Federal Fiscal Year 2027

Surface Transportation Block Grant Submitted Applications

February 2023

DES MOINES AREA MPO
METROPOLITAN PLANNING ORGANIZATION

TABLE OF CONTENTS

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2027

1. Contact Information

Primary Sponsor:	Altoona	Date Submitted:	2023/01/04 12:31:45 PM CST
Contact Person:	John E Dostart, P.E.	Phone Number:	515-957-5116
		Email Address:	JDostart@Altoona-Iowa.com
Secondary Sponsor:	0		

2. Project Description

Project Title:	8th St. SW Reconstruction Phase 3
Termini Description:	US 65 to Venbury Drive including south on Venbury Drive past the Community Choice CU.
Project Description:	This is a reconstruction project of 8th St. in Altoona. This will be the third major phase of work for this on-going project.

Estimated Project Cost:	$10,250,000	STP Request:	$2,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	+4 Years
Total Request for Multiple Years:	$4,500,000		

Total Funding Secured:	$2,250,000
Source of Additional Funds:	FFY 2024 STBG Funding - $1,000,000; FFY 2025 STBG Funding - $500,000; FFY 2026 STBG Funding - $750,000; Local Match - $8,000,000

LRTP Number:	45479	Has project been started or completed:	Yes
Project previoulsy applied for STP funds:	Yes	Project previoulsy awarded STP funds:	Yes
Projects TPMS number:	45479		

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 is a pavement preservation project along the main east-west corridor in the City of Altoona. This roadway is the primary entryway into a 125 acre retail shopping district that serves not just Altoona but the surrounding communities of Des Moines, Pleasant Hill, Mitchellville, Carlisle, Newton, Knoxville, Eastern Polk County, Jasper, Warren and Monroe Counties. 8th St. SW also carries one half of the traffic traveling to and from the Prairie Meadows Racetrack and Casino. This phase of the project carries traffic to Altoonaâ€™s interior business district.

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

This project will sustain the integrity and capacity of Altoonaâ€™s primary east-west corridor and maintain its level of service (LOS). 8th St. SW has 2 of the 4 route stops on the current DART Altoona Route 99. As Altoonaâ€™s primary east-west street, it is heavily relied upon by EMS for access to the west half of Altoona and is the primary access corridor to the retail shopping district for Altoona. The shared use path will become a piece of an on-street connection between the Gay Lea Wilson and the Chichaqua connector trail and provide a safe route for elementary school children attending Willowbrook Elementary school. Additionally, the shared use path will also provide increased pedestrian access to the Cityâ€™s Library, City Hall, the Cityâ€™s recreation facility, and a medical clinic.

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

This project continues the work that is currently being finalized on the 8th St. Reconstruction Phase 1 project.

The City of Altoona has been undertaking a separate fiber optic project to connect City facilities, including the traffic signals along 8th St. This fiber optic project will update the traffic signal interconnect to single phase fiber. Additionally, there have been signal timing and optimization improvements made to the corridor to maintain capacity, improve level of service and reduce delay. During the development of retail areas along the corridor access management principals were used to protect the capacity of the roadway.

This phase of the 8th St. reconstruction complements other planned major corridor improvement along 1st Ave., 34th Ave. SW and 36th Ave. SW.

Expansion is considered an expensive and last resort to address congestion issues. If this is an expansion project please explain what other methods have been used to address congestion.

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

Describe how the land-uses adjacent to this project support the development of affordable housing.

The corridor along this project is mostly built out. The proposed improvements to pedestrian access and transit system upgrades, will continue to support the existing housing stock.

4. Project Type

Project Type:	Reconstruction;Intersection;Bicycle facility;Streetscape
If other, please describe:	This project will fill in approx. 1,700 LF of intermittent sidewalk gaps along the 8th St. SW corridor. Sub-drains will be added along the corridor to improve sub-surface drainage to provide longevity of the reconstructed street.

Surface Type:	Portland Cement	Number of Lanes:	2
Existing travel lane width:	13	Proposed travel lane width:	13
Existing facility width:	150	Proposed facility width:	150

Existing posted speed:	45	Proposed posted speed:	45

Existing median: Yes

Describe existing median:

There are raised turf medians with decorative understory trees provided along the corridor. The trees are linearly planted at about 15-20â€™ spacing. The width of the turf medians varies from 8â€™ to 18â€™. The narrower portions of the median at the intersection are paved. At various locations along the corridor, crushed red brick landscaping chips is used as a transition material between the concrete and turf grass.

Proposed median: Yes

Describe proposed median:

The proposed medial will attempt the match the existing median as much as possible. Where possible the decorative understory trees will be maintained at the same 15 ft. to 20 ft. spacing. The turf medians will continue to vary and narrow portions of the median at intersections will be paved. At various locations along the corridor, crushed red brick landscaping chips will be used as a transition material between concrete and turf grass.

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

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

Existing paved shoulders:	No	Proposed paved shoulders:	No
Existing curb radius:	35	Proposed curb radius:	35
Exising signal interconnection:	Yes		

Does project included improvements to signal interconnection:	Yes
Existing number of access points along project length:	17
Proposed number of access points along project length:	17

4. Project Type (Continued)

Existing Sidewalk width:	6	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
Propsed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	0	Existing paved connection:	No
Proposed bus shelters:	0	Proposed paved connection:	Yes
Existing on-street parking:	0	Proposed on-street parking:	0

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

Existing bicycle facility:	Yes	Existing bicycle facility type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bike lane)
Existing bicylce facility width:	6		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce facility width:	8		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	Yes	Proposed pedestrian signals:	Yes
Existing street trees:	Yes	Proposed street trees:	Yes

Variety of trees planted:

Predominately, the street trees will be understory and decorative type trees. At locations where additional ROW and space is available behind the curb, we hope to include larger overstory trees. At the street intersections where themed landscaping features are installed, specific decorative trees will be added to complement those amenities. The trees will be flowering type to frame the street and the shared â€“use path and provide accent colors during certain times of the year. The existing street trees area only in a few locations. This project will work to increase the number of street trees.

Spacing of trees (feet): 50

Additional landscaping:

At the main intersections along the corridor, additional landscaping treatments are proposed, this could include decorative concrete/pavers, landscaping amenities such as benches, seat walls, public art, wayfinding signage, accent lighting and themed landscaping beds.

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 St. parallels Adventureland Drive. Reconstruction of this facility provides another east-west route through Altoona. Additionally, 8th St. provides alternative routing to Interstate 80 through its access to the US 65 bypass. This provides an alternative route for traffic using 1st Ave. to access Altoona from Interstate 80.

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

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

Along the length of the project, water quality features will be evaluated to capture the â€œfirst-flushâ€• run-off from the street and route it through strategically placed linear rain gardens running parallel to the street. Fortunately, this project has 2 storm water outlets its corridor making the amount of storm water to manage much more reasonable.

Does the project use traffic calming measures? Yes

Describe how the project uses traffic calming measures?

This project includes an evaluation of the existing pavement width. In places the left lane approaches a width of 15 ft. As part of this project, a reduction in the traveled lanes will be considered as a traffic calming measure.

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 10,000+ AADT

When was the traffic study conducted and what were the traffic counts? 2015

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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Excavation of more than 3 feet below ground level;Traffic Signal Infrastructure;Light P

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

Police or Fire Station;Library;Recreation Center;Government Offices;Maintenance Facility

Does this project affect or touch another jurisdiction or agency? Yes

Were cross jurisdictional digital connections considered? No

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? No

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? Yes

Does the project add or upgrade any of the following digital infrastructure?

Fiber;Conduit;Pull Boxes

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

As part of a separate project throughout Altoona, fiber optics are being placed between all city facilities, including the traffic signals located within the project limits. The fiber optics will allow for coordinated traffic signals along traffic corridors. The project to place the fiber optics is expected to be completed in advance of this roadway reconstruction project.

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

The City of Altoona will be responsible for the ongoing maintenance and operation of all infrastructure, including digital infrastructure. This will be budgeted annually as an ongoing maintenance expense.

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

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

A GIS shapefile has been sent to the MPO:	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

Additional information you would like to share:

In Nov. 2013, a pavement condition evaluation on the eastern portion was completed. In June 2014, the City created a multi-year budget and phasing strategy for the entire project. To preserve the pavement surface, the city performed a 2â€•asphalt overlay on the eastbound lanes of 8th St. from US 65 to 28th Ave. and a 3â€•asphalt overlay with an interlayer from 28th Ave. to the Altoona Campus entrance, near Venbury Drive. The 2â€asphalt overlay section is being removed as part of the current FFY 2020 8th St. project. The 3â€interlayer section is the subject of this FFY 2026 application. The total cost of this preservation project was approximately $700,000. The Cityâ€™s fiber optics project which will include upgrading the traffic signalâ€™s interconnection is 100% funded by other funds.

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 2027

1. Contact Information

Primary Sponsor:	Ankeny	Date Submitted:	2023/01/04 2:04:45 PM CST
Contact Person:	Mike Schrock	Phone Number:	515-965-6420
		Email Address:	mschrock@ankenyiowa.gov
Secondary Sponsor:	0		

2. Project Description

Project Title:	West First Street Widening and Improvements - Phase 2
Termini Description:	NW Greenwood Street to NW State Street
Project Description:	Reconstruction and widening of West First St. from just east of NW Greenwood St. to just west of NW State St. The existing 50-year old, four lane street is only 41â€™ wide and is proposed to removed and replaced with a new five-lane street that is a minimum of 60â€™ wide and includes a center two-way left turn lane. Additional improvements include water main and storm sewer upgrades, a new traffic signal at West First St. and Linden St., 20 street lights, and burying existing overhead utilities.

Estimated Project Cost:	$12,100,000	STP Request:	$3,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	$4,150,000		

Total Funding Secured:	$1,151,500
Source of Additional Funds:	$1,151,500 FFY2026 STBG funds. GO Bond funds and capital reserves programmed in the 2023 â€“ 2027 Ankeny CIP Program for the amount of the project, reduced in the amount of STBG, TSIP, or ICAAP funding received.

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	Yes	Project previoulsy 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.

First St. is Ankenyâ€™s original main street, it is our primary E/W corridor for all forms of daily traffic. It connects to I-35 on the east side. This interchange was reconstructed by the IADOT into a diverging diamond in 2020. Approximately one mile to the west of I-35, First St. connects with US Hwy 69, which is a primary highway running N/S through the City. First St. extends west to IA Hwy 415 on Ankenyâ€™s west border. It continues west from this busy state route that serves the recreation areas on the east side of Saylorville Lake. Given the connectivity that First St. provides to I-35, major state highways and the recreation access that it provides, First St. functions as a strong regional route. The West First St. corridor is in the MPOâ€™s Mobilizing Tomorrow Plan as project #212.

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

First St. is Ankenyâ€™s main E/W route. It carries an estimated 12,770 vehicles per day (based on IADOTâ€™s 2017 Expansion Factors). Traffic volumes are increasing as the city continues to grow. This project will have a positive impact on Ankeny as well as Polk County, the IADOT and the Army Corps. The widened section of First St. will reduce congestion and improve traffic safety. It will provide drivers a quicker, more efficient access onto I-35, Highway 69, Highway 415, and Highway 65. Our 2040 Comprehensive Plan lists First St. as a major arterial city street, while it is listed as a minor (non-DOT) arterial on the Federal Functional Classification listing. The level of importance of First St. has been consistent and it will continue to function as a major traffic route.

