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TRANSPORTATION IMPROVEMENT PROGRAM

Des Moines
Urbanized Area



HE5634
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C333
1978

Fiscal Year 1978-1982
TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

DES MOINES URBANIZED AREA

Clive, Des Moines, Johnston,
Pleasant Hill, Polk County,
Urbandale, West Des Moines,
Windsor Heights

September 20, 1977

The Transportation Improvement Program for the Des Moines Urbanized Area was prepared under the direction of the Des Moines Urban Area Transportation Policy Committee by the Transportation Technical Committee and supported by the staff of the Central Iowa Regional Association of Local Governments.

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TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL REQUIREMENTS

- The urban transportation planning process shall include development of a Transportation Improvement Program including an annual element.
- The Program shall be a staged multi-year program of transportation improvement projects consistent with the Transportation Plan.
- The Transportation Improvement Program shall consist of improvements recommended from the Transportation System Management and long-range elements of the Transportation Plan.
- The Program shall cover a period of not less than three (3) years, but may at local discretion cover up to five (5) years or more.
- The Transportation Improvement Program shall be developed and updated annually under the direction of the Metropolitan Planning Organization (MPO) in cooperation with: (1) State and local officials; (2) Regional and local transit operators; (3) Recipients authorized under Section 5 (b) (2) or (3) of the UMT Act (49 U.S. Code 1604 (b) (2) or (3)); and (4) Other affected transportation and regional planning and implementing agencies.
- The annual element of the Transportation Improvement Program must contain projects or project elements designed to benefit elderly and handicapped persons specifically, including wheelchair users and those with semi-ambulatory capabilities. Reasonable progress must be demonstrated in implementing previously programmed projects.

DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

PLANNING SUPPORT DOCUMENTS

The Transportation Improvement Program (TIP) for the Des Moines Urbanized Area (FY 1978-1982) is the programming document for implementing projects recommended from the short-range and long-range elements of the total transportation plan. The Des Moines Urbanized Area Transportation System Management (TSM) Plan, in conjunction with the Des Moines Area Transit Development Program (TDP) and the Analysis of the MTA Operating System for 1977, serves as the short-range element of the Area's transportation plan, while the Revised Initial 1990 Des Moines Urbanized Area Transportation Plan serves as the long-range element.

TRANSPORTATION SYSTEM MANAGEMENT PLAN (TSM)

The FY 1978 TSM will be adopted by the Des Moines Urban Area Transportation Policy Committee in November, 1977. The document is divided into two sections which consist of short-range transit improvement projects and short-range highway and street projects. The TDP was adopted by the Policy Committee on August 11, 1975. The purpose of the study was to evaluate existing transit service and to prepare a five (5) year program of transit improvement projects. The Analysis of the MTA Operating System was completed in July, 1977. This document is a comprehensive analysis of the MTA operating system to determine the impact of existing levels of transit service on achieving established transit goals.

The projects contained in these documents are designed to meet the short-range needs of the transportation system. The inclusion in the TIP of projects recommended from these documents is a condition of UMTA program approval. This approval is required for all projects proposed for implementation with Federal assistance under Sections 3 and 5 of the Urban Mass Transportation Act of 1964, as amended, in all urbanized areas having a population of 200,000 or more.

THE REVISED INITIAL 1990 DES MOINES URBANIZED AREA TRANSPORTATION PLAN

The Revised Plan was adopted by the Des Moines Urban Area Transportation Policy Committee on July 3, 1974, and is reaffirmed annually. As part of the adoption process of the Revised Plan, the improvements necessary for implementation were divided into three (3) priority stagings by the Des Moines Urban Area Transportation Policy and Technical Committees.

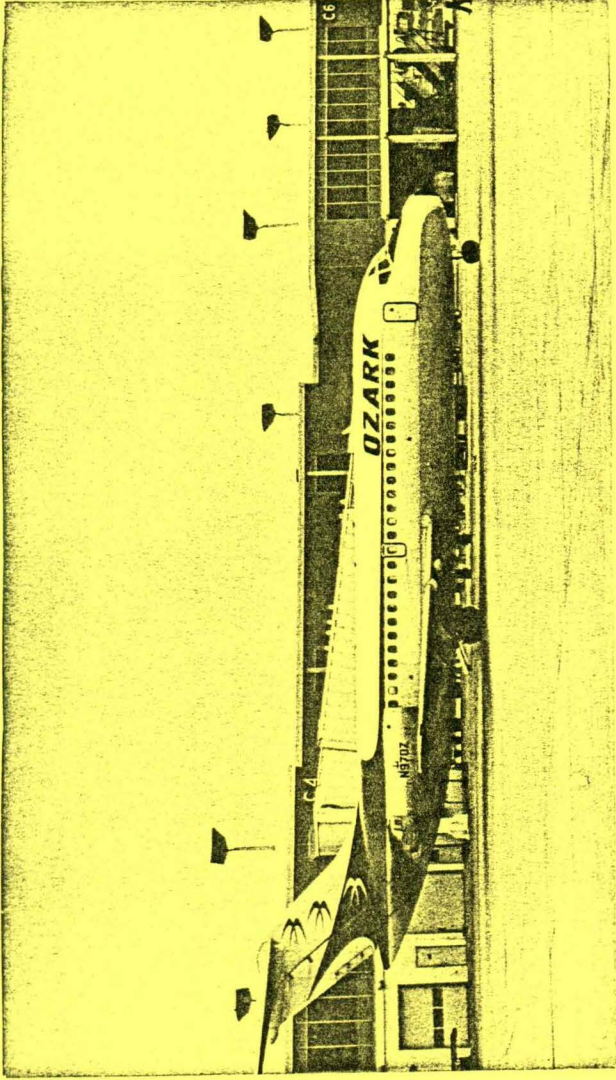
1. First Priority Staging (FY 1975-1979)
2. Second Priority Staging (FY 1980-1984)
3. Third Priority Staging (FY 1985-1990)

CAPITAL IMPROVEMENTS PROGRAM

In the development of their Capital Improvements Program, individual member governments look at areas of immediate need (problem areas such as congested or high accident areas) as well as the long-range needs of their transportation system. Many of the immediate needs of the transportation system can be met by actions recommended through the short-range planning process, while long-range projects are drawn from the long-range plan. The local governments then take these planning documents and develop projects to meet their individual needs. Projects involving federal funding must be approved by the Policy Committee. Thus, the TIP is a merger of projects recommended from the short-range and long-range planning process.

On an annual basis, the TIP for the Des Moines Urbanized Area will show the progress being made toward implementation of the total transportation plan. Projects recommended from the short-range and long-range planning process have been programmed for implementation during a specific year covered by the TIP, depending on the priority of that project. Where information was available, estimated project costs and proposed funding sources have been submitted for each project by the participating jurisdictions in order to establish a budget which reflects maximum utilization of available local and federal funds. The projects programmed for implementation during the first year of the TIP are included in the annual element.

To continue the process of implementation of the total transportation plan, local officials will have to consider the remaining projects for inclusion in ensuing TIPs. A TIP will be developed annually for the Des Moines Urbanized Area based upon the input and priorities of each member government through the continuing urban transportation planning process. It should be noted that the priority of certain upcoming projects may vary due to changing conditions in the Urbanized Area, or the local government's financial capability to implement specific projects.



AIRPORT PROJECTS

AIRPORT PROJECTS

PROJECT APPLICATIONS

According to the Airport and Airway Development Act of 1976 only air carrier, commuter service, reliever, and certain general aviation airports are eligible for airport development project applications.

FUNDING

Federal funding for all projects (other than airport terminal development and airport system planning) at aviation, reliever and commuter service airports is 90% for fiscal year 1978 and 80% for fiscal years 1979 and 1980. This funding breakdown also applies to air carrier airports which enplane less than $\frac{1}{4}$ of 1% of the total passengers enplaned at all air carrier airports. The Federal share for all other airports is 75%. Discretionary Federal funds are also available for airport improvement on a state-by-state project-by-project basis.

The Iowa Department of Transportation matching policy, adopted in 1976, requires that municipal funds match Federal funds for air carrier airports. The State aeronautics fund will provide 50% of the Federal match to assist general aviation projects when the Federal share is reduced to 80%. Any remaining State aeronautics funding not required to match Federal funds will be made available to airports included in the State Airport System Plan on a 70% State and 30% local matching basis. Six months notice of the estimated amount of the apportionments to be made that year will be given to the sponsor.

AIRPORT AND AIRWAY DEVELOPMENT PROGRAM

Airport development grants are provided for air carrier and general aviation airports under the stipulation of Section 6 of the 1976 Airport Act Amendment. Discretionary funds are allocated from the Airport and Airway Trust Fund for costs of certain air navigation services.

PLANNING GRANTS

The 1976 Airport and Airway Development Act provides the same level of funding

for planning grants as the 1970 Act with the following additions: Funds for any airport master planning grant is the same as the share for airport development grants at that particular airport. Federal funds for any airport system planning grant is 75%.

Federal participation in the Planning Grant Program is limited to 2/3 of the estimated cost of a planning project. The total funds obligated may not exceed \$15 million in any one fiscal year.

Eligible planning grant projects include airport system plans for state, metropolitan, and regional areas, and master plans for individual airports. The projects are to be based on short, intermediate, and long-range forecasts of aviation demand.

TERMINAL DEVELOPMENT PROJECTS

Specified terminal development is eligible for Federal assistance subject to meeting the conditions in Section 12 of the 1976 Airport Act. The Federal share of such developments is 50% of the projects' costs.

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	DES MOINES AIRPORT		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES			FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/ DESCRIPTION				EXISTING	PROPOSED	NATIONAL FUNCTIONAL CLASSIFICATION		FEDERAL	STATE	LOCAL	TOTAL
1	CIP	1978	Airport Terminal Building - Interior Renovation		C					L			150,000	150,000
	CIP	1978	Airport Master Plan		ST					FAA	215,000	15,000		230,000
2	CIP	1978	Airport Parking Expansion		C					L			260,000	260,000
	CIP	1978	Runway/Taxiway Improvements		RS, I, W, IN, C					FAA	4,092,830		145,170	4,238,000
3	CIP	1978	Emergency Generator-Concourse		IN					L			15,000	15,000
4	CIP	1978	FBO Apron Paving Overlay		RS					FAA	238,000		27,000	265,000
	CIP	1978	Airfield Improvements-Snow & Ice Removal Equipment		SF					FAA	730,800		81,200	812,000
	CIP	1979/1981	Runway/Taxiway Improvements		RS, I, W, IN, C					FAA	1,919,000		639,000	2,558,000
1	CIP	1979	Airport Terminal Building-Interior Renovation		C					L			70,000	70,000
4	CIP	1979	FBO Apron Paving Overlay		RS					FAA	157,000		52,000	209,000
2	CIP	1979	Airport Parking Expansion		C					L			415,000	415,000
5	CIP	1980	Northeast Service Road		P					FAA	131,000		44,000	175,000
6	CIP	1980	Landing Aids - 12L/30R		IN					FAA	439,500	73,250	73,250	586,000
7	CIP	1980	Airport Crash/Fire Rescue Station		C					FAA	337,500	56,250	56,250	450,000
8	CIP	1980	South Service Road		C					FAA	206,000		69,000	275,000
	CIP	1980	Airfield Improvements-Snow & Ice Removal Equipment		SF					FAA	730,800		81,200	812,000
9	CIP	1981	Air Cargo Apron-Expansion		C					FAA	151,000	25,500	25,500	202,000

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan

ISM - Transportation Systems Management

CIP - Local Transportation Short-Range Capital Improvements Program

STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals

BC - Bridge Construction

BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction

CH - Channelization

G - Grading

GR - Gravel

I - Intersection Improvements

IL - Intersection Lighting

IN - Installation

M - Medians

P - Paving

R - Realignment

RE - Reconstruction

RE - Repair

ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing

S - Signalization

ST - Study

TL - Turning Lanes

W - Widening

SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial

MA - Minor Arterial

C - Collector

L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary

FAUS - Federal Aid Urban System

FAS - Federal Aid Secondary

FIM - Farm-to-market

F 2 - Title II

HUD - Housing and Urban Development

SEC 3 - UMTA Section 3

SEC 5 - UMTA Section 5

SEC 10 - UMTA Section 10

16b2 - UMTA Section 16(b)(2)

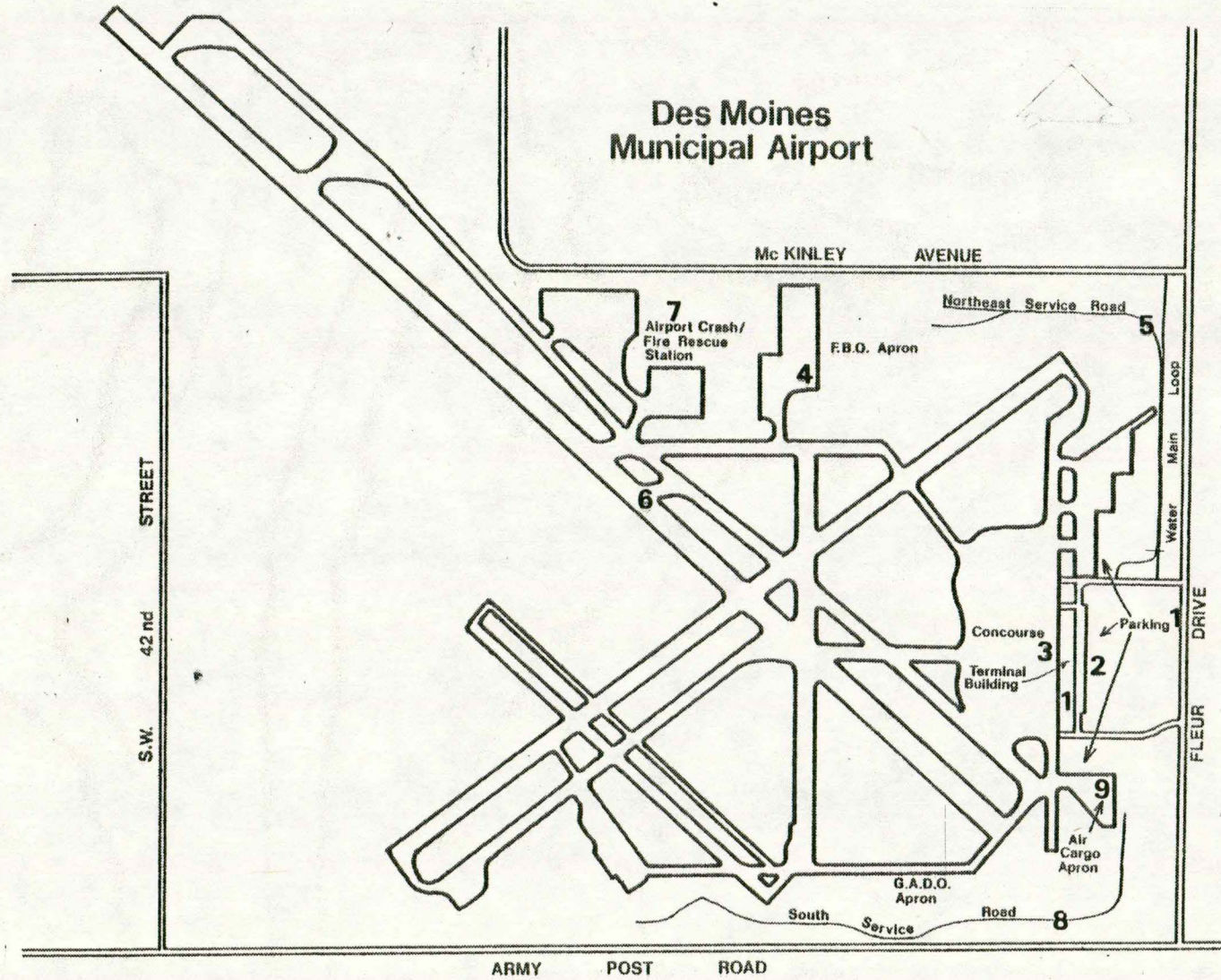
BOR - Bureau of Outdoor Recreation

FAA - Federal Aviation Administration

S - State Dept. of Transportation

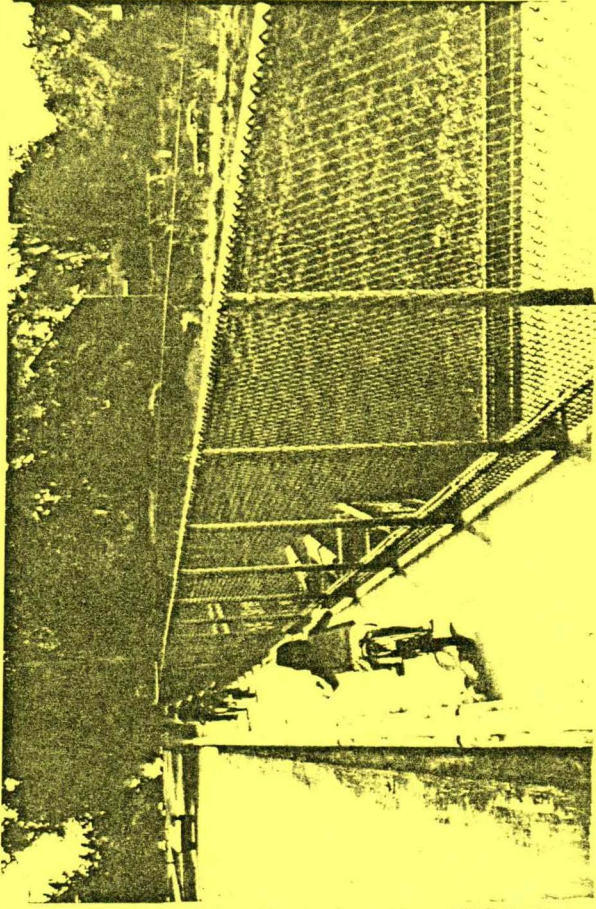
L - Local

Des Moines Municipal Airport



No Scale





BICYCLE/PEDESTRIAN

PROJECTS

FUNDING AVAILABLE FOR BICYCLE/PEDESTRIAN PROJECTS

I. FEDERAL-AID HIGHWAY ACT OF 1976

The Federal-aid Highway Act of 1976 did not create a separate fund to finance bicycle and pedestrian projects. Bicycle and pedestrian projects can be eligible for Federal-aid highway funds when used on or in conjunction with a Federal-aid highway project. Projects proposed for Federal-aid funding on the Interstate, Primary, and Secondary systems are selected by the appropriate State Transportation Agency with consideration of State and local needs and desires. Urban System (FAUS) funds may be used for projects located in urban and urbanized areas which are selected by local elected officials acting through the metropolitan planning agency. The projects must have the specific concurrence of the State Transportation Agency.

Bicycle and pedestrian projects proposed for Federal-aid funding can be eligible for up to 70% participation by Federal funds when built independently of other highway construction projects. Bicycle or pedestrian facilities built concurrently with a Federal-aid highway construction project may be financed with the same type of Federal-aid funds used for the highway project.

II. BIKEWAY DEMONSTRATION PROGRAM

The Bikeway Demonstration Program provides additional funding for bikeway projects of national interest and promotes bicycling as a safe alternate mode of transportation for commuter and/or recreational use. Any urban area (5,000 + population) is eligible to apply. However, Federal-aid bikeway projects currently advanced to the "authorization to proceed" stage and projects eligible for funding as incidental features to Federal-aid highway construction projects are not eligible for funds under this Demonstration Program. Funding is not available for facilities in rural areas.

Funds will be provided to the State and local communities on an 80% Federal and 20% local participation basis for the eligible total cost of the project.

III. BUREAU OF OUTDOOR RECREATION (BOR)

Bicycle projects can be eligible for BOR funding when they are to serve a recreational function. 40% of these funds are apportioned to each state

equally; the remaining 60% is apportioned according to the relative need of each state for such funds. Bicycle projects can be eligible for 50% participation by Federal funds under the BOR Program. As of October 1, 1978, the amount of funding will increase. However, the 50% allocation will remain the same.

