



**SURFACE TRANSPORTATION BLOCK GRANT PROGRAM APPLICATION  
FEDERAL FISCAL YEAR 2028**

**1. Contact Information**

|                    |              |                 |                         |
|--------------------|--------------|-----------------|-------------------------|
| Primary Sponsor:   | Ankeny       | Date Submitted: | 1/4/2024                |
| Contact Person:    | Mike Schrock | Phone Number:   | 515-965-6420            |
|                    |              | Email Address:  | mschrock@ankenyiowa.gov |
| Secondary Sponsor: | N/A          |                 |                         |

**2. Project Description**

Project Title: NE 18th Street Bridge Over Interstate 35

Termini Description: NE Delaware Ave to 225' east of NE Frisk Dr

Project Description:

Reconstruction and extension of NE 18th Street from NE Delaware Avenue across Interstate 35 to approximately 225 feet east of NE Frisk Drive. The new roadway will include a bridge over Interstate 35, a pedestrian bridge over Four Mile Creek, 8-ft. wide sidewalk on the south side, streetlighting, and storm sewer. The existing roadway bridge over Four Mile Creek that was recently replaced by Polk County will be used as constructed.

|                                    |              |                 |             |
|------------------------------------|--------------|-----------------|-------------|
| Estimated Project Cost:            | \$16,850,000 | 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: \$0

Source of Additional Funds: GO Bonds as needed, and potentially State or Federal opportunities as applicable.

|   |    |  |    |
|---|----|--|----|
| L RTP Number:                             | 0  | Has project been started or completed: | No |
| Project previously applied for STP funds: | No | Project previously awarded STP funds:  | No |
| Projects TPMS number:                     | 0  |  |    |

**3. Project Need**

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

NE 18th St. is an E/W municipal minor arterial that is equidistant (one mile) from the I-35 interchanges at East 1st St. as well as NE 36th St. NE 18th St. terminates approximately 660' east of the intersection with NE Delaware Ave. and NE 18th St. and does not cross over I-35. The distance between the two existing interstate interchanges provides limited opportunities, that are oftentimes congested, for drivers and public safety vehicles to traverse east/west through this rapidly developing part of Ankeny. The construction of an overpass of I-35 would help alleviate current and projected congestion at the interstate interchanges, reduce idle times, and defer the need for additional interchange improvements that are expected due to continued growth in this segment of the community.

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

The Ankeny Plan 2040, highlights the current NE 18th St as a municipal minor arterial route, but also indicates the need to complete an overpass at I-35. Polk County recently replaced and expanded the roadway bridge on the east side of I-35, over the Four Mile Creek, in anticipation of this extension and overpass. Traffic volume forecasts provided by DMAMPO for the year 2050 indicate that approximately 9,150 vehicles per day are expected to use the planned NE 18th Street overpass. This project is expected to reduce time spent in travel between the east and west sides of I-35; reducing vehicle miles traveled, idling and associated air pollutant emissions; reduce emergency fire and police response times; and relieve congestion at and near the I-35 interchanges.

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

The Ankeny 2040 Plan; replacement and widening of the roadway bridge over Four Mile Creek by Polk County on County NE 102nd Ave/NE 18th St, east of I-35; and the widening/urbanization of NE Delaware from NE 5th Street to NE 18th Street as well as the installation of permanent traffic signals at the NE 5th and NE 18th Street intersections.

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.

Primary east/west streets in the area (East 1st and NE 36th) have been urbanized, traffic signals added, and other improvements to the I-35 interchanges on those streets have all occurred. NE Delaware Ave from NE 5th St to NE 18th St is in the process of being improved to an urbanized cross-section and permanent signals are being added at the NE 5th St and NE 18th St intersections. Traffic signal coordination will be updated in this area in the future but does not alleviate the current and future need for additional east/west crossings over I-35. A two-mile gap between the closest east/west corridors presents limited options for drivers and public safety vehicles, especially if there is construction in the area, an accident within the local road network, or the diversion of I-35 traffic to the local network by the Iowa DOT.

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

The improvements will support the current and anticipated future residential and commercial development in the northeast quadrant of the City to the east of I-35. The Deer Creek residential development located between NE 18th St and E 1st St currently has several hundred residential properties, with several hundred more planned. It is anticipated that the Spectrum 36 commercial development located at NE 36th St to the east of I-35 will contain several big box retail stores, multi-unit strip malls, and restaurants over the next five to ten years. Also, the proposed Pine Lakes Estates development which is north of NE 18th St, between I-35 and NE Four Mile Dr, is expected to begin the construction of residential lots in 2024. Having another route to access these residential and commercial properties to the east of I-35 is essential to maintain the planned future growth in this area of the City and surrounding Polk County.

#### 4. Project Type

Project Type: New road, Road extension, Road widening, Improved alignment, Reconstruction, Bridge, Intersection, Bicyc

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:    | 31 |
| Existing posted speed:      | 25              | 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   | No     |
| Turning signals     | No     |
| Extended turn lanes | Yes    |
| Roundabouts         | Yes    |

Existing paved shoulders: No

Existing curb radius: 25

Existing signal interconnection: No

Proposed paved shoulders: No

Proposed curb radius: 40

Does project included improvements to signal interconnection: No

Existing number of access points along project length: 11

Proposed number of access points along project length: 9



**4. Project Type (Continued)**

|                              |     |                              |    |
|------------------------------|-----|------------------------------|----|
| Existing Sidewalk width:     | 5   | 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  |
| Proposed crosswalks:         | Yes | Proposed pedestrian refuge:  | No |
| Existing bus shelters:       | 0   | Existing paved connection:   | No |
| Proposed bus shelters:       | 0   | Proposed paved connection:   | No |
| Existing on-street parking:  | 0   | Proposed on-street parking:  | 0  |

How many electric vehicle charging stations does this project include:

|                                  |     |                                 |                      |
|----------------------------------|-----|---------------------------------|----------------------|
| Existing bicycle facility:       | No  | Existing bicycle facility type: | 0                    |
| Existing bicycle facility width: | 0   |                                 |                      |
| Proposed bicycle facility:       | Yes | Proposed bicycle facility type: | use path, bike lane, |
| Proposed bicycle facility width: | 8   |                                 |                      |
| Existing bicycle signals:        | No  | Proposed bicycle signals:       | Yes                  |
| Existing pedestrian signals:     | No  | Proposed pedestrian signals:    | Yes                  |
| Existing street trees:           | No  | Proposed street trees:          | No                   |

Variety of trees planted:

Spacing of trees (feet):

Additional landscaping:

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

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

In the event of construction or an accident that requires the a closure on NE 36th St at I-35 or E 1st St at I-35, the 18th Street overpass would serve as a parallel, alternate route for traffic. This project should also reduce the amount of traffic that will otherwise use the two existing interstate interchange locations, each located one mile north and south of this proposed road extension and overpass project.

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

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



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  
of the NE 18th Street & De

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

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:

No

A city resolution has been emailed to the MPO:

Yes

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

Additional information you would like to share:

On behalf of the City of Ankeny, consideration of this application for funding assistance to facilitate this critical project is greatly appreciated.



**Certification**

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

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Representing the

[Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date