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

2005 East First St. widened to a five-lane section between Trilein and Delaware. 2007 West First St. Extension from Irvinedale Dr. to HWY 415 completed. 2015 West First St./State St. intersection reconstructed and widened to provide dedicated left turn lanes at all of the approaches. 2018 Ankeny Blvd./First St. intersection improved. 2018 new traffic signal at HWY 415/First St. intersection completed. 2022 widening of West First St. between SW Scott and SW Logan St. completed.

Expansion is considered an expensive and last resort to address congestion issues. If this is an expansion project please explain what other methods have been used to address congestion.

The purpose of this project is to reconstruct 50 year old pavement, improve capacity, reduce congestion, and improve traffic safety by adding medians, left turn lanes and/or a
TWLTL. Referencing the â€œCongestion Strategies,â€•such a project is viewed as a traffic operational improvement. After the project, there will still be four lanes of through traffic. As a result, we do not view this as a lane addition project per the capital-intensive strategies. Consideration was given to other low-cost alternatives for this corridor. The signals along First St. are already coordinated, as a result of a 2019 traffic signal system timings update project. The City has implemented a new advanced traffic signal management system software and equipment and has brought the new Traffic Management Center on-line during 2022. This will help optimize the traffic signal operations and coordination within the First St. corridor. Adding parking stalls along First St. will not appreciably affect the congestion since the vast majority of the traffic has destination beyond the corridor.

Describe how the land-uses adjacent to this project support the development of affordable housing.

0

4. Project Type

Project Type:	Road widening;Reconstruction;Intersection;ITS improvements;Bicycle facility
If other, please describe:	0

Surface Type:	Portland Cement	Number of Lanes:	4
Existing travel lane width:	10	Proposed travel lane width:	11

Existing facility width:	41	Proposed facility width:	60
Existing posted speed:	35	Proposed posted speed:	35

Existing median: Yes

Describe existing median:

Western portion of the project contains approximately 365â€™ of 16â€™ wide raised medians with grass, street trees, and street lighting.

Proposed median: Yes

Describe proposed median:

As previously described, the West First St. Widening Improvement targets the need to provide left turn movements along the numerous access point along the corridor. Where possible, there will be a 16â€™ wide raised median constructed. The median will be surfaced with turf grass and limited landscaping including tall grasses, shrubs, etc.

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:	No	Proposed paved shoulders:	No
Existing curb radius:	25	Proposed curb radius:	30
Exising signal interconnection:	Yes		

Does project included improvements to signal interconnection:	Yes
Existing number of access points along project length:	32
Proposed number of access points along project length:	32

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	8
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued: 0

Existing bicycle facility:	Yes	Existing bicycle facility type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bike lane)
Existing bicylce facility width:	8		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce facility width:	8		
Existing bicycle signals:	Yes	Proposed bicycle signals:	Yes
Existing pedestrian signals:	No	Proposed pedestrian signals:	Yes
Existing street trees:	Yes	Proposed street trees:	Yes

Variety of trees planted:

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

Spacing of trees (feet): 50

Additional landscaping:

Our intent would be to plant the above noted street trees behind the outside street curbs and inside of the walks. Limited landscaping including tall grasses, shrubs, etc. will be included within the medians where possible.

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

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

West First St. is a vital route in regard to emergency response and management, given that our main Fire Station No. 1 is located on the street. Since West First St. is a four-lane arterial street, it is anticipated to have a high priority for alternative routing in case of emergencies. An example of this would be if State St. were to be blocked or otherwise disrupted, traffic wanting to travel north-south could be routed west from State St. to Irvindale Dr. or east to US 69/ Ankeny Blvd. Similarly, if Irvinedale Dr. is blocked or otherwise disrupted, traffic wanting to travel north-south could be routed east to State St.

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?

Raised medians will likely be part of the improvements at the west end of the project. The final design will also include limited lane widths. Based on an initial review of traffic volumes and crash data, an additional traffic signal will likely need to be constructed at the Linden St. intersection. Crosswalks will be included at the major street intersection

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 10,000+ AADT

When was the traffic study conducted and what were the traffic counts? 12/2021; 12,770 based on Iowa DOT's 2017 Expansion Factors.

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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Excavation of more than 3 feet below ground level;Traffic Signal Infrastructure;Light

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

School;worship facilities

Does this project affect or touch another jurisdiction or agency? No

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? Yes

Does the project add or upgrade any of the following digital infrastructure?

Fiber;Conduit;Pull Boxes

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

Upgrades to the fiber optic cabling and associated facilities will be included with this project to improve traffic signal interconnection and coordination along the corridor. These upgraded facilities will allow for better traffic signal interconnection and coordination along the West First St. corridor, and they will allow the Cityâ€™s new advanced traffic signal management

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

The City of Ankeny will be solely responsible for the maintenance and upkeep of West First St. The City maintains staffing levels and provides supplies and equipment through our annual budgeting process to address the needs for providing a higher level of roadway management. The Public Works and Municipal Utilities departments provide the staffing and equipment to maintain our infrastructure at the highest level possible, including extending the life of our street pavements. Our IT Department also maintains our digital infrastructure to the same high levels.

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

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

A GIS shapefile has been sent to the MPO:	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

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 2027

1. Contact Information

Primary Sponsor:	Bondurant	Date Submitted:	2023/01/04 9:44:56 AM CST
Contact Person:	Marketa Oliver, City Administrator	Phone Number:	515 967-2418
		Email Address:	moliver@cityofbondurant.com
Secondary Sponsor:	0		

2. Project Description

Project Title:	Grant Street South Realignment
Termini Description:	Grant Street South from Highway 65 (Hubbell Avenue) south to an area along Grant Street South approximately 1500â€™ north of 32nd Street SW.
Project Description:	This project will include realignment of Grant Street South as the street approaches the intersection at Highway 65 from the south along with construction of a 10â€™-wide trail along the realigned route. This project will include construction of a roundabout and also reconstruction of a bridge in disrepair along the realigned Grant Street South.

Estimated Project Cost:	$13,281,090	STP Request:	$1,000,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		
Total Funding Secured:	$1,500,000		
Source of Additional Funds:	IDOT City Bridge Funding, additional local match through bond funding as programmed into the FY 27/28 CIP		

LRTP Number:	301	Has project been started or completed:	No
Project previoulsy applied for STP funds:	Yes	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

Grant St S is part of the regional corridor connecting Altoona-Bondurant-Nevada-Marshalltown. I-80â€™s Exit 143 feeds into Grant St S. Grant St S connects into Highway 65 in an unsafe alignment not conducive to the levels of traffic this portion of the corridor is experiencing.

Amazon at 500 32nd St SW is adjacent to the proposed realignment area. Amazon employs more than 3,000 people, 30% of whom are likely to use Grant St S multiple times per day based on employee zip code data.

Bondurant experienced a 91% increase in population between 2010 and 2020, the second highest percent change in population in the State during this time.

Veenstra & Kimm estimates an AADT count of 9,310 by 2040 along the realignment area.

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

This Grant St S realignment project is consistent with the following City plans:
â€¢2022 Building Bondurant Comprehensive Plan â€“ identifies Grant St S realignment area as a key future arterial street.
â€¢2022 Central District Stormwater Improvements Master Plan â€“ establishes a 116-acre park with a lake that will function as a regional stormwater facility along the street realignment area.
â€¢2020 Regional Commercial Master Plan â€“ identifies land uses along the street realignment area.
â€¢2020 Stormwater Master Plan â€“ identifies a regional stormwater facility in this general area and was the driving factor for creating the 2022 Central District Stormwater Improvements Plan.
â€¢2013 Parks, Trails, & Greenways Master Plan â€“ identifies key trail connections throughout the community.

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

This Grant St S realignment project is situated just north of the 2020-completed SW District Project. Components of the 2020 project include: urbanization & widening of 32nd St SW between Grant St S and Hwy 65, urbanization and widening of Grant St S north of 32nd St SW stopping just south of the proposed Grant St S realignment area, installation of traffic signals at three intersections, and installation of a trail.

Construction efforts are underway for the Highway 65 trail underpass project. The Grant St S realignment project will extend provide an extension of the underpass trail to the SW District Project trail.

The Central District Stormwater Improvements Plan depends on implementation of this Grant St S realignment.

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

Describe how the land-uses adjacent to this project support the development of affordable housing.

Land along the proposed realigned Grant Street South route is undeveloped. The Cityâ€™s Future Land Use Map included as part of the Building Bondurant Comprehensive Plan shows a variety of proposed future land uses along this corridor, including mixed use, medium density residential such as rowhomes and townhomes, and low-density residential. This range of future residential uses could offer housing options for a variety of incomes.

4. Project Type

Project Type:	Road widening;Improved alignment;Reconstruction;Bridge;Intersection;ITS improvements;Bicycle facility;Stre
If other, please describe:	N/A

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:	43
Existing posted speed:	40	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	Yes
Roundabouts	Yes

Existing paved shoulders:	No	Proposed paved shoulders:	No
Existing curb radius:	0	Proposed curb radius:	40
Exising signal interconnection:	Yes		

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:	0	Proposed sidewalk width:	10
Existing pedestrian benches:	0	Proposed pedestrian benches:	6
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued:	2

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce 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:

Street tree types must meet street tree type requirements of Chapter 151 of City Code. Examples include â€“ River Birch, Cucumber Tree, Hackberry, Littleleaf Linden, Black Oak, American Sycamore.

Spacing of trees (feet): 30

Additional landscaping:

The opportunity for lower-level landscaping will exist at the proposed area.

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:

Travel from Interstate 80 into Bondurant will have two options with efficient travel along both Highway 65 at Exit 142 and along Grant Street South northerly from Exit 143.

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 intent is to deepen the required topsoil placement for enhanced infiltration as well as use of tree plantings.
Implementation of this STBG project will allow for the City to move forward with construction of the Central District Stormwater Improvements, as identified in the 2022-adopted Central District Stormwater Improvements Master Plan.

Does the project use traffic calming measures? Yes

Describe how the project uses traffic calming measures?

Radii will make vehicular traffic slow down at intersections. Surface treatments will make the drivers aware of pedestrians in the area. The roundabout will slow down traffic where free movements exist. Street trees will add side friction.

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? Less than 5,000 AADT

When was the traffic study conducted and what were the traffic counts?

2016 IDOT AADT Traffic Counts

Does project cross a bridge? Yes

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

What is the structural rating of the bridge? 38.5

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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Excavation of more than 3 feet below ground level;Traffic Signal Infrastructure;Light F

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

Police or Fire Station;Library;Government Offices

Does this project affect or touch another jurisdiction or agency? Yes

Were cross jurisdictional digital connections considered? Yes

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? No

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? Yes

Does the project add or upgrade any of the following digital infrastructure?

Conduit

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

This project will include installation of conduit which could allow for a connection to the Interstate 80 fiber system. This connection could be used to update Interstate 80 conditions for residents and commuters in Bondurant.

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

The City of Bondurant will be responsible for ongoing maintenance and operations of the infrastructure. The City will budget for this through its annual budgeting process.

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

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

A GIS shapefile has been sent to the MPO:	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

Additional information you would like to share:

Over 3,300 jobs have been created in Bondurant since 2017. Bondurant experienced the 2nd highest percent increase in population in Iowa between 2010 and 2020. The Mobilizing Tomorrow Planâ€™s data and the IDOTâ€™s AADT data do not consider the extent of this recent job and population growth. While pavement conditions show good for Grant St S, this roadway is inadequate, as it is a narrow, rural cross section not designed for the traffic counts it is seeing today. Further, this street enters the Highway 65 intersection at an unsafe angle and there is an unsafe bridge along the corridor in need of reconstruction. An email will follow with the following: resolution, area map, GIS shapefile, DARTâ€™s review, cost estimates, and documentation of IDOT City Bridge Funding.