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Des Moines		LANES		FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION					
			BICYCLE/PEDESTRIAN		PROJECT LENGTH (IN MILES)	EXISTING		PROPOSED	NATIONAL FUNCTIONAL CLASSIFICATION	FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION										
	CIP	1978	Citywide Sidewalk Program		C, ROW	--				235,000	235,000		
1	CIP	1978	Grass Roots Sidewalks		C	--				110,000	110,000		
	TSM	1978	Street and Curb Intake Renovation		IN	--			18,000	8,000	26,000		
2	TSM	1978	Downtown Skywalk System		C	--		FAUS	70,000	30,000	100,000		
3	TSM	1979	Bike Trails		C	--		BOR	80,000	80,000	160,000		
	CIP	1982			Citywide Sidewalk Program		C, ROW	--				180,000	180,000
	CIP	1979	Downtown Skywalk System		C	--		FAUS	1,617,000	693,000	2,310,000		
	CIP	1982											

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan

TSM - Transportation Systems Management

CIP - Local Transportation Short-Range Capital Improvements Program

STIP = State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals

BC - Bridge Construction

BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction

CH - Channelization

G - Grading

GR - Gravel

I - Intersection Improvements

IL - Intersection Lighting

IN - Installation

M - Medians

P - Paving

R - Realignment

RC - Reconstruction

RE - Repair

ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing

S - Signalization

ST - Study

TL - Turning Lanes

W - Widening

SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial

MA - Minor Arterial

C - Collector

L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary

FAUS - Federal Aid Urban System

FAS - Federal Aid Secondary

FTM - Farm-to-market

T 2 - Title II

HUD - Housing and Urban Development

SEC 3 - UMTA Section 3

SEC 5 - UMTA Section 5

SEC 10 - UMTA Section 10

16b2 - UMTA Section 16(b)(2)

BOR - Bureau of Outdoor Recreation

FAA - Federal Aviation Administration

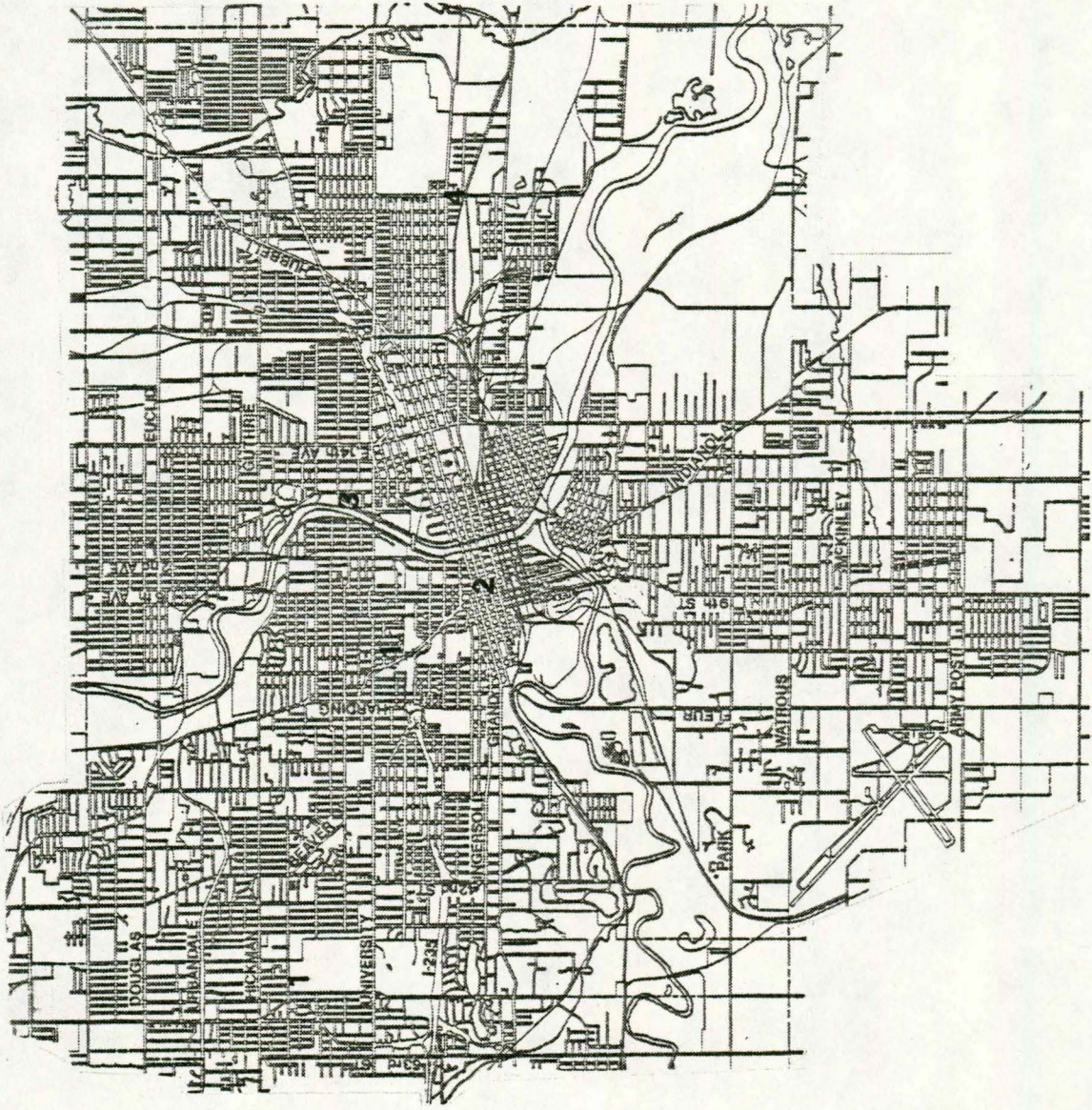
S - State Dept. of Transportation

L - Local

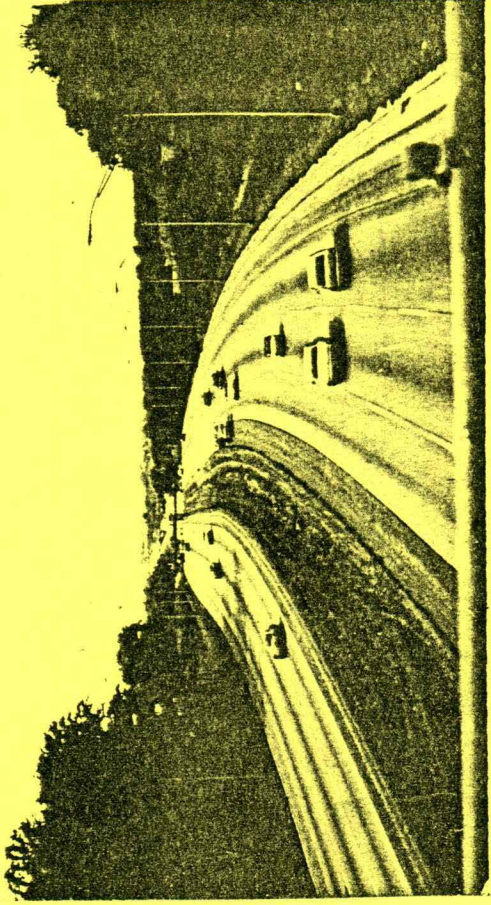
PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	IDOT		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			BICYCLE/PEDESTRIAN				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
4	TSM	1978	1a. 46 South of Dean Ave., DM Pedestrian Underpass			C	--		MA	FAP/USTEP		44,500	44,500	89,000

<p><u>PROJECT IDENTIFICATION NUMBER</u></p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p> <p><u>PROJECT SOURCE DOCUMENT SYMBOLS</u></p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP - State Transportation Improvement Program</p> <p><u>TYPE OF IMPROVEMENT SYMBOLS</u></p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BAP - Bridge Replacement</p>	<p><u>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</u></p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p><u>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</u></p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p><u>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</u></p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p><u>FUNDING TYPE SYMBOLS</u></p> <p>FAI - Federal Aid Interstate</p>	<p><u>FUNDING TYPE SYMBOLS (CONTINUED)</u></p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FTH - Farm-to-market</p> <p>T-2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3- UMTA Section 3</p> <p>SEC 5- UMTA Section 5</p> <p>SEC 10-UMTA Section 10</p> <p>16b2 - UMTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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BICYCLE/PEDESTRIAN



No Scale



HIGHWAY/STREET

PROJECTS

FUNDING AVAILABLE FOR HIGHWAY AND STREET PROJECTS

I. FEDERAL-AID HIGHWAY ACT OF 1976

Funding categories for highway and street projects are the Federal-aid interstate, Federal-aid primary, Federal-aid urban systems and Federal-aid secondary programs as provided for by the Federal-aid Highway Act of 1976. When properly programmed, approved, and documented, projects authorized under Title 23, U.S. Code can be eligible for up to 70% participation for Federal-aid highway funds (except in the case of Federal-aid interstate funds which have a 90% Federal participation). All capital projects in urban areas of more than 50,000 population must be based on a continuing, cooperative, comprehensive planning process in order to be eligible for Federal-aid highway funding.

Non-interstate Federal-aid highway funds are apportioned to the state on the first day of the fiscal year of the apportionment and remain available for three years following the fiscal year. Interstate funds will be apportioned one year in advance of the fiscal year and will remain available for two years after the fiscal year.

Following are explanations of each type of funding under the Federal-aid Highway Program.

A. Federal-aid Interstate (FAI)

Federal-aid interstate funds are available for interstate routes inside and outside of urbanized areas on FAI designated routes. FAI funds are apportioned to each state in the ratio which the Federal share of the estimated cost of completing the interstate system in such state bears to the sum of the estimated cost of the Federal share of completing the interstate system in all states.

To permit states to develop adequate plans for the utilization of apportioned sums, the Secretary shall advise each state 90 days prior to the apportionment of such funds.

Interstate funds will be apportioned one (1) year in advance of the fiscal year and will remain available for two (2) years after the fiscal year.

In addition, a new funding category for interstate provides specific funding for resurfacing, restoring and rehabilitating the interstate system. The first increment of funding will apply to fiscal 1978 interstate apportionment. However, the funding will be available to Iowa on October 1, 1976, and remain available for two (2) fiscal years with a 90% Federal participation.

B. Federal-aid Primary (FAP)

Under the 1976 Federal-aid Highway Act, the former rural primary, urban primary extensions and priority-primary categories have been combined into a single primary program. The 1976 Act changes the apportionment for the primary system to a formula which is weighted 2/3 to the existing primary formula and 1/3 to the ratio of population in all the urban areas. This reflects the change in the Federal-aid primary system to include urban extensions. The apportionment date for all apportionments is changed to October 1st of the fiscal year for which authorized.

The urbanized system apportionment formula would be based solely on the ratio of population in urbanized areas of each State to total urbanized area population. The apportionment of the community service system is also to be made on October 1st of each year.

No State (other than the District of Columbia) shall receive less than 1/2 of 1% of each year's apportionment).

C. Federal-aid Urban Systems (FAUS)

Federal-aid urban systems funds are available for eligible engineering and/or construction costs on urban arterials and collector routes in urban areas on FAUS routes designated by local officials with the concurrence of the state, and, where appropriate, in accordance with the comprehensive urban transportation planning process. FAUS funds are apportioned to each state in the ratio which population in urban areas of each state bears to the population in urban areas of all states (as of the 1970 Census). FAUS projects can be eligible for up to 70% participation on a reimbursement basis.

The Urban Systems Department of the Iowa Department of Transportation has the responsibility of overall development, administration and coordination of the statewide FAUS program. The State has allocated FAUS funds to each urbanized area (50,000 + population) on the basis of its population (as of the 1970 Census). The Des Moines Urban Area Transportation Policy Committee subsequently established population as the basis for allocating FAUS funds to each participating jurisdiction within the Urbanized Area.

To permit the states to develop adequate plans for the utilization of apportioned sums, the Secretary of Transportation shall advise each state of the amount that will be apportioned each year, not later than ninety (90) days before the beginning of the fiscal year for which the sums to be apportioned are authorized.

FAUS funds are apportioned to the state the first day of the fiscal year of the apportionment and remain available for three (3) years following the fiscal year of the authorization. For example, fiscal year 1978 funds will be apportioned to the state on October 1, 1977, and expire on September 30, 1981.

Because of the shift in the Federal fiscal year, Congress has made available to be apportioned among the states a single authorization for non-interstate purposes. The state must allocate this sum among the Federal-aid systems and program categories.

Unobligated FAUS funds are reviewed by the Office of Urban Systems of the Iowa Department of Transportation (IDOT) and re-allocated to cities which have an insufficient fund balance for eligible projects ready for obligation or for an area that can develop a project in the remaining time. If it appears that FAUS funds cannot be obligated by an urbanized area within the above prescribed time, the Highway Division of IDOT may elect to transfer FAUS funds to extensions of the Federal-aid primary systems, within the limitations as set forth in Title 23, U.S. Code.

The following table shows the allocation of Federal Highway Administration (FHWA) Urban Systems funds in the Des Moines

Urbanized Area.

D. Federal-aid Secondary (FAS)

Federal-aid secondary consists of rural major collector (non-urbanized) routes designated by the State Highway Department in cooperation with local officials. FAS funds are apportioned to each state 1/3 on the basis of state land area, 1/3 on population of rural areas and 1/3 on the mileage of specified mail routes. FAS projects can be eligible for up to 70% participation.

SUMMARY OF PRESENT FEDERAL AID URBAN SYSTEM FUNDS
YET TO BE EXPENDED
FOR
THE DES MOINES URBANIZED AREA

JURISDICTION	1970 ACT FUNDS (FAM) (Present 1970 Act Allocations yet to be expended)			1973 ACT FUNDS (Present 1973 Act Allocations yet to be expended (FY'74 - FY'76)			1976 ACT FUNDS (Present 1976 Act Allocations yet to be expended (FY'77-FY'78) 1			TOTAL FUND BALANCE (Present Federal Aid Urban System Allocations yet to be expended)		
	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total
CLIVE	6,125	2,625	8,750	45,064	19,313	64,377	31,433	13,471	44,904	82,622	35,409	118,031
DES MOINES	0	0	0	0	0	0	2,017,700	864,728	2,882,428	2,017,700	864,728	2,882,428
JOHNSTON	0	0	0	33,865	14,514	48,379	23,574	10,103	33,677	57,439	24,617	82,056
PLEASANT HILL	0	0	0	23,012	9,862	32,874	15,716	6,735	22,451	38,728	16,597	55,325
POLK COUNTY	0	0	0	18,633	7,986	26,619	107,395	46,026	153,421	126,028	54,012	180,040
URBANDALE	0	0	0	3,220	1,380	4,600	146,686	62,865	209,551	149,906	64,245	214,151
WEST DES MOINES	0	0	0	0	0	0	156,187	66,937	223,124	156,187	66,937	223,124
WINDSOR HEIGHTS	12,783	5,478	18,261	94,500	40,500	135,000	65,485	28,065	93,550	172,768	74,043	246,811
TOTAL	18,908	8,103	27,011	218,294	93,555	311,849	2,564,176	1,098,930	3,663,106	2,801,378	1,200,588	4,001,966

1 - Subject to Policy Committee Action for allocation of Federal Aid Urban System Funds

II. HIGHWAY SAFETY ACT OF 1976 (Title II)

Federal funds are available under this program for projects to correct roadway hazards and deficiencies and for demonstration programs and studies. Following is a description of each program.

A. Rail-Highway Crossing (Federal-aid System)

Rail-highway crossing funds are available for projects for the elimination of hazards at railway-highway crossings on any Federal-aid highway system (other than the interstate system). Rail-highway crossing funds are apportioned to each state 1/2 on the basis of land area, rural population and specified rural mail route miles; and 1/2 by urban population. Rail-highway crossing projects can be eligible for 90% participation.

At least 1/2 of the available funds must be used for installation of protective devices at railway-highway crossings.

B. Rail-Highway Crossings (Non-Federal aid System)

Railroad crossing funds are available for projects for elimination of hazards at railway-highway crossings on any non-Federal aid system. Rail-highway crossing funds for non-Federal aid system are also eligible for 90% participation. Appropriation for these funds are pending.

C. High Hazard Locations

High hazard location and elimination of roadside obstacles have been combined in the Highway Safety Act of 1976 (Title II). Funds are available for projects to eliminate or reduce the hazards at specific locations or sections of highways which have high accident experiences or high accident potentials. Funds are also available for projects to correct roadside hazards on any Federal-aid system (other than the interstate system). These funds are apportioned to each state 75% on the basis of population and 25% on public road mileage. Funds are eligible for 90% participation.

D. Bridge Reconstruction and Replacement

Bridge reconstruction and replacement funds are available for

projects for special bridge repair and replacement. These funds may be used only for routes on the Federal-aid system. Bridge reconstruction and replacement funds are eligible for 75% participation.

E. Pavement Marking Demonstration Programs

Pavement Marking Demonstration Program funds are available for projects to improve the pavement marking of all highways to provide for greater vehicle and pedestrian safety. These funds may be used for projects on all highways whether on or off of the Federal-aid system (other than the interstate system). Pavement Marking Demonstration Program funds are eligible for 100% participation and are available on a first come - first serve basis.

F. Safer Off-System Roads

Grants are available to states for projects for the construction, reconstruction and improvement of any off-system road including, but not limited to, the correction of safety hazards, the replacement of bridges, the elimination of high hazard locations and roadside obstacles.

On October 1st of each fiscal year the Secretary of Transportation shall apportion the sums authorized to be appropriated to carry out this section among the several states as follows: 2/3 according to the following formula - 1/3 in the ratio which the area of each state bears to the total area of all the states, 1/3 in the ratio which the population of rural areas of each state bears to the total population of rural areas of all the states, 1/3 in the ratio in which the off-system road mileage of each state bears to the total off-system road mileage of all the states; and 1/3 in the ratio which the population in urban areas in each state bears to the total population in urban areas in all the states as shown by the latest Federal census. Sums for safer off-system roads are eligible for 90% participation.

G. Incentive Safety Grants

Incentive safety grants are available to states which have significantly reduced the actual number of traffic fatalities during the calendar year immediately preceding the fiscal year for which such

incentive funds are authorized compared to the average of the actual number of traffic fatalities for the four calendar years preceding such calendar year. Grants shall be in addition to other funds.

III. FARM TO MARKET

Farm-to-Market funds are available from the State for county road projects located on farm-to-market designated routes. Farm-to-market road funds are designated from the road use tax fund at the rate of 9% monthly. Road use tax funds are made up of proceeds from the registration and fuel tax or license fees of motor vehicles, revenues derived from use tax on motor vehicles, trailers, accessories and equipment, and any other funds which may by law be credited to the road use tax fund.

Need allotment farm-to-market road funds shall be allotted among the counties in the ratio that the needs of the farm-to-market roads in each county bear to the total needs of the farm-to-market roads in the state as shown in the latest Quadrennial Need Study Report developed by the State Department of Transportation, and which is on record at the Department. However, for each fiscal year in the period beginning July 1, 1977, and ending June 30, 1981, each county shall not receive less than the total amount the county received from the farm-to-market road fund for the fiscal year beginning July 1, 1975. For each fiscal year in the period beginning July 1, 1977, and ending June 30, 1981, if a county is entitled to receive an allocation from the farm-to-market road fund based on area, and the latest Quadrennial Need Study is greater than that amount received from the farm-to-market road fund for the fiscal year beginning July 1, 1975, the county shall be entitled to a pro rata allocation of the funds in the farm-to-market road fund in excess of that amount in the farm-to-market road fund for the fiscal year beginning July 1, 1975.

IV. URBAN STATE TRAFFIC ENGINEERING PROGRAM (U-STEP)

The Iowa Department of Transportation (IDOT) has developed an U-STEP (Urban State Traffic Engineering Program) to provide cities with traffic engineering assistance and continuing funding within the State Highway Program. These activities, aimed at improving safety and operation, would extend the useful life of an existing roadway, while postponing the need for a major capital investment. This approach, which uses the following procedure for start-up, makes the best use of available highway funds.

- The city requests a traffic engineering analysis.
- The State cooperates with the city in engineering studies.
- The city may request 50% State sharing of the recommended improvement costs.
- The State sets a priority for the project, based on the dollars available, the projected benefits of the proposed improvements, and city initiative.

