

Ashworth Road Improvements

1st Street to 50th Street

May 3rd, 2022

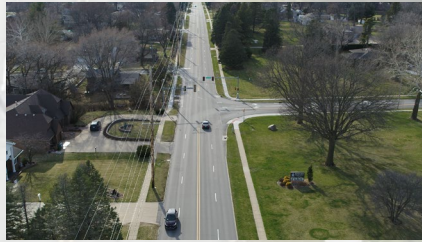


TOPICS COVERED

- EXISTING CONDITION
- RECOMMENDED CHANGES
- WHAT ELSE WAS CONSIDERED?
- BENEFITS
- EXAMPLES
- WHEN WILL THIS AFFECT YOU?
- FREQUENTLY ASKED QUESTIONS

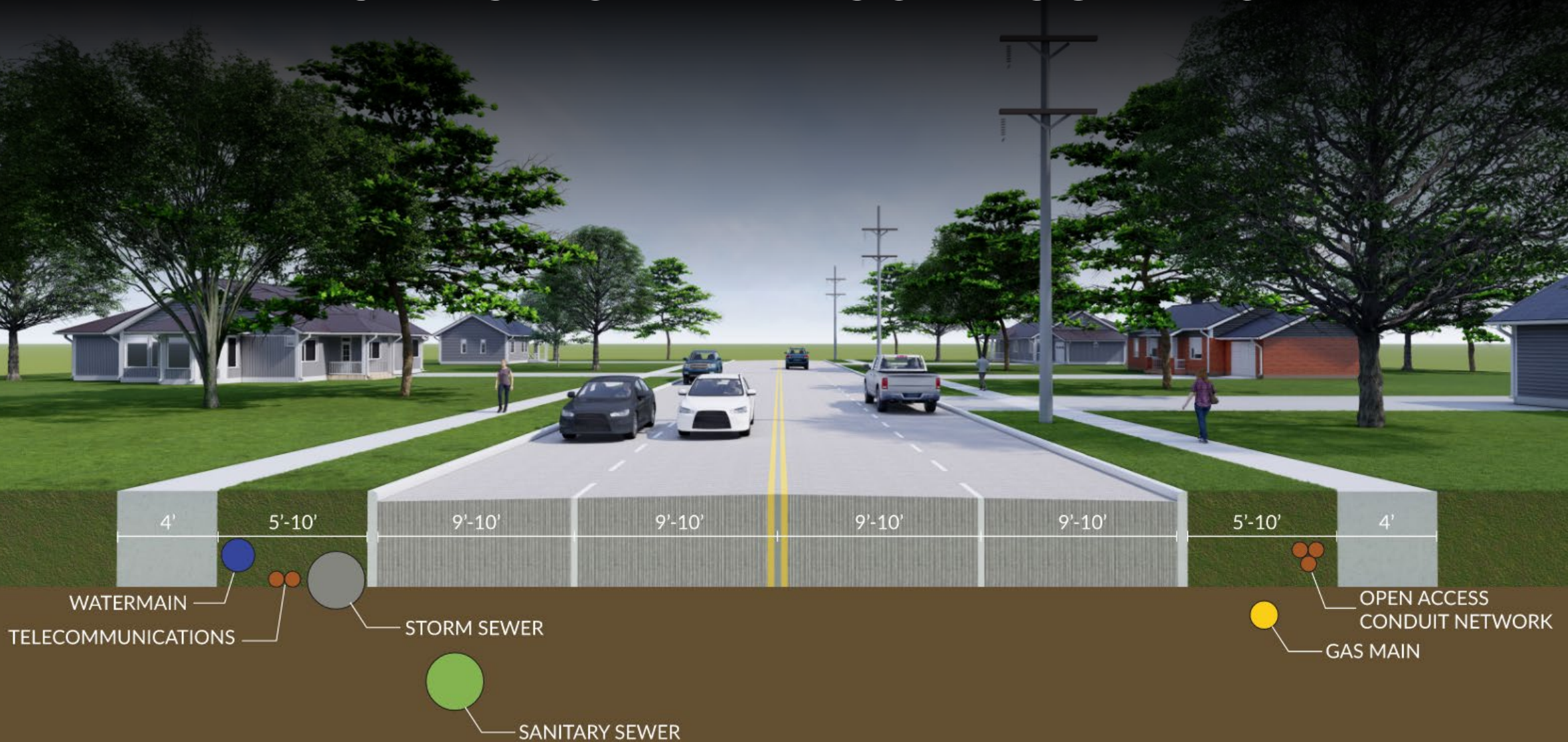


PROJECT LOCATION / EXISTING CONDITION





EXISTING ROADWAY CONFIGURATION



EXISTING CONDITION

- Purpose
 - Minor arterial street
 - One of only a few east/west corridors through the City
 - Detour route during incidents on I-235
 - Truck route
 - DART and school bus route



RECOMMENDED CONFIGURATION

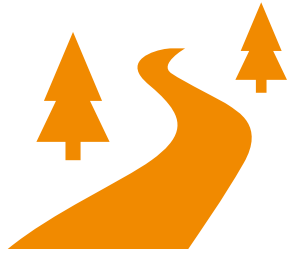


WHAT ELSE WAS CONSIDERED?