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 2027

1. Contact Information

Primary Sponsor:	DART	Date Submitted:	2023/01/05 10:57:51 AM CST
Contact Person:	Mike Tiedens	Phone Number:	5152835034
		Email Address:	mtiedens@ridedart.com
Secondary Sponsor:	0		

2. Project Description

Project Title: DART Bus Replacements and B-Cycle Station Replacements

Termini Description: Des Moines Area

Project Description: Replace heavy duty buses that have met their useful life benchmark of 13 years. DART will also work with the Street Collective to replace 2-3 B-Cycle stations that are past their useful life. Also the purchase of additional batteries to extend the life of other stations in the region.

Estimated Project Cost:	$6,921,025	STP Request:	$1,500,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured: $5,421,025

Source of Additional Funds: DART has secured additional FTA grants as well as local match required for the project.

5307 - $4,219,125
Local Match - $1,201,900

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

The Federal Highway Administration requires 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 MPOâ€™s long-range plan for developing transportation choices in the Des Moines metro area. Public transportation 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 performance target for standard size heavy-duty buses is 13 years. The purchase of buses is costly, yet essential if DART is to provide a safe and efficient service that meets the needs of a growing region.

The replacement of the existing BCycle stations and components across the metro area will ensure transit riders have adequate first and last mile options and reduce the need to find a parking space for their car or be in traffic.

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

Investments in public transit are supported in many regional plans for the area, either directly or indirectly. Examples are Mobilizing Tomorrow, Capital Crossroads and the Iowa Public Transit 2050 Long Range Plan. DARTâ€™s newly updated long-range plan, the Transit Optimization Study, recommends an evolution of DART services to efficiently meet the regionâ€™s mobility needs, including the need to maintain a vehicle fleet of appropriate size and type. DARTâ€™s fleet plan supports this by calling for consistent replacements for vehicles that are at or beyond their useful life.

An investment in the BCycle station replacement at various metro locations assists with meeting the Mobilizing Tomorrow goal of enhancing multimodal transportation options and strengthening the BCycle infrastructure.

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

The city of Des Moines has already made infrastructure investments along many local streets which are served by DART, including Ingersoll Ave, SW 9th St, Fleur Dr, and 6th Ave.

DART consistently works with the City of Des Moines as well as other member communities to coordinate amenities at various current and upcoming streetscape and infrastructure projects. For examples, planned or under construction roadway improvements along University Ave in Windsor Heights, Ingersoll and 6th Ave in Des Moines, 36th Ave SW in Altoona, W 1st St in Ankeny, Merle Hay Rd in Johnston all include transit amenities that will be utilized by the replacement buses. The replacement of buses will complement investments in service and roadway infrastructure that will in turn, benefit DART and its customers.

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 projects are both replacement projects.

Describe how the land-uses adjacent to this project support the development of affordable housing.

Reliable and accessible public transportation is essential to the development of affordable housing and walkable neighborhoods and communities.

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

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

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	0
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued: 0

Existing bicycle facility: No
Existing bicylce facility width: 0

Existing bicycle facility type: 0

Proposes bicycle facility: No
Proposed bicylce facility width: 0

Proposed bicycle facilty type: 0

Existing bicycle signals: No
Existing pedestrian signals: No

Proposed bicycle signals: No
Proposed pedestrian signals: No

Existing street trees: No

Proposed street trees: No

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

Does project improve a parallel facility or contribute to alternative routing: No

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

0

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? No

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

0

Does the project use traffic calming measures? No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? Less than 5,000 AADT

When was the traffic study conducted and what were the traffic counts? N/A

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

5. Smart City Elements

Are any of the following elements included in this project?

None of these

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	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

Additional information you would like to share:

The funds would replace buses that have met their useful life benchmark of 13 years and replace 2 or 3 B-Cycle stations in the region. The budget provided is an overall budget for both projects.

Fleet Replacement
STBG$1,450,000
5307$4,219,125
Local$1,189,400
Total$6,858,525

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 2027

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	2023/01/05 9:42:37 AM CST
Contact Person:	Jeff Wiggins	Phone Number:	515-283-4059
		Email Address:	jpwiggins@dmgov.org
Secondary Sponsor:	0		

2. Project Description

Project Title: Douglas Avenue Corridor Improvements

Termini Description: Lower Beaver Road to Martin Luther King Jr. Parkway

Project Description: Permanent conversion of 4 lane to 3 lane pilot project

Estimated Project Cost:	$10,000,000	STP Request:	$1,750,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	$4,000,000		

Total Funding Secured: $2,275,000

Source of Additional Funds: GO Bonds

LRTP Number:	4014	Has project been started or completed:	No
Project previoulsy applied for STP funds:	Yes	Project previoulsy 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.

Permanent improvements to pilot project. In 2021 Iowa DOT implemented new striping that converted the street from 4 lanes to 3 lanes concurrently with programmed resurfacing of US Hwy 6. This was the first step in implementing recommendations of the Douglas Avenue Coalition corridor plan (2020) that focused on improving safety and generating additional economic development. In 2023 the Pilot Project will be evaluated, comparing â€œafter Pilot Projectâ€ traffic data with â€œbefore Pilot Projectâ€ traffic data. The City will begin design of permanent improvements, which will be vetted by IDOT. This could include curb replacement to narrow roadway, reduce the number of lanes on Douglas at some signalized intersections, new sidewalks and intersection improvements along this 2-mile segment.

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

This project improves safety for all people traveling the corridor. It eliminates a 4-lane undivided roadway, which have represented 4% of Des Moines' street miles, but 23% of serious injuries and 42% of fatalities (MoveDSM p. 14).

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

The project proposes permanent improvements to Douglas Avenue that were implemented as part of a pilot project in 2021 and were identified in a corridor plan completed by the Douglas Avenue Coalition in 2020. Redesigning the most dangerous streets (4-lane undivided) is a priority outlined on pp. 72-73 of MoveDSM.

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. While the project is listed in the LRTP as an expansion project, it proposes eliminating a travel lane and narrowing the paved section.

Describe how the land-uses adjacent to this project support the development of affordable housing.

Providing a safe, connected and efficient transportation system between housing and employment is critical in developing appropriate housing choices across the metropolitan area.

4. Project Type

Project Type:	Conversion (4 to 3 lane, 1-way to 2-way);Intersection;Bicycle facility
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:	60	Proposed facility width:	63
Existing posted speed:	35	Proposed posted speed:	35

Existing median:	No
Describe existing median:	0
Proposed median:	No
Describe proposed median:	0

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

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

Existing paved shoulders:	No	Proposed paved shoulders:	No
Existing curb radius:	20	Proposed curb radius:	20
Exising signal interconnection:	Yes		

Does project included improvements to signal interconnection:	No
Existing number of access points along project length:	165
Proposed number of access points along project length:	165

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	5
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Propsed crosswalks:	Yes	Proposed pedestrian refuge:	No
Existing bus shelters:	1	Existing paved connection:	Yes
Proposed bus shelters:	1	Proposed paved connection:	Yes
Existing on-street parking:	0	Proposed on-street parking:	0

How many electric vehicle charging stations does this project inlcued:	0		
Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce 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:	Yes
Variety of trees planted:	Black Maple, American Sweet Gum, Oak, Ginkgo, River Birch		
Spacing of trees (feet):	100		
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:

As a US Highway, Douglas provides an alternative E/W route to I-235 & I 80/35 during construction and traffic 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?	No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located?	10,000+ AADT
When was the traffic study conducted and what were the traffic counts?	Yes. 17,600-19,500 VPD
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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Traffic Signal Infrastructure;Light Poles

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency?	0
Were cross jurisdictional digital connections considered?	0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service?	0
Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region?	0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	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

Additional information you would like to share:

Douglas Avenue is a state highway with an AADT of 17,600-19,500 (2019, IDOT). It is the primary east-west crossing of the river north of downtown. It serves as a truck route, priority transit corridor, primary emergency response route and part of the future bike network. Maintaining and enhancing connectivity for all modes of transportation is vital for the sustained growth of downtown and economic vitality of the city.

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 2027

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	2023/01/05 10:22:03 AM CST
Contact Person:	Jeff Wiggins	Phone Number:	515-283-4059
		Email Address:	jpwiggins@dmgov.org
Secondary Sponsor:	0		

2. Project Description

Project Title: East Army Post Road Improvements

Termini Description: SE 14th Street to Indianola Avenue

Project Description: This project consists of roadway reconstruction of East Army Post Road from SE 14th Street to Indianola Avenue

Estimated Project Cost:	$12,000,000	STP Request:	$4,000,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured: $0

Source of Additional Funds: GO Bonds

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

A 2022 traffic study of the E Army Post corridor from SE 14th to the east corporate limits evaluated existing & proposed conditions. Recommended improvements address traffic safety and future development. The segment from SE 14th to Indianola experienced a crash rate 30% higher than the statewide average for similar corridors.

East Army Post Road, east of SE 14th Street, is a 2-lane roadway with a rural cross section and no pedestrian or bicycle facilities. Improvements will be phased beginning with SE 14th to Indianola based on the high crash rate, existing and planned commercial development in this area. Proposed improvements include reconstruction of the roadway to a 3-lane, urban cross-section, storm sewer, shared-use path, sidewalk, and medians for access management.

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/Carlisle 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

East Army Post Road Trunk Sewer (FY21-FY23) - This project provides for the construction of a trunk sanitary sewer ranging in size from 10-inch to 15-inch to provide sanitary sewer service for the area lying north of East Army Post Road from the 3000 block to Indianola Avenue, and on the north and south sides of East Army Post Road from Indianola Avenue to the 1900 block of East Army Post Road.
E Army Post Road & SE 36th Street Interesection Improvements (FY25-FY 26) - Construction of a modern roundabout at the intersection of E Army Post Road and SE 36th Street.
Shared-use path will connect to shared-use path installed as part ongoing reconstruction of Indianola Avenue from E Army Post Road to US 69.

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.

Addition of center two-way left turn lane addresses crash history studied in 2022 study and ensures adequate capacity for anticipated future traffic growth of this development corridor.

Describe how the land-uses adjacent to this project support the development of affordable housing.

This project is located on a corridor with business park, industrial and medium density residential land uses. It is bookended by regional (SE 14th) and neighborhood commercial nodes (Indianola). Providing a safe, connected and efficient transportation system between housing and employment downtown is critical in developing appropriate housing choices across the metropolitan area.

4. Project Type

Project Type:	Road widening;Reconstruction;Intersection;Bicycle facility
If other, please describe:	0

Surface Type:	Asphalt	Number of Lanes:	2

Existing travel lane width:	11	Proposed travel lane width:	11
Existing facility width:	22	Proposed facility width:	34
Existing posted speed:	45	Proposed posted speed:	40

Existing median:	No
Describe existing median:	0
Proposed median:	Yes
Describe proposed median:	For access management, where possible. Curbed, raised concrete.

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	Proposed paved shoulders:	No
Existing curb radius:	40	Proposed curb radius:	25
Exising signal interconnection:	Yes		

Does project included improvements to signal interconnection:	No
Existing number of access points along project length:	33
Proposed number of access points along project length:	35

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:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued:	0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce 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:	TBD
Spacing of trees (feet):	100
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:

Street was formerly designated Iowa 5. It provides an alternative E/W route to IA 5/US 65 during construction and traffic 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? No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 5,000 - 10,000 AADT

When was the traffic study conducted and what were the traffic counts? 2020. 8500 VPD

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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Excavation of more than 3 feet below ground level;Traffic Signal Infrastructure;Light P

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	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

Additional information you would like to share:

It is critical to provide adequate infrastructure for this minor arterial street which provides a safe route for the traveling public.

