:

Continue with existing median treatments; concrete if less than 6 ft wide, grass if wider than 6 ft

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	Yes
Roundabouts	No

Existing paved shoulders: Yes

Existing curb radius: 40

Existing signal interconnection: Yes

Proposed paved shoulders: No

Proposed curb radius: 50

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

NW 128th St is a parallel route to I-35/80 and US 6 is a parallel route to I-80 providing alternate routes for drivers. Improvements will also relieve some congestion when the I-35/80 and US 6 interchange is being reconstructed. Also, the University Ave and Douglas Ave corridors have limited ability for capacity improvements due to right-of-way where US 6 does not have those restrictions.



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?

The additional geometry at the intersection will increase vehicular capacity. This additional capacity will shorten queuing and reduce vehicular delay at the intersection. Reducing delay will reduce idling. The project applied for and received Iowa DOT ICAAP funding indicating the DOT concurrence that the project will improve air quality.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? Yes

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

No

What is the structural rating of the bridge? 0

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

0



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:

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:

The City of Clive's resolution will follow the Dec. 13th City Council meeting, however a similar resolution from the City for the previously approved ICAAP application is provided in the associated email with the GIS files. The City of Urbandale's resolution is also provided in the associated email. In addition, the Iowa DOT supports the project through the ICAAP funding and preliminary support through TSIP. A review letter from DART will be emailed directly to the MPO from Luis Montoya. Additionally, a letter and project exhibit has been submitted for consideration of early project construction and reimbursement, if funding is available.

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 BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	DART	Date Submitted:	11/13/2018
Contact Person:	Elizabeth Presutti, DART CEO	Phone Number:	5152838115
		Email Address:	epresutti@ridedart.com
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	DART Replacement Buses		
Project Description:	Replace heavy-duty buses that have met their useful life benchmark of 13 years.		
Termini Description:	Des Moines Region		
Estimated Project Cost:	\$3,732,504	STP Request:	\$1,490,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$2,242,504		
Source of Additional Funds:	The following funds are budgeted towards the project: FTA 5307 funds - \$853,937, FTA 5339 Funds - \$735,566, and Local - \$653,001		
LRTP 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 STBG 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 almost \$4.2 million trips on fixed-route services in FY2018. 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 the Tomorrow Plan and 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 needed for the 28 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.

This is a replacement project.



4. Project Type

Project Type: Transit

If other, please describe: 0

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:	<input type="text" value="0"/>	Proposed sidewalk width:	<input type="text" value="0"/>
Existing pedestrian benches:	<input type="text" value="0"/>	Proposed pedestrian benches:	<input type="text" value="0"/>
Existing curb extensions:	<input type="text" value="No"/>	Proposed curb extensions:	<input type="text" value="No"/>
Existing crosswalks:	<input type="text" value="No"/>	Existing pedestrian refuge:	<input type="text" value="0"/>
Proposed crosswalks:	<input type="text" value="No"/>	Proposed pedestrian refuge:	<input type="text" value="0"/>
Existing bus shelters:	<input type="text" value="0"/>	Existing paved connection:	<input type="text" value="No"/>
Proposed bus shelters:	<input type="text" value="0"/>	Proposed paved connection:	<input type="text" value="No"/>
Existing on-street parking:	<input type="text" value="0"/>	Proposed on-street parking:	<input type="text" value="0"/>
How many electric vehicle charging stations does this project include:	<input type="text" value="0"/>		
Existing bicycle facility:	<input type="text" value="No"/>	Existing bicycle facility type:	<input type="text" value="0"/>
Existing bicycle facility width:	<input type="text" value="0"/>		
Proposed bicycle facility:	<input type="text" value="No"/>	Proposed bicycle facility type:	<input type="text" value="0"/>
Proposed bicycle facility width:	<input type="text" value="0"/>		
Existing bicycle signals:	<input type="text" value="No"/>	Proposed bicycle signals:	<input type="text" value="No"/>
Existing pedestrian signals:	<input type="text" value="No"/>	Proposed pedestrian signals:	<input type="text" value="No"/>
Existing street trees:	<input type="text" value="No"/>	Proposed street trees:	<input type="text" value="No"/>
Variety of trees planted:	<input type="text" value="0"/>		
Spacing of trees (feet):	<input type="text" value="0"/>		
Additional landscaping:	<input type="text" value="0"/>		
Does project improve a parallel facility or contribute to alternative routing:	<input type="text" value="No"/>		
Describe how the project improves a parallel facility or contributes to alternative routing:	<input type="text" value="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?

No

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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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:

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

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	12/7/2018
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:	Grand Avenue Pavement Rehabilitation		
Project Description:	Reconstruct outside lanes and resurface inside lanes.		
Termini Description:	MLK Jr. Bridge to 28th Street		
Estimated Project Cost:	\$1,500,000	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:	GO 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 STBG funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

Grand Avenue is a minor arterial per the Federal Classification map. It services a large number of trips on the west side of Des Moines. It also is a secondary route in and out of downtown Des Moines as it parallels I-235 and Ingersoll Ave.

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

Based upon existing volumes, the City may consider a 4-to-3 conversion with bike facilities.

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.

Not an expansion project.



4. Project Type

Project Type: Reconstruction, Overlay/mill-and-overlay/diamond grind, Intersection

If other, please describe: 0

Surface Type:	Asphalt	Number of Lanes:	4
Existing travel lane width:	11	Proposed travel lane width:	11
Existing facility width:	44	Proposed facility width:	44
Existing posted speed:	30	Proposed posted speed:	30

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	Yes
Extended turn lanes	No
Roundabouts	No

Existing paved shoulders: No

Existing curb radius: 15

Existing signal interconnection: Yes

Proposed paved shoulders: No

Proposed curb radius: 15

Does project included improvements to signal interconnection: No

Existing number of access points along project length: 47

Proposed number of access points along project length: 47



4. Project Type (Continued)

Existing Sidewalk width:	5	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:	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:	Yes	Proposed street trees:	Yes
Variety of trees planted:	TBD		
Spacing of trees (feet):	30		
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:

Provides an alternative route to Downtown Des Moines to N/S corridors and I-235.



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?

No

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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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:

Grand Avenue is critical to maintain infrastructure for this minor arterial roadway and provides a safe route for the traveling public.

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 BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	12/7/2018
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		
Project Description:	New 2-lane roadway to east beltway		
Termini Description:	SE 30th Street to US 65		
Estimated Project Cost:	\$41,000,000	STP Request:	\$4,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	+4 Years
Total Request for Multiple Years:	\$20,000,000		
Total Funding Secured:	\$7,932,000		
Source of Additional Funds:	GO 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:	34450		

3. Project Need

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

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

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

The lack of adequate transportation facilities in the southeast area of Des Moines/Pleasant Hill is not conducive to providing development as outlined in 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 Southeast Connector was completed and opened to traffic in 2016 (SE 15th to SE 30th). Pleasant Hill will complete the Vandalia intersection work in 2019 to accommodate the future SE Connector alignment.

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 an expansion project which creates a new 2-lane road. This project assists the metropolitan area in: A1, A3, B1, B3, C5 and C6 as identified in the MPO Congestion Management Process



4. Project Type

Project Type: New road, Road extension, Bridge, Interchange, Intersection, Freight, 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: This is a 2-lane roadway that is planned for a 4-lane profile. This includes a grassed median with trees and lighting as is already in place between the Raccoon River and E 15th St.

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; padding: 10px; min-height: 100px;"> <p>Black Maple, American Sweet Gum, Oak, Ginko, River Birch</p> </div>		
Spacing of trees (feet):	50		
Additional landscaping:	<div style="background-color: #cccccc; padding: 10px; min-height: 100px;"> <p>N/A</p> </div>		
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:	<div style="background-color: #cccccc; padding: 10px; min-height: 100px;"> <p>The SE Connector provides a more direct route between downtown and the beltway. The current route uses E. MLK to SE 30th Street and Vandalia Road.</p> </div>		

The SE Connector provides a more direct route between downtown and the beltway. The current route uses E. MLK to SE 30th Street and Vandalia Road.