1. Do nothing
2. Two Lanes with On-Street Bike Lanes
3. Four Standard Width (12') Lanes
4. Five Lanes
5. Roundabouts at key intersections
6. Three Lanes



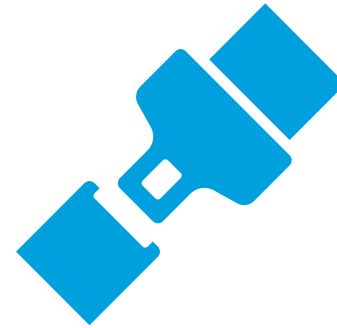
WHY CHANGE ANYTHING?



Path
Connectivity



Aging
Infrastructure



Safety

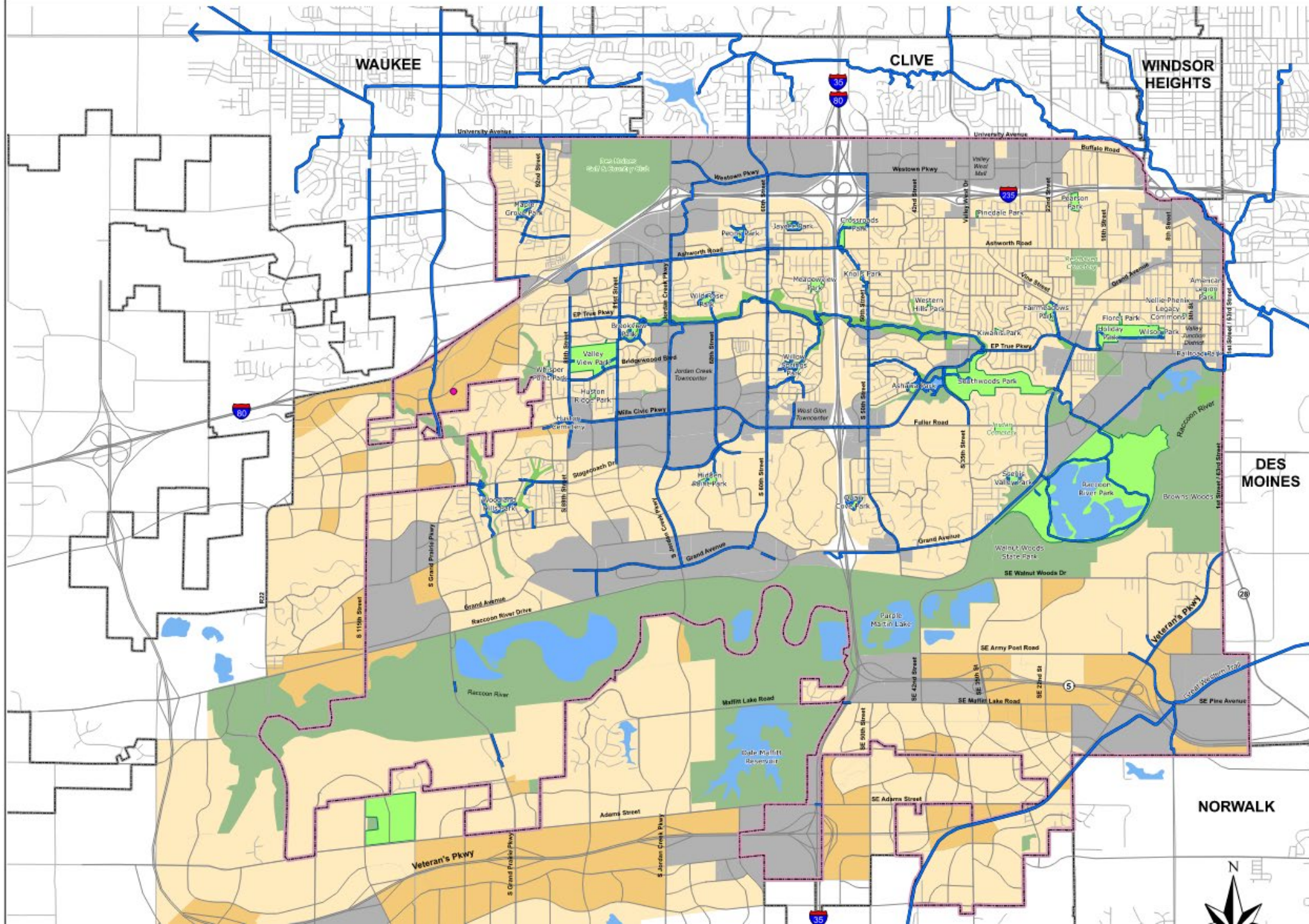


Lane Width

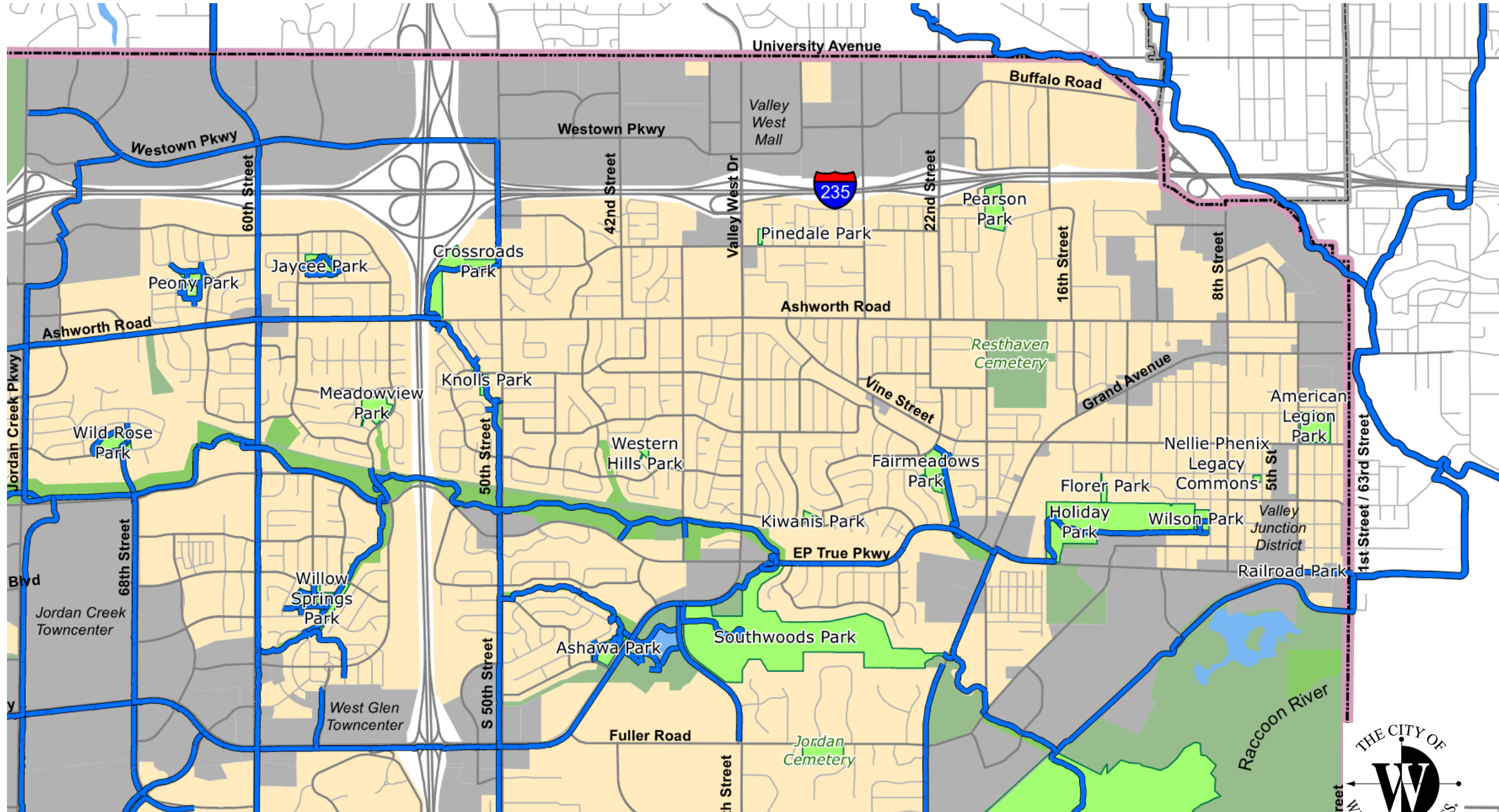


SHARED USE PATH