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 2027

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	2023/01/05 10:33:34 AM CST
Contact Person:	Jeff Wiggins	Phone Number:	515-283-4059
		Email Address:	jpwiggins@dmgov.org
Secondary Sponsor:	0		

2. Project Description

Project Title: Intelligent Transportation Systems Upgrade - Phase 7

Termini Description: Citywide

Project Description: This project consists of updating the Cityâ€™s traffic signal controllers, central management software, transportation communication system, and video observation camera system.

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:	$4,500,000		

Total Funding Secured: $3,500,000

Source of Additional Funds: Other funding sources identified in ITS Master Plan; $1M-$1.5M per year anticipated from GO Bonds.

LRTP Number:	1945	Has project been started or completed:	Yes
Project previoulsy applied for STP funds:	Yes	Project previoulsy 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 for people, goods and services 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 completed and adopted an ITS Master Plan in 2018 to determine the appropriate upgrades needed to its traffic signal system to meet the needs and goals of the City. Phase 1 was completed in 2022. Phase 2 will be completed in 2023 and Phase 3 is planned to start construction in early 2023.

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.

Describe how the land-uses adjacent to this project support the development of affordable housing.

Providing a safe, connected and efficient transportation system between housing and employment is critical in developing appropriate housing choices across the metropolitan area. This project will be located throughout the city and adjacent to all land uses, providing increased efficiency throughout the transportation system.

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

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
Propsed 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 inlcued: 0

Existing bicycle facility: No
Existing bicylce facility width: 0

Existing bicycle facility type: 0

Proposes bicycle facility: No
Proposed bicylce facility width: 0

Proposed bicycle facilty type: 0

Existing bicycle signals: No
Existing pedestrian signals: No

Proposed bicycle 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 or incident.

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)

What are the traffic counts on the segment where the project is located? Less than 5,000 AADT

When was the traffic study conducted and what were the traffic counts? 2018

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

5. Smart City Elements

Are any of the following elements included in this project?

None of these

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

Police or Fire Station;School;Library;Recreation Center;Government Offices;Maintenance Facility

Does this project affect or touch another jurisdiction or agency? Yes

Were cross jurisdictional digital connections considered? No

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? No

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? Yes

Does the project add or upgrade any of the following digital infrastructure?

Coax;Fiber;Conduit;Duct Bank;Pull Boxes

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

This project will include the integration of an Advance Traffic Management System (ATMS) to allow interactions dynamic messaging signs, wayfinding signs and web base applications.

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

City of Des Moines is responsible for O&M. Budgeting is overseen by Traffic & Transportation which receives General Funds

City of Des Moines is responsible for O&M. Budgeting is overseen by Traffic & Transportation which receives General Funds to accomplish O&M throughout the City.

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

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

A GIS shapefile has been sent to the MPO:	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

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 2027

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	2023/01/05 10:48:58 AM CST
Contact Person:	Jeff Wiggins	Phone Number:	515-283-4059
		Email Address:	jpwiggins@dmgov.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	University Avenue Bridge Rehabilitation
Project Description:	This project provides the rehabilitation of the existing University Avenue Bridge over the Des Moines River.
Termini Description:	Over the Des Moines River

Estimated Project Cost:	$4,000,000	STP Request:	$1,250,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	$3,000,000		

Total Funding Secured:	$1,750,000
Source of Additional Funds:	GO Bonds

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	Yes	Project previoulsy awarded STP funds:	Yes
Projects TPMS number:	0	Structural rating of the bridge:	43

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 University Avenue Bridge over the Des Moines River is an 850-feet long, six-span open spandrel concrete arch bridge that was constructed in 1920. The bridge carries four (4) lanes of traffic with 17,300 vehicles per day on average (2016 traffic count by IDOT) and has sidewalks on both sides. The University Avenue corridor is the primary east-west crossing of the Des Moines River north of downtown Des Moines, with Euclid (US 6) 2 miles further north. It and serves as a truck route, priority transit corridor, primary emergency response route, and incident bypass route for I-235.

Based on recent bridge inspections, the University Avenue Bridge over the Des Moines River needs targeted repairs and rehabilitation strategies to preserve and improve the structural integrity of the bridge.

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

Timely rehabilitation and repairs to the bridge will preserve existing infrastructure and 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.
Budget request submitted for traffic study to evaluate the feasibility of a 4-lane to 3-lane conversion of University Avenue from 25th to E 14th and provide transportation safety improvement recommendations for all modes of transportation.

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

N/A

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

Existing Number of Lanes:	4	Proposed Number of Lanes:	4
Existing travel lane width:	12	Proposed travel lane width:	12
Existing bridge width:	62	Proposed brigde width:	62
Existing posted speed:	35	Proposed posted speed:	35
Existing Sidewalk width:	4	Proposed sidewalk width:	4
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:	No	Proposed bicycle facilty type:	0
Proposed bicylce facility width:	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:

Serves as an incident bypass for I-235

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:

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 2027

1. Contact Information

Primary Sponsor:	Grimes	Date Submitted:	2023/01/06 3:49:34 PM CST
Contact Person:	Matt Ahrens	Phone Number:	515-986-4050
		Email Address:	mahrens@grimesiowa.gov
Secondary Sponsor:	0		

2. Project Description

Project Title: SE 37th Street PCC Pavement Reconstruction - West

Termini Description:

S. James Street to SE Gateway Drive

Project Description:

This project includes PCC pavement reconstruction and widening of SE 37th Street to transition from a two-lane, HMA roadway with rural ditch drainage to a 4-lane, urbanized roadway section with enclosed storm sewer from west of S James Street to just east of SE Gateway Drive.

The west leg of the S James Street & SE 37th Street intersection will also be reconstructed for 600 feet to match and transition the lane configuration of the reconstructed section to the east as well as provide for future roadway network expansion westward. The reconstruction improvements will also involve the crossing of the Norfolk Southern Railroad near the eastern limits of the project, including the need for railroad track infrastructure (i.e. additional concrete panels) and potential crossing gates and signals.

A 16-foot wide raised center median will separate the four through traveled lanes - 2 lanes each eastbound and westbound. Left turn lanes will be constructed into these median areas at existing, and future proposed/planned, entrances on the north and south side of SE 37th Street.

A 10-ft wide shared-use path will be constructed on the north side of SE 37th Street to connect to the existing shared-use path network along the east side of S James Street as well as to the existing and proposed commercial development near the east terminus of the project. Associated ADA improvements will be made to connect to the existing sidewalk network at the SE Gateway Drive Drive intersection as well as provide for crossing of the Norfolk Southern Railroad.

Estimated Project Cost:	$7,354,000	STP Request:	$1,500,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured: $0

Source of Additional Funds:

The remaining project balance will be paid via future City planned capital improvement General Obligation Bonded funds.

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No

Projects TPMS number: 0

3. Project Need

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

This project will build upon the recent regional Urban Loop, associated interchanges, and subsequent adjacent arterial capacity improvements funded by previous STBG grants to provide the necessary infrastructure for the rapidly developing residential and commercial land uses in this corner of the Des Moines metro while also meeting the Mobilizing Tomorrow Goals. Pavement reconstruction and ITS/signal components will Optimize Infrastructure for the future. Trail connections will Enhance Multimodal Transportation Options to adjacent mixed land uses. Streetscaping and stormwater best management practices will enhance the corridor's Environmental Health. Added capacity and reduced traffic delay will improve the Health, Safety, and Well-Being of the traveling public.

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

This project will be the final segment of the SE 37th Street corridor on the City of Grimes' southern border, with prior segments funded through prior fiscal year STBG grants, thereby allowing SE 37th Street, via the nearby interchanges with I-35/I-80, to serve as an alternative relief route for industrial and commercial traffic that typically accesses this corridor from IA 141. The improved traffic flow and safety from the added capacity will help support the planned residential and commercial development for the City of Grimes, Urbandale, and other growing communities to the west.

The traffic signal interconnect components will help fulfill the City's overall ITS infrastructure management program by integrating signals thru IA 141 and to the NW 100th Street intersection.

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

SE 37th Street was reconstructed in 2019/2020 from west of SE Gateway Drive to SE
Destination Drive, funded partially by prior STBG grants, to provide capacity similar to the proposed project (i.e. 5-lane roadway section) in alignment with the I-35/I-80/IA 141 Interchange Justification Report. S James Street corridor was also expanded to a similar roadway section (i.e. 5-lane) from the SE 37th Street intersection to the south as an extension of prior 128th Street expansion.

This project will follow completion of the opposite segment of SE 37th Street from Destination Drive to Stonegate Drive as well as NW 100th Street north of SE 37th Street to serve as the final component of the roadway network build-out through the Grimes, Johnston, Urbandale communities.

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 City of Grimes has implemented Demand Management strategies, to the extent that these are within their control, primarily via Land Use and Zoning practices along the corridor and in the areas to the west which this corridor will serve. Keeping industrial and business park zoning at the south side of town with closest proximity to I-35/I-80 and IA 141 will serve to isolate heavy vehicle volumes to these areas and not to other mixed use areas.

Operationally, the aforementioned Complete Streets provisions (i.e. bike trail connection and
streetscaping) as well as Access Management, following SUDAS methodology, during prior/future development will ensure safety for all users on the corridor. The inclusion of ITS infrastructure will improve the interoperability of cross-jurisdictional management of the regional traffic signal network.

While the aforementioned components have been included to help address congestion
through the project corridor, the primary intention of this project is to extend capacity from the prior expanded section of SE 37th Street at the east terminus in consideration of prior, ongoing, and future development in the area and corresponding traffic growth. This requires a capital expenditure to expand the facility in alignment with these adjacent roadway sections. Corridor safety will also be improved with the provision of dedicated turn lanes which will reduce rear-end conflicts and delay via separation of heavy industrial vehicles accessing adjacent properties from passenger vehicle traffic.

Describe how the land-uses adjacent to this project support the development of affordable housing.

Residential development, at various price-points, continues in the City of Urbandale to the west and south of the project's west terminus; and the reconstruction of this corridor will provide the necessary roadway and pedestrian connectivity for those living in those areas to access the greater Grimes city center. Increased access to goods and services as a result of this project's completion will increase the residential development potential for varying housing cost options including affordable housing options.

4. Project Type

Project Type:	Road widening;Improved alignment;Reconstruction;Intersection;Freight;ITS improvements;Bicycle facility;Str
If other, please describe:	Improved (new) pavement condition will reduce regular maintenance the City is required to undertake to address areas of pavement failure due to heavy vehicle traffic volumes.

Surface Type:	Portland Cement	Number of Lanes:	2
Existing travel lane width:	11	Proposed travel lane width:	12.5
Existing facility width:	23	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:	Proposed raised, curbed medians will be 16 feet total width between back of curb and transition down to 4-foot width for the development of left turn lanes. All median areas wider than 6 feet will be planted with turf grass and all narrower median sections will be paved PCC.

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

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

Existing paved shoulders:	No	Proposed paved shoulders:	No
Existing curb radius:	45	Proposed curb radius:	60
Exising signal interconnection:	No		

Does project included improvements to signal interconnection: Yes

Existing number of access points along project length:	12
Proposed number of access points along project length:	15

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	10
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No
Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Propsed 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 inlcued: 0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce facility width:	10		
Existing bicycle signals:	Yes	Proposed bicycle signals:	Yes
Existing pedestrian signals:	Yes	Proposed pedestrian signals:	Yes
Existing street trees:	Yes	Proposed street trees:	Yes

Variety of trees planted:

A mixture of deciduous and coniferous trees will be designed at strategic points along the project corridor to provide visual and noise screening of the adjacent properties. Tree species will be selected to achieve the desired height and canopy for streetscaping and screening purposes while also being maintainable for the City of Grimes and ensuring intrusion into the roadway and/or bike trail does not occur.