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?

New detention basins along the corridor and utilizing regional detention basins south of Vandalia Road.

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 more direct route mentioned above.

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 alternate 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? Yes

Is the bridge included on the structurally deficient/functionally obsolete list? No

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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 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:

0

Certification

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Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	12/7/2018
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:	Intelligent Transportation Systems Upgrade		
Project Description:	Implement master plan adopted November 19, 2018.		
Termini Description:	Citywide		
Estimated Project Cost:	\$12,500,000	STP Request:	\$1,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	+4 Years
Total Request for Multiple Years:	\$2,000,000		
Total Funding Secured:	\$500,000		
Source of Additional Funds:	Other funding sources identified in ITS Master Plan; Local funding match anticipated to be GO Bonds.		
L RTP Number:	1945	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	Yes
Projects TPMS number:	37833		

3. Project Need

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

The upgrade of the City's ITS systems (traffic signals, communication network, video camera observation system, central management software, etc.) will enable the City to actively manage traffic during peak travel times, special events, construction detours, and emergency situations. This capability will provide safer and more efficient travel people throughout the region as they travel to, from or within Des Moines.

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

This project supports the Transportation Goals in PlanDSM and MoveDSM, the City's recently-adopted comprehensive and transportation master plans. Specifically, it supports Goal 8 -- Plan for future changes in transportation demand, technology, and innovation. The project also supports GuideDSM, the City's recently adopted strategic plan. Specifically, it supports the goals to provide Upgraded Infrastructure and to be a High Performing Organization.

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

The City recently completed an ITS Master Plan to determine the appropriate upgrades needed to its traffic signal system to meet the needs and goals of the City.

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.

ITS is classified as an Operational Management Strategy in the Hierarchy of Congestion Strategies.



4. Project Type

Project Type: ITS improvements

If other, please describe: 0

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: Yes

Proposed paved shoulders: No

Proposed curb radius: 0

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:	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:	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:
With the ability to manage traffic, traffic signal timing changes could be made to parallel or alternate routes during a closure.



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?

Once the traffic signal system is upgraded to current technologies, strategies will be investigated to reduce idling including the use of adaptive traffic signals. Basic timing plans will also be modified based on performance measures collected by the new central management software.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge?

No

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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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:

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

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	12/7/2018
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:	Walnut Street Des Moines River Bridge Replacement		
Project Description:	Replace Walnut Street Bridge		
Termini Description:	Water St. to E. 1st St.		
Estimated Project Cost:	\$11,000,000	STP Request:	\$2,400,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$4,400,000		
Total Funding Secured:	\$2,000,000		
Source of Additional Funds:	Local match will likely be GO Bonds & TIF		

L RTP Number:	N/A	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	Yes
Projects TPMS number:	36675	Structural rating of the bridge:	Structurally Deficient

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 bridge is an important link for downtown connectivity and provides efficient connection across the river for vehicular and pedestrian movements. Long range transportation planning indicates that the population in the downtown area will almost double. Maintaining and enhancing connectivity for all modes of transportation is vital for the sustained growth of downtown and economic vitality of the city.

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

Replacement 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 economic activity of the downtown core. The Walnut Street Bridge is structurally deficient with main bridge components being rated in "poor condition". Replacing the bridge will decrease the City's structurally deficient bridge inventory.

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

The Grand Avenue Bridge over the Des Moines River was completely replaced in 2017. Currently under construction, the Locust Street Bridge is also being completely replaced. The City was recipient of a 2016 TIGER Grant award for the rehabilitation of 3 downtown bridges (Court Ave., Scott Ave., and SW 1st St. multi-use trail bridge) and replacement of one bridge (Locust St.). Construction for the TIGER Grant projects is expected between 2018 and 2020. The scheduled investment in transportation bridges downtown will be complete with the culmination of the Walnut Street Bridge replacement.

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

Existing Number of Lanes:	2	Proposed Number of Lanes:	2
Existing travel lane width:	11	Proposed travel lane width:	11
Existing bridge width:	85	Proposed bridge width:	85
Existing posted speed:	25	Proposed posted speed:	25
Existing Sidewalk width:	8	Proposed sidewalk width:	8
Existing on-street parking:	82	Proposed on-street parking:	82
Existing bicycle facility:	Yes	Existing bicycle facility type:	Traditional bicycle lane
Existing bicycle facility width:	5		
Proposes bicycle facility:	Yes	Proposed bicycle facility type:	Traditional bicycle lane
Proposed bicycle facility width:	5		

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 helps 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

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:

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:

Walnut Street Bridge has enough curb-to-curb width for additional lanes of vehicular traffic (if warranted by demand), or alternatively, the diagonal back-in parking could be reconfigured to provide both on-street parking and a dedicated bicycle lane. In conjunction with the City's walkability study, Connect Downtown, the geometric configuration of the rehabilitated bridge will be further evaluated as the project moves forward.



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 2023**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	12/7/2018
Contact Person:	Colby Fangman	Phone Number:	515-248-6357
		Email Address:	cjfangman@dmgov.org
Secondary Sponsor:	N/A	Phone Number:	
		Email Address:	

2. Project Description

Project Title: Carlisle Trail Connection

Project Description: This project includes the construction of a new trail section between the Easter Lake Spine Trail and the southern limit of the City of Des Moines to tie into the existing City of Carlisle Trail. This segment has long been recognized as a critical gap in the regional trail system, because it is the final segment needed to connect the Summerset National Recreation Trail in Indianola to Saylorville Lake and beyond to the north. The new trail will be a 10-foot wide asphalt section, approximately 2 to 2.5-miles in length

Termini Description: Easter Lake Spine Trail at E. Army Post Road to Des Moines municipal boundary at SE 38th Street

Estimated Project Cost:	\$3,000,000	STBG Set-Aside Request:	\$800,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$1,200,000		

Total Funding Secured:	\$1,600,000
Source of Additional Funds:	FY 2022 CIP - \$400,000 FY 2022 TAP - \$400,000 FY 2023 CIP - \$800,000

Project previously applied for TAP funds:	Yes	Project TPMS Number:	37835
Project previously awarded TAP funds:	Yes		

Itemized Costs:

Land Acquisition:	\$325,000
Preliminary Engineering:	\$75,000
Construction Engineering:	\$300,000
Construction:	\$2,000,000
Other:	\$300,000

Project Development Timeline:

Design & Planning:	10/2019 - 10/2021
Land Acquisition:	01/2021 - 10/2021
Utility Relocation:	TBD
Preliminary Engineering:	01/2019 - 10/2019
Construction Engineering:	02/2022 - 12/2022
Construction:	02/2022 - 12/2022
Other:	Close Out: 12/2022 - 08/2023



Does the project require land acquisition: Yes

Will the project be open to the public: Yes

If yes, how many acres: ~20 acres

Will a user fee be charged: No

If yes, how much: N/A

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Asphalt

Pavement depth (inches): 3 (3.5" base & 1.5" s

Trail width (feet): 10 Feet

Sub-base material: Mixed Granular Modified Subbase

Sub-base depth (inches): 8 Inches

Project length (miles): 2 to 2.5 Miles

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

On-Street Facility Design Elements

Type of bicycle lane: N/A

Bicycle lane width: N/A

Project length (miles): N/A

Existing bicycle signals: N/A

Proposed bicycle signals: N/A

Streetscape Design Elements

Existing street trees: N/A

Proposed street trees: N/A

Variety of trees planted: N/A

Spacing of trees (feet): N/A

Additional landscaping: N/A

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

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

Does the project use traffic calming measures? N/A

Describe how the project uses traffic calming measures?
N/A



4. Project Need

Describe the local support for the project.