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	CLIVE HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	TSM	1978	University Ave. and NW 100th Street	I,S	.06	2	4	PA	FAUS	45,150	--	Clive WDM 14,850 4,500	64,500
2	TSM	1978	Harbach Blvd. and NW 86th Street	S	-			PA	FAUS	18,900	--	8,100	27,000
3	TSM	1978	Hickman Road and NW 86th Street	S,CH,W	-			PA	USTEP FAUS	16,625	37,500	Clive Urb. 7,125 23,750	85,000
4	TSM	1979	NW 86th Street and University Blvd.	S,CH,W	-			PA	L	--	--	75,000	75,000
5	RP	79-80	University Ave. from NW 86th Street to point 300 ft. west of NW 100th	W	2	2	4	PA	FAUS	315,000	--	Clive WDM 67,500 67,500	450,000
6	RP	1980	NW 90th and University	S				MA	FAUS	--	--	*WDM *Clive	28,000
7	RP	1980+	University Ave. over N Walnut Creek	Bridge RC or C				MA					80,000
8	RP	1980+	NW 100th St. over Walnut Creek	BC				PA					410,000
9	RP	1980+	NW 100th St. Bridge to Lincoln	P				PA					30,000
10	RP	1980+	NW 100th St. Bridge to Hickman	P				PA					118,000
11	RP	1980+	NW 114th	P				L	L			570,000	570,000
			* Negotiations to be made at future date.										

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of Improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan

TSM - Transportation Systems Management

CIP - Local Transportation Short-Range Capital Improvements Program

STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

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BC - Bridge Construction

BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction

CH - Channelization

G - Grading

GR - Gravel

I - Intersection Improvements

IL - Intersection Lighting

IN - Installation

M - Medians

P - Paving

R - Realignment

RC - Reconstruction

RE - Repair

ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing

S - Signalization

ST - Study

TL - Turning Lanes

W - Widening

SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial

MA - Minor Arterial

C - Collector

L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary

FAUS - Federal Aid Urban System

FAS - Federal Aid Secondary

FM - Farm-to-market

T 2 - Title II

HUD - Housing and Urban Development

SEC 3 - UMTA Section 3

SEC 5 - UMTA Section 5

SEC 10 - UMTA Section 10

16b2 - UMTA Section 16(b)(2)

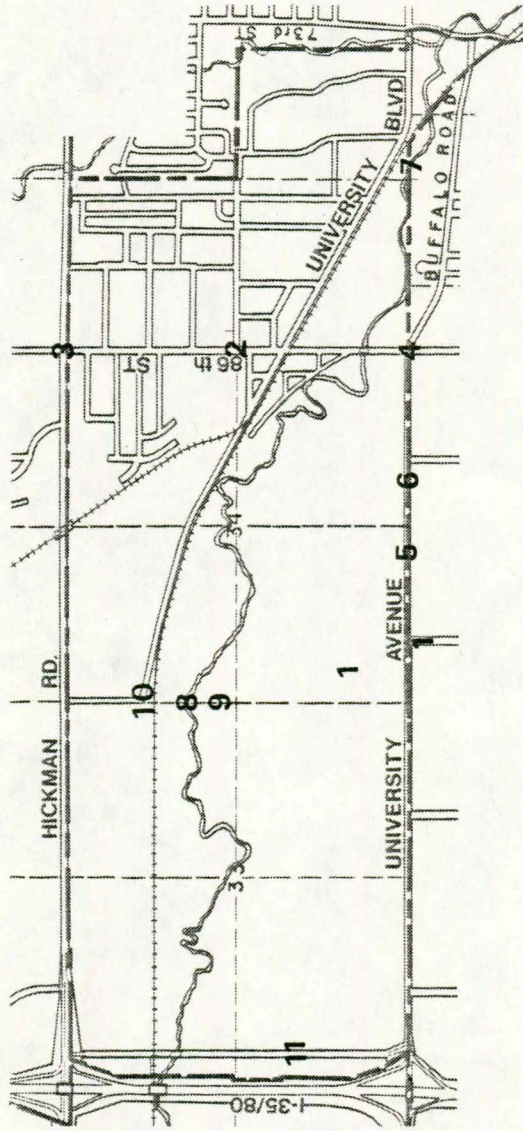
BOR - Bureau of Outdoor Recreation

FAA - Federal Aviation Administration

S - State Dept. of Transportation

L - Local

CLIVE



No Scale



PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Des Moines HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	RP	1978	Guthrie Avenue Viaduct	BC	--	4	4	PA	FAUS	1,331,149		648,851	1,980,000
2	RP	1978	Court Avenue Bridge	RC	--	4	4	MA	L			733,535	733,535
	CIP	1978	Citywide Bridges	RC	--	--	--	--	L			75,000	75,000
	CIP	1978	Reconstruction & Repair - various bridges	RC	--	--	--	--	L			100,000	100,000
3	CIP	1978	Second Avenue Parking Facilities	C	--	--	--	--	L			2,350,000	2,350,000
	CIP	1978	Parking Meter Replacement	C	--	--	--	--	L			87,545	87,545
	CIP	1978	Parking Utilization Control System	IN	--	--	--	--	L			30,000	30,000
4	CIP	1978	Locust Street Parking Garage	C	--	--	--	--	L			3,000,000	3,000,000
5	TSM	1978	9th Street - Center to University	W	--	2	4	C	L			234,000	234,000
6	TSM	1978	Army Post Road - SE 5th to SE 14th Street	W,CH,S	--	4	4	PA	L			265,000	265,000
	CIP	1978	Grass Roots Paving	C,RE	--	--	--	--	L			17,000	17,000
7	CIP	1978	S. Union-Indianola Rd. to Army Post Rd.	C	--	2	2	C	L			430,000	430,000
8	TSM	1978	Hickman Rd-Merklin Way and Merle Hay Rd Intersection	C,M,S	--	--	--	MA	L			12,000	12,000
9	CIP	1978	S.E. 5th Street - E. McKinley to Army Post Road	C	--	2	2	MA	L			650,000	650,000
10	TSM	1978	3rd Street - Court Avenue to Keosauqua Way	W,RS	--	4	4	PA	FAUS	200,000		53,000	253,000
	CIP	1978	Curb, Median Island and Pavement Replacement	I,RE,P	--	--	--	--	L			355,000	355,000
	CIP	1978	Citywide Paving Program	P	--	--	--	--	L			2,275,000	2,275,000
11	RP	1978	Industrial Highway - Fleur Drive to SE 14th Street	C,ROW, BRP,S	--	--	4	--	L			190,000	190,000

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

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TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals
BC - Bridge Construction
BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction
CH - Channelization
G - Grading
GR - Gravel
I - Intersection Improvements
IL - Intersection Lighting
IN - Installation
M - Medians
P - Paving
R - Realignment
RC - Reconstruction
RE - Repair
ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing
S - Signalization
SF - Study
TL - Turning Lanes
W - Widening
SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial
MA - Minor Arterial
C - Collector
L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary
FAUS - Federal Aid Urban System
FAS - Federal Aid Secondary
FTH - Farm-to-market
T 2 - Title II
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SEC 3 - UMTA Section 3
SEC 5 - UMTA Section 5
SEC 10 - UMTA Section 10
16b2 - UMTA Section 16(b)(2)
BOR - Bureau of Outdoor Recreation
FAA - Federal Aviation Administration
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Des Moines HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/ DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
	TSM	1978	Pavement Marking Demonstration Project			--	--	--		T 2	147,000		1,000	148,000
	TSM	1978	Minor Intersection Improvement and Signalization Upgrading		RC,S	--	--	--		UStep T 2	176,210	27,470	73,320	277,000
	TSM	1978	Citywide Traffic Signals, Channelization & School Crossing Protection Program		C,CH,S	--	--	--		UStep T 2	33,645	91,975	194,540	320,160
12	TSM	1978	Dixon Ave.-E. HULL Intersection Realignment		ROW, S	--	--	--	C	L			145,000	145,000
14	TSM	1978	63rd St.-Hickman Rd. Intersection		RC, S	--	--	--	MA	UStep L		34,500	34,500	70,000
13	RP	1979	2nd Ave. - Des Moines River and Birdland Bridges		RS, RE	--	4	4	PA	L			125,000	125,000
4	CIP	1979	Locust Street Parking Garage		C	--	--	--		L			4,000,000	4,000,000
1	RP	1979	Guthrie Avenue Viaduct		BC	--	--	4	PA	FAUS	690,000			690,000
2	RP	79-80	Court Avenue Bridge		RC	--	4	4	MA	L			1,651,465	1,651,465
	CIP	79-80	Parking Meter Replacement		C	--	--	--		L			111,238	111,238
10	TSM	79-80	3rd Street-Court Avenue to Keosauqua Way		W, RS	--	4	4	PA	FAUS	360,000		224,000	584,000
15	TSM	79-80	62rd St.-University Ave. Intersection		RC,S	--	--	--	PA	L			224,000	224,000
	CIP	79-82	Citywide Bridges		RC	--	--	--		L			300,000	300,000
	CIP	79-82	Reconstruction & Repair-Various Bridges		RC	--	--	--		L			1,895,000	1,895,000
	CIP	79-82	Curb, Median Island & Pavement Replacement Program		I, RE, P	--	--	--		L			1,580,000	1,580,000
	CIP	79-82	Citywide Paving Program		P	--	--	--		L			6,000,000	6,000,000
	TSM	79-82	Citywide Traffic Signals, Channelization, & School Crossing Protection Program		C,CH,S	--	--	--		T 2	80,000	80,000	300,000	460,000
16	RP	80-81	Scott Avenue Bridge		RC	--	2	2	C	FAUS	1,410,000		790,000	2,200,000
	TSM	80-81	Signal System Reconstruction CBD		S	--	--	--		FAUS	476,000		204,000	680,000

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TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing
 S - Signalization
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 TL - Turning Lanes
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FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

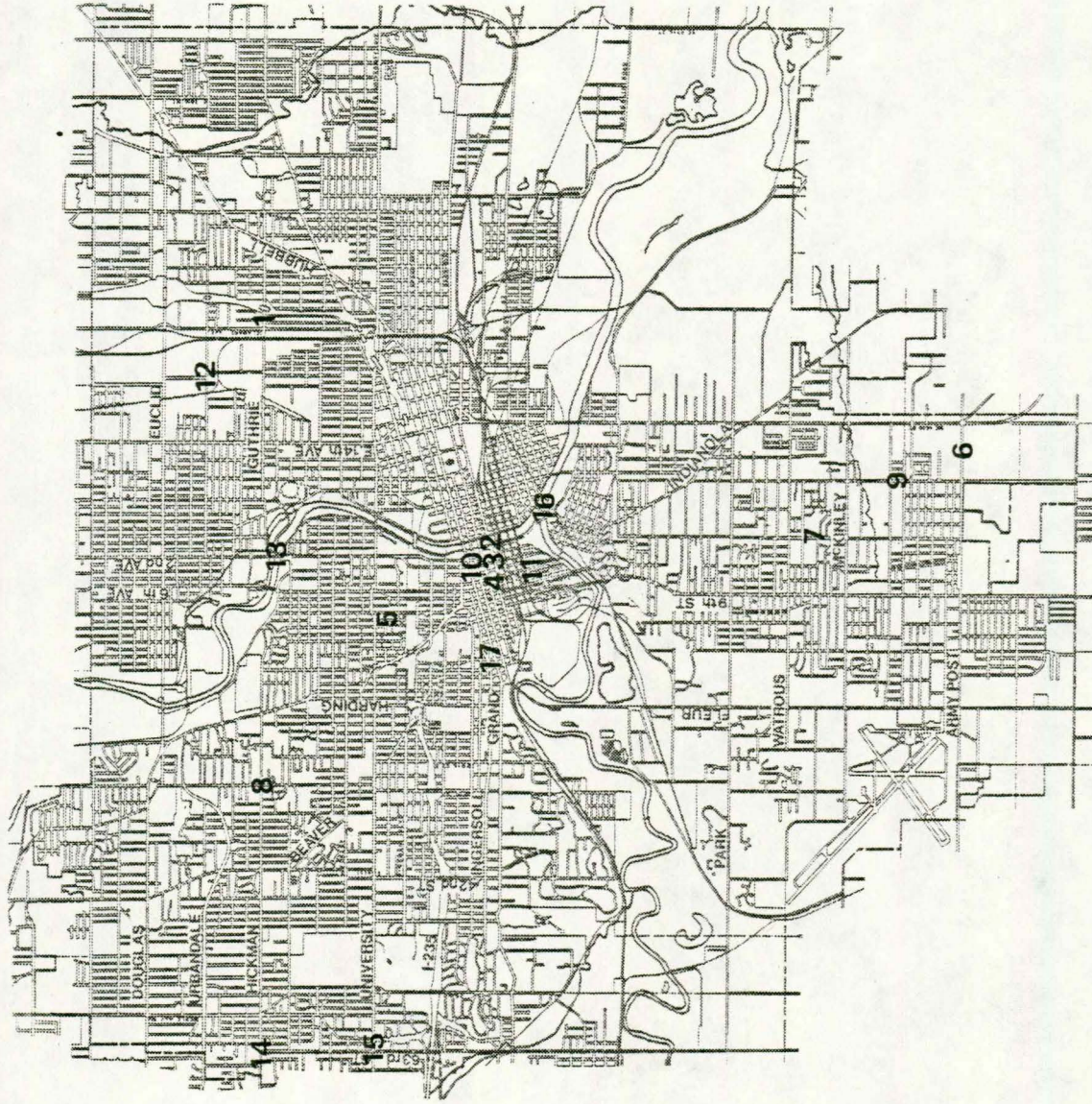
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Des Moines HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
17	RP	80-82	15th St.-Walnut to Woodland	C	--	--	4	C	FAUS	700,000		677,000	1,377,000
11	RP	80-82	Industrial Highway-Fleur to SE 14th Street	C,ROW, BRP, S	--	--	4	--	FAUS	2,375,000		2,215,000	4,590,000
	CIP	80-82	Parking Lots - Resurfacing	RS	--	--	--	--	L			150,000	150,000

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of Improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP -- State Transportation Improvement Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAI - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3 - UMTA Section 3</p> <p>SEC 5 - UMTA Section 5</p> <p>SEC 10 - UMTA Section 10</p> <p>16b2 - UMTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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DES MOINES



No Scale

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	IOWA DOT HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/ DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	STIP	1977	U.S. 6 from Hickman Rd. to Douglas Ave. DSM		RS	1.0	4&4D	4&4D	MA	FAP		6,425		6,425
2	STIP	1977	Ia 163 from Hubbell to ECLB, DM		RS	2.6	4&4D	4&4D	PA	FAP		85,691		85,691
3	TSM	1977	US 65 at Adventure Land Drive		S, I	-	4	4D	MA	FAP		64,071		64,071
4	TSM	1978	Ia 5 at SW 9th St., DM		I	-	4	4D	PA	FAP		200,000		200,000
5	TSM	1978	I-35 from Ia 141 to E Jct I-80 Interchange		SF	11.0	4D	4D	PA	FAI	363,600	40,400		404,000
6	STIP	1978	I-35 widen Des Moines River Bridges		W, RS	.13	4D	4D	PA	FAI	967,500	107,500		1,075,000
7	STIP	1978	Supplement railing barrier at Cornell Ave. & CRI & P RR bridge (WBL) on I-35		IN	-	4D	4D	PA	FAI	13,500	1,500		15,000
8	TSM	1978	US 69 from Park Ave. to King Avenue, DM		I	0.3	4	6	PA	FAP	140,000	60,000		* 200,000
9	STIP	1978	US 69 at Euclid, DM		ROW	0.4	4	4D	PA	FAP	140,000	60,000		* 200,000
10	TSM	1978	Ia 163 at Ia 46, DM		I	-	4	4D	PA	FAP	560,000	240,000		800,000
11	STIP	1978	I-80 Supplemental Railing Barrier at E 29th St. BR (WBL) DM		IN	0.5			PA	FAI	11,700	1,300		13,000
12	STIP	1978	I-235 Supplemental railing at EBL 12th St. & WBL Keo Ramp K-1 BRS over Keo & EBL over Keo DSM IN		DSM IN	-	8	8	PA	FAI	49,500	5,500		55,000
13	STIP	1978	I-235 from 10th to Keo (52 Intakes) Des Moines		RC	-	8	8	PA	FAI	61,200	6,800		68,000
14	STIP	1978	US 69 at RR Bridge N. of Des Moines River		RE	-	4	4	PA	FAP	45,000	5,000		50,000
15	TSM	1978	US 6 at 86th St., Urbandale		S, I		4	4	MA	FAP/ USTEP		37,500	47,500	85,000
16	TSM	1978	US 6 at 63rd St., DM		S, I		4	4D	MA	FAP/ USTEP		34,500	34,500	69,000
17	TSM	1978	US 69 at Grandview, DM		S		4	4D	PA	FAP/ USTEP		3,500	3,500	7,000
18	TSM	1978	US 69 at Cleveland, DM		S		4	4D	PA	FAP/ USTEP		4,000	4,000	8,000

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of Improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP = State Transportation Improvement Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>AC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAI - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FTM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HURD - Housing and Urban Development</p> <p>SEC 3- UHTA Section 3</p> <p>SEC 5- UHTA Section 5</p> <p>SEC 10-UHTA Section 10</p> <p>16b2 - UHTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>	<p>*-Part of Project only</p>
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	IOWA DOT HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/ DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
19	TSM	1978	U.S. 69 at Aurora, DM		S		4	4D	PA	FAP/ USTEP		11,500	11,500	23,000
20	TSM	1978	Ia. 163 at E. 24th St., DM		S		4	4D	PA	FAP/ USTEP		3,000	3,000	6,000
21	TSM	1978	IA. 163 at E. 15th St., DM		S		4	4D	PA	FAP/ USTEP		3,000	3,000	6,000
22	TSM	1978	Ia. 401 at Madison, DM		S		4D	4D	MA	FAP/ USTEP		17,500	17,500	35,000
23	TSM	1978	Ia. 401 at NW 62nd & NW 59th St., Johnston		ROW, I		2	4D	MA	FAP/ USTEP		37,500	37,500	75,000
24	TSM	1978	Safety Signing Projects at various locations in Des Moines		Signing SF				MA	FAP/ USTEP		9,000	9,000	18,000
			US 6 (Merle Hay) @ Hickman				4	4						
			US 6 (Douglas) @ Ia. 401 (Merle Hay)				4	4D						
			US 6 (Euclid) @ Harding Road				4	4D						
			US 6 (Euclid) @ Oliver Plaza				4	4D						
			US 6 (Euclid) at 6th Ave.				4	4D						
			US 6 (Euclid) at Ia. 415 (2nd Ave.)				4	4D						
			US 6 (Hubbell) & E 29th				4	4D						
			US 65 US 69 (E 14th St. at Ia. 163 (University))				4	4						
			US 65, US 69 (E. 15th St.) @ Grand				4	4						
			Ia. 163 (Univ.) @ E. 21st St.				4	4						
			Ia. 163 (Univ.) @ Hubbell				4D	4D						
			Ia. 401 (Merle Hay) @ Aurora				4D	4D						
			I-235 @ 42nd St.				4D	4D						
			I-235 @ 63rd St.				4D	4D						
25	STIP	1979	I-35 at E I-80 Interchange from CRI&PRR to CNW Railroad Overpass		G & RS	-	4D	4D	PA	FAI				500,000

<p><u>PROJECT IDENTIFICATION NUMBER</u></p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p> <p><u>PROJECT SOURCE DOCUMENT SYMBOLS</u></p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP - State Transportation Improvement Program</p> <p><u>TYPE OF IMPROVEMENT SYMBOLS</u></p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p><u>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</u></p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p><u>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</u></p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p><u>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</u></p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p><u>FUNDING TYPE SYMBOLS</u></p> <p>FAI - Federal Aid Interstate</p>	<p><u>FUNDING TYPE SYMBOLS (CONTINUED)</u></p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3 - UMIA Section 3</p> <p>SEC 5 - UMIA Section 5</p> <p>SEC 10 - UMIA Section 10</p> <p>16b2 - UMIA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	IOWA DOT HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
26	RP	1980	US 6 frm .1 mile East of US 65 to 1st Avenue, Altoona	ROW	2.2	2	4D	MA	FAP				* 125,000
26	RP	1981	US 6 frm .1 mile East of US 65 to 1st Avenue, Altoona	ROW	2.2	2	4D	MA	FAP				* 125,000
27	TSM	1981	US 6 frm Merle Hay at Douglas to Harding Road, DM	I	--	4	4D	MA	FAP				750,000
26	RP	1982	US 6 frm .1 mile East of US 65 to 1st Ave., Altoona	W	2.2	2	4D	MA	FAP				2,471,000
29	RP	1982	Ia. 28 frm Warren County Line to Ia. 5	ROW	1.0	2	4	MA	FAP				114,000
30	RP	1982	US 69 frm 44 ft. section to BN Railroad, DM	ROW	3.8	4	6D	PA	FAP				* 500,000
31	RP	1982	US 69 frm US 6 to I-80	ROW	1.5	4	4D	PA	FAP				800,000
32	RP	1982	Ia. 163 frm Delaware to ECL, DM	ROW	2.7	4	4D	PA	FAP				* 500,000