Spacing of trees (feet): 30

Additional landscaping:

Additional shrubs may be installed as necessary to supplement the tree layout and address low-level gaps in the canopy screening.

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 current roadway section of this project contains deteriorated HMA pavement and this two-lane section creates a bottleneck, delay, and safety concern for through traffic traveling the corridor given the heavy vehicle turning traffic to industrial properties.
Reconstruction and widening of SE 37th Street to match the roadway section of the corridor to the east will support the increase use of passenger vehicles that would otherwise route to the residential areas to the west via Meredith Drive or SE 19th Street - thereby extending the longevity of these roadway pavements.

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?

There will be raised, curbed center medians separating the directions of traffic. The presence of the median decreases the directional cross-section width of the roadway which will have the effect of slowing vehicles speeds.

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 5,000 - 10,000 AADT

When was the traffic study conducted and what were the traffic counts? 2016 Iowa DOT Traffic Database

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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Excavation of more than 3 feet below ground level;Traffic Signal Infrastructure;Light F

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

The infrastructure will serve solely as a signal interconnect with this project for the time being, with opportunity to expand the net

Does this project affect or touch another jurisdiction or agency? No

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such

systems serving public infrastructure in the region? Yes

Does the project add or upgrade any of the following digital infrastructure?

Fiber;Conduit;Duct Bank;Pull Boxes

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

It is anticipated that a traffic signal interconnect conduit would be installed as a part of the project providing a duct-way to install fiber optic cable that could be utilized by the City of Grimes to better manage traffic signals and operations in the area, specifically connecting to the existing traffic signals at SE

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

As the primary sponsor, with the project limits falling within their public right-of-way, the City of Grimes will remain the responsible party for operations and maintenance of this project and all associated components - including the ITS infrastructure. Budget for these efforts will become part of the City of Grimes' annual capital operations and maintenance budget.

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

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

A GIS shapefile has been sent to the MPO:	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

Additional information you would like to share:

This project involves crossing of the Norfolk Southern Railroad spur line near the east terminus, and will thereby require coordination with the railroad to determine the future existence and construction considerations of this crossing. At this point the City is planning and financially preparing for the need to modify the existing crossing with new panels along the tracks as well as the addition of gate arms, signage, and indicator beacons - as reflected in the overall project cost estimate; however that scope of work and the potential for a crossing elimination will be determined following future discussions with Norfolk Southern Railroad. Both the addition of gate crossing infrastructure or the elimination of the crossing entirely would greatly serve the safety of the traveling public.

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 2027

1. Contact Information

Primary Sponsor:	Johnston	Date Submitted:	2023/01/05 12:55:43 PM CST
Contact Person:	David Wilwerding	Phone Number:	515-727-7775
		Email Address:	dwilwerding@cityofjohnston.com
Secondary Sponsor:	DOT		

2. Project Description

Project Title: IA 141 and Towner Drive Interchange

Termini Description: new east ramps of the interchange. Includes the closure of existing NW Towner Dr, NW Timberridge Ln, and NW Timberbrooke Ln intersections on IA 141.

Project Description: Interchange between IA 141 and Towner Drive

Estimated Project Cost:	$16,500,000	STP Request:	$2,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	$6,000,000		

Total Funding Secured: $10,500,000

Source of Additional Funds: Joint between City of Johnston, Polk County, and Iowa DOT

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

This project will provide a new interchange onto IA 141 while closing three nearby at grade intersections. The project will provide significant safety and operational benefits.

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

Multiple private development projects are being planned or underway along the corridor. Safety is already a documented concern along IA 141 between IA 44 and IA 17. Improving access control along IA 141 will more safely support the further development of undeveloped properties in the area, while also addressing the ongoing concerns and issues with at grade intersections along a high speed expressway carrying 19,600 vehicles per day.

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

The interchange is recommended in the IA 141 Corridor Study - IA 44 to IA 415 (June 30, 2022). The grade separation and closure of nearby at-grade intersections supports the Iowa DOT's Access Management Policy. The Corridor Study is available for review at https://www.cityofjohnston.com/1065/Highway-141-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.

The focus of this project is to provide access management along IA 141 to improve safety as higher speed traffic enters the metropolitan area. Closure of at-grade intersections and replacement with an interchange will accomplish safety improvement goals in this area.

Describe how the land-uses adjacent to this project support the development of affordable housing.

The addition of the interchange will improve access to allow for adjacent properties to develop at densities greater than what would be permitted under the existing at grade intersections. The City of Johnston's Comprehensive Plan, the Thrive 2040 Plan, envisions primarily employment based commercial development on the east side of Highway 141 adjacent to the interchange, but the west side includes the opportunity for both commercial uses and a mix of residential densities from single family detached through multifamily residential apartments. The Thrive 2040 Plan recommends a variety of housing densities and styles to accommodate all types of residents within our community and to promote better neighborhood diversity, and this area was one of several identified within the Comp Plan as able to support a true mixed use/mixed density development. Further information is contained within the Thrive 2040 Plan, see NW Area - West Focus Area

4. Project Type

Project Type:	New road;Road extension;Road widening;Bridge;Interchange;Intersection;ITS improvements

If other, please describe:	0

Surface Type:	Portland Cement	Number of Lanes:	4
Existing travel lane width:	12	Proposed travel lane width:	12
Existing facility width:	114	Proposed facility width:	114
Existing posted speed:	65	Proposed posted speed:	65

Existing median:	Yes
Describe existing median:	Grass ditch median. 64 ft between edge of travel lanes. 4 ft paved width to interior of both travel lanes with additional 8 ft of gravel width.
Proposed median:	Yes
Describe proposed median:	Same as existing

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:	Yes	Proposed paved shoulders:	Yes
Existing curb radius:	50	Proposed curb radius:	50
Exising signal interconnection:	No		

Does project included improvements to signal interconnection:	Yes
Existing number of access points along project length:	3
Proposed number of access points along project length:	0

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	10
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No

Existing crosswalks:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued: 0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Shared Facility (bike route, sharrows)
Proposed bicylce 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:

Tree types will comply with the City of Johnston's approved tree list (https://www.cityofjohnston.com/289/Plant-a-Tree).

Spacing of trees (feet): 50

Additional landscaping:

Trees and landscaping enhancements within Iowa DOT & City right of way will be incorporated based on project funding and consistent with goals and objectives of landscaping enhancement programs consistent with clear zone requirements for high speed highway corridor.

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 closes two existing at grade intersections on IA 141 and converts a third intersection into an interchange.

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?

Bioswales behind curbs are the intended concept at this time.

Does the project use traffic calming measures? No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 10,000+ AADT

When was the traffic study conducted and what were the traffic counts? 2019 counts from the DOT and conducted supplemental intersection counts in October 2020.

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

5. Smart City Elements

Are any of the following elements included in this project?

0

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	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

Additional information you would like to share:

The new interchange is part of the DOT's efforts of improving access management along IA 141 between IA 44 and IA 17. Three side road closures and a new local street will be included with the new interchange. This is a joint effort project involving the City of Johnston (lead), Polk County, and Iowa DOT. Also includes extensive coordination with a development company looking to further develop the property west of IA 141.

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 2027

1. Contact Information

Primary Sponsor:	Pleasant Hill	Date Submitted:	2023/01/05 4:25:11 PM CST
Contact Person:	Madeline Sturms	Phone Number:	515-309-9464
		Email Address:	msturms@pleasanthilliowa.org
Secondary Sponsor:	DOT		

2. Project Description

Project Title: University Ave and Sherrylynn Blvd Improvements

Termini Description:

University Ave and Sherrylynn Blvd

Project Description:

Provide traffic signalization, turn lane and pedestrian improvements at the intersection of University Ave and Sherrylynn Blvd

Estimated Project Cost:	$1,163,000	STP Request:	$930,400
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured: $0

Source of Additional Funds:

If awarded the City Council would fund the required match

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

The project would provide necessary transportation and safety improvements at the intersection that have been outlined in a recent traffic study completed for the intersection given the growth in the community and corridor. The University Avenue corridor carries 19,000-20,000 vehicles per day.

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

The Cities 2015 Comprehensive Plan identifies this corridor as a major commercial corridor for local and regional traffic with most of the Cities job and retail areas thus supporting the Cities growth and access to services and housing. This would also foster a transportation network that safely and efficiently accommodates all transportation modes to enable economic growth, regional competitiveness, and active lifestyles throughout Pleasant Hill. Goals identified in the Mobilizing Plan Tomorrow such has managing and optimizing infrastructure and enhancing multi-modal transportation options would be achieved with this project.

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

A traffic study was completed in 2022 that identified this improvement as a need in the corridor.

Expansion is considered an expensive and last resort to address congestion issues. If this is an expansion project please explain what other methods have been used to address congestion.

This is not an expansion project

Describe how the land-uses adjacent to this project support the development of affordable housing.

This corridor is zoned for regional commercial development which allows for a mix of uses which includes multi-family and commercial. The density of this area could eliminate transportation costs for residents in the corridor.

4. Project Type

Project Type:	Intersection;ITS improvements

If other, please describe:	0

Surface Type:	Portland Cement	Number of Lanes:	4
Existing travel lane width:	12	Proposed travel lane width:	12
Existing facility width:	100	Proposed facility width:	100
Existing posted speed:	45	Proposed posted speed:	45

Existing median:	Yes
Describe existing median:	Width varies with grass median with PCC curb and gutter
Proposed median:	Yes
Describe proposed median:	Width varies with grass median and PCC curb and gutter

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

Does project included improvements to signal interconnection:	Yes
Existing number of access points along project length:	2
Proposed number of access points along project length:	2

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	6
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	Yes	Proposed curb extensions:	Yes

Existing crosswalks:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued: 0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	No	Proposed bicycle facilty type:	0
Proposed bicylce facility width:	0		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	No	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	No

Variety of trees planted:

0

Spacing of trees (feet): 0

Additional landscaping:

0

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

Conversion of offset left turn lane to parallel left turn lane to provide pedestrian refuge island at midpoint of intersection

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 10,000+ AADT

When was the traffic study conducted and what were the traffic counts?

2022 - 19,500 ADT

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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Traffic Signal Infrastructure;Light Poles

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

Police or Fire Station;Library;Government Offices;Maintenance Facility

Does this project affect or touch another jurisdiction or agency? Yes

Were cross jurisdictional digital connections considered? Yes

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? No

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? No

Does the project add or upgrade any of the following digital infrastructure?

Fiber;Conduit;Pull Boxes

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

Adaptive technology will be incorporated into the new traffic signal

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

The roadway and signal is owned and maintained by the DOT and will be after the project. The fiber network will be owned and maintained by the City, ICN and DOT.

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

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

A GIS shapefile has been sent to the MPO:	No
A city resolution has been emailed to the MPO:	No

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

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 2027

1. Contact Information

Primary Sponsor:	Polk City	Date Submitted:	2023/01/06 3:11:01 PM CST
Contact Person:	Chelsea Huisman	Phone Number:	5159846233
		Email Address:	chuisman@polkcityia.gov
Secondary Sponsor:	0		

2. Project Description

Project Title: 3rd Street and Broadway Street Intersection Improvements project

Termini Description:

Intersection of W. Broadway Street & N/S 3rd Street in Polk City, Iowa

Project Description:

This project will address intersection improvements connecting 2 arterial streets in Polk City; North/South 3rd Street and Broadway Street. The improvements will include adding a traffic signal, the addition of medians at the intersection, and a signalized crosswalk for pedestrians. The estimated total cost of the project is $445,000. We are requesting funding for $356,000.