The proposed Carlisle Trail Connection garners strong support from citizens of the region and an array of government entities as well. Representatives of citizen groups such as the Easter Lake Area Neighborhood Association and the Trails and Greenways Advisory Committee have demonstrated their approval of the project by providing letters of support. In 2015 the City of Des Moines conducted a "Community Interest and Opinion Survey" to determine citizen's needs and priorities for parks and recreation programs and facilities. This survey showed that city-managed trails were overwhelmingly used, needed, supported, and highly-requested. When asked about park and recreation needs, 73% of responding households chose walking and biking trails as their number one need out of 27 options. When projected to the entire city population, 73% would equate to approximately 157,000 residents. When asked what facility was the most important to the household, walking and biking trails retained the number one spot out of 27 options with 43% of respondents ranking trails in the top four facilities, more than twice the next highest option.

Several governmental entities outside of the City of Des Moines have also demonstrated their support for the project. Polk County Conservation, the City of Carlisle, Warren County Conservation, District 33 Representative Brian Meyer and District 17 Senator Tony Bisignano have all provided letters of support and encourage funding this trail link with TAP grants.

Describe the multipurpose aspects of the project.

Given its peri-urban context and positioning in the Central Iowa Trail Network, the proposed Carlisle Connection will serve commuters and recreational users as well. Once completed, the connection will create viable bicycle commuting and DART Bike & Ride options between Downtown and the City of Carlisle, which is approximately 10 miles away, a reasonable bicycle commuting distance.

Beyond transportation alternatives, the connection will offer various leisure and fitness opportunities. The trail will be for non-motorized uses only, ensuring the safety of bicyclists, skaters, runners, and walkers. Des Moines' trails are used for running races, fundraising walks, organized bicycling rides, school P.E. classes, triathlons, and more. Completing the Carlisle Connection will afford these opportunities to the southeast side of the metropolitan area as well. The trail will be constructed in compliance with the Americans with Disabilities Act and the Iowa SUDAS Manual to ensure that the facility will be accessible by the widest array of users possible.

Constructing trails also provides a multitude of less obvious benefits to include citizens saving on health and medical costs, increased property values, increased tourism expenditures and additional tax receipts from special events held on the trail facility. These aspects can accumulate to improve quality of life in the region, and they will become even more impactful as resident populations grow in southeast corner of the metro.

4. Project Need (Continued)

Describe the project's financial plan.

With Phase 2 of the Des Moines River Trail slated for 2019 construction, the Carlisle Trail Connection has become the City's highest priority trail gap as identified by the MPO. To date, \$1,600,000 dollars has been secured for the project. The Des Moines Area MPO has awarded the project \$400,000 in TAP funding, and the City of Des Moines has committed \$1,200,000 dollars of Capital Improvement Project (CIP) funding over two years (FY2022 & 2023). The committed CIP would fund 40% of the total project cost. We are seeking the same funding through TAP grant dollars – 40% of the total project cost over two years (FY2022 & 2023). Based upon our experiences with financial planning for the Des Moines River Trail, we anticipate the remaining 20% will become available through a combination of funding from the Iowa Department of Natural Resource's Resource Enhancement and Protection Program, the Iowa Department of Transportation's State Recreation Trails Program, and / or additional grant funding yet to be identified.

Furthermore, the City of Des Moines is fully aware that planning, designing and building this trail are just the preliminary costs. To ensure the longevity of our trail facilities, the City budgets and staffs for on-going high levels of maintenance for our entire trail system.

FY 22 CIP - \$400,000 - CDM

FY 22 TAP - \$400,000 - MPO

FY 20 REAP - \$300,000 - IDNR

FY 20 SRT - \$300,000 - IDOT (applied '18)

FY 23 CIP - \$800,000 - CDM

FY 23 TAP - \$800,000 - MPO

4. Project Need (Continued)

Describe the maintenance plans for this project.

Trail maintenance is one of our department's top priorities, and considering the number of users that benefit from the trail system, on-going maintenance will continue to be a top priority. Our department recently worked with asphalt experts from another department to gain further expertise and to assess the condition of all city-maintained asphalt trails. Our department's knowledge concerning asphalt rehabilitation, preservation, and preventative maintenance practices has never been greater.

The City currently maintains approximately 63 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; checking and replacing lighting; and checking and replacing signage.

Beyond day-to-day use and standard seasonal tasks, extreme weather events often have a significant impact on the trail system. To ensure resiliency, we budget and staff for the results of high winds, flooding, snow and ice. As the trail system has grown, our department has also learned to plan, design and construct projects in a way which minimizes the effects of such events on the trails.

Describe the quality/significance of the site.

The most significant attribute of this connection is its context within the Central Iowa Trail Network. With the Des Moines River Trail Phase 2 project slated for 2019 construction, the Carlisle Connection is the last large segment required to connect the Summerset National Recreation Trail to the Neal Smith National Recreation Trail which extends to Saylorville and beyond. A person traveling along the entire route would experience the best our region has to offer with parks, river greenbelts, urban destinations, blossoming residential areas and picturesque views of Iowa's agricultural landscape.

The landscape condition explicitly within the corridor of the Carlisle Trail Connection is currently dominated by agricultural uses amidst variable topography, but the MPO's population change mapping predicts significant residential infill in the following decades. Establishing this arterial trail connection prior to residential infill will allow neighborhood connections to be planned and constructed in a more logical manner.

The final alignment will be sensitive to potential environmental impacts and will responsibly reduce impacts that flooding could have on both regular maintenance and larger efforts caused by extreme weather events. Wetlands, significant trees and other high-value habitats, as identified in the MPO Natural Areas Map, are to be preserved to the greatest degree possible and will contribute to the trail use experience.

Please describe the need for the project.

The Carlisle Trail Connection fills a known gap identified in the Des Moines Area MPO's Long Range Transportation Plan, Mobilizing Tomorrow. The project will advance the Carlisle Connection as far as possible within the City's municipal boundary, leaving just one mile to fully complete the connection to Carlisle. The need to complete this connection is threefold.

1. Many of the trails in SE Des Moines are contained within Easter Lake Park or Ewing Park, therefore the region is somewhat fragmented. The Des Moines River Trail and Ackelson Trail address this issue to the north, but the Carlisle Connection is a much-needed segment to continue this progress to the southeast.
2. Per population and employment growth maps created by the MPO, the southeast region is poised for extensive population growth, but limited employment growth. This connection needs to be in place prior to significant residential infill to allow neighborhood connections to be planned and constructed in a more logical manner while also offering immediate transportation alternatives.
3. This trail gap inhibits the potential for a symbiotic relationship between the businesses in Des Moines, Carlisle and Indianola, and thus represents opportunity costs. The distance between the Downtown and Carlisle is conducive for commuting, leisure shopping and dining, while the distance from the Downtown to Indianola would be attractive to those looking for a full day recreational trail experience.

4. Project Need (Continued)

Describe the relationship to other regional plans/projects.

The Mobilizing Tomorrow plan clearly shows the Carlisle Connection on the regional trail gap map in Chapter 4. This chapter also states that identified trail gaps should be TAP funding priorities as targeted projects which will help to achieve the plan's performance targets.

The CONNECT plan also clearly identifies the Carlisle Connection as a planned facility. The installation of this missing link will help to fulfill objectives outlined in the goal for chapters System, Pedestrian, Bikeway, Trail and Implementation.

From the Preamble to the Guiding Principles, the Carlisle Connection will help achieve the vision outlined in The Tomorrow Plan. Its completion supports: Goal 1 - Create a resilient regional economy, by contributing to multi-modal access in the region and encouraging economic growth and retention via tourism and recreational spending; Goal 2 - Improve the Region's Environmental Health and Access to the Outdoors, by providing close-to-home opportunities for outdoor recreation; and Goal 3 - Further the Health and Well-Being of All Residents in the Region, by offering transportation alternatives and healthful recreational opportunities.