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan

TSB - Transportation Systems Management

CIP - Local Transportation Short-Range Capital Improvements Program

STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals

BC - Bridge Construction

BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction

CH - Channelization

G - Grading

GR - Gravel

I - Intersection Improvements

IL - Intersection Lighting

IN - Installation

M - Medians

P - Paving

R - Realignment

RC - Reconstruction

RE - Repair

ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing

S - Signalization

SI - Study

TL - Turning Lanes

W - Widening

SF - Safety NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial

MA - Minor Arterial

C - Collector

L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary

FAUS - Federal Aid Urban System

FAS - Federal Aid Secondary

FBH - Farm-to-market

I 2 - Title II

HUD - Housing and Urban Development

SEC 3 - UMTA Section 3

SEC 5 - UMTA Section 5

SEC 10 - UMTA Section 10

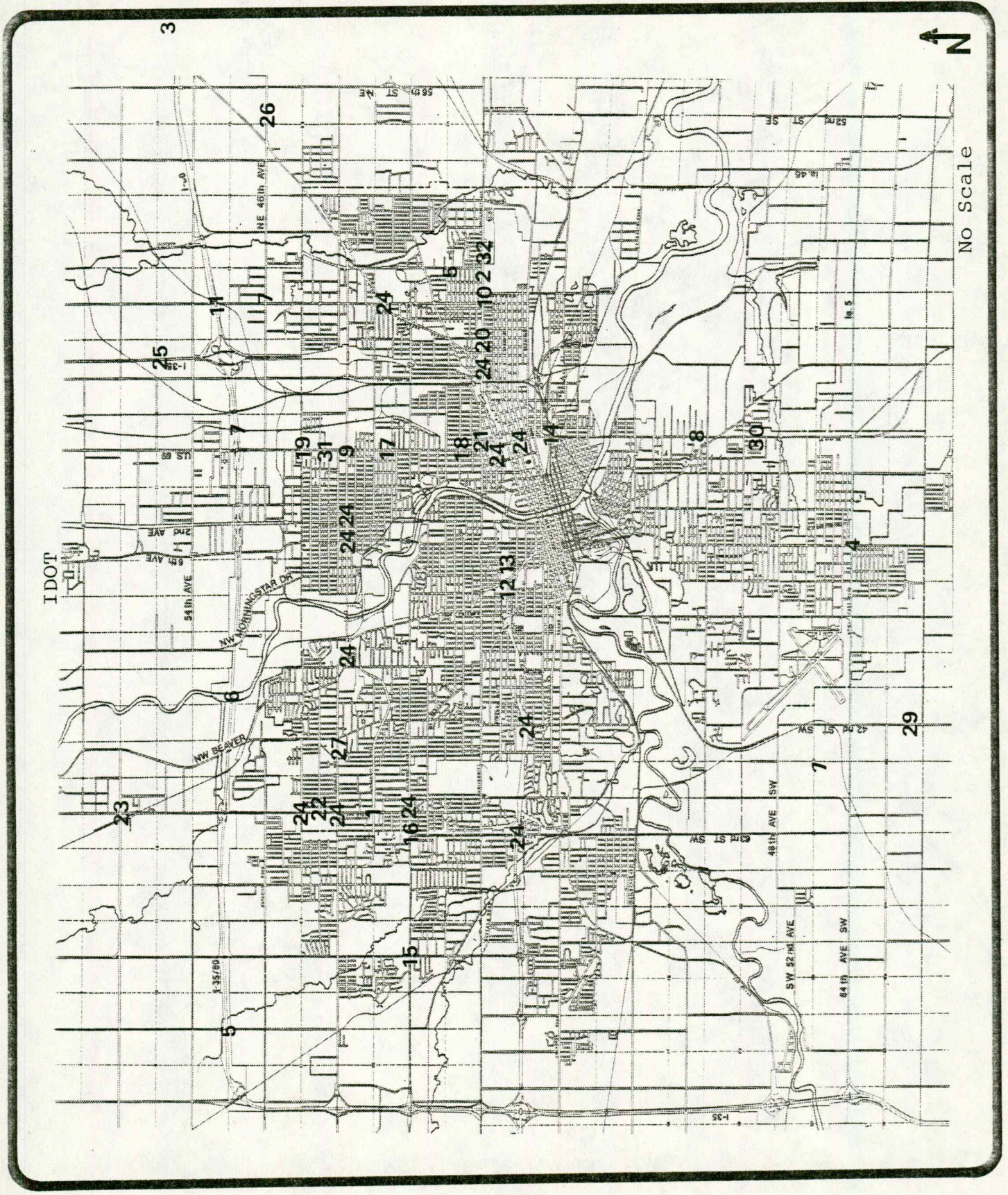
1602 - UMTA Section 16(b)(2)

BOR - Bureau of Outdoor Recreation

FAA - Federal Aviation Administration

S - State Dept. of Transportation

L - Local



No Scale



3

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	JOHNSTON HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	TSM	1978	Intersection Rebuilding-NW 62nd Ave/NW 59th Ct. at Ia.401 (Merle Hay Rd)(Incl. Signals)	I/S	.2	2	4	C/A	U-Step	--	37,500	139,630	177,130
	CIP	1979	Citywide Paving Program-Phase I (Incl. NW 62nd Ave. within Urban Area)	RS	2.0	2	2	varied	U-Step	12,500	--	62,750	75,250
	CIP	1980	Citywide Paving Program-Phase II (Including NW Beaver Drive)	RS	2.0	2	2	varied	**L & FAUS	31,850	--	59,150	91,000
2	TSM	1981	Traffic Signals - at Pioneer Parkway and Ia. 401	S	N/A	N/A		A	L	N/A	N/A	70,000	70,000
3	RP	1982	Bridge Replacement - NW 62nd Ave. bridge over Beaver Creek	BRP	.05	2	4	L	L	N/A	N/A	325,000	325,000
			* - (.5 mile)										
			** - (1 mile)										

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of Improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan
 TSM - Transportation Systems Management
 CIP - Local Transportation Short-Range Capital Improvements Program

STIP-State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals
 BC - Bridge Construction
 BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction
 CH - Channelization
 G - Grading
 GR - Gravel
 I - Intersection Improvements
 IL - Intersection Lighting
 IM - Installation
 M - Medians
 P - Paving
 R - Realignment
 RC - Reconstruction
 RE - Repair
 ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing
 S - Signalization
 SF - Study
 TL - Turning Lanes
 W - Widening

SE - Safety NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial
 MA - Minor Arterial
 C - Collector
 L - Local

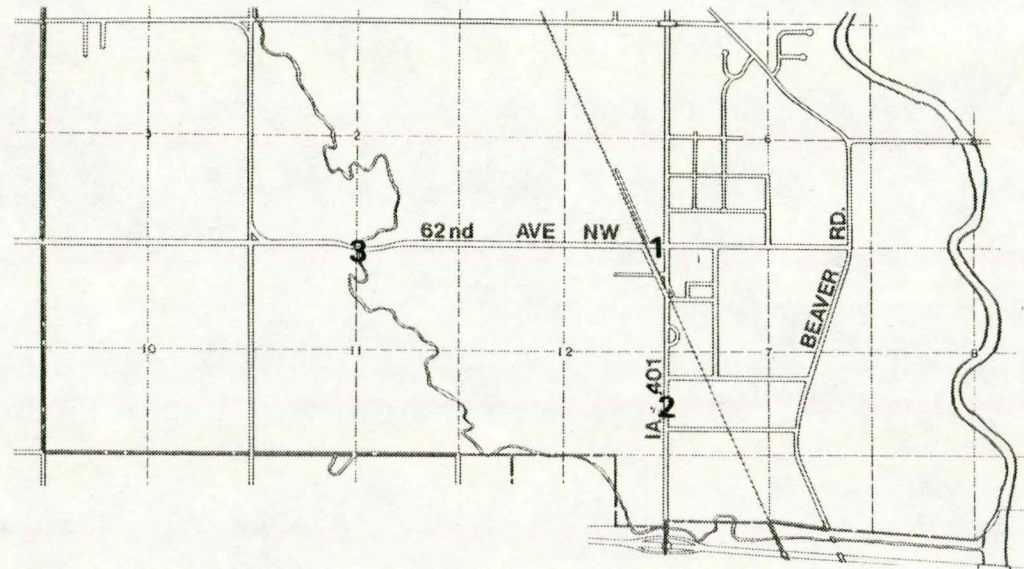
FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary
 FAUS - Federal Aid Urban System
 FAS - Federal Aid Secondary
 FIM - Farm-to-market
 T 2 - Title II
 HUD - Housing and Urban Development
 SEC 3- UMTA Section 3
 SEC 5- UMTA Section 5
 SEC 10-UMTA Section 10
 16b2 - UMTA Section 16(b)(2)
 BOR - Bureau of Outdoor Recreation
 FAA - Federal Aviation Administration
 S - State Dept. of Transportation
 L - Local

JOHNSTON



* Map shows only the part of Johnston that lies within the transportation study area boundary.

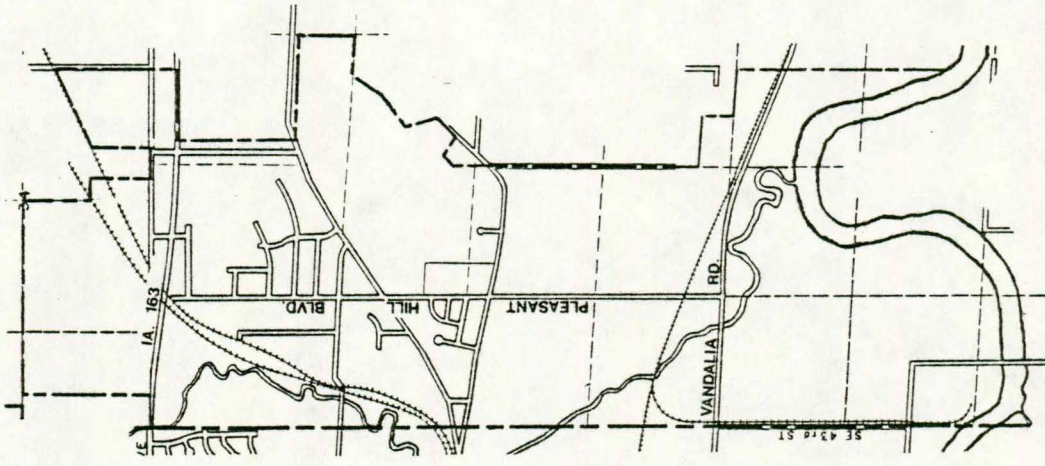
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	PLEASANT HILL HIGHWAY & STREET PROJECT LOCATION / DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
CIP		1978 1981	Citywide Resurfacing Project	RS	12	-	-	-	I			25,000/yr	100,000

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PLEASANT HILL



No Scale

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	POLK COUNTY HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION / DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	CIP	1978	Hwy 69 & NE 52nd Ave.		IL	--	-	-	-	S & L	--	3,200	4,800	8,000
2	CIP	1978	Hwy 5 & SE 72nd Ave.		IL	--	-	-	-	S & L	--	2,000	3,000	5,000
3	CIP	1978	Hwy 65 & NE 46th Ave.		IL	--	-	-	-	S & L	--	4,000	6,000	10,000
4	TSM	1978	McKinley Ave. from Walnut Woods to SW 63rd & SW 73rd from Ia. 5 to SW 52nd Ave.		W	1.0	2	2	MA	FAUS	66,500	--	28,500	95,000
5	TSM	1978	Railroad Crossing on SE 44th Ave.		ARS	--	2	2	MA	T2	22,950	--	2,550	25,500
6	RP	1978	NE 46th Ave. frm Hwy. 415 to NE 22nd St.		RS,RC	2.0	2	2	MA	FAUS	143,500	--	61,500	205,000
7	RP	1978	NE 46th Ave. frm NE 22nd St. to Hwy. 65		RS	3.3	2	2	MA	FAUS	175,000	--	75,000	250,000
8	RP	1978	NE 46th Ave. frm Bridge over Four Mile Creek Br #6048		BRP	--	2	2	MA	FAUS	210,000	--	90,000	300,000
9	CIP	1978	NE 47th Place Bridge #5465		BRP	--	2	2	L	L	--	--	35,000	35,000
10	TSM	1978	* Intersection of SW 63rd St. & Park Ave.		CH	--	-	-	MA	FAUS	52,500	--	22,500	75,000
11	TSM	1978	Railroad Crossing on NE 66th Avenue		ARS	--	-	-	C	T2	22,950	--	2,550	25,500
12	TSM	1978	Railroad Crossing on NE 51st Avenue		ARS	--	-	-	C	T2	22,950	--	2,550	25,500
13	TSM	1978	Railroad Crossing on NW 58th Avenue		ARS	--	-	-	C	T2	22,950	--	2,550	25,500
14	TSM	1979	Railroad Crossing on SE 52nd Street		ARS	--	-	-	MA	T2	22,950	--	2,550	25,500
15	CIP	1979	SE 80th Avenue E of SE 14th Street		BRP	--	2	2	MA	L	--	--	50,000	50,000
16	CIP	1979	SE 80th Avenue just E. of SE 14th Street		BRP	--	2	2	MA	L	--	--	80,000	80,000
17	RP	1979	NW 54th Ave. from NW 26th St. to just E. of NW 6th Drive		ROW	1.7	2	2	MA	FAUS	50,050	--	21,450	71,500
18	RP	1979	NW 54th Ave. just West of NW 6th Drive		BRP	--	-	-	MA	FAUS	38,500	--	16,500	55,000
19	RP	1979	NW 54th Ave. .3 miles West of NW 6th Drive		BRP	--	-	-	MA	FAUS	23,800	--	10,200	34,000

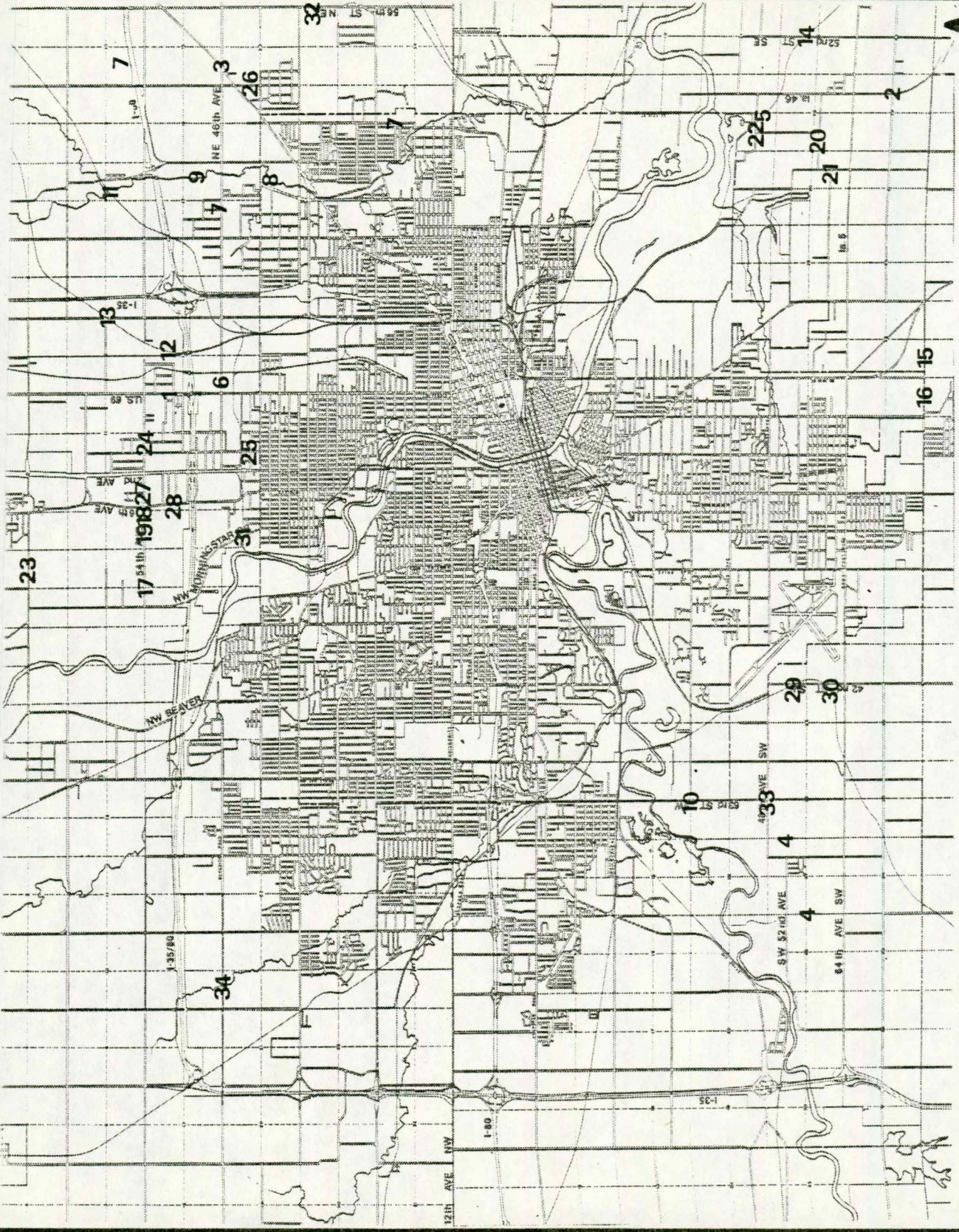
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*-Joint Project with Des Moines. Negotiations to be made at a later date.