Polk City is located in northern Polk County. North/South 3rd Street and Broadway Street serves as a gateway to the remaining communities further north of Polk City, as well as a connection to Big Creek State Park, located in Polk City. This project will provide a crosswalk to Polk Cityâ€™s Town Square. Furthermore, the crosswalk will allow pedestrians and bicyclists to safely cross when the Town Square is connected to the High Trestle Trail in FY2025.

Estimated Project Cost:	$445,000	STP Request:	$356,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured: $89,000

Source of Additional Funds:

Local Option Sales Tax FY2027

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

This project is regionally significant in that the intersection improvements will be made to 2 arterial roads in Polk City, at 3rd Street and Broadway Street. 3rd Street provides direct access to both Des Moines and Ankeny. Furthermore, 3rd Street serves as the gateway to both Polk City, further northern communities in Polk County such as Sheldahl, Alleman, and Elkhart, and Big Creek State Park. In addition, we have

secured funding to connect the Neal Smith to the High Trestle Trail. The connection will be constructed in phases beginning in 2023 and completion in 2025. This connection is a statewide priority. These intersection improvements will include a crosswalk for bicyclists and pedestrians to safely cross to the Cityâ€™s Town Square when enjoying connectivity to the 2 trail systems.

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

This project impacts Polk Cityâ€™s plans for the future trail connection, as well as growth to the north of Polk City. Polk City is surrounded by Saylorville Lake and Big Creek State Park, and our growth area continues to be the north. As outlined in the 2016 Comprehensive Plan, these 2 arterial streets will continue to serve as the main routes through Polk City, and improvements to this corridor were expected with the increased population to Polk City.

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

In December 2022, a Traffic Impact Study was completed at the intersection of North/South 3rd Street and Broadway Street by Snyder & Associates. In summary, it was recommended to restripe all four legs of the intersection, incorporate medians and a crosswalk, as well as installation of a traffic signal at this intersection. A copy of the Traffic Impact Study is available for review with this application.

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

Describe how the land-uses adjacent to this project support the development of affordable housing.

The land uses adjacent to this project are a combination of Commercial and Residential. A Low to Moderate Income project was recently developed to the east of this intersection. That project was completed in partnership with the city to provide affordable housing in the downtown area. There is opportunity for further expansion of that project.

4. Project Type

Project Type:	Improved alignment:Intersection:ITS improvements: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
Existing facility width:	48	Proposed facility width:	48
Existing posted speed:	25	Proposed posted speed:	25

Existing median:	No
Describe existing median:	0
Proposed median:	Yes
Describe proposed median:	150 LF, stamped and colored median

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

Does project included improvements to signal interconnection:	No
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:	4
Existing pedestrian benches:	0	Proposed pedestrian benches:	1
Existing curb extensions:	Yes	Proposed curb extensions:	Yes

Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Propsed 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:	4	Proposed on-street parking:	4

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

Existing bicycle facility:	Yes	Existing bicycle facility type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bike lane)
Existing bicylce facility width:	10		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce facility width:	10		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	No	Proposed pedestrian signals:	Yes
Existing street trees:	No	Proposed street trees:	No

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

Does project improve a parallel facility or contribute to alternative routing: 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 project will include narrowing of the through lanes on the north and south movement and shifting the through lanes as they approach the intersection. The project will also include speed indicator signs, as well as pedestrian/bicyclist crossing signs to warn drivers to be more cautious.

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 10,000+ AADT

When was the traffic study conducted and what were the traffic counts? December 2022, 11,250 AADT

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

5. Smart City Elements

Are any of the following elements included in this project?

Utility Relocation;Traffic Signal Infrastructure;Light Poles

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance

productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	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

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 2027

1. Contact Information

Primary Sponsor:	Polk County	Date Submitted:	2023/01/05 11:34:28 AM CST
Contact Person:	Aaron Putnam	Phone Number:	515-286-3705
		Email Address:	aaron.putnam@polkcountyiowa.gov
Secondary Sponsor:	Des Moines		

2. Project Description

Project Title: NE 23rd Avenue/Easton Blvd. Reconstruction Project

Termini Description: From E. 42nd Street in Des Moines, to 200 feet east of NE 56 St. on NE Oak Hill Drive

Project Description: The project will include improvements to improve traffic safety by reduce delays by adding a continuous center turn lane, turn lanes and signals at two unsignalized intersections.

Estimated Project Cost:	$5,950,000	STP Request:	$1,750,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured: $4,200,000

Source of Additional Funds: Polk County, Des Moines, and Pleasant Hill - FFY 27

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	Yes	Project previoulsy awarded STP funds:	Yes
Projects TPMS number:	45901		

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 23rd Avenue, also known as Easton Boulevard, is an urban Arterial roadway in the growing area of east Des Moines (Brook Run and Copper Creek) and Delaware Township in unincorporated Polk County. This roadway provides direct access to over 400 residential properties and is a primary east/west route into the east side of Des Moines and eventually I-235 between Douglas Ave. and University Avenue with a projected 2040 Traffic count of nearly 8000 vehicles per day.

Keeping this route safe and limiting congestion is part of Polk Countyâ€™s long-range plan. Making improvements to this corridor will allow commuter traffic to more safely and efficiently connect the large residential areas of eastern Des Moines to NE 56 St and the commercial and retail centers in Altoona and Pleasant Hill.

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

Other improvements will include improving the storm water runoff quality by incorporating water cleansing amenities along the corridor that connect into the storm sewer system, installation of traffic signals to reduce delays and improve traffic flow, and removal of a narrow bridge.

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

No work has been previously completed for this project or underway. It does remove a small narrow bridge and improved storm water runoff as recommended in the Fourmile Creek Watershed 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.

This project does not add additional through lanes to the corridor, but instead adds turn lanes to make traffic flow more efficient and safe.

Describe how the land-uses adjacent to this project support the development of affordable housing.

The adjacent properties that have not already been developed into affordable housing are zoned residential for future, residential development.

4. Project Type

Project Type:	Improved alignment:Reconstruction:Bridge

If other, please describe:	Traffic Safety

Surface Type:		Asphalt		Number of Lanes:	2
Existing travel lane width:	12			Proposed travel lane width:	12
Existing facility width:	29			Proposed facility width:	47
Existing posted speed:	35			Proposed posted speed:	35

Existing median:	No
Describe existing median:	0
Proposed median:	No
Describe proposed median:	0

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

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

Existing paved shoulders:	Yes			Proposed paved shoulders:	No
Existing curb radius:	40			Proposed curb radius:	25
Exising signal interconnection:	No				

Does project included improvements to signal interconnection:	No
Existing number of access points along project length:	5
Proposed number of access points along project length:	5

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:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued: 0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce 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: No

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

0

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? No

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

0

Does the project use traffic calming measures? No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 5,000 - 10,000 AADT

When was the traffic study conducted and what were the traffic counts? Feb 2022, 5500

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

5. Smart City Elements

Are any of the following elements included in this project?

0

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	Yes
A city resolution has been emailed to the MPO:	No

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

Additional information you would like to share:

Resolution will follow.

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 2027

1. Contact Information

Primary Sponsor:	Urbandale	Date Submitted:	2023/01/06 10:04:50 AM CST
Contact Person:	John Larson, City Engineer	Phone Number:	515-278-3950
		Email Address:	jlarson@urbandale.org
Secondary Sponsor:	0		

2. Project Description

Project Title: Douglas Parkway Preservation

Termini Description: 128th Street to Timberline Creek

Project Description: Full depth and partial depth patching for panel and joint repair with a 3" HMA overlay.

Estimated Project Cost:	$1,200,000	STP Request:	$900,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured: $300,000

Source of Additional Funds: Urbandale Roadway Maintenance Program, utilizing Road Use Tax Funds and General Obligation Funds. FFY2027

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

This arterial is a major connection from western Urbandale, Grimes, and adjacent Dallas County to the interstate and eastern Urbandale. It is

also in front of a school. The pavement deterioration impacts many commuters, and maintenance of this route is key to the metro mobility and the traveling public. AADT

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

The City of Urbandale aims to maintain city streets and thereby limit disruption to the traveling public with total reconstructions. This project will provide much-needed maintenance on this segment to meet this goal.

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

The project continues our commitment to pavement preservation. In 2019, the eastbound segment east of this project was completely reconstructed. In 2022, the northbound segment north of this project was completely reconstructed and the southbound lanes were partially reconstructed and partially patched. Our goal is to complete this project maintenance and avoid another roadway reconstruction.

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.

Describe how the land-uses adjacent to this project support the development of affordable housing.

Single-family residential, a private school, and parkland are adjacent to this project.

4. Project Type

Project Type:	Reconstruction

If other, please describe:	This project is extensive maintenance to avoid total reconstruction.

Surface Type:		Asphalt		Number of Lanes:	2
Existing travel lane width:	13			Proposed travel lane width:	13
Existing facility width:	80			Proposed facility width:	80
Existing posted speed:	35			Proposed posted speed:	35

Existing median:	Yes
Describe existing median:	28' grass median with left turn lanes, street trees, and street lights.
Proposed median:	Yes
Describe proposed median:	Unchanged: 28' grass median with left turn, street trees, and street lighting.

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

Does project included improvements to signal interconnection:	No
Existing number of access points along project length:	5
Proposed number of access points along project length:	5

4. Project Type (Continued)

Existing Sidewalk width:	10			Proposed sidewalk width:	10
Existing pedestrian benches:	0			Proposed pedestrian benches:	0
Existing curb extensions:	No			Proposed curb extensions:	No

Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Propsed 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 inlcued: 0

Existing bicycle facility:	Yes	Existing bicycle facility type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bike lane)
Existing bicylce facility width:	10		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce facility width:	10		
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:

no change to existing trees.

Spacing of trees (feet): 65

Additional landscaping:

no change to existing landscaping.

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:

As a major arterial, it provides alternates to Hickman Road and Meredith Drive for cross-town commuters.

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)

What are the traffic counts on the segment where the project is located? 5,000 - 10,000 AADT

When was the traffic study conducted and what were the traffic counts?

2016 Iowa DOT Traffic Counts, 8600 AADT

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

5. Smart City Elements

Are any of the following elements included in this project?

None of these

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance

productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	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

Additional information you would like to share:

Shapefile and City Resolution will be forwarded after council meeting the week of 1/9.

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 2027

1. Contact Information

Primary Sponsor:	Warren County	Date Submitted:	2023/01/05 3:10:52 PM CST
Contact Person:	David Carroll	Phone Number:	515-961-1050
		Email Address:	davidc@warrencountyia.org
Secondary Sponsor:	Carlisle		

2. Project Description

Project Title: County Highway G16 HMA Resurfacing

Termini Description: State Highway 65/69 to Carlisle City Limits

Project Description: HMA Resurfacing and Base Widening

Estimated Project Cost:	$3,200,000	STP Request:	$2,560,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured: $0

Source of Additional Funds: 20% Farm-to-Market at $640,000 for FFY 2027

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

County Highway G16 is a major collector connecting the City of Carlisle to State Highway 65/69.

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

We would be able to program additional projects of regional significance outside of the MPO boundary.

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

This project directly complements the City of Carlisle Scotch Ridge Road Improvement project (round-about). It will extend the improvements from Carlisle city limits to State Highway 65/69.

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 Applicable.

Describe how the land-uses adjacent to this project support the development of affordable housing.

The roadway improvements and public road frontage/utilities exist to support future development.