A shared-use path from Des Moines to Carlisle is explicitly recommended in the Des Moines Bicycle and Pedestrian Master Plan (2011) which was adopted by City Council. The master plan presents a twenty-year vision of a fully-developed bicycle system throughout the city serving area youth, commuters, residents and visitors.

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

Having engaged one key landowner at this point, we are very early on in the land acquisition phase of this project. In addition to the City of Des Moines and State of Iowa, there are three to five property owners that may be involved, depending upon the final alignment of the trail. The trail alignment currently being considered consists of 30.28% public land and 69.72% private land. The City will work with potentially impacted property owners throughout the design phase to identify the best trail alignment for all parties and to finalize land acquisitions or easements as necessary. As dictated by Iowa code, we will only be seeking voluntary easements or acquisitions on agricultural lands. Our in-house Real Estate Division and Legal Department are skilled and well-versed in this process as they have gone through it many times for other trail projects.

Identifying willing partners and conserving productive agricultural land will both be important considerations in determining the final alignment. Our budget was tweaked for this application to better account for the resources required to secure the right-of-way for this trail facility. The budgetary adjustments made were based upon very recent experience in securing the facility right-of-way for the Des Moines River Trail Phase 2 project.

Explain any urgency with the implementation of the project.

Completely filling the Des Moines to Carlisle gap would connect the Summerset National Recreation Trail with the Neal Smith National Recreation Trail, thus offering trail connectivity from the SE corner of the metropolitan area to the NW corner and beyond. There are strong trail network connections throughout the western half of the metro, but the southeast is clearly fragmented. Funding this project, which is supported by citizen groups and neighboring governmental organizations, will ensure steady progress continues in connecting the underserved southeast region.

It is urgent that Des Moines secures funding for this connection to prevent a long, multi-year pause in continuing the region's progress. Construction of the Ackelson Trail at Easter Lake is now complete, and the Des Moines River Trail Phase 2 project is slated for construction in 2019. Best-case scenario, this leaves a 2-3-year time gap before additional progress is made in completing the connection to Carlisle via this project. Failing to secure sufficient external funding will extend this waiting period.

Considering the southeast region's projected population growth, but limited employment growth, it is urgent that alternative transportation options be in place prior to significant residential infill. An established, arterial trail route would allow neighborhood connections to be planned and constructed in a more logical manner while offering immediate transportation alternatives and recreation options.

4. Project Need (Continued)

Describe the impact to regional economic development and tourism.

Once complete, the Carlisle Connection will tie the SE metropolitan area into the larger Central Iowa Trail Network, thus generating new users, economic opportunities and improving the livability of developing neighborhoods. The distance between the Downtown and Carlisle is conducive to commuting, leisure shopping and dining trips, while the distance from the Downtown to Indianola would be attractive to those looking for a full day trail experience.

A 2013 study on the Economic Impacts of Parks & Recreation in Des Moines stated that the total projected economic impact of Des Moines, IA trails was just over \$15 million and produced 214 jobs. The study further explained that much of the spending was in the lodging, restaurant/bar and transportation/gas categories. The same study indicated that the direct use value of Des Moines' residential trails as being over \$435,000. Lastly, the study showed significant health benefits; it estimated that in total, Des Moines Park & Recreation users are to save \$19,472,194 in overall healthcare costs.

A 2012 study on the Economic and Health Benefits of Bicycling in Iowa found that across the state, the economic impact of commuter cyclist is \$51,965,317 in direct and indirect spending and \$13,266,020 in healthcare cost savings. The same study found that the economic impact of recreational cyclist is \$364,864,202 in direct and indirect spending and \$73,942,511 in healthcare cost savings. This route will serve both use types.



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:

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:

Our proposed alignment was submitted to DART (Carl Saxon) for review on 12/04/2017.

The project budget and funding request was adjusted from our 2017 application to better reflect the high cost of voluntarily acquiring agricultural lands as required by Iowa Code. The adjustments were made based upon recent experience acquiring the right-of-way for the Des Moines River Trail Phase 2 project.

Supplemental documents to include maps, support letters, an executed city resolution, and CIP documentation will follow the submission of this application.

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





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Johnston	Date Submitted:	12/6/2018
Contact Person:	Matt Greiner	Phone Number:	515-278-0822
		Email Address:	mgreiner@cityofjohnston.com
Secondary Sponsor:	Grimes	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	NW 100th Street Reconstruction		
Project Description:	Reconstruct roadway from current two lane rural roadway to a four lane urban section. The project would include new storm sewer infrastructure, PCC pavement, divided median, streetscape, sidewalk and bike trail.		
Termini Description:	NW 62nd Ave south to 1000 feet north of the NW 54th Avenue.		
Estimated Project Cost:	\$12,591,000	STP Request:	\$2,500,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$10,091,000		
Source of Additional Funds:	Capital Improvement Project Funding, 2023		
L RTP Number:	364	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 STBG funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

NW 100th Street project is north of the new I-35/80 interchange at 100th Street recently constructed and opened fall of 2019 in Urbandale. Johnston, Grimes, and Urbandale previously collaborated on the NW 54th Avenue and 100th Street intersection. The intersection was upgraded from a two-lane rural cross section to a four lane urban cross section in anticipation of the added capacity. Johnston and Grimes recognize there will be increased traffic due to the interchange and the upcoming construction of Highway 141 west of 100th Street. Joint Cooperation between Johnston and Grimes on this project would improve NW 100th Street corridor between NW 62nd Avenue and 1000 feet north of the NW 54th Avenue intersection and increase capacity for the region.

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

The NW 100th Street project will reduce congestion on the corridor from the increased traffic. This will also help spur development in the region due to increased connectivity from the interstate to this area where in Grimes there is a large tract of undeveloped land and an underutilized business park in Johnston. NW 100th Street project would transform this roadway to a main arterial which would connect Grimes and Johnston at NW 62nd Avenue.

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

The project is located north of the NW 100th Street interchange constructed by Urbandale and the Iowa Department of Transportation. The segment of NW 100th Street between the interchange was also improved to a four-lane divided road. The NW 100th and NW 54th intersection project was constructed by Urbandale with Johnston and Grimes participating. This was also a previous STBG funded 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.

The area adjacent to the project has seen many improvements by others. The I-35/80 interchange will add capacity to the NW 100th Street corridor. Along with the fly over at Highway 141 and I-35/80. This construction will likely detour many Grimes and Johnston residents to the newly opened 100th Street ramp and the 100th Street corridor. The road will deteriorate earlier than designed due to the increase volume and detour traffic from adjacent project.

4. Project Type

Project Type: Road widening, Reconstruction, Intersection, ITS improvements, Bicycle facility, Streetscape

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:	26	Proposed facility width:	68
Existing posted speed:	35	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: 16 feet grass with streetscape

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: 25
 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: 16
 Proposed number of access points along project length: 16



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:	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:	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:	Yes	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	Yes
Variety of trees planted:	Per Tree Board Recommendation and species allowed by City Ordinance.		
Spacing of trees (feet):	100		
Additional landscaping:	Grass median and shrubbery (at varying locations/TBD)		

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 relieve congestion which is currently experienced on Highway 141 and NW 86th Street.

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?

Basins and intakes (Style TBD). Water quality will be a part of the storm water/sewer design.

Does the project use traffic calming measures?

Describe how the project uses traffic calming measures?

The intersection at Windsor Parkway will involve traffic calming measures to slow/stop traffic and safely move pedestrians and bicyclist through the intersection. There is an elementary and middle school located east of the intersection with a large residential development located just west of the intersection. This is a well used path for kids and parents walking and biking to these locations.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Describe how the project incorporates solutions to reduce idling?

There would be signal timing in the corridor with the lights at NW 62nd Ave. and the NW 54th Intersection.

Does the project address an identified freight impediment?