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	POLK COUNTY HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/ DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
20	RP	1979	SE 57th Ave. from SE 36th Street East to Iowa #46		ROW	1.0	-	-	C	FAUS	24,500	--	10,500	35,000
21	RP	1979	SE 36th Street from Iowa #5 to SE 52nd Ave.		ROW	.75	-	-	C	FAUS	24,500	--	10,500	35,000
22	RP	1979	SE 44th Ave. Iowa #46 to SE 34th Street		RC, ROW	1.5	2	2	C	FAUS	178,500	--	76,500	255,000
23	RP	1980	NW 66th Ave. approx. 2.0 miles from Fisher Bridge E. to NW 6th Drive		RS	--	--	--	C	FAS	84,000	--	36,000	120,000
24	RP	1980	NW 54th from NW 6th Street to US 69		RC	1.4	2	2	MA	FAUS	57,400	--	24,600	82,000
25	TSM	1980	Railroad Crossing on NE 3rd Street		ARS	--	-	-	L	T2	22,950	--	2,550	25,500
26	RP	1980	NE 46th Street bet. Douglas Ave. and Broadway		RC	1.0	2	2	MA	FAUS	35,000	--	15,000	50,000
27	RP	1980	NW 54th Ave. from NW 26th Street to just East of NW 6th Drive		G	1.7	2	2	MA	FAUS	177,870	--	76,230	254,100
28	RP	1980	NW 6th Drive from City Limits of Des Moines to NW 66th Ave.		G	3.0	-	-	L	FAUS	79,100	--	33,900	113,000
29	TSM	1981	Railroad Crossing at SW 42nd Street		ARS	--	-	-	PA	T2	22,950	--	2,550	25,500
30	TSM	1981	Railroad Crossing at SW 42nd Street		ARS	--	-	-	PA	T2	22,950	--	2,550	25,500
31	TSM	1982	Railroad Crossing at Morningstar Drive		ARS	--	-	-	C	T2	22,950	--	2,550	25,500
32	RP	1982	NE 56th Street from Old Highway 163 to Highway 65		RS	3.5	-	-	MA	FAUS	95,550	--	40,950	136,500
33	TSM	1982	SW 48TH Ave. & SW 63rd St. Intersection		S	--	2	2	MA	FAUS	3,500	--	1,500	5,000
34	RP	1982	NW Meredith Drive Bridge #4880		BRP	--	2	2	MA	FAUS	63,000	--	27,000	90,000

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP - State Transportation Improvement Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SE - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAP - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FM - Farm-to-market</p> <p>T2 - Title II</p> <p>HUB - Housing and Urban Development</p> <p>SEC 3 - UMIA Section 3</p> <p>SEC 5 - UMIA Section 5</p> <p>SEC 10 - UMIA Section 10</p> <p>16b2 - UMIA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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POLK COUNTY



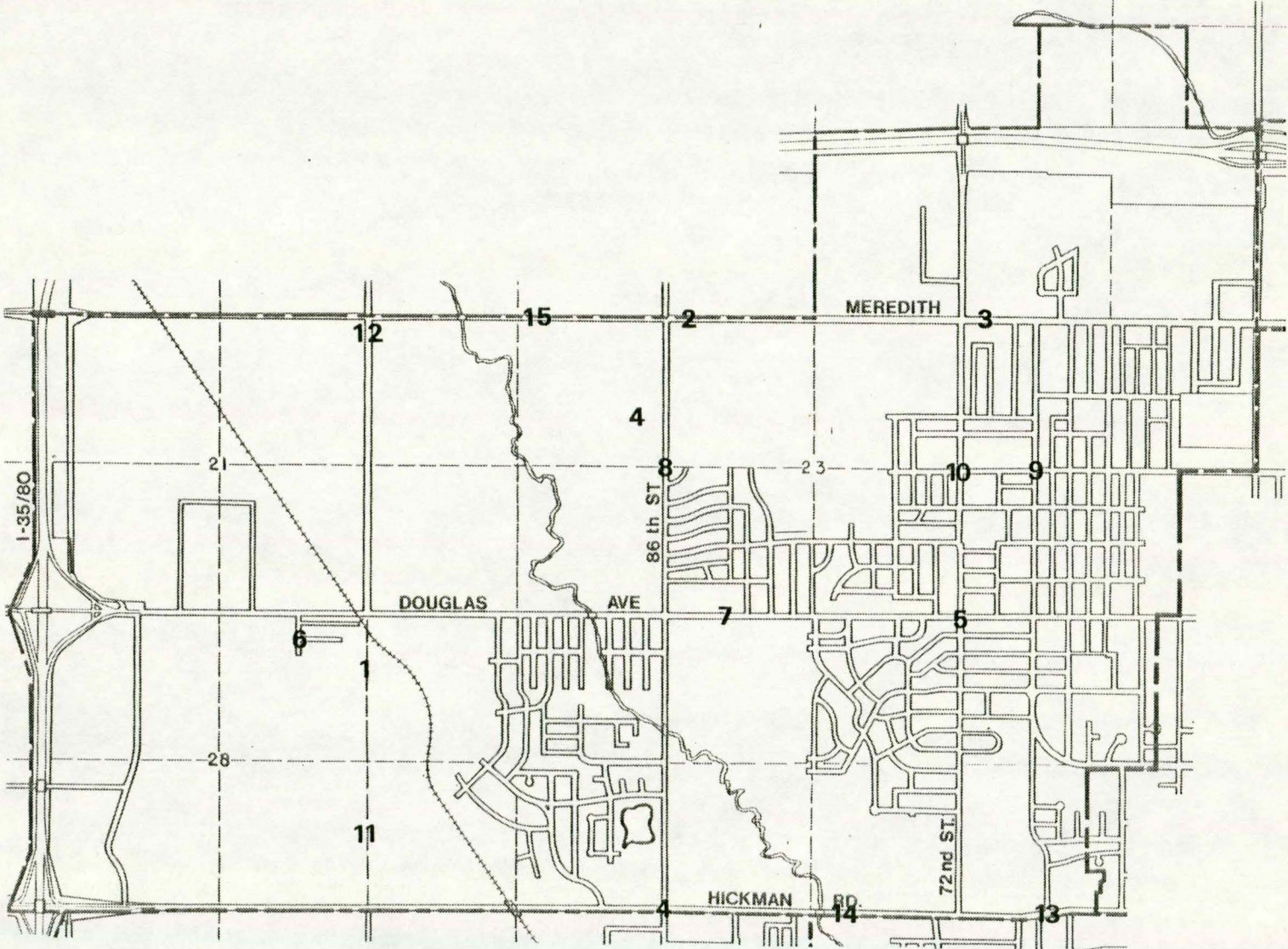
No Scale



PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Urbandale HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	RP	1978	100th Street from Dennis to Douglas	ROW	.15	0	4	PA	L	--	--	125,000	125,000
2	CIP	1978	Meredith Drive frm 78th to 86th St.	G,P	.60	2	2	PA	FAUS	--	--	285,000	285,000
3	RP	1978	Meredith Drive from 67th St. to 72nd St.	W,P	.45	2	4	PA	FAUS	90,000	--	40,000	130,000
4	TSM	1978	86th St. & Hickman Ave. Int.	CH,S	--	4	4D	PA	U-Step	--	37,500	Clive-23,750 Urban-23,750	85,000
5	RP	1979	72nd St. & Douglas Intersection	CH,S	--	--	--	PA	L	--	--	175,000	175,000
1	RP	1979	100th Street from Dennis to Douglas	G,P	.15	0	4	PA	T2 or FAUS	20,000	--	115,000	135,000
6	TSM	1979	104th St. frm Douglas to 1000' South	W,P	.20	2	4	L	L	--	--	65,000	65,000
7	RP	1979	Douglas Ave. frm 78th St. to 86th St.	W,P	.55	2	4	PA	T2 or FAUS	75,000	--	35,000	110,000
8	RP	1980	86th St. frm Douglas to Hickman Ave.	W,P	1.0	2	4	PA	FAUS	610,000	--	265,000	875,000
9	TSM	1980	70th St. & Aurora	S	--	4	4	MA	FAUS	30,000	--	20,000	50,000
10	TSM	1980	72nd St. & Aurora	S	--	4	4	MA	FAUS	30,000	--	20,000	50,000
11	RP	81/82	100th St. frm Dennis to Hickman	G,P	0.85	--	4	PA	L	--	--	595,000	595,000
12	RP	81/82	100th St. frm Meredith to 4000' South	G,P	0.25	GR	2	MA	L	--	--	260,000	260,000
13	TSM	81/82	Rocklyn & Hickman	S	--	4	4	PA	U-Step	--	30,000	40,000	70,000
14	TSM	81/82	78th & Hickman	S	--	4	4	PA	U-Step	--	30,000	40,000	70,000
15	RP	81/82	Meredith Drive frm 86th to 100th	G,P	1.0	GR	2	PA	L	--	--	360,000	360,000

PROJECT IDENTIFICATION NUMBER	TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)	TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)	FUNDING TYPE SYMBOLS (CONTINUED)
These project numbers correspond with the numbers on the map of improvements showing the project locations.	C - Construction	RS - Resurfacing	FAP - Federal Aid Primary
	CH - Channelization	S - Signalization	FAUS - Federal Aid Urban System
	G - Grading	ST - Study	FAS - Federal Aid Secondary
	GR - Gravel	TL - Turning Lanes	FTM - Farm-to-market
	I - Intersection Improvements	W - Widening	T 2 - Title II
	IL - Intersection Lighting	SP - Safety	HUD - Housing and Urban Development
	IN - Installation	<u>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</u>	SEC 3- UMIA Section 3
	M - Medians	PA - Principle Arterial	SEC 5- UMIA Section 5
	P - Paving	MA - Minor Arterial	SEC 10-UMIA Section 10
	R - Realignment	C - Collector	16b2 - UMIA Section 16(b)(2)
	RE - Reconstruction	L - Local	BOR - Bureau of Outdoor Recreation
	RE - Repair	<u>FUNDING TYPE SYMBOLS</u>	FAA - Federal Aviation Administration
	ROW - Right-of-way Acquisition	FAI - Federal Aid Interstate	S - State Dept. of Transportation
			L - Local

URBANDALE



No Scale



West Des Moines
HIGHWAY & STREET

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	PROJECT LOCATION/DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	RP	1978	35th Street Extension-Ashworth Road to Brookview	P	.09	0	4	PA	L			41,000	41,000
2	RP	1978	50th Street-Ashworth Road to 1/2 mile South	P	.45	2	2	MA	L			180,000	180,000
3	TSM	1978	8th Street at Office Park Road	S	--	4	4	PA	FAUS	24,500		10,500	35,000
4	TSM	1978	35th Street at University	S	--	--	--	PA	FAUS	21,000	City-4,500 WDM-4,500		30,000
5	TSM	1978	35th Street at Woodland	S	--	--	--	PA	FAUS	24,500		10,500	35,000
6	TSM	1978	Sidewalk Program - 22nd Street and Miscellaneous Locations	C	--	--	--	PA	L			35,000	35,000
7	RP	1979	35th Street - Brookview to Giles	ROW,P,G	.41	0	4	PA	L			210,000	210,000
8	RP	1979	University Avenue - 22nd Street to 35th Street	W	.75	2	4	PA	FAUS	315,000	City-67,500 WDM-67,500		450,000
9	RP	1979	42nd Street - Westtown to University	ROW,P,G	.32	0	2	L	L			152,000	152,000
10	CIP	1979	Woodland Avenue - 46th Street to 50th Street	ROW,P,G	.25	0	2	L	L			115,000	115,000
11	CIP	1980	South 11th Street - Railroad Avenue to Lincoln Avenue	G,P	.70	2	2	L	L			121,000	121,000
12	RP	1980	Ashworth Road - I-35 to 60th Street	W,RS	.40	2	2	MA	L			143,000	143,000
13	RP	1980	39th Street - Western Hills School to Delavan Drive	G,P	.19	2	2	L	L			220,000	220,000
14	RP	1981	39th Street - Delavan Drive to 1000' south sub total	G,P	.15	2	2	L	L			209,600	209,600
15	RP	1982	35th Street - Maple to Delavan Drive including bridge	ROW,G,P	.25	0	0	PA	FAUS	100,000		218,000	318,000
16	RP	1982	50th Street - 1/2 mile south of Ashworth Road to Railroad Tracks	G,P		2	2	MA	L			110,000	110,000

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan

TSM - Transportation Systems Management

CIP - Local Transportation Short-Range Capital Improvements Program

STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals

BC - Bridge Construction

BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction

CH - Channelization

G - Grading

GR - Gravel

I - Intersection Improvements

IL - Intersection Lighting

IN - Installation

N - Medians

P - Paving

R - Realignment

RC - Reconstruction

RE - Repair

ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

AS - Resurfacing

S - Signalization

ST - Study

TL - Turning Lanes

W - Widening

SE - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial

MA - Minor Arterial

C - Collector

L - Local

FUNDING TYPE SYMBOLS

FAL - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary

FAUS - Federal Aid Urban System

FAS - Federal Aid Secondary

FEM - Farm-to-market

F 2 - Title II

HUD - Housing and Urban Development

SEC 3 - UMTA Section 3

SEC 5 - UMTA Section 5

SEC 10 - UMTA Section 10

16b2 - UMTA Section 16(b)(2)

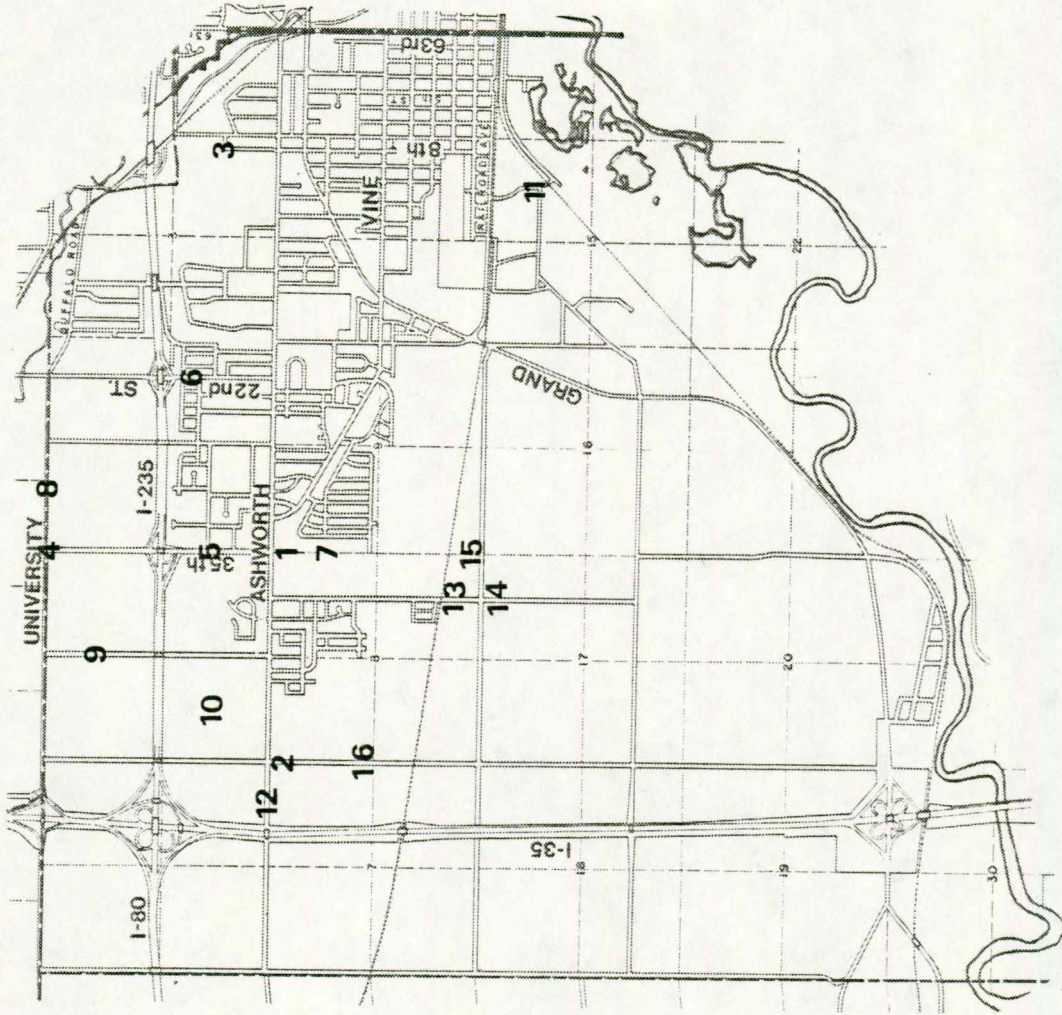
BOR - Bureau of Outdoor Recreation

FAA - Federal Aviation Administration

S - State Dept. of Transportation

L - Local

WEST DES MOINES

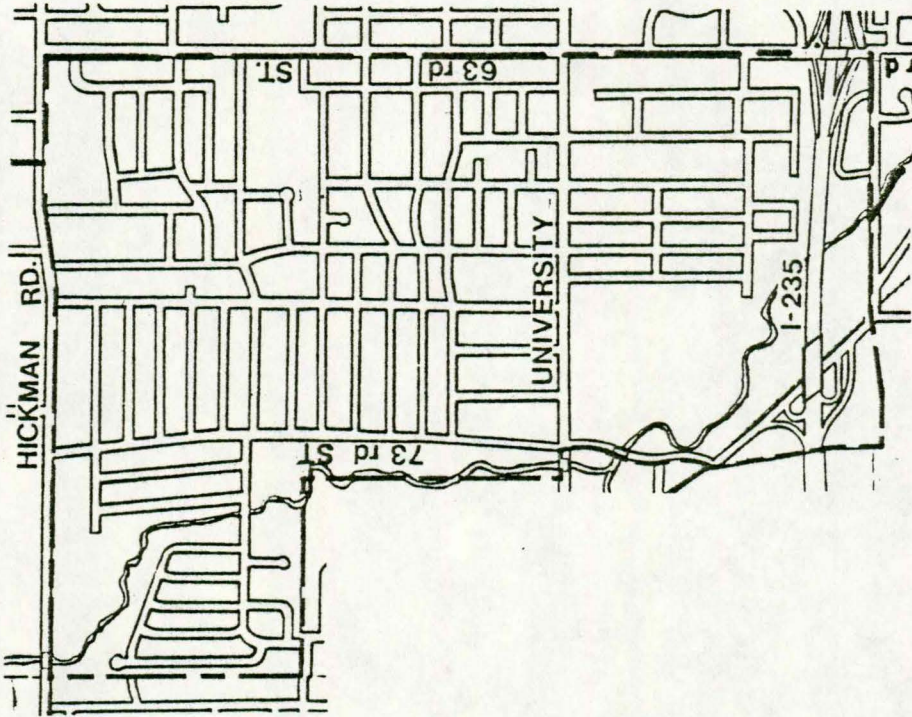


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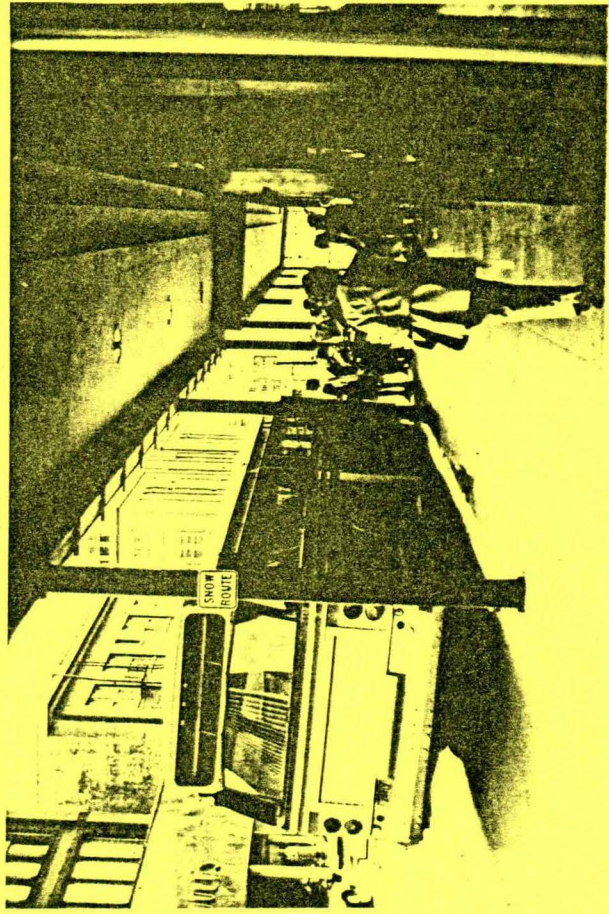
PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	WINDSOR HEIGHTS HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION / DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
	CIP	1978 1981	Resurfacing Various Streets in City		RS	--	1	-	L	L			25,000/yr.	100,000

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>ISM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP- State Transportation Improvement Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SP - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAI - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3- URTA Section 3</p> <p>SEC 5- URTA Section 5</p> <p>SEC 10- URTA Section 10</p> <p>1602 - URTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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WINDSOR HEIGHTS



No Scale



TRANSIT PROJECTS

FUNDING AVAILABLE FOR TRANSIT

I. URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED, URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)

Section 5 funding under the Urban Mass Transportation Act of 1964, as amended, is apportioned to urbanized areas according to a formula under which 1/2 is proportional to urbanized area population and 1/2 is proportional to population weighted by a factor of density. Funds for urbanized areas of 200,000 + population are apportioned directly to the urbanized areas for use by recipients designated by the Governor, responsible local officials and public transit operators in accordance with a single program of projects for the urbanized area. Funds apportioned in each year of the program are available for project approval through the end of the second fiscal year following the fiscal year in which they are apportioned. The development of projects in urbanized areas utilizing UMTA funds must be based upon a continuing, cooperative, and comprehensive urban transportation planning process.

A. UMTA Section 3 Funds for Transit Capital Assistance Projects

Section 3 funding can only be utilized after all Section 5 funds allocated to the urbanized area have been expended. UMTA Section 3 funds are eligible for 80% participation for capital assistance projects.

B. UMTA Section 5 Funds for Transit Capital and Operating Assistance Projects

Section 5 funds utilized for capital assistance projects are eligible for 80% participation, while operational assistance projects participation shall not exceed 50% of the operating expense. The amount of Federal assistance requested under Section 5 cannot exceed the apportioned funds available to the urbanized area.

The Metropolitan Transit Authority has been designated by the Governor of the State of Iowa and by the responsible local officials as the recipient of UMTA Section 5 funds for the Des Moines Urbanized Area. The following chart shows the UMTA Section 5 funding allocation for the Des Moines Urbanized Area for FY 1978 through 1982. At this time no allocation has been made for FY 1981 and 1982 UMTA funds.