4. Project Type

Project Type:	Reconstruction

If other, please describe:	0

Surface Type:		Asphalt		Number of Lanes:	2
Existing travel lane width:	11			Proposed travel lane width:	11
Existing facility width:	22			Proposed facility width:	28
Existing posted speed:	55			Proposed posted speed:	55

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			Proposed paved shoulders:	Yes
Existing curb radius:	35			Proposed curb radius:	35
Exising signal interconnection:	No				

Does project included improvements to signal interconnection:	No
Existing number of access points along project length:	10
Proposed number of access points along project length:	10

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
Propsed 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 inlcued: 0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	No	Proposed bicycle facilty type:	0
Proposed bicylce 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:

County Highway G16 (Scotch Ridge Road) provides an alternate route to State Highway 65/69 for State Highway 5.

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)

What are the traffic counts on the segment where the project is located? Less than 5,000 AADT

When was the traffic study conducted and what were the traffic counts? 2016 - 1050 AADT

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

5. Smart City Elements

Are any of the following elements included in this project?

None of these

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	No
A city resolution has been emailed to the MPO:	No

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

Additional information you would like to share:

This roadway is located between the CIRTPA and MPO boundaries. $2,560,000 is the maximum amount requested, however any amount awarded would help offset future matching costs for the project. The project serves a dual purpose to rehabilitate the aging major collector and tie into the City of Carlisle Roundabout project.

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 2027

1. Contact Information

Primary Sponsor:	Waukee	Date Submitted:	2023/01/05 1:26:18 PM CST
Contact Person:	Rudy Koester	Phone Number:	515-978-7388
		Email Address:	rkoester@waukee.org
Secondary Sponsor:	Clive		

2. Project Description

Project Title:	Alice's Rd Widening
Termini Description:	NE Horizon Dr to NE Douglas Pkwy
Project Description:	widening of the existing two-lane rural roadway to a divided four-lane urban boulevard cross section roadway with a center median and left/right turn lanes.

Estimated Project Cost:	$20,977,000	STP Request:	$2,500,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	$0		

Total Funding Secured:	$17,727,000
Source of Additional Funds:	The Cities have received a $750,000 STBG grant from the DMAMPO for FFY2026. The remaining secured funding will be split between the Cities of Waukee and Clive. Local funding will be provided through tax increment funding and general obligation bonds.

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	Yes	Project previoulsy awarded STP funds:	Yes
Projects TPMS number:	52466		

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 Alice's Rd Corridor (Dallas Co HWY R30) extends from County Road F31 in Granger to Mills Civic Pkwy in West Des Moines. Significant improvements have been made over the last 12 years including the construction of an interchange with I-80 and the construction of Grand Prairie Pkwy/Alice's Rd from Mills Civic Pkwy to 1300 ft north of HWY 6 (Hickman Rd). The corridor is a major arterial for

north/south traffic movement for western suburb communities of the Des Moines metropolitan area. Traffic volumes along the corridor continue to increase at an aggressive rate due to development and community growth. At Alice's Rd and HWY 6 intersection, the annual average daily traffic grew from 6,300 vehicles in 2012 to 15,185 vehicles in 2022.

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

This corridor serves multiple communities which have grown significantly over the past 12 years. With the recent construction of the I-80/Grand Prairie Pkwy interchange, this corridor provides direct access to the Interstate System as well as large employment centers including downtown Des Moines, West Des Moines, Urbandale, and Ankeny.

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

The City of Waukee in coordination with the City of West Des Moines and other partners has spent over $70 million in infrastructure improvements to improve and expand Grand Prairie Pkwy/Alice's Rd from Mills Civic Pwky to NE Horizon Dr. These improvements include the expansion of Alice's Rd from two to six lanes from NE Horizon Dr to University Ave, construction of a 4-lane boulevard from SE University Ave to SE Ashworth Rd, construction of a 6-lane boulevard from SE Ashworth Rd to I-80, the construction of the I-80/Grand Prairie Pkwy interchange. The City of West Des Moines and Urbandale have invested well over $15 million for the construction of a 3-lane typical section from I-80 to Mills Civic Pkwy in Wes Des Moines and a 5-lane typical section from Meredith Dr to Waterford Dr.

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 Cities of Waukee, Clive and Urbandale have experienced significant growth over the last 20 years and in particular, those areas that border the Alice's Rd corridor. There have been no significant improvements to this portion of the Alice's Rd corridor in the past 30 years. The Cities of Waukee and Clive have implemented traffic signal enhancements that improve signal coordination to reduce congestion, improve air quality, improve travel time reliability and safety throughout our communities. Further, access management policies have been developed and implemented in all three communities along the Alice's Rd corridor.

Describe how the land-uses adjacent to this project support the development of affordable housing.

With the high volume of traffic along the Alice's Rd corridor, several high-density developments have been constructed in Waukee and the adjoining land use within Clive would support opportunities for high density and affordable housing options.

4. Project Type

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

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:	72
Existing posted speed:	35	Proposed posted speed:	35

Existing median:	No
Describe existing median:	0
Proposed median:	Yes
Describe proposed median:	20-ft wide median allowing for street trees, plantings, signage, and lighting.

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	Proposed paved shoulders:	No
Existing curb radius:	35	Proposed curb radius:	65
Exising signal interconnection:	No		

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:	7

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:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued: 0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce 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: Maple, Honeylocust, Oak, Ginkgo, Alder, Horsechestnut, Hophornbeam, Lilac

Spacing of trees (feet): 40

Additional landscaping: medians will include other varieties of shrubs/grasses located between the street trees and hardscaping such as a mowing edge and architectural sculptures

Does project improve a parallel facility or contribute to alternative routing: No

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

0

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? No

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

0

Does the project use traffic calming measures? No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 10,000+ AADT

When was the traffic study conducted and what were the traffic counts? June and December 2022 Turning Movement Count Report from GridSmart Traffic Signal Detection Equipment at the intersection of HWY 6 and Alice's

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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Excavation of more than 3 feet below ground level;Traffic Signal Infrastructure;Light

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

None

Does this project affect or touch another jurisdiction or agency? Yes

Were cross jurisdictional digital connections considered? Yes

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? No

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? Yes

Does the project add or upgrade any of the following digital infrastructure?

Fiber;Conduit;Duct Bank;Pull Boxes

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project

Integrated traffic signal control and communication system allowing traffic signals along the corridor to be operated, coordinated and monitored remotely by one or more jurisdictions.

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

There is an approved joint services maintenance agreement between the Cities of Waukee and Clive outlining the maintenance responsibilities (pavement, signs, pavement markings, traffic signals, fiber, ROW, etc.) of Alice's Rd. The City of Waukee's funding will be provided through the City's road use tax fund.

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

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

A GIS shapefile has been sent to the MPO:	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

Additional information you would like to share:

The City of Clive's resolution for this application will be approved at their 1/12/2023 Council meeting. This resolution will be sent shortly after that date.

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 2027

1. Contact Information

Primary Sponsor:	West Des Moines	Date Submitted:	2023/01/06 12:06:51 PM CST
Contact Person:	Eric Petersen	Phone Number:	5152730656
		Email Address:	eric.petersen@wdm.iowa.gov
Secondary Sponsor:	0		

2. Project Description

Project Title: Ashworth Road Reconstruction and Reconfiguration

Termini Description: 1st Street to 50th Street

Project Description:

This multi-phase project will reconfigure lanes and reconstruct deteriorating portions of pavement on a 3.5-mile section of Ashworth Road. For the vast majority of the residential arterial street, lanes are planned to be reconfigured from 4 lanes (2 thru lanes in each direction) to 3 lanes (1 thru lane in each direction and a center left-turn lane). The new lanes will be slightly wider to meet the minimum acceptable lane width for this type of street, as the existing lanes are narrower than the minimum acceptable design standards. Additional elements of the project include traffic signal modifications, sidewalk modifications to bring up to ADA standards, and right-turn lanes at two locations where warranted.

Estimated Project Cost:	$10,000,000	STP Request:	$2,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	+4 Years
Total Request for Multiple Years:	$6,000,000		

Total Funding Secured: $0

Source of Additional Funds:

No other funding has been secured at this time, but it is anticipated that additional grant opportunities (including future years of STBG) will be pursued in the future. At least 20% of total funds will be local funds.

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

Ashworth Road is classified as a minor arterial street and travels across the entire City from 1st Street (State Highway 28, or 63rd Street in Des Moines) to 98th Street (or SE Waco Place in Waukee). It is used by residents of multiple communities and is West Des Moinesâ€™

only street that travel directly east/west through the entire City. The proposed project would improve safety and address deteriorating pavement conditions on half of this corridor, a distance of approximately 3.5 miles.

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

The proposed project is in line with goals in the Cityâ€™s Comprehensive Plan and Transportation Master Plan, as well as goals of Mobilizing Tomorrow. Specifically, the project â€œmanages and optimizes transportation infrastructureâ€•through the reconstruction of aging infrastructure and â€œfurthers the health, safety, and well-being of all residentsâ€•through the reconfiguring of lanes.

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

Previous planning efforts have recommended a 4-to-3 lane conversion for the majority of the proposed project. Preliminary design, public meetings and workshops have been held to discuss the proposed project with elected officials and the community to gain input.

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. The proposed project is not an â€œexpansion project.â€•

Describe how the land-uses adjacent to this project support the development of affordable housing.

The majority of land uses adjacent to the project is single-family residential. The City has a large focus in the Comprehensive Plan on promoting affordable housing efforts as areas redevelop in the future. The planâ€™s strategies and actions lay out ideas and approaches to increase the diversity and variety of housing options from both a design and price standpoint. To encourage unique neighborhoods, it is a goal of the city to promote neighborhoods that allow for a variety of dwelling styles with the same general character and massing. This approach is anticipated to allow for identifiable neighborhoods that include housing options accessible to a variety of residents while also paying close attention to the aging population and providing opportunities for these individuals to stay in their neighborhoods as they age. It is hoped that an approach of allowing mixed neighborhoods with multi-family and single-family dwellings adjacent to each other will not only

4. Project Type

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

If other, please describe:	Roadway modifications to meet current design standards and sidewalk modifications to meet current ADA standards.

Surface Type:		Asphalt	Number of Lanes:	4
Existing travel lane width:	9		Proposed travel lane width:	11
Existing facility width:	37		Proposed facility width:	37
Existing posted speed:	35		Proposed posted speed:	35

Existing median:	No
Describe existing median:	0
Proposed median:	No
Describe proposed median:	0

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

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

Existing paved shoulders:	No	Proposed paved shoulders:	No
Existing curb radius:	20	Proposed curb radius:	20
Exising signal interconnection:	Yes		

Does project included improvements to signal interconnection:	Yes
Existing number of access points along project length:	182
Proposed number of access points along project length:	182

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
Propsed 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 inlcued: 0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	No	Proposed bicycle facilty type:	0
Proposed bicylce 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:	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:

Ashworth Road is a parallel facility to Interstate 235. When incidents occur on the interstate, traffic reroutes to arterial streets such as Ashworth Road. The proposed project will improve the pavement condition and traffic safety on this alternate route.

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?

4-to-3 lane conversions have been shown in many studies to help calm traffic speeds, particularly calming excessively high speeds.

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 10,000+ AADT

When was the traffic study conducted and what were the traffic counts? [illegible] pandemic). Traffic counts vary based on section of roadway, but they are generally 10,000-12,000 vehicles

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

5. Smart City Elements

Are any of the following elements included in this project?

Right-of-Way Acquisition;Utility Relocation;Traffic Signal Infrastructure;Light Poles

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

Police or Fire Station;School

Does this project affect or touch another jurisdiction or agency? Yes

Were cross jurisdictional digital connections considered? No

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? No

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? No

Does the project add or upgrade any of the following digital infrastructure?