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.

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:

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:

Johnston and Grimes believes the project would complete the NW 100th street corridor from NW 70th Ave to I35/80 interchange. The improvements would compliment all the recent improvements surrounding NW 100th Street. This project would help reduce the congestion that is currently being experienced by motorist using NW 100th Street today.

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 BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Norwalk	Date Submitted:	12/6/2018
Contact Person:	Luke Nelson - City Manager	Phone Number:	515-981-0228
		Email Address:	lnelson@norwalk.iowa.gov
Secondary Sponsor:	DOT	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	IA 28 & Beardsley Street Improvements Project		
Project Description:	Reconstruct east and west legs of Beardsley Street to provide 5-lane cross section with median at IA 28 intersection. Modify/Replace traffic signal poles and equipment including detection and coordination. Extend IA 28 left turn lanes. Modify east intersection leg vertical profile.		
Termini Description:	IA 28 (Sunset Drive) & Beardsley Street		
Estimated Project Cost:	\$2,190,000	STP Request:	\$1,100,000
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 funds and potential Iowa DOT funding applications.		
L RTP Number:	374	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 STBG funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

Beardsley Street has a functional classification of a Collector, and provides east-west connectivity across Norwalk and a route to IA 5 interchanges at IA 28 (Sunset Drive), Fleur Drive to the east, and to Veterans Parkway (SW Connector) to the northwest via 50th Avenue. As the City grows, additional traffic demand will occur on IA 28 and these alternate routes to IA 5 and the Des Moines metropolitan area to the north. The proposed Beardsley Street improvements will increase capacity at the signalized intersection to maximize IA 28 capacity and maintain connectivity to these additional regional network routes.

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

This project is consistent with goals and recommendations of the 2013 City of Norwalk Comprehensive Plan and the 2018 City/DOT joint IA 28 Corridor Study.

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

This project is consistent with goals and recommendations of the 2013 City of Norwalk Comprehensive Plan, and these improvements were recommended in the 2018 City/DOT joint IA 28 Corridor 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.

Demand strategies currently in use include private citizen carpooling and rideshare/vanpooling. The City is proactively addressing land use planning with city comprehensive planning (2013) and on-going sub-area plans (particularly with land proposed for development in the center of Norwalk e.g. Hughes Farm/Sub-Area 1, Holland Farm developments) and access management agreements (2018/2019) with the DOT resulting from the recent 2018 IA 28 Corridor Study. Beardsley Street is interconnected with adjacent signals, and additional signal coordination is planned in future years. Traffic growth accompanying City population growth is increasing demand on the intersection. Therefore the proposed widening/'lane additions' to east and west intersection legs of IA 28 will allow for increased capacity during the Beardsley Street signal phases, and thereby allow additional time and capacity for the IA 28 signal phases.

4. Project Type

Project Type: Road widening, Intersection

If other, please describe: 0

Surface Type:	Portland Cement	Number of Lanes:	3
Existing travel lane width:	12	Proposed travel lane width:	12
Existing facility width:	40	Proposed facility width:	64
Existing posted speed:	35	Proposed posted speed:	35

Existing median: Yes

Describe existing median: On Beardsley Street, 4 ft raised concrete median. On IA 28, 16 ft raised concrete median with grass landscaping.

Proposed median: Yes

Describe proposed median: On Beardsley Street, 4 ft raised concrete median. On IA 28, 16 ft raised concrete median with grass landscaping.

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	Yes
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: Yes

Existing number of access points along project length: 5

Proposed number of access points along project length: 4



4. Project Type (Continued)

Existing Sidewalk width:	8	Proposed sidewalk width:	8
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:	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:	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:

IA 28 is a DOT incident management corridor providing an alternative route for IA-5 and I-35 (to IA 92). Improvements to Beardsley Street capacity due to widening and IA 28 left turn lanes will provide additional capacity for the IA 28 phasing during higher IA 28 demand during incident management periods. Signal improvements will allow for improved detection and incident management timing plans.



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?

Additional capacity at the intersection will improve Beardsley Street signal phase operations by reducing delay and idling, and this additional capacity will allow for additional green time to the IA 28 phases and therefore reduce delay, stopping, and idling for IA 28 traffic.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? No

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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 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:

 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

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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 BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Norwalk	Date Submitted:	12/6/2018
Contact Person:	Luke Nelson - City Manager	Phone Number:	515-981-0228
		Email Address:	lnelson@norwalk.iowa.gov
Secondary Sponsor:	DOT	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	IA 28 & North Avenue Improvements Project		
Project Description:	Widen North Avenue approaches from existing 2-lane to 4-lane east and west of IA 28 (Sunset Drive). Replace existing traffic signal. Lengthen southbound IA 28 lane before lane drop.		
Termini Description:	IA 28 (Sunset Drive) & North Avenue		
Estimated Project Cost:	\$2,200,000	STP Request:	\$1,100,000
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 funds and potential Iowa DOT funding applications.		
L RTP Number:	333	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 STBG funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

IA 28 connects the City of Norwalk to the Des Moines metropolitan area. North Avenue is classified as a Minor Arterial, and is also County Road G14 providing access to I-35 to the west. To the east, North Avenue passes through downtown Norwalk and connects to County Road R63 which connects to Des Moines and IA 5 as SW 9th Street.

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

The proposed improvements are consistent with the 2013 City of Norwalk Comprehensive Plan and the 2018 Iowa DOT/City joint IA 28 Corridor Study.

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

The proposed improvements are consistent with the 2013 City of Norwalk Comprehensive Plan and the 2018 Iowa DOT/City joint IA 28 Corridor 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.

Current demand strategies include private resident carpooling and rideshare/vanpooling. The City is addressing land use policies through on-going land use planning, including the 2013 City of Norwalk Comprehensive Plan as well as sub-area planning for specific undeveloped areas within the City and along IA 28. As a result of the 2018 Iowa DOT/City joint IA 28 Corridor Study, a joint access management agreement between the City and Iowa DOT is being developed. IA 28 is an incident management corridor for the Iowa DOT between I-35, IA 92, and IA 5. Improvements to the intersection will provide additional capacity and improved signal operations during those incident periods. The project will update signal equipment and operations and interconnectivity with the City signal network. North Avenue currently provides a legacy 2-lane rural cross section and widening/'lane additions' will improve operations for North Avenue/County G14 traffic and IA 28 traffic.

4. Project Type

Project Type: Road widening, Intersection

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:	30	Proposed facility width:	52
Existing posted speed:	35	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: 4 ft paved raised median on North Avenue. Existing 16 ft raised/painted median on IA 28 will remain.

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: 30

Existing signal interconnection: No

Proposed paved shoulders: No

Proposed curb radius: 30

Does project included improvements to signal interconnection: Yes

Existing number of access points along project length: 5

Proposed number of access points along project length: 4



4. Project Type (Continued)

Existing Sidewalk width:	8	Proposed sidewalk width:	8
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:	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:	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:

IA 28 is an incident management corridor for IA 5, I-35, and IA 92. The proposed widening to North Avenue will provide additional capacity for more efficient operation of the North Avenue signal phases, and therefore allow additional green time to be applied to the IA 28 signal phases. In addition, the proposed IA 28 southbound lane extension will provide additional operations width and capacity for the two southbound lanes through the intersection before the lane drop, particularly during the incident periods.



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?