<u>FY 1978</u>	<u>FY 1979</u>	<u>FY 1980</u>	<u>FY 1981</u>	<u>FY 1982</u>	<u>TOTAL</u>
1,291,953	1,416,980	1,500,332	Unallocated	Unallocated	5,292,838

C. UMTA Section 9 Funds for Planning Assistance

UMTA's Section 9 Program provides 80% matching money to states and local public agencies for transportation planning, engineering, designing and evaluation of urban mass transportation projects. UMTA regulations on "Transportation for Elderly and Handicapped Persons" state that transportation planning at the local level must include "special efforts" to plan mass transit facilities and services that can effectively be used by elderly and handicapped persons, including wheelchair users. UMTA also requires urbanized areas to budget for and implement specific projects for the elderly and handicapped, including wheelchair users.

D. UMTA Section 10 Funds for Transit Management Training

Section 10 funds are used for the training of employees of any state, local body, and agencies thereof, involved in urban mass transportation activities and are eligible for 75% Federal participation, or \$12,000.

II. FEDERAL-AID HIGHWAY ACT OF 1976

A. Federal-aid Urban Systems (FAUS)

At the discretion of local officials, FAUS funds may be utilized for public transit capital assistance projects. FAUS funds for transit capital assistance projects can be eligible for 70% participation.

CAPITAL EXPENDITURES

All capital expenses listed under 1978 are included in grant application #IA-03-0025 that has been submitted to UMTA and is pending approval. Some of the equipment included under this grant application are 10 35' 43-passenger coaches, a supervisory van, and heavy maintenance equipment.

OPERATING EXPENSES

The Section 5 operating expenses shown on the following chart for 1978 are actual budget projections as made by the MTA. Total operating expenses as projected in the budget figures \$3,597,392. Revenue is projected to reach \$1,482,986 in 1978; thus, leaving a total operating expense less revenue at \$2,114,406. Under Section 5 of the Urban Mass Transit Act, all monies of the \$2,114,406 that qualify will be subject to a 50% deficit funding from UMTA. It is projected that the share of the deficit will be \$1,056,203. The local share will be made up by both the State and local cities.

Within the operating budget are certain planning functions that are to be completed in 1978 with implementation of the findings to be in 1979. These functions are as follows:

- Latent Demand & Route Feasibility Study for the Near West Crosstown Feasibility Study & Implementation of Sunday and/or Evening Service Study & Implement Zone fare (West Des Moines & Urbandale)
- Non Ridership Survey
- Elderly & Handicapped Service (Study & Implement)
- Southside Service Improvements
- Expansion of Elderly & Handicapped Service
- Near West Crosstown (Implementation)

Operating expenses for 1979 are projected at this time to only show the total operating budget anticipated. Due to the difficulty in accurately projecting revenue from year to year, MTA has not attempted to do so in this TIP. It should be pointed out, however, that current statistics indicate that revenue is on the upswing and this upward trend should continue through 1979 and 1980.

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	MTA CAPITAL EXPENSES TRANSIT				TOTAL PROJECT COST DISTRIBUTION				
			TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES EXISTING PROPOSED	NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	FEDERAL	STATE	LOCAL	TOTAL
TDP		1978					Sec. 3	3,367,400		841,850	4,209,250
TDP		1978					Sec. 3 or 5	660,000	110,000	54,996	825,000
		1978					Sec. 3 or 5	12,000	2,000	1,000	15,000
		1978					Sec. 3 or 5	9,200	1,532	768	11,500
		1978					Sec. 3 or 5	10,000	1,666	834	12,500
TDP		1978					Sec. 3 or 5	31,380	5,229	2,616	39,225
TDP		1978					Sec. 3 or 5	4,800	799	401	6,000
TDP		1979					Sec. 3	720,000	180,000	--	900,000
TDP		1980					Sec. 3	24,458		6,114	30,572
TDP		1980					Sec. 3	520,000	130,000		650,000
TDP		1981					Sec. 3	28,000		7,000	35,000
			*These items are included in previously approved grants.								
			** These items are included in a Capital Grant application submitted to UMIA July 1, 1977.								

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of Improvements showing the project locations.</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>H - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>AC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAI - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FIM - Farm-to-market</p> <p>F 2 - Title II</p> <p>IHD - Housing and Urban Development</p> <p>SEC 3 - UMIA Section 3</p> <p>SEC 5 - UMIA Section 5</p> <p>SEC 10 - UMIA Section 10</p> <p>16b2 - UMIA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
<p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p>	<p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>		

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	MTA OPERATING EXPENSES		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			TRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
		1978	Total Projected Operating Expenses											3,597,392
		1978	Projected Operating Revenue											1,482,986
		1978	Total Projected Operating Expense less Revenue							Sec. 5	1,057,203	41,457	1,015,746	2,114,406
		1979	Total Projected Operating Expenses											3,961,371
		1979	Projected Operating Revenue											1,700,000
		1979	Total Projected Operating Expense less Revenue							Sec. 5	1,131,686		1,131,685	2,263,371
			MTA is the local agency responsible for carrying out these projects.											

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

- R.P. - Revised Plan
- ISM - Transportation Systems Management
- CIP - Local Transportation Short-Range Capital Improvements Program

TYPE OF IMPROVEMENT SYMBOLS

- ARS - Automatic Railroad Signals
- BC - Bridge Construction
- BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

- C - Construction
- CH - Channelization
- G - Grading
- GR - Gravel
- I - Intersection Improvements
- IL - Intersection Lighting
- IN - Installation
- M - Medians
- P - Paving
- R - Realignment
- RC - Reconstruction
- RE - Repair
- ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

- RS - Resurfacing
- S - Signalization
- SI - Study
- TL - Turning Lanes
- W - Widening

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

- PA - Principle Arterial
- MA - Minor Arterial
- C - Collector
- L - Local

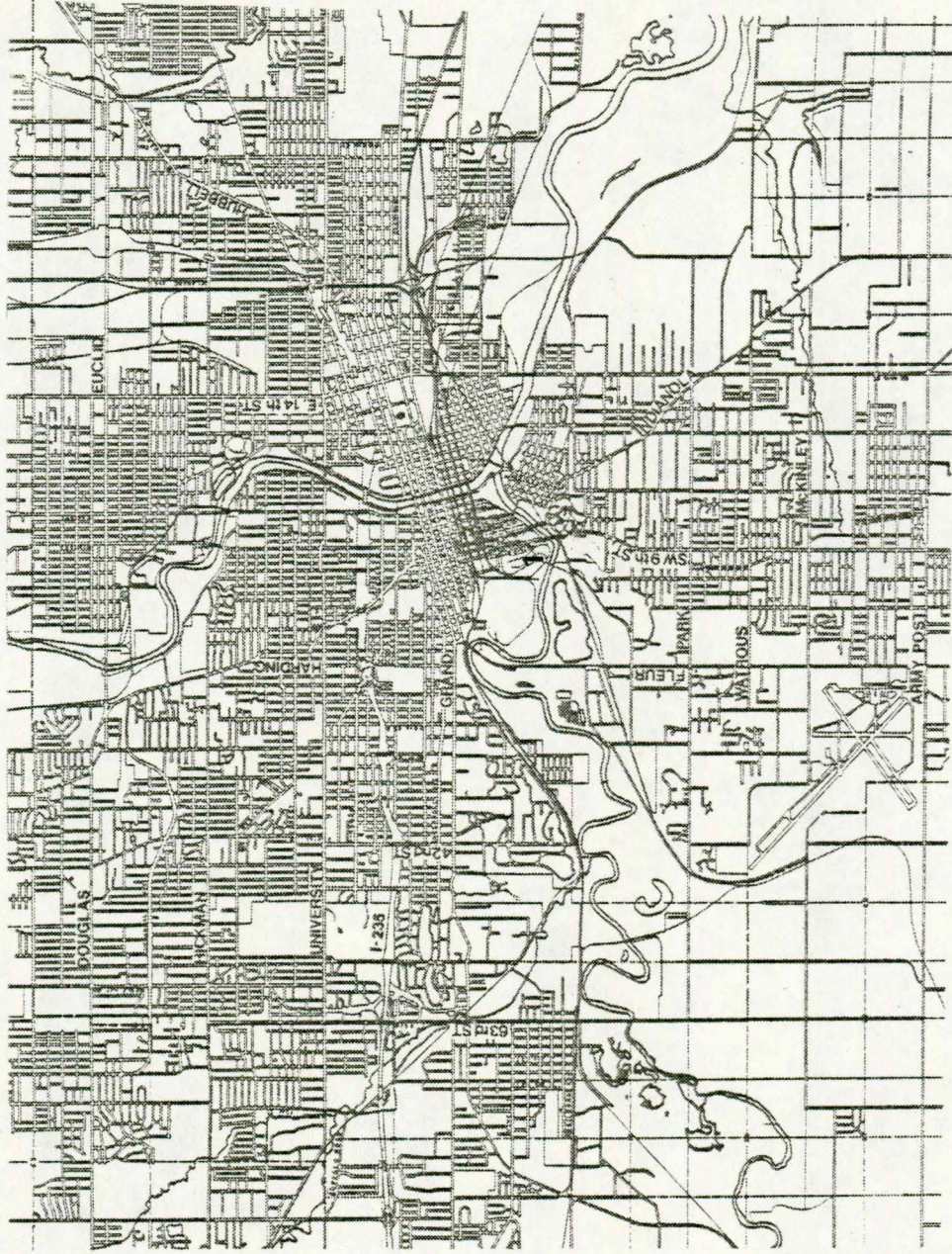
FUNDING TYPE SYMBOLS

- FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

- FAP - Federal Aid Primary
- FAMS - Federal Aid Urban System
- FAS - Federal Aid Secondary
- FM - Farm-to-market
- F 2 - Title II
- HUD - Housing and Urban Development
- SEC 3 - UHTA Section 3
- SEC 5 - UHTA Section 5
- SEC 10 - UHTA Section 10
- 1602 - UHTA Section 16(b)(2)
- BOR - Bureau of Outdoor Recreation
- FAA - Federal Aviation Administration
- S - State Dept. of Transportation
- L - Local

MTA



No Scale



**PARATRANSIT/
SPECIAL
EFFORTS**

ACTIVITIES TO IMPROVE TRANSPORTATION FOR ELDERLY AND HANDICAPPED PERSONS

I. INTRODUCTION

Improving transportation services and mobility for the elderly and handicapped is an important and legislatively required goal of the Urban Mass Transportation Administration (UMTA).

A. Planning Assistance Program (Section 9 of the UMT Act of 1964, as amended)

UMTA's Section 9 Program provides 80% matching money to states and local public agencies for transportation planning, engineering, designing, and evaluation of urban mass transportation projects. UMTA regulations on "Transportation for Elderly and Handicapped Persons" state that transportation planning at the local level must include "special efforts" to plan mass transit facilities and services that can effectively be used by elderly and handicapped persons, including wheelchair users. UMTA also requires urbanized areas to budget for and implement specific projects for the elderly and handicapped, including wheelchair users.

B. Operating Assistance Program (Section 5 of the UMT Act of 1964, as amended)

UMTA provides matching funds on a 50/50 basis to states and local public bodies (such as a city, county, or regional transit authority) to cover up to 50% of the operating costs involved in providing transit service.

Operating costs include such expenses as salaries, administrative expenses, advertising, maintenance and routine bus replacements. All transit operations receiving Section 5 funds may not charge elderly and handicapped persons more than one-half of the regular fare applied to general transit users during peak hours. This requirement is applicable only in off-peak or non-rush hour periods.

C. Capital Assistance Program (Section 3 of the UMT Act of 1964, as amended)

Funds are available to public agencies and private operators (through contracts with public agencies) to fund 80% of the cost of capital acqui-

tions including new bus and rail car purchases and construction costs of maintenance facilities, bus garages, new rail lines, etc.

The UMTA regulations on "Transportation for Elderly and Handicapped Persons" require many vehicle and fixed facility (stations, terminals, etc.) features that can make transit use easier for these individuals.

The requirements include such things as improved handrails and stanchions, nonslip flooring, lighting in the bus step well, priority seating signs for elderly and handicapped persons, warning strips next to boarding platforms and other hazard warnings in transit-related buildings. In addition to the above, UMTA has issued requirements which manufacturers must meet for new design and new transit buses. Such requirements would include wheelchair accessibility, front door and passage-way clearances, securement devices, and effective floor heights of not more than 24 inches.

D. Capital Assistance to Support Transit for Elderly and Handicapped Riders

Section 16 (b) (1) of the Urban Mass Transportation Act of 1964, as amended, authorizes UMTA to make grants and loans to States and local agencies specifically to provide mass transit services which meet the special needs of elderly and handicapped persons. Section 16 (b) (2) authorizes UMTA to assist private non-profit organizations in providing transit services for this group where transportation services provided are unavailable, insufficient or inappropriate for their use.

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Capital Expenses		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LAHES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
			SPECIAL SERVICES TRANSPORTATION CORPORATION											
	TSM	1978	(2) 16-passenger vans with W.C. lift and 2 W.C. spaces							UMTA 16b2	28,160.00		*7,040.00	35,200.00
														35,200.00
	TSM	1978	Vehicle Equipment							T 3 T 7	49.20			49.20
										HUD	32.80			32.80
														82.00
										T 3 T 7	1,818.00			1,818.00
	TSM	1978	Communications							HUD	1,212.00			1,212.00
														3,030.00
***	TSM	1978	15 Passenger Van for Foster Grandparent							Action	9,400.00			9,400.00
	TSM	1979	(2) 16-passenger vans with W.C. lift and 2 W.C. spaces							UMTA 16b2	32,000.00		*8,000.00	40,000.00
														40,000.00
	TSM	1979	Vehicle Equipment							T 3 T 7	56.00			56.00
											38.00			38.00
***			(Sub-contracted to SST, Corp. thru CIRALG area on aging)											94.00

PROJECT IDENTIFICATION NUMBER
These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS
R.P. - Revised 1990 Plan
TSM - Transportation Systems Management
CIP - Local Transportation Short-Range Capital Improvements Program

STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS
ARS - Automatic Railroad Signals
BC - Bridge Construction
BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)
C - Construction
CH - Channelization
G - Grading
GR - Gravel
I - Intersection Improvements
IL - Intersection Lighting
IN - Installation
H - Medians
P - Paving
R - Realignment
RC - Reconstruction
RE - Repair
ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)
RS - Resurfacing
S - Signalization
SI - Study
TL - Turning Lanes
W - Widening
SP - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial
MA - Minor Arterial
C - Collector
L - Local

FUNDING TYPE SYMBOLS
FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)
*-Local match provided by donation from Variety Club of Iowa
FAP - Federal Aid Primary
FAUS - Federal Aid Urban System
FAS - Federal Aid Secondary
FTH - Farm-to-market
T 2 - Title II
HUD - Housing and Urban Development
SEC 3 - UMTA Section 3
SEC 5 - UMTA Section 5
SEC 10 - UMTA Section 10
16b2 - UMTA Section 16(b)(2)
BOR - Bureau of Outdoor Recreation
FAA - Federal Aviation Administration
S - State Dept. of Transportation
L - Local

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	CAPITAL EXPENSES, CONT.		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
			SPECIAL SERVICES TRANSPORTATION CORPORATION											
	TSM	1979	Communication						T 3			2,091.00		2,091.00
									HUD		1,394.00			1,394.00
														3,485.00
	TSM	1980	Vehicle Equipment						T 3 T 7		64.00			64.00
									HUD		44.00			44.00
														108.00
	TSM	1980	Communication						T 3 T 7		2,405.00			2,405.00
									HUD		1,603.00			1,603.00
														4,008.00

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP-State Transportation Improvement Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IR - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>SI - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FBI - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>**= Title</p> <p>FAP - Federal Aid Primary</p> <p>FABS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FIB - Farm-to-market</p> <p>T 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3 - UNIA Section 3</p> <p>SEC 5 - UNIA Section 5</p> <p>SEC 10 - UNIA Section 10</p> <p>1602 - UNIA Section 1602(?)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Capital Expenses	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN FEET)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT			EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION / DESCRIPTION										
	TSM	1978	Iowa Methodist Medical Center- Transportation services to Elderly & Handicapped						UMTA 16b2	16,409.60		4,102.40	20,512.00

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAI - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3 - UMTA Section 3</p> <p>SEC 5 - UMTA Section 5</p> <p>SEC 10 - UMTA Section 10</p> <p>16b2 - UMTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	OPERATING EXPENSES		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
			SPECIAL SERVICES TRANSPORTATION CORPORATION											
		1978	Personnel							T 3 T 7	50,975.40			50,975.40
										HUD	33,983.60			33,983.60
										CETA	6,744.00			6,744.00
														91,703.00
		1978	Transportation Expenses							T 3 T 7	20,311.20			20,311.20
										HUD	13,540.80			13,540.80
										CETA	772.00			772.00
														34,624.00
		1978	Office Expenses							Co. kind			6,690.00	6,690.00
														6,690.00
		1978	Other							T 3 T 7	2,340.00			2,340.00
										HUD	1,560.00			1,560.00
														3,900.00
														136,917.00

PROJECT IDENTIFICATION NUMBER
 These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS
 R.P. - Revised 1990 Plan
 ISM - Transportation Systems Management
 CIP - Local Transportation Short-Range Capital Improvements Program

STIP=State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS
 ARS - Automatic Railroad Signals
 BC - Bridge Construction
 BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)
 C - Construction
 CH - Channelization
 G - Grading
 GR - Gravel
 I - Intersection Improvements
 IL - Intersection Lighting
 IN - Installation
 M - Medians
 P - Paving
 R - Realignment
 RC - Reconstruction
 RE - Repair
 ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)
 RS - Resurfacing
 S - Signalization
 SI - Study
 TL - Turning Lanes
 W - Widening
SF = Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS
 PA - Principle Arterial
 MA - Minor Arterial
 C - Collector
 L - Local

FUNDING TYPE SYMBOLS (CONTINUED)
 FAP - Federal Aid Primary
 FAUS - Federal Aid Urban System
 FAS - Federal Aid Secondary
 FFM - Farm-to-market
 T 2 - Title II
 HUD - Housing and Urban Development
 SEC 3 - UMIA Section 3
 SEC 5 - UMIA Section 5
 SEC 10 - UMIA Section 10
 1662 - UMIA Section 16(b)(2)
 BOR - Bureau of Outdoor Recreation
 FAA - Federal Aviation Administration
 S - State Dept. of Transportation
 L - Local

FUNDING TYPE SYMBOLS
 FAI - Federal Aid Interstate

****T=Title**

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	OPERATING EXPENSES		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
			SPECIAL SERVICES TRANSPORTATION CORPORATION											
		1979	Personnel						AA	T 3 T 7	58,622.00			58,622.00
										HUD	39,081.00			39,081.00
										CETA	7,756.00			7,756.00
														105,459.00
		1979	Transportation Expenses							T 3 T 7	23,358.00			23,358.00
										HUD	15,572.00			15,572.00
										CETA	888.00			888.00
														39,818.00
		1979	Office Expenses							PoCo Inkind			7,694.00	7,694.00
														7,694.00
										T 3 T 7	2,691.00			2,691.00
										HUD	1,794.00			1,794.00
														4,485.00
														157,456.00

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan
 TSM - Transportation Systems Management
 CIP - Local Transportation Short-Range Capital Improvements Program

STIP= State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals
 BC - Bridge Construction
 BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction
 CH - Channelization
 G - Grading
 GR - Gravel
 I - Intersection Improvements
 IL - Intersection Lighting
 IN - Installation
 M - Medians
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 R - Realignment
 RC - Reconstruction
 RE - Repair
 ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing
 S - Signalization
 ST - Study
 TL - Turning Lanes
 W - Widening
 SF = Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial
 MA - Minor Arterial
 C - Collector
 L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary
 FAUS - Federal Aid Urban System
 FAS - Federal Aid Secondary
 FIM - Farm-to-market
 T 2 - Title II
 HUD - Housing and Urban Development
 SEC 3 - UMTA Section 3
 SEC 5 - UMTA Section 5
 SEC 10 - UMTA Section 10
 16b2 - UMTA Section 16(b)(2)
 BOR - Bureau of Outdoor Recreation
 FAA - Federal Aviation Administration
 S - State Dept. of Transportation
 L - Local

** T= Title

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	OPERATING EXPENSES		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION						
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL			
			PROJECT LOCATION/ DESCRIPTION														
			SPECIAL TRANSPORTATION CORPORATION														
		1980	Personnel							T 3 T 7	67,415.00						67,415.00
										HUD	44,943.00						44,943.00
										CETA	8,919.00						8,919.00
																	121,277.00
		1980	Transportation Expenses							T 3 T 7	26,862.00						26,862.00
										HUD	17,908.00						17,908.00
										CETA	1,021.00						1,021.00
																	45,791.00
		1980	Office Expenses							PoCo InkInd				8,848.00			8,848.00
																	8,848.00
		1980	Other							T 3 T 7	3,095.00						3,095.00
										HUD	2,063.00						2,063.00
																	5,158.00
																	181,074.00