Fiber;Conduit

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

The corridor currently has fiber optic cable, video surveillance and detection, automated traffic count collectors, and traffic signal battery backup systems that automatically send emails to appropriate City staff when there is an issue. As traffic signals are modified or reconstructed, some of these elements will be upgraded to replace aging equipment with new equipment

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

The City of West Des Moines owns and maintains Ashworth Road. Maintenance is budgeted through the Cityâ€™s operating budget.

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

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

A GIS shapefile has been sent to the MPO:	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

Additional information you would like to share:

#33-34 only allow a number. Existing travel lanes are generally 9' lanes for most of the project, which is below acceptable design standards for this type of street. Reconfiguration will allow for slightly wider 11' thru lanes, which is the minimum acceptable for this type of street.

#51-52 only allow a number. Radii at minor cross-streets have as low as 20' . The radii at major cross-streets are as high as 45' to accommodate trucks and buses that use the corridor. The proposed project will increase radii at some (but not all) intersections, where necessary, to better accommodate trucks and buses.

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 2027

1. Contact Information

Primary Sponsor:	West Des Moines	Date Submitted:	2023/01/06 1:06:05 PM CST
Contact Person:	Eric Petersen	Phone Number:	5152730656
		Email Address:	eric.petersen@wdm.iowa.gov
Secondary Sponsor:	0		

2. Project Description

Project Title: Mills Civic Pkwy Reconstruction

Termini Description: S. 91st Street to S. Grand Prairie Pkwy

Project Description: Multi-phase reconstruction of about 1-mile of roadway from a 2-lane rural road with no pedestrian/bike facilities to a 2-lane urban street with left-turn lanes, a new bridge at Sugar Creek, a new box culvert at Fox Creek, and a multi-use sidepath trail. Expanding to 4-6 thru lanes is expected in the future, but not part of this project.

Estimated Project Cost:	$7,000,000	STP Request:	$2,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	$5,500,000		

Total Funding Secured: $1,151,500

Source of Additional Funds: Only STBG funds, with remaining local match

LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	Yes	Project previoulsy awarded STP funds:	Yes
Projects TPMS number:	47354		

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.

Mills Civic Pkwy is a major arterial street and a key gateway between West Des Moines and Waukee/Interstate 80. Traffic volumes are increasing in this rapidly developing area with about 7,500 vehicles per day. Currently a rural cross-section, there are no pedestrian/bike

facilities on the roadway but a large demand from new residents who live in the area. This project would fill a gap in the trail system by adding a sidepath pedestrian/bike trail, allowing trail users to travel between the West Des Moines trail system and destinations to the northwest including the Waukee trail system, Raccoon River Valley Trail, and others.

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

As the City continue to grow, the roadway has been experiencing significant pavement deterioration issues due to the increasing traffic volumes - particularly construction vehicles and other heavy truck traffic. The reconstructed street would fully replace the pavement to handle the forecasted traffic/truck volumes. It would also meet the City's goals of improving walking/biking in West Des Moines through the addition of a much needed sidepath trail. Although this route is not currently on a DART bus route, it is anticipated that it could eventually serve transit riders as bus routes are expanded.

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

Mills Civic Parkway was recently reconstructed to the east of this project from a 2-lane rural road to a 2-lane urban street with left-turn lanes and pedestrian/bike facilities. Prior that, S. Grand Prairie Pkwy was constructed with a similar section and pedestrian/bike facilities. The proposed project would continue that configuration between those 2 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.

Although the roadway is ultimately planned to be widened to a 4 or 6-lane roadway, that widening is not proposed at this time. The proposed project is to reconstruct the existing roadway as an urban street and is not an â€œexpansion project.â€• Left-turn lanes are proposed for safety of turning traffic, not for congestion.

Describe how the land-uses adjacent to this project support the development of affordable housing.

The majority of land uses adjacent to the project is residential. The City has a large focus in the Comprehensive Plan on promoting affordable housing efforts as areas develop in the future. The planâ€™s strategies and actions lay out ideas and approaches to increase the diversity and variety of housing options from both a design and price standpoint. To encourage unique neighborhoods, it is a goal of the city to promote neighborhoods that allow for a variety of dwelling styles with the same general character and massing. This approach is anticipated to allow for identifiable neighborhoods that include housing options accessible to a variety of residents while also paying close attention to the aging population and providing opportunities for these individuals to stay in their neighborhoods as they age. It is hoped that an approach of allowing mixed neighborhoods with multi-family and single-family dwellings adjacent to each other will not only increase diversity and present a unique

4. Project Type

Project Type:	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
Existing facility width:	24	Proposed facility width:	36
Existing posted speed:	40	Proposed posted speed:	40

Existing median:	No
Describe existing median:	0
Proposed median:	No
Describe proposed median:	0

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

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

Existing paved shoulders:	No	Proposed paved shoulders:	No
Existing curb radius:	50	Proposed curb radius:	30
Exising signal interconnection:	No		

Does project included improvements to signal interconnection:	No
Existing number of access points along project length:	22
Proposed number of access points along project length:	22

4. Project Type (Continued)

Existing Sidewalk width:	0	Proposed sidewalk width:	4
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No

Existing crosswalks:	No	Existing pedestrian refuge:	0
Propsed 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 inlcued: 0

Existing bicycle facility:	No	Existing bicycle facility type:	0
Existing bicylce facility width:	0		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bicycle lane)
Proposed bicylce facility width:	10		
Existing bicycle signals:	No	Proposed bicycle signals:	No
Existing pedestrian signals:	No	Proposed pedestrian signals:	No
Existing street trees:	No	Proposed street trees:	No

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

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

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

Mills Civic Pkwy is a parallel detour route for Interstate 80 when there are incidents or road construction on the interstate. This alleviates pressure and congestion on I-80 by the use of this alternate route.

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?

Reconstructing from a rural roadway to an urban street with curbs will change the look and feel of the street to the driver, calming traffic speeds.

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 5,000 - 10,000 AADT

When was the traffic study conducted and what were the traffic counts? Counts were collected in 2021, with traffic counts ranging from 7,000-8,000 vehicles per day.

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

5. Smart City Elements

Are any of the following elements included in this project?

0

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project.

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	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

Additional information you would like to share:

The PCI map shows this portion of Mills Civic Parkway with no worse than "Fair" pavement surface condition. While this may be the case for the surface, the roadway requires continual patching due to a failing sub-base in order to maintain an acceptable condition. The City has spent around $400,000 per year over the past 5-6 years on patching projects to keep it from reaching Poor/Very Poor conditions. We believe the project score should reflect that the pavement is in Poor/Very Poor condition due to the failing sub-base.

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 2027

1. Contact Information

Primary Sponsor:	Windsor Heights	Date Submitted:	2023/01/06 1:24:06 PM CST
Contact Person:	Rachelle Swisher	Phone Number:	515-279-3662
		Email Address:	rswisher@windsorheights.org
Secondary Sponsor:	0		

2. Project Description

Project Title: 73rd Street Reconstruction - Phase 2

Termini Description: Center Street to University Avenue

Project Description: 73rd Street between Center Street and University Avenue will be reconstructed including turn lanes, sidewalk improvements, traffic signal improvements and storm sewer improvements. 73rd Street is a major road within Windsor Heights that connects Hickman Road, I- 235, and University Avenue.

Estimated Project Cost:	$20,000,000	STP Request:	$7,000,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	$7,000,000		
Total Funding Secured:	$0		
Source of Additional Funds:	RUTF, GO Debt		
LRTP Number:	0	Has project been started or completed:	No
Project previoulsy applied for STP funds:	No	Project previoulsy awarded STP funds:	No
Projects TPMS number:	0		

3. Project Need

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

73rd Street is a major roadway and connector for Windsor Heights and surrounding communities. It connects two high traffic roadways â€“ University Avenue and 8th Street in West Des Moines along with an Iâ€“235 interchange at the southern end of the corridor. Buffalo Road also ties into 73rd Street from Clive and West Des Moines. Many residents and users from neighboring communities use the businesses of

73rd Street for their grocery and general household needs. Two major regional retailers - Wal-Mart and Samâ€™s Club use this corridor as their main access along with others use this corridor as their first and secondary access points. Not only does the roadway Windsor Heights businesses but also services businesses located in Clive and West Des Moines

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

Even though this project is located solely in Windsor Heights, it connects multiple communities for their daily needs, school, shopping, entertainment, and recreation. The south and west road right-of-way lines abuts 2 other communitiesâ€™ boundaries and those communitiesâ€™ commercial properties.

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

This project complements the reconstruction of University Avenue, upcoming Phase 1 of 73rd Street Reconstruction between Hickman Road and University Avenue. It also completes a future West Des Moines 8th Street 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.

This project is not an expansion project but hopes to address congestion issues.

Describe how the land-uses adjacent to this project support the development of affordable housing.

The project is primarily located in a commercial district. It could support redevelopment with mixed use development.

4. Project Type

Project Type:	Reconstruction

If other, please describe:	0

Surface Type:	Portland Cement	Number of Lanes:	4
Existing travel lane width:	12	Proposed travel lane width:	11
Existing facility width:	50	Proposed facility width:	50
Existing posted speed:	35	Proposed posted speed:	35

Existing median:	Yes
Describe existing median:	3-5 ft concrete median
Proposed median:	Yes
Describe proposed median:	3-5 ft concrete median

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	Proposed paved shoulders:	No
Existing curb radius:	20	Proposed curb radius:	30
Exising signal interconnection:	No		

Does project included improvements to signal interconnection:	Yes
Existing number of access points along project length:	8
Proposed number of access points along project length:	8

4. Project Type (Continued)

Existing Sidewalk width:	4	Proposed sidewalk width:	5
Existing pedestrian benches:	0	Proposed pedestrian benches:	0
Existing curb extensions:	No	Proposed curb extensions:	No

Existing crosswalks:	Yes	Existing pedestrian refuge:	No
Propsed 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 inlcued: 0

Existing bicycle facility:	Yes	Existing bicycle facility type:	Dedicated Facility (shared-use path, bike lane, buffered/protected bike lane)
Existing bicylce facility width:	8		
Proposes bicycle facility:	Yes	Proposed bicycle facilty type:	0
Proposed bicylce 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:

63rd Street (Hwy 28) parallels on the east side of Windsor Heights. By providing a better travel way, traffic may lessen on 63rd Street.

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? No

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

0

Does the project use traffic calming measures? No

Describe how the project uses traffic calming measures?

0

4. Project Type (Continued)

What are the traffic counts on the segment where the project is located? 10,000+ AADT

When was the traffic study conducted and what were the traffic counts? 2016-2018

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

5. Smart City Elements

Are any of the following elements included in this project?

0

Does the project include digital infrastructure elements that serve a transportation or mobility-related function?

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities in your jurisdiction? Check all that apply:

0

Does this project affect or touch another jurisdiction or agency? 0

Were cross jurisdictional digital connections considered? 0

Does this project include engagement with DART relating to improvements to digital infrastructure that will benefit transit service? 0

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region? 0

Does the project add or upgrade any of the following digital infrastructure?

0

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel. Please describe any ITS elements of this project

0

Please describe the overall operations and maintenance plan for this project. What agency will be responsible for ongoing maintenance and operations of the infrastructure, including digital infrastructure, and how will this be budgeted? If the project sponsor is not responsible for maintenance/operations after the project ends, please indicate responsible agency name and the status of any maintenance/operations agreements.

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.

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:	Yes
A city resolution has been emailed to the MPO:	No

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

Additional information you would like to share:

Council resolution will be submitted after the January 17th Council meeting.

Certification

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

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

Representing the _____

Signature	Date
Typed Name and Title	Date