The proposed widening to North Avenue will provide additional capacity for more efficient operation of the North Avenue signal phases, and therefore allow additional green time to be applied to the IA 28 signal phases, decreasing delay and idling on the North Avenue minor approaches and reducing delay, stopping, and idling on IA 28.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? No

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



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:

 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

 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

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Polk County	Date Submitted:	12/6/2018
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:	NE 22nd Street Widening Project		
Project Description:	Project will add widening the roadway to accommodate a continuous left turn lane, at grade railroad crossing safety improvements, and intersection safety improvements at NE 58 Avenue including construction of traffic signals.		
Termini Description:	From NE 54 Avenue to 2600 feet north of NE 58 Avenue		
Estimated Project Cost:	\$3,200,000	STP Request:	\$950,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$1,900,000		
Total Funding Secured:	\$2,250,000		
Source of Additional Funds:	\$950,000 in FFY 2022 STBG funds and \$1,300,000 in Polk County FM and Local construction funds.		
L RTP Number:	405	Has project been started or completed:	No
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	Yes
Projects TPMS number:	37444		

3. Project Need

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

NE 22 St., also known as Delaware Ave. in Des Moines and Ankeny, is an urban Arterial roadway in the commercial/industrial area of Saylor Township in unincorporated Polk County. This roadway provides access to the Animal Rescue League of Central Iowa, several national trucking terminals including FedEx and USF Holland, the Rasmussen Group corporate headquarters, and local firms such as Midwest Motor Express, PUTCO, Inc., Iowa Beverage, Inc, TMC Transportation, A+ Landscaping, and Herc-U-Lift, totaling more than \$65 million in commercial property value in this one mile. This roadway is also one of the 10 identified freight impediments in the MPO.

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

This road serves as a major north/south corridor in the commercial/industrial network in Saylor Twp. and between the Cities of Ankeny and Des Moines. Keeping this route safe and limiting congestion is part of Polk County's long range plan. Making improvements to this corridor will allow commercial traffic to move more safely. There have been numerous accidents at the intersection of NE 22 St. and NE 58 Ave. in the last eight years, including one fatality, therefore the addition of the traffic signals and turn lanes should improve the safety of the intersection and corridor.

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

Adding turn lanes, and traffic signals to this segment of NE 22 St. would complete the improvements constructed this year on NE 22 St. from NE 46 Ave. (Broadway) to NE 54 Ave., including the new NE 22 St. overpass of I-35/80 as part of the proposed NE Mixmaster reconstruction project, which improved a portion of the section of NE 22 St. identified as a Freight Impediment.

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 is not an expansion project- but should reduce congestion and improve traffic safety.



4. Project Type

Project Type: Road widening, Overlay/mill-and-overlay/diamond grind, Intersection, Freight, Bicycle facility

If other, please describe: Railroad Crossing Safety Improvement

Surface Type:	Asphalt	Number of Lanes:	2
Existing travel lane width:	12	Proposed travel lane width:	12
Existing facility width:	24	Proposed facility width:	44
Existing posted speed:	45	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	Yes
Right turn lanes	Yes
Center turn lanes	Yes
Turning signals	Yes
Extended turn lanes	No
Roundabouts	No

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

Proposed paved shoulders:	Yes
Proposed curb radius:	40

Does project included improvements to signal interconnection:	No
Existing number of access points along project length:	25
Proposed number of access points along project length:	21



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:	Yes	Proposed bicycle facility type:	Traditional bicycle lane
Proposed bicycle facility width:	5		
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: Yes

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

Reducing congestion on this route will allow traffic on NE 14 St an alternate route, especially freight traffic.



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 retain the existing grass storm runoff collection ditches along the roadway to slow storm runoff and absorb part of the storm runoff.

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?

Adding traffic signals at NE 58th Avenue will reduce the 3 to 4 minute delays experienced by traffic on NE 58 Avenue at peak travel times due to slow movement of large trucks through the intersection, lack of gaps in traffic on NE 22 St, and the volume of traffic on NE 22 St.

Does the project address an identified freight impediment?

Yes

Describe how the project address an identified freight impediment?

The addition of left and right turn lanes, traffic signals at NE 58 Ave. with protected left turns from NE 58 Ave. will allow for more efficient and safe movement of the large volume of freight trucks that utilize this roadway.

Does project cross a bridge?

No

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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 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:

 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:

The project includes safety improvements to the existing UP railroad crossing south of NE 58 Ave. This is UP's high speed rail line to Minnesota with several train per day. We propose to install medians to prevent traffic from going around the gate arms when activated.

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 BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Polk County	Date Submitted:	12/6/2018
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. 2444 Replacement on NW 86th Street		
Project Description:	Project includes replacement of a 93 year-old bridge over Little Beaver Creek on NW 86th Street north of NW 70 Ave.		
Termini Description:	One mile north of NW 70th Avenue		
Estimated Project Cost:	\$1,100,000	STP Request:	\$900,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$200,000		
Source of Additional Funds:	Polk County FY 2022/2023 Local Construction 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	Structural rating of the bridge:	34

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.

NW 86 Street is a local roadway that serves as access to 35 residential properties and other property utilized for sod production. Due to the expansion of the Iowa National Guard's Camp Dodge Army Base, NW 86th Street was closed just south of the Beaver Creek crossing. This resulted in the sod farm and 20 residential properties lying north Little Beaver Creek to rely on this bridge as their sole point of access and egress, so closure of the bridge either through flood damage, or condition failure, would strand these residents with no way to reach them other than through aerial means.

This 54 feet long steel pony truss bridge was built in 1926, so it will be 97 years old when replaced should it receive funding. The bridge is only 19 feet wide and has a posting of 18-25-35 tons, a sufficiency rating of 34, and is considered functionally obsolete on the latest inspection. Emergency response vehicles, school buses, and other essential services vehicles are limited by this load posting.

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

Polk County currently has 26 structurally deficient or functionally obsolete bridges in its jurisdiction with a goal to replace all of them in the next 14 years, so this funding would help Polk County achieve its goal and eliminate a potentially hazardous public safety situation from occurring. This funding would also assure a safe bridge for other service vehicles, publicly owned snow removal equipment, and goods delivery vehicles.

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

A portion of the funding for this project includes use of local construction funds which helps satisfy a important component of Senate file 257 (2015) which specified the intent of the 10 cent road use tax increase was to be used exclusively for critical bridge construction projects

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 the roadway.

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:	19	Proposed brigde width:	30
Existing posted speed:	45	Proposed posted speed:	35
Existing Sidewalk width:	0	Proposed sidewalk width:	0
Existing on-street parking:	0	Proposed on-street parking:	0
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facility type:	Traditional bicycle lane
Proposed bicylce facility width:	5		

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 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

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





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Polk County	Date Submitted:	12/6/2018
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. 6680 Replacement on NE 50th Avenue		
Project Description:	Project includes replacement of a 118 year old bridge over Mud Creek on NE 50th Avenue west of NE 88th Street		
Termini Description:	2200 feet west of NE 88 St.		
Estimated Project Cost:	\$650,000	STP Request:	\$450,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$200,000		
Source of Additional Funds:	Polk County FY 2022/23 Local Construction 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	Structural rating of the bridge:	37

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 50 Avenue is a local roadway that serves as access to a growing residential area in the unincorporated area east of Altoona. Currently 40 residential properties access this one mile section of NE 50 Ave. with more planned in the future, especially since the Mud Creek Trunk Sewer was constructed five years ago.

This 39 feet long steel beam bridge was built in 1900, so it will be 123 years old when replaced should it receive funding. The bridge is only 18 feet wide and has a posting of 10-15-16, and a sufficiency rating of 37, and is considered functionally obsolete on the latest inspection. The bridge crosses Mud Creek, a significant tributary to the Des Moines River in Polk County. In August of 2010, flood waters of Mud Creek overtopped this bridge during the night, causing a significant public safety hazard.

The residential growth in this area is projected to be significant over the next 10 years due to the addition of the Mud Creek Trunk Sewer.

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

Polk County currently has 26 structurally deficient or functionally obsolete bridges in its jurisdiction with a goal to replace all of them in the next 14 years, so this funding would help Polk County achieve its goal and eliminate a hazardous public safety situation from re-occurring.

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

The local construction funds utilized for this project satisfy the intent of Senate File 257 that the road use taxes generated from the 10 cent increase be used to fund critical bridge construction projects.

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 increase the traffic capacity of this roadway.

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:	18	Proposed bridge width:	30
Existing posted speed:	50	Proposed posted speed:	35
Existing Sidewalk width:	0	Proposed sidewalk width:	0
Existing on-street parking:	0	Proposed on-street parking:	0
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:

0

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

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:

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

No

Additional information you would like to share:

0



Certification

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Representing the

[Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2022**

1. Contact Information

Primary Sponsor:	West Des Moines	Date Submitted:	12/4/2018
Contact Person:	Eric Petersen	Phone Number:	515-273-0656
		Email Address:	eric.petersen@wdm.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	8th Street improvements		
Project Description:	Widening to provide dedicated left-turn lanes, raised median, as well as improvements to existing traffic signals and sidewalks		
Termini Description:	I-235 South Ramp to Clegg Road		
Estimated Project Cost:	\$4,570,000	STP Request:	\$1,500,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$3,500,000		
Total Funding Secured:	\$0		
Source of Additional Funds:	Potential STBG funding in future years. Remaining local match of at least 20%.		
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 STBG funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.

8th Street is a primary north/south arterial in West Des Moines. It is a key corridor serving as a gateway between West Des Moines and Windsor Heights, and serves as a feeder to Interstate 235.

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

The commercial area on both sides of 8th Street is currently going through revitalization, with some properties recently being redeveloped and others considering redevelopment. As the area redevelops, the project is planned to help improve circulation and safety for drivers and pedestrians, complimenting the look and feel of the revitalized district.

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

A study is currently underway to examine a potential trail connection between West Des Moines and Windsor Heights. Different trail alignments are being considered, but part of the alignment may be via a sidepath trail along 8th 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.

Several traffic signal modifications/improvements have been implemented in order to reduce traffic congestion and alleviate crash issues on the corridor. These methods included changing the phasing at 8th Street & I-235/Center to include a northbound protected left-turn phase, as well as adding traffic adaptive technology at both 8th & I-235/Center and 8th & Office Park Road. While these methods have helped, issues with traffic flow and crashes still persist.

4. Project Type

Project Type: Road widening

If other, please describe: Streetscape, sidewalk, and trail improvements are planned in conjunction with the overall redevelopment of the corridor, but these may be separate projects or done as part of property redevelopment.

Surface Type:	Asphalt	Number of Lanes:	4
Existing travel lane width:	12	Proposed travel lane width:	12
Existing facility width:	48	Proposed facility width:	64
Existing posted speed:	35	Proposed posted speed:	35

Existing median: No

Describe existing median: 0

Proposed median: Yes

Describe proposed median: 4' concrete median. Decorative elements may be considered.

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	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: 13

Proposed number of access points along project length: 13



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:	Yes	Proposed bicycle facility type:	Shared-Use path
Proposed bicycle facility width:	10		
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:	8th Street serves as an alternate route when a crash or other incident occurs on Interstate 235. Particularly when a crash occurs on I-235 during the morning commute, eastbound drivers will use 8th Street to reach Grand Avenue in order to avoid the interstate. This project would increase capacity of 8th Street, which would help during these incidents.		

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?

Utilizing raised medians is an access control measure to reduce conflict points and help to visually narrow the traveled way.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

Adding left-turn lanes will improve traffic flow and reduce delay and idling.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? No

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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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:

0

Certification

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Representing the

Signature

Date

Typed Name and Title

Date





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	West Des Moines	Date Submitted:	12/7/2018
Contact Person:	Clyde Evans, Director, Community ar	Phone Number:	515-273-0770
		Email Address:	clyde.evans@wdm.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Study Title: University Avenue Corridor Master Plan

Project Description: Generate a master plan to redevelop the University Avenue Corridor into a vibrant community hub with a mix of uses with many daily needs - shops, offices, civic and recreation spaces - a short distance from residents home. Creating a mix of amenities in closer proximity to residents will create more walkable, bike-friendly and transit oriented district that will serve as a prototype for redevelopment of other areas in regional suburbs.

Estimated Cost: \$100,000 Funding Request: \$150,000

Source of Additional Funds: The secured funding is included in the City of West Des Moines general fund money as part of 2019-20 fiscal year budget (fiscal year begins July 1st)

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.

Recently completed regional plans as well as West Des Moines strategic plan envision a future with a resilient regional economy, greater environmental health, and the maintenance of the existing quality of life. Towards the fulfillment this vision, a key strategy is creating vibrant, walkable employment and residential activity centers with access to multi-modes of transportation. Activity centers with a concentrated mix of uses become economic and cultural focal points. They are best developed along key corridors to connect them with regional amenities. Creating a more walkable and bikeable University Avenue Corridor and surrounding areas that are enhanced by connecting to wider amenities via transit along key corridors will position this redevelopment to be competitive with shifting needs of key demographics in the region.

In response to major changes in retail and the closing of major stores, shopping centers in the region have started to be redeveloped in creative ways. Across the country, shopping malls have been reinvented into town centers. Redeveloping the suburbs on the community scale such as a shopping center area requires connecting and transforming thoroughfares, creating a fabric of smaller street blocks, forming a variety of civic spaces, missing uses both vertically and horizontally, introducing a variety of building types, restructuring parking, and more.

Developing a master plan for the redevelopment of the University Avenue Corridor will be a prototype for transforming other suburban areas in the region such as a business park, rural subdivision, and commercial strip into vibrant mixed-use communities. Suburbs need to redevelop and reinvent spaces to maximize economic prosperity while serving changing needs for residents and businesses. This plan will demonstrate how one key node in the region can redevelop to promote economic resilience, environmental health and improved quality of life.

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

As noted above, this redevelopment will inform and become a prototype for possible redevelopment of other areas in West Des Moines as well as other suburbs. This would have immediate impact on the development of West Des Moines comprehensive plan that just kicked-off the fall of 2018. Additionally, the project will directly relate to other ongoing efforts:

WDM 2036 Plan that establishes a 20 year vision for West Des Moines including:

- Enhance walkability, cycling options, public transit, mixed-use developments
- Promote infill/redevelopment and neighborhood revitalization
- Continue to implement and expand sustainable design

The Housing Tomorrow Plan that encourages development of housing near -nodes and transit corridors such as Valley West Mall area. A likely recommendation in this study will be adding residential housing to the area.

DART Forward 2035 Plan envisions transit routes along key corridors including University Avenue and Valley West to allow for more rapid connection to other key nodes or mini-town centers in the region.

AARP has been very active in promoting Livable Communities where the growing number of aging residents in areas such as this would will likely be proposed can walk and have access to transit to meet their daily needs.

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

Redevelopment of this area has not been studied in any other plans.

Provide a brief description of the proposed project (include a timeline showing anticipated beginning and end dates):

A master plan will be created for the University Avenue Corridor area to transform it into a town center including -

- Introducing new building types and mixed uses
- Repurpose existing buildings including large-footprint retail spaces
- Improve safety and functionality of the streets for all modes of use
- Enable multi-modes of transportation including safer roads, smaller blocks and increased access to high frequency transit along key corridors
- Understand parking demands with a cost/benefit analysis
- Defining open space, trails and parks
- Improve stormwater function
- Policies and programs to facilitate implementation of the plan including incentives for property owners

If funds can be transferred moved forward, the planning effort would begin fall of 2019 and be complete by fall of 2020. The following implementation plan will be followed:

- Analyze the mall within the regional context.
- Analyze the site including survey of ownership structure, demographic analysis, void analysis in commercial market, analysis of existing building stock, transportation and traffic patterns, parking utilization, policy challenges and stormwater standards.
- Identify the type of redevelopment interventions, scenarios, phasing and budget.
- Create a public input process.
- Formulate a public-private strategy for redevelopment.
- initiate policy adoption to support the mixed-use development.
- Create a strategy the manages the new town center for marketing purposes...

List the deliverables for the project:

A master plan with a phased action plan to include those items listed in the project implementation protocol in the previous question.

List any participating governments/partners/agencies (provide a brief explanation of their involvement):

The participation of key business owners in the defined redevelopment area are crucial to the development of a plan that can be implemented. A steering committee of building owners (Valley West Mall), managers (HyVee, Target), residents, city council member, zoning commissioner, developers, West Des Moines Chamber, lenders and neighborhood organizations will be created to guide the planning process. Likewise, a committee of technical advisers will include staff from the City of West Des Moines including parks and recreation, development services, economic development, finance and public services as well as staff from MPO, Polk County Housing Trust Fund, Urban Land Institute, Polk Soil and Water Conservation District, DART and Street Collective. West Des Moines will coordinate with the City of Clive to understand impacts of the plan on the adjacent jurisdiction.

Explain the problems/issues this project will address:

From the mid-1970s until the early 2000s, the University Corridor was one of the strongest retail and office corridors in the State. With the aging development within the corridor, competition from other areas in the region, and the changing nature of retail and office development, the area has lost its economic vitality. The mall and the areas around it have seen significant loss in tenants. The City would benefit from a proactive approach to address ongoing retail and housing challenges in the area. Transportation is also a challenge in this area. Residents in the area live near a grocery store yet have no choice but to get in their car to drive 5 minutes to get groceries. Housing options in the area do not appeal to a wide variety of demographics that could lead to a long-term depression in the area. Because of the mall, it has been a key area of development and the City is interested in continuing to re-imagine how this node can remain vital. Additional challenges:

- Vacant older retail and office space that are not as competitive in market as newer sites
- Loss of major anchors, possible loss of additional anchors lead to major vacancies
- Higher crime at a hotel site in area
- Inadequate storm drainage in area
- Functionality of streets . exclusive right turn lanes, inadequate street system to accommodate traffic
- Low walkability score
- Layouts are inefficient for retail space including too much parking
- How to reimagine large footprint retail into different uses

List any work previously completed (or underway) that this project compliments (include the relationship of this project to other planning studies/construction projects):

None other than previously mentioned.

Identify project stakeholders and list strategies used to engage the stakeholders during project development:

In addition to those mentioned previously, there would be a public strategy to engage the residents and potential residents in the re-imaging of the area including at least one public charette, social media outreach and outreach via businesses in the area. The development of the WDM 2036 plan engaged many residents and business owners and there were recurring statements about the desire to create mixed use spaces, improve economic resilience and be a leader in environmental sustainability. This redevelopment plan is building on that public engagement. Additionally the City has a robust plan to engage the public in the update of the comprehensive plan. Themes of mixed-use developments will be tested there.

How does this project relate or promote Mobilizing Tomorrow?

The development of a master plan will advance the following Mobilizing Tomorrow goals:

Enhance multimodal transportation options: shifting from the historical model of expanding roadway capacity to a model that supports a

- Enhance multimodal transportation options: Shifting from the historical model of expanding roadway capacity to a model that supports a greater mix of transportation choices and land use and design that support walkability is supported by mixed-use town centers.

-Manage and optimize transportation infrastructure and services: Increasing residential densities along transportation corridors and at activity center nodes optimizes the use of transportation corridors as opportunities for walking, bicycling and walking, as well as using private vehicles are available.

-Improve the region's environmental health: Opportunities redevelop existing buildings, improve stormwater function, and to use transportation facilities other than private vehicles will lower environmental impacts and improve water quality.

-Further the health, safety and well-being of all residents: the availability of pleasant, and safe walking and bicycling routes in reasonable proximity to daily destinations encourage residents to walk and bike instead of using cars encouraging a more healthy lifestyle.

Explain how the project will be carried forward and implemented once completed:

The master plan will be adopted by the City of West Des Moines and integrated into the comprehensive plan. Public investments, incentives and policy changes based on the plan will be adopted. The city will support a larger structure to help facilitate the implementation of the public/private initiatives.

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Agree

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Yes

A city resolution has been emailed to the MPO:

No

Additional information you would like to share:

Resolution will be presented to City Council on December 26, 2018

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





**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2023**

1. Contact Information

Primary Sponsor:	Windsor Heights	Date Submitted:	12/6/2018
Contact Person:	Elizabeth Hansen	Phone Number:	515-279-3662
		Email Address:	ehansen@windsorheights.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	University Avenue Improvements		
Project Description:	University Avenue is proposed to be converted from a 4-lane to a 3-lane roadway with a 12' multi-use trail on the south side, updated bus stops, improved pedestrian crossings and amenities, traffic signal enhancements to improved traffic flow, updated street lighting, water quality amenities and streetscape elements.		
Termini Description:	63rd Street to 73rd Street		
Estimated Project Cost:	\$6,600,000	STP Request:	\$2,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$2,000,000		
Total Funding Secured:	\$2,781,000		
Source of Additional Funds:	STP \$231,000 TIF \$2,550,000		
L RTP Number:	0	Has project been started or completed:	Yes
Project previously applied for STP funds:	Yes	Project previously awarded STP funds:	Yes
Projects TPMS number:	33876		

3. Project Need

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

University Avenue is a major corridor not only for the City of Windsor Heights but to the region as a whole. The project supports vehicular traffic along with other modes of transportation including transit and pedestrian. The corridor enhancements may stimulate redevelopment within the area that can be regionally significant.

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

University Avenue improvements were identified in the City's latest Comprehensive Plan and adheres to the City's Complete Street policy. Goals of the project include creating a safe corridor for all users, create a multi-modal street, establish a community branding and identity and to promote economic growth. These goals can be implemented throughout the City.

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

The project follows elements within the City's Complete Street policy that have been incorporated in previously completed project and will be incorporated in future projects. Some of the branding efforts have followed other projects in style.

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), Reconstruction, Overlay/mill-and-overlay/diamond

If other, please describe: Improved stormwater facilities and water quality improvements. Traffic signal improvements that can improve traffic flow and congestion.

Surface Type:	Portland Cement	Number of Lanes:	4
Existing travel lane width:	13	Proposed travel lane width:	12
Existing facility width:	53	Proposed facility width:	39
Existing posted speed:	25	Proposed posted speed:	30

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	Yes
Turning signals	Yes
Extended turn lanes	Yes
Roundabouts	No

Existing paved shoulders: No

Existing curb radius: 25

Existing signal interconnection: No

Proposed paved shoulders: No

Proposed curb radius: 25

Does project included improvements to signal interconnection: Yes

Existing number of access points along project length: 38

Proposed number of access points along project length: 38



4. Project Type (Continued)

Existing Sidewalk width:	5	Proposed sidewalk width:	5
Existing pedestrian benches:	2	Proposed pedestrian benches:	20
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:	4	Proposed paved connection:	Yes
Existing on-street parking:	14	Proposed on-street parking:	23
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:	12		
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:	<p>Ginkgo biloba 'Princeton Sentry' - Ginkgo Gleditsia triacanthos var. inermis 'Skycole' - Honeylocust Quercus bicolor - Swamp white oak Ulmus americana 'New Harmony' - American elm Quercus rubra - Red oak</p>		
Spacing of trees (feet):	30		
Additional landscaping:	<p>Additional landscaping includes small shrub and perennial planting beds at higher design areas including the business/retail area, major intersections, bus stops and monument signs</p>		
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 travel lanes have been reduced along with incorporating landscaping items that are closer to the street have shown to calm traffic.

4. Project Type (Continued)

Does the project incorporate solutions to reduce idling?

Yes

Describe how the project incorporates solutions to reduce idling?

Coordinating traffic signals along with raising the speed limit and introducing multi-modal opportunities will reduce idling.

Does the project address an identified freight impediment?

No

Describe how the project address an identified freight impediment?

0

Does project cross a bridge? No

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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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:

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

Signature

Date

Typed Name and Title

Date