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan

ISM - Transportation Systems Management

CIP - Local Transportation Short-Range Capital Improvements Program

STIP = State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals

BC - Bridge Construction

BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction

CH - Channelization

G - Grading

GR - Gravel

I - Intersection Improvements

IL - Intersection Lighting

IN - Installation

M - Medians

P - Paving

R - Realignment

RE - Reconstruction

RE - Repair

ROM - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing

S - Signalization

SE - Study

TL - Turning Lanes

W - Widening

SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial

MA - Minor Arterial

C - Collector

L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary

FAMS - Federal Aid Urban System

FAS - Federal Aid Secondary

FTM - Farm-to-market

T 2 - Title II

HUD - Housing and Urban Development

SEE 3 - UMTA Section 3

SEE 5 - UMTA Section 5

SEE 10 - UMTA Section 10

1602 - UMTA Section 16(b)(2)

BOR - Bureau of Outdoor Recreation

FAA - Federal Aviation Administration

S - State Dept. of Transportation

L - Local

** T=Title

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	OPERATING EXPENSE		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
			SOUTHEAST PIONEER & COLUMBUS											
		1978	Personnel							*			33,707.00	33,707.00
		1978	Transportation Expenses							*			20,579.00	20,579.00
		1978	Office Expenses							*			900.00	900.00
		1978	Other							*			180.00	180.00
		1979	Personnel							*			35,392.00	35,392.00
		1979	Transportation Expenses							*			21,608.00	21,608.00
		1979	Office Expenses							*			945.00	945.00
		1979	Other							*			217.00	217.00
		1980	Personnel							*			37,162.00	37,162.00
		1980	Transportation Expenses							*			22,688.00	22,688.00
		1980	Office Expenses							*			992.00	992.00
		1980	Other							*			228.00	228.00
			*Funding provided by United Way Donation											

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan
 TSN - Transportation Systems Management
 CIP - Local Transportation Short-Range Capital Improvements Program

STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals
 BC - Bridge Construction
 BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction
 CH - Channelization
 G - Grading
 GR - Gravel
 I - Intersection Improvements
 IL - Intersection Lighting
 IN - Installation
 M - Medians
 P - Paving
 R - Realignment
 RC - Reconstruction
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 ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing
 S - Signalization
 ST - Study
 TL - Turning Lanes
 W - Widening
 SP - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial
 MA - Minor Arterial
 C - Collector
 L - Local

FUNDING TYPE SYMBOLS

FBI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

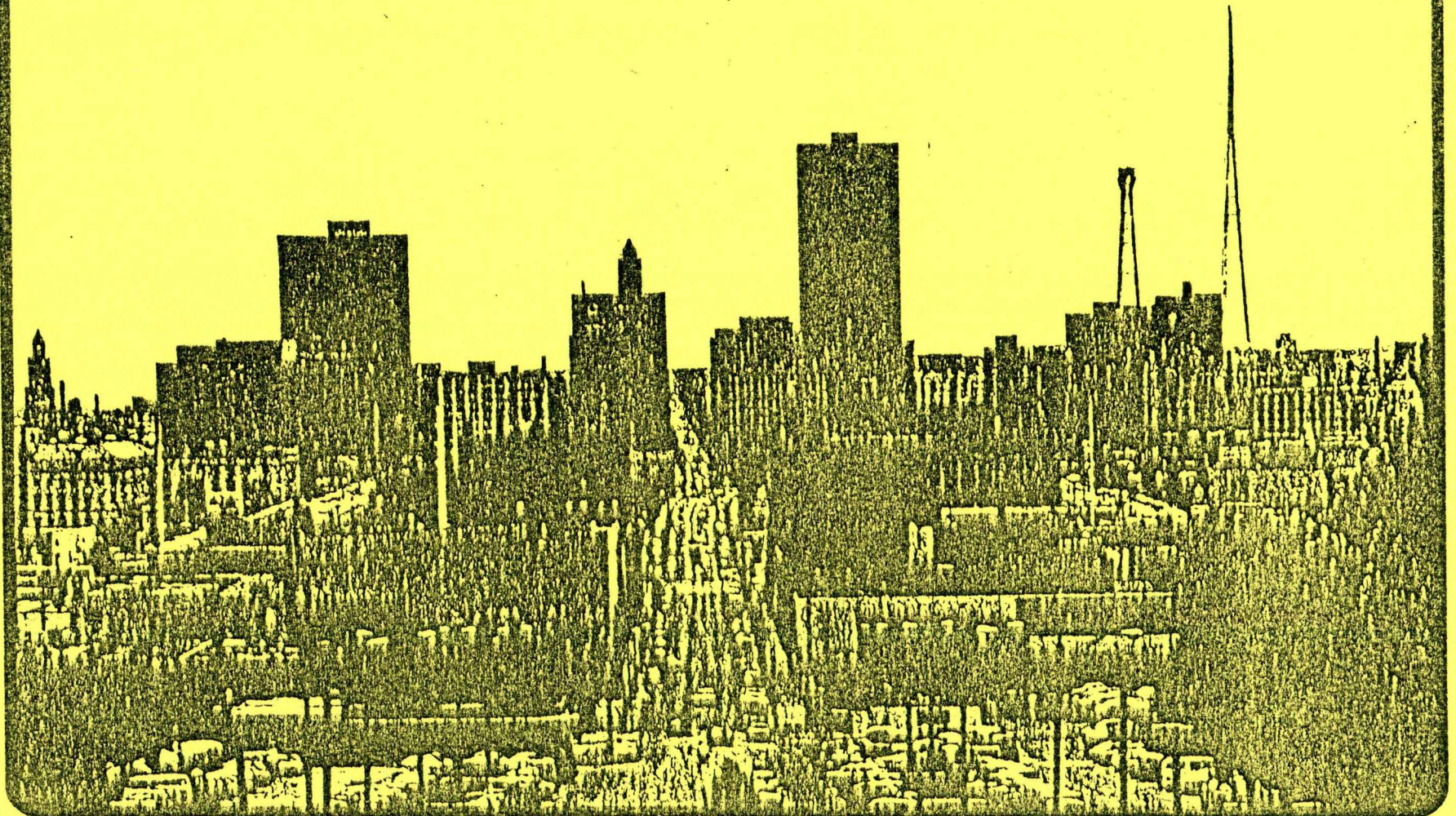
FAP - Federal Aid Primary
 FAMS - Federal Aid Urban System
 FAS - Federal Aid Secondary
 FIM - Farm-to-market
 T 2 - Title II
 HUD - Housing and Urban Development
 SEC 3 - UMTA Section 3
 SEC 5 - UMTA Section 5
 SEC 10 - UMTA Section 10
 16b2 - UMTA Section 16(b)(2)
 BOR - Bureau of Outdoor Recreation
 FAA - Federal Aviation Administration
 S - State Dept. of Transportation
 L - Local

1978 ANNUAL ELEMENT

FY1978
~ 1982

TRANSPORTATION
IMPROVEMENT PROGRAM

Des Moines
Urbanized Area



ANNUAL ELEMENT

The annual element is a list of transportation improvement projects proposed for implementation during the first program year and should be reasonably consistent with available federal funding for that year. This annual element includes projects to be completed during FY 1978. In the event that additional funds become available for FY 1978, projects will be shifted from the five (5) year program to the annual element.

The following chart shows the total amount of expenditures estimated for transportation improvement projects for FY 1978 in the Des Moines Urbanized Area. Total estimated expenditures are broken down by jurisdiction and by funding source.

SUMMARY OF ESTIMATED EXPENDITURES BY LOCAL JURISDICTIONS,
THE METROPOLITAN TRANSIT AUTHORITY, AND THE IOWA DEPARTMENT
OF TRANSPORTATION (FISCAL YEAR 1978)

	CLIVE	DES MOINES	IDOT	JOHNSTON	MTA	PLEASANT HILL	POLK COUNTY	URBANDALE	WEST DES MOINES	WINDSOR HEIGHTS	PARA TRANSIT	TOTAL
FAI			1,467,000									1,467,000.00
FAP			885,000									885,000.00
FAUS	80,675	1,601,149					647,500	90,000	70,000			2,489,324.00
TITLE II		374,855					91,800					466,655.00
FAA		5,276,630										5,276,630.00
ACTION * OAA ** I 3&7											9,400.00	9,400.00
HUD											75,493.80	75,493.80
CETA											50,329.20	50,329.20
UMTA Sec. 5					1,057,203						7,516.00	7,516.00
UMTA Sec. 5 or 3					4,094,780							4,094,780.00
UMTA Sec. 16(b)(2)											44,569.60	44,569.60
USTEP	18,750	134,975	205,500	37,500				18,750				415,475.00
STATE		38,445	884,187		162,687		9,200					1,094,519.00
LOCAL	30,075	13,015,661		139,630	19,918,211	25,000	336,500	473,750	281,000	25,000	73,198.40	34,318,025.40
TOTAL	129,500	20,441,715	3,441,687	177,130	25,232,881	25,000	1,085,000	582,500	351,000	25,000	260,507.00	51,751,920.00

* Older Americans Act ** Title III & VII

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	DES MOINES AIRPORT		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	CIP	1978	Airport Terminal Building - Interior Renovation		C					L			150,000	150,000
	CIP	1978	Airport Master Plan		ST					FAA	215,000	15,000		230,000
2	CIP	1978	Airport Parking Expansion		C					L			260,000	260,000
	CIP	1978	Runway/Taxiway Improvements		RS, I, W, IN, C					FAA	4,092,830		145,170	4,238,000
3	CIP	1978	Emergency Generator-Concourse		IN					L			15,000	15,000
4	CIP	1978	FBO Apron Paving Overlay		RS					FAA	238,000		27,000	265,000
	CIP	1978	Airfield Improvements-Snow & Ice Removal Equipment		SF					FAA	730,800		81,200	812,000

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>N - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RE - Reconstruction</p> <p>RP - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>AS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAP - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAMS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FHM - Farm-to-market</p> <p>I 2 - Title II</p> <p>HUB - Housing and Urban Development</p> <p>SEC 3 - UHFA Section 3</p> <p>SEC 5 - UHFA Section 5</p> <p>SEC 10 - UHFA Section 10</p> <p>1662 - UHFA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
<p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>ISM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP - State Transportation Improvement Program</p>	<p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ANS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>		

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Des Moines		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			BICYCLE/PEDESTRIAN				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
PROJECT LOCATION/ DESCRIPTION														
	CIP	1978	Citywide Sidewalk Program		C,ROW	--				L			235,000	235,000
1	CIP	1978	Grass Roots Sidewalks		C	--				L			110,000	110,000
	TSM	1978	Street and Curb Intake Renovation		IN	--				T 2	18,000		8,000	26,000
2	TSM	1978	Downtown Skywalk System		C	--				FAUS	70,000		30,000	100,000

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p>
<p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>TSR - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP = State Transportation Improvement Program</p>	<p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>H - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>RS - Resurfacing</p> <p>S - Signalization</p> <p>SI - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAI - Federal Aid Interstate</p>	<p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FIM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HURD - Housing and Urban Development</p> <p>SEC 3 - UMTA Section 3</p> <p>SEC 5 - UMTA Section 5</p> <p>SEC 10 - UMTA Section 10</p> <p>1662 - UMTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	PROJECT LOCATION/ DESCRIPTION IDOT BICYCLE/PEDESTRIAN	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
4	TSM	1978	Ia. 46 South of Dean Ave., DM Pedestrian Underpass	C	--			MA	FAP/USTEP		44,500	44,500	89,000

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of Improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP - State Transportation Improvement Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>SE - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAI - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3 - UMFA Section 3</p> <p>SEC 5 - UMFA Section 5</p> <p>SEC 10 - UMFA Section 10</p> <p>16b2 - UMFA Section 16(b) (2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	CLIVE HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	TSM	1978	University Ave. and NW 100th Street	I,S	.06	2	4	PA	FAUS	45,150	--	Clive WDM 14,850 4,500	64,500
2	TSM	1978	Harbach Blvd. and NW 86th Street	S	-			PA	FAUS	18,900	--	8,100	27,000
3	TSM	1978	Hickman Road and NW 86th Street	S,CH,W	-			PA	USTEP FAUS	16,625	37,500	Clive Urp. 7,125 23,750	85,000

PROJECT SOURCE DOCUMENT SYMBOLS

R.P. - Revised 1990 Plan

TSM - Transportation Systems Management

CIP - Local Transportation Short-Range Capital Improvements Program

STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals

BC - Bridge Construction

BRP - Bridge Replacement

GR - Gravel

I - Intersection Improvements

IL - Intersection Lighting

IN - Installation

M - Medians

P - Paving

R - Realignment

RE - Reconstruction

RE - Repair

ROW - Right-of-way Acquisition

TL - Turning Lanes

W - Widening

SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial

MA - Minor Arterial

C - Collector

L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FM - Farm-to-market

T 2 - Title II

HUR - Housing and Urban Development

SEC 3 - UMIA Section 3

SEC 5 - UMIA Section 5

SEC 10 - UMIA Section 10

1662 - UMIA Section 16(b)(2)

BOR - Bureau of Outdoor Recreation

FAA - Federal Aviation Administration

S - State Dept. of Transportation

L - Local

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Des Moines HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	RP	1978	Guthrie Avenue Viaduct	BC	--	-	4	PA	FAUS	1,331,149		648,851	1,980,000
2	RP	1978	Court Avenue Bridge	RC	--	4	4	MA	L			733,535	733,535
	CIP	1978	Citywide Bridges	RC	--	--	--	--	L			75,000	75,000
	CIP	1978	Reconstruction & Repair - various bridges	RC	--	--	--	--	L			100,000	100,000
3	CIP	1978	Second Avenue Parking Facilities	C	--	--	--	--	L			2,350,000	2,350,000
	CIP	1978	Parking Meter Replacement	C	--	--	--	--	L			87,545	87,545
	CIP	1978	Parking Utilization Control System	IN	--	--	--	--	L			30,000	30,000
4	CIP	1978	Locust Street Parking Garage	C	--	--	--	--	L			3,000,000	3,000,000
5	TSM	1978	9th Street - Center to University	W	--	2	4	C	L			234,000	234,000
6	TSM	1978	Army Post Road - SE 5th to SE 14th Street	W,CH,S	--	4	4	PA	L			265,000	265,000
	CIP	1978	Grass Roots Paving	C,RE	--	--	--	--	L			17,000	17,000
7	CIP	1978	S. Union-Indianola Rd. to Army Post Rd.	C	--	2	2	C	L			430,000	430,000
8	TSM	1978	Hickman Rd-Merklin Way and Merle Hay Rd Intersection	C,M,S	--	--	--	MA	L			12,000	12,000
9	CIP	1978	S.E. 5th Street - E. McKinley to Army Post Road	C	--	2	2	MA	L			650,000	650,000
10	TSM	1978	3rd Street - Court Avenue to Koosauqua Way	W,RS	--	4	4	PA	FAUS	200,000		53,000	253,000
	CIP	1978	Curb, Median Island and Pavement Replacement	I,RE,P	--	--	--	--	L			355,000	355,000
	CIP	1978	Citywide Paving Program	P	--	--	--	--	L			2,275,000	2,275,000
11	RP	1978	Industrial Highway - Fleur Drive to SE 14th Street	C,ROW, BRP,S	--	--	4	--	L			190,000	190,000

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of Improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS

- R.P. - Revised 1990 Plan
- TSM - Transportation Systems Management
- CIP - Local Transportation Short-Range Capital Improvements Program
- STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

- ARS - Automatic Railroad Signals
- BC - Bridge Construction
- BRP - Bridge Replacement
- C - Construction
- CH - Channelization
- G - Grading
- GR - Gravel
- I - Intersection Improvements
- IL - Intersection Lighting
- IN - Installation
- M - Medians
- P - Paving
- R - Realignment
- RC - Reconstruction
- RE - Repair
- ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

- RS - Resurfacing
- S - Signalization
- ST - Study
- TL - Turning Lanes
- W - Widening
- SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

- PA - Principle Arterial
- MA - Minor Arterial
- C - Collector
- L - Local

FUNDING TYPE SYMBOLS

- F - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

- FAP - Federal Aid Primary
- FAUS - Federal Aid Urban System
- FAS - Federal Aid Secondary
- FM - Farm-to-market
- T 2 - Title II
- IHD - Housing and Urban Development
- SEC 3 - UMIA Section 3
- SEC 5 - UMIA Section 5
- SEC 10 - UMIA Section 10
- 1662 - UMIA Section 16(b)(7)
- BOR - Bureau of Outdoor Recreation
- FAA - Federal Aviation Administration
- S - State Dept. of Transportation
- L - Local

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Des Moines HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
	TSM	1978	Pavement Marking Demonstration Project			--	--	--	--	T 2	147,000		1,000	148,000
	TSM	1978	Minor Intersection Improvement and Signalization Upgrading		RC,S	--	--	--	--	UStep T 2	176,210	27,470	73,320	277,000
	TSM	1978	Citywide Traffic Signals, Channelization & School Crossing Protection Program		C,CH,S	--	--	--	--	UStep T 2	33,645	91,975	194,540	320,160
12	TSM	1978	Dixon Ave.-E. HULL Intersection Realignment		ROW, S	--	--	--	C	L			145,000	145,000
14	TSM	1978	63rd St.-Hickman Rd. Intersection		RC, S	--	--	--	MA	UStep L		34,500	34,500	70,000

PROJECT IDENTIFICATION NUMBER

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STIP- State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS

ARS - Automatic Railroad Signals
BC - Bridge Construction
BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

C - Construction
CH - Channelization
G - Grading
GR - Gravel
I - Intersection Improvements
IL - Intersection Lighting
IN - Installation
M - Medians
P - Paving
R - Realignment
RC - Reconstruction
RE - Repair
ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing
S - Signalization
ST - Study
TL - Turning Lanes
W - Widening

SF - Safety NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial
MA - Minor Arterial
C - Collector
L - Local

FUNDING TYPE SYMBOLS

FBI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary
FAUS - Federal Aid Urban System
FAS - Federal Aid Secondary
FTH - Farm-to-market
T 2 - Title II
HUD - Housing and Urban Development
SEC 3 - UHIA Section 3
SEC 5 - UHIA Section 5
SEC 10 - UHIA Section 10
1662 - UHIA Section 16(b)(2)
BOR - Bureau of Outdoor Recreation
FAA - Federal Aviation Administration
S - State Dept. of Transportation
L - Local

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	IOWA DOT HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION / DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	STIP	1977	U.S. 6 from Hickman Rd. to Douglas Ave. DSM		RS	1.0	4&4D	1&4D	MA	FAP		6,425		6,425
2	STIP	1977	Ia 163 from Hubbell to ECLB, DM		RS	2.6	4	4D	PA	FAP		85,691		85,691
3	TSM	1977	US 65 at Adventure Land Drive		S, I	-	4	4D	MA	FAP		64,071		64,071
4	TSM	1978	Ia 5 at SW 9th St., DM		I	-	4	4D	PA	FAP		200,000		200,000
5	TSM	1978	I-35 from Ia 141 to E Jct I-80 Interchange		SF	11.0	4D	4D	PA	FAI	363,600	40,400		404,000
6	STIP	1978	I-35 widen Des Moines River Bridges		W, RS	.13	4D	4D	PA	FAI	967,500	107,500		1,075,000
7	STIP	1978	Supplement railing barrier at Cornell Ave. & CRI & P RR bridge (WBL) on I-35		IN	-	4D	4D	PA	FAI	13,500	1,500		15,000
8	TSM	1978	US 69 from Park Ave. to King Avenue, DM		I	0.3	4	6	PA	FAP	140,000	60,000		* 200,000
9	STIP	1978	US 69 at Euclid, DM		ROW	0.4	4	4D	PA	FAP	140,000	60,000		* 200,000
10	TSM	1978	Ia 163 at Ia 46, DM		I	-	4	4D	PA	FAP	560,000	240,000		800,000
11	STIP	1978	I-80 Supplemental Railing Barrier at E 29th St. BR (WBL) DM		IN	0.5			PA	FAI	11,700	1,300		13,000
12	STIP	1978	I-235 Supplemental railing at EBL 12th St. & WBL Keo Ramp K-1 BRS over Keo & EBL over Keo DSM		IN	-	8	8	PA	FAI	49,500	5,500		55,000
13	STIP	1978	I-235 from 10th to Keo (52 Intakes) Des Moines		RC	-	8	8	PA	FAI	61,200	6,800		68,000
14	STIP	1978	US 69 at RR Bridge N. of Des Moines River		RE	-	4	4	PA	FAP	45,000	5,000		50,000
15	TSM	1978	US 6 at 86th St., Urbandale		S, I		4	4	MA	FAP/USTEP		37,500	47,500	85,000
16	TSM	1978	US 6 at 63rd St., DM		S, I		4	4D	MA	FAP/USTEP		34,500	34,500	69,000
17	TSM	1978	US 69 at Grandview, DM		S		4	4D	PA	FAP/USTEP		3,500	3,500	7,000
18	TSM	1978	US 69 at Cleveland, DM		S		4	4D	PA	FAP/USTEP		4,000	4,000	8,000

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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	IOWA DOT HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
19	TSM	1978	U.S. 69 at Aurora, DM		S		4	4D	PA	FAP/USTEP		11,500	11,500	23,000
20	TSM	1978	Ia. 163 at E. 24th St., DM		S		4	4D	PA	FAP/USTEP		3,000	3,000	6,000
21	TSM	1978	Ia. 163 at E. 15th St., DM		S		4	4D	PA	FAP/USTEP		3,000	3,000	6,000
22	TSM	1978	Ia. 401 at Madison, DM		S		4D	4D	MA	FAP/USTEP		17,500	17,500	35,000
23	TSM	1978	Ia. 401 at NW 62nd & NW 59th St., Johnston		ROW, I		2	4D	MA	FAP/USTEP		37,500	37,500	75,000
24	TSM	1978	Safety Signing Projects at various locations in Des Moines		Signing SF				MA	FAP/USTEP		9,000	9,000	18,000
			US 6 (Merle Hay) @ Hickman				4	4						
			US 6 (Douglas) @ Ia. 401 (Merle Hay)				4	4D						
			US 6 (Euclid) @ Harding Road				4	4D						
			US 6 (Euclid) @ Oliver Plaza				4	4D						
			US 6 (Euclid) at 6th Ave.				4	4D						
			US 6 (Euclid) at Ia. 415 (2nd Ave.)				4	4D						
			US 6 (Hubbell) & E 29th				4	4D						
			US 65 US 69 (E 14th St. at Ia. 163 (University))				4	4						
			US 65, US 69 (E. 15th St.) @ Grand				4	4						
			Ia. 163 (Univ.) @ E. 21st St.				4	4						
			Ia. 163 (Univ.) @ Hubbell				4D	4D						
			Ia. 401 (Merle Hay) @ Aurora				4D	4D						
			I-235 @ 42nd St.				4D	4D						
			I-235 @ 63rd St.				4D	4D						

PROJECT IDENTIFICATION NUMBER

These project numbers correspond with the numbers on the map of Improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLES

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CIP - Local Transportation Short-Range Capital Improvements Program

STIP - State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLES

ARS - Automatic Railroad Signals

BC - Bridge Construction

BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLES (CONTINUED)

C - Construction

CH - Channelization

G - Grading

GR - Gravel

I - Intersection Improvements

IL - Intersection Lighting

IN - Installation

H - Medians

P - Paving

R - Realignment

RC - Reconstruction

RE - Repair

ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLES (CONTINUED)

RS - Resurfacing

S - Signalization

ST - Study

TL - Turning Lanes

W - Widening

SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLES

PA - Principle Arterial

MA - Minor Arterial

C - Collector

L - Local

FUNDING TYPE SYMBOLES

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLES (CONTINUED)

FAP - Federal Aid Primary

FAUS - Federal Aid Urban System

FAS - Federal Aid Secondary

FTM - Farm-to-market

T 2 - Title II

HUR - Housing and Urban Development

SEC 3 - UMIA Section 3

SEC 5 - UMIA Section 5

SEC 10 - UMIA Section 10

16b2 - UMIA Section 16(b)(2)

BOR - Bureau of Outdoor Recreation

FAA - Federal Aviation Administration

S - State Dept. of Transportation

L - Local

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	JOHNSTON HIGHWAY & STREET PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	TSM	1978	Intersection Rebuilding-NW 62nd Ave/NW 59th Ct. at Ia.401 (Merle Hay Rd) (Incl. Signals)	I/S	.2	2	4	C/A	U-Step	--	37,500	139,630	177,130
			* - (.5 mile) ** - (1 mile)										

PROJECT IDENTIFICATION NUMBER
 These project numbers correspond with the numbers on the map of improvements showing the project locations.

PROJECT SOURCE DOCUMENT SYMBOLS
 R.P. - Revised 1990 Plan
 TSM - Transportation Systems Management
 CIP - Local Transportation Short-Range Capital Improvements Program

STIP-State Transportation Improvement Program

TYPE OF IMPROVEMENT SYMBOLS
 ARS - Automatic Railroad Signals
 BC - Bridge Construction
 BRP - Bridge Replacement

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)
 C - Construction
 CH - Channelization
 G - Grading
 GR - Gravel
 I - Intersection Improvements
 IL - Intersection Lighting
 IN - Installation
 M - Medians
 P - Paving
 R - Realignment
 RC - Reconstruction
 RE - Repair
 ROW - Right-of-way Acquisition

TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)
 RS - Resurfacing
 S - Signalization
 SI - Study
 TL - Turning Lanes
 W - Widening
SF - Safety
NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

FUNDING TYPE SYMBOLS
 FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)
 FAP - Federal Aid Primary
 FAUS - Federal Aid Urban System
 FAS - Federal Aid Secondary
 FFM - Farm-to-market
 T 2 - Title II
 HUD - Housing and Urban Development
 SEC 3 - UMIA Section 3
 SEC 5 - UMIA Section 5
 SEC 10 - UMIA Section 10
 16b2 - UMIA Section 16(b)(2)
 BOR - Bureau of Outdoor Recreation
 FAA - Federal Aviation Administration
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 L - Local

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	POLK COUNTY HIGHWAY & STREET		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PROJECT LOCATION/ DESCRIPTION				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	CIP	1978	Hwy 69 & NE 52nd Ave.		IL	--	-	-	-	S & L	--	3,200	4,800	8,000
2	CIP	1978	Hwy 5 & SE 72nd Ave.		IL	--	-	-	-	S & L	--	2,000	3,000	5,000
3	CIP	1978	Hwy 65 & NE 46th Ave.		IL	--	-	-	-	S & L	--	4,000	6,000	10,000
4	TSM	1978	McKinley Ave. from Walnut Woods to SW 63rd & SW 74th frm Ia. 5 to SW 52nd Ave.		W	1.0	2	2	MA	FAUS	66,500	--	28,500	95,000
5	TSM	1978	Railroad Crossing on SE 44th Ave.		ARS	--	2	2	MA	T2	22,950	--	2,550	25,500
6	RP	1978	NE 46th Ave. frm Hwy. 415 to NE 22nd St.		RS,RC	2.0	2	2	MA	FAUS	143,500	--	61,500	205,000
7	RP	1978	NE 46th Ave. frm NE 22nd St. to Hwy. 65		RS	3.3	2	2	MA	FAUS	175,000	--	75,000	250,000
8	RP	1978	NE 46th Ave. frm Bridge over Four Mile Creek Br #6048		BRP	--	2	2	MA	FAUS	210,000	--	90,000	300,000
9	CIP	1978	NE 47th Place Bridge #5465		BRP	--	2	2	L	L	--	--	35,000	35,000
10	TSM	1978	* Intersection of SW 63rd St. & Park Ave.		CH	--	-	-	MA	FAUS	52,500	--	22,500	75,000
11	TSM	1978	Railroad Crossing on NE 66th Avenue		ARS	--	-	-	C	T2	22,950	--	2,550	25,500
12	TSM	1978	Railroad Crossing on NE 51st Avenue		ARS	--	-	-	C	T2	22,950	--	2,550	25,500
13	TSM	1978	Railroad Crossing on NW 58th Avenue		ARS	--	-	-	C	T2	22,950	--	2,550	25,500

PROJECT IDENTIFICATION NUMBER

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TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)

RS - Resurfacing
 S - Signalization
 SI - Study
 IL - Turning Lanes
 W - Widening
 SF - Safety

NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS

PA - Principle Arterial
 MA - Minor Arterial
 C - Collector
 L - Local

FUNDING TYPE SYMBOLS

FAI - Federal Aid Interstate

FUNDING TYPE SYMBOLS (CONTINUED)

FAP - Federal Aid Primary
 FAUS - Federal Aid Urban System
 FAS - Federal Aid Secondary
 FM - Farm-to-market
 T2 - Title II
 HUD - Housing and Urban Development
 SEC 3- UMTA Section 3
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*-Joint Project with Des Moines. Negotiations to be made at a later date.

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	PROJECT LOCATION/ DESCRIPTION	TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
						EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
1	RP	1978	35th Street Extension-Ashworth Road to Brookview	P	.09	0	4	PA	L			41,000	41,000
2	RP	1978	50th Street-Ashworth Road to 1/2 mile South	P	.45	2	2	MA	L			180,000	180,000
3	TSM	1978	8th Street at Office Park Road	S	--	4	4	PA	FAUS	24,500		10,500	35,000
4	TSM	1978	35th Street at University	S	-	-	-	PA	FAUS	21,000	CTive - 4,500 WDK - 4,500		30,000
5	TSM	1978	35th Street at Woodland	S	-	-	-	PA	FAUS	24,500		10,500	35,000
6	TSM	1978	Sidewalk Program - 22nd Street and Miscellaneous Locations	C	--	-	-	PA	L			35,000	35,000

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP - State Transportation Improvement Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>H - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>ST - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAL - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FTM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3- UMTA Section 3</p> <p>SEC 5- UMTA Section 5</p> <p>SEC 10- UMTA Section 10</p> <p>16b2 - UMTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	MTA CAPITAL EXPENSES		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			TRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
TDP		1978	Service and Office Center Construction and equipment*							Sec. 3 Sec. 5	3,367,400		841,850	4,209,250
TDP		1978	10 Transit Coaches - 35', 43-passenger**							Sec. 3 or 5	660,000	110,004	54,996	825,000
		1978	1 Fork Lift**							Sec. 3 or 5	12,000	2,000	1,000	15,000
		1978	1 Self-contained sweeper**							Sec. 3 or 5	9,200	1,532	768	11,500
		1978	1 Supervisory Van **							Sec. 3 or 5	10,000	1,666	834	12,500
TDP		1978	Maintenance Equipment **							Sec. 3 or 5	31,380	5,229	2,616	39,225
TDP		1978	Radio Modifications **							Sec. 3 or 5	4,800	799	401	6,000

<p><u>PROJECT IDENTIFICATION NUMBER</u></p> <p>These project numbers correspond with the numbers on the map of improvements showing the project locations.</p> <p><u>PROJECT SOURCE DOCUMENT SYMBOLS</u></p> <p>R.P. - Revised 1990 Plan</p> <p>ISM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP - State Transportation Improvement Program</p> <p><u>TYPE OF IMPROVEMENT SYMBOLS</u></p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p><u>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</u></p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>H - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>ROW - Right-of-way Acquisition</p>	<p><u>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</u></p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>SI - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p><u>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</u></p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p><u>FUNDING TYPE SYMBOLS</u></p> <p>FBI - Federal Aid Interstate</p>	<p><u>FUNDING TYPE SYMBOLS (CONTINUED)</u></p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FIM - Farm-to-market</p> <p>F 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3 - UMTA Section 3</p> <p>SEC 5 - UMTA Section 5</p> <p>SEC 10 - UMTA Section 10</p> <p>1662 - UMTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Capital Expenses		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
			SPECIAL SERVICES TRANSPORTATION CORPORATION											
	TSM	1978	(2) 16-passenger vans with W.C. lift and 2 W.C. spaces							UMTA 16b2	28,160.00		*7,040.00	35,200.00
														35,200.00
	TSM	1978	Vehicle Equipment							T 3 T 7 HUD	49.20			49.20
											32.80			32.80
														82.00
	TSM	1978	Communications							T 3 T 7 HUD	1,818.00			1,818.00
											1,212.00			1,212.00
														3,030.00
***	TSM	1978	15 Passenger Van for Foster Grandparent							Action	9,400.00			9,400.00

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of Improvements showing the project locations.</p> <p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <p>R.P. - Revised 1990 Plan</p> <p>TSM - Transportation Systems Management</p> <p>CIP - Local Transportation Short-Range Capital Improvements Program</p> <p>STIP - State Transportation Improvement Program</p> <p>TYPE OF IMPROVEMENT SYMBOLS</p> <p>ARS - Automatic Railroad Signals</p> <p>BC - Bridge Construction</p> <p>BRP - Bridge Replacement</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>C - Construction</p> <p>CH - Channelization</p> <p>G - Grading</p> <p>GR - Gravel</p> <p>I - Intersection Improvements</p> <p>IL - Intersection Lighting</p> <p>IN - Installation</p> <p>M - Medians</p> <p>P - Paving</p> <p>R - Realignment</p> <p>RC - Reconstruction</p> <p>RE - Repair</p> <p>RDM - Right-of-way Acquisition</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <p>RS - Resurfacing</p> <p>S - Signalization</p> <p>SI - Study</p> <p>TL - Turning Lanes</p> <p>W - Widening</p> <p>SF - Safety</p> <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <p>PA - Principle Arterial</p> <p>MA - Minor Arterial</p> <p>C - Collector</p> <p>L - Local</p> <p>FUNDING TYPE SYMBOLS</p> <p>FAI - Federal Aid Interstate</p>	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <p>* - Local match provided by donation from Variety Club of Iowa</p> <p>FAP - Federal Aid Primary</p> <p>FAUS - Federal Aid Urban System</p> <p>FAS - Federal Aid Secondary</p> <p>FM - Farm-to-market</p> <p>T 2 - Title II</p> <p>HUD - Housing and Urban Development</p> <p>SEC 3 - UMTA Section 3</p> <p>SEC 5 - UMTA Section 5</p> <p>SEC 10 - UMTA Section 10</p> <p>16b2 - UMTA Section 16(b)(2)</p> <p>BOR - Bureau of Outdoor Recreation</p> <p>FAA - Federal Aviation Administration</p> <p>S - State Dept. of Transportation</p> <p>L - Local</p>
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PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Capital Expenses		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
TSM		1978	Iowa Methodist Medical Center- Transportation services to Elderly & Handicapped							UMTA 16b2	16,409.60		4,102.40	20,512.00

<p>PROJECT IDENTIFICATION NUMBER</p> <p>These project numbers correspond with the numbers on the map of Improvements showing the project locations.</p>	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <ul style="list-style-type: none"> C - Construction CH - Channelization G - Grading GR - Gravel I - Intersection Improvements IL - Intersection Lighting IM - Installation M - Medians P - Paving R - Realignment RC - Reconstruction RE - Repair ROV - Right-of-way Acquisition 	<p>TYPE OF IMPROVEMENTS SYMBOLS (CONTINUED)</p> <ul style="list-style-type: none"> RS - Resurfacing S - Signalization ST - Study TL - Turning Lanes W - Widening <p>NATIONAL FUNCTIONAL CLASSIFICATION SYMBOLS</p> <ul style="list-style-type: none"> PA - Principle Arterial MA - Minor Arterial C - Collector L - Local <p>FUNDING TYPE SYMBOLS</p> <ul style="list-style-type: none"> FAI - Federal Aid Interstate 	<p>FUNDING TYPE SYMBOLS (CONTINUED)</p> <ul style="list-style-type: none"> FAP - Federal Aid Primary FAUS - Federal Aid Urban System FAS - Federal Aid Secondary FTM - Farm-to-market T 2 - Title II HUD - Housing and Urban Development SEC 3- UMTA Section 3 SEC 5- UMTA Section 5 SEC 10-UMTA Section 10 16b2 - UMTA Section 16(b)(2) BOR - Bureau of Outdoor Recreation FAA - Federal Aviation Administration S - State Dept. of Transportation L - Local
<p>PROJECT SOURCE DOCUMENT SYMBOLS</p> <ul style="list-style-type: none"> R.P. - Revised Plan TSM - Transportation Systems Management CIP - Local Transportation Short-Range Capital Improvements Program 			
<p>TYPE OF IMPROVEMENT SYMBOLS</p> <ul style="list-style-type: none"> ARS - Automatic Railroad Signals BC - Bridge Construction BRP - Bridge Replacement 			

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	OPERATING EXPENSES		TYPE OF IMPROVEMENT	PROJECT LENGTH (IN MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			PARATRANSIT				EXISTING	PROPOSED			FEDERAL	STATE	LOCAL	TOTAL
			PROJECT LOCATION/ DESCRIPTION											
			SPECIAL SERVICES TRANSPORTATION CORPORATION											
		1978	Personnel							T 3 T 7	50,975.40			50,975.40
										HUD	33,983.60			33,983.60
										CETA	6,744.00			6,744.00
														91,703.00
		1978	Transportation Expenses							T 3 T 7	20,311.20			20,311.20
										HUD	13,540.80			13,540.80
										CETA	772.00			772.00
														34,624.00
		1978	Office Expenses							Co. kind			6,690.00	6,690.00
														6,690.00
		1978	Other							T 3 T 7	2,340.00			2,340.00
										HUD	1,560.00			1,560.00
														3,900.00
														136,917.00

PROJECT IDENTIFICATION NUMBER

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FUNDING TYPE SYMBOLS (CONTINUED)

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1662 - UMIA Section 16(b)(2)

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FAA - Federal Aviation Administration

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L - Local

**T=Title

PROJECT IDENTIFICATION NUMBER	PROJECT SOURCE DOCUMENT	DATE	Operating Expense PARATRANSIT		TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	LANES		NATIONAL FUNCTIONAL CLASSIFICATION	FUNDING TYPE	TOTAL PROJECT COST DISTRIBUTION			
			EXISTING	PROPOSED			FEDERAL	STATE			LOCAL	TOTAL		
			PROJECT LOCATION/ DESCRIPTION											
			SOUTHEAST PIONEER & COLUMBUS											
		1978	Personnel							*			33,707.00	33,707.00
		1978	Transportation Expenses							*			20,579.00	20,579.00
		1978	Office Expenses							*			900.00	900.00
		1978	Other							*			180.00	180.00
			*Funding provided by United Way Donation											

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DES MOINES URBAN AREA TRANSPORTATION POLICY COMMITTEE

Mayor Murray Drake, Chairman West Des Moines	Councilman Kent Forbes Pleasant Hill	* W. Clark Gwinn United Airlines
John Andrews, Vice Chairman Polk County	Supervisor Richard Brannan Polk County	* Jack Hall Legal Counsel for CIRALG
Councilman Bert Aunan Clive	Mayor C. D. Millsap Windsor Heights	* Don Anderson Iowa Department of Transportation
Mayor Richard Olson Des Moines	Irving Bradley Urbandale	* Leon N. Larson Federal Highway Administration
Councilman Archie Brooks Des Moines	* Richard Anderson Des Moines Public Schools	* L. C. Reinig Central Iowa Airport Authority
Mrs. Nadean Hamilton Des Moines	* Richard L. Barr Iowa Railroad Association	* Advisory Members
Councilman Harold Neff Johnston	* Forest Swift MTA	

DES MOINES URBAN AREA TRANSPORTATION TECHNICAL COMMITTEE

Lon Hawbaker, Chairman West Des Moines	Richard Ness Iowa Department of Transportation	Forest Swift MTA
Tom Reinhard, Vice Chairman Clive	Alan Collet Johnston	* Ed Finn Federal Highway Administration
Herman Batts Des Moines	Phil Hildebrand Pleasant Hill	* Chuck Donald Urban Mass Transportation Administration
James Thompson Des Moines	Richard Van Gundy Polk County	* Advisory Members
Robert Mickle Des Moines	James McCulloh Urbandale	
John Carpenter Iowa Department of Transportation	James Brown Windsor Heights	

CENTRAL IOWA REGIONAL ASSOCIATION OF LOCAL GOVERNMENTS

Dennis Harney	Executive Director
Brent M. Bean	Transportation Supervisor
Garry Hemphill	Associate Planner: Coordination
Helen R. Lee	Planning Technical: Research, Text
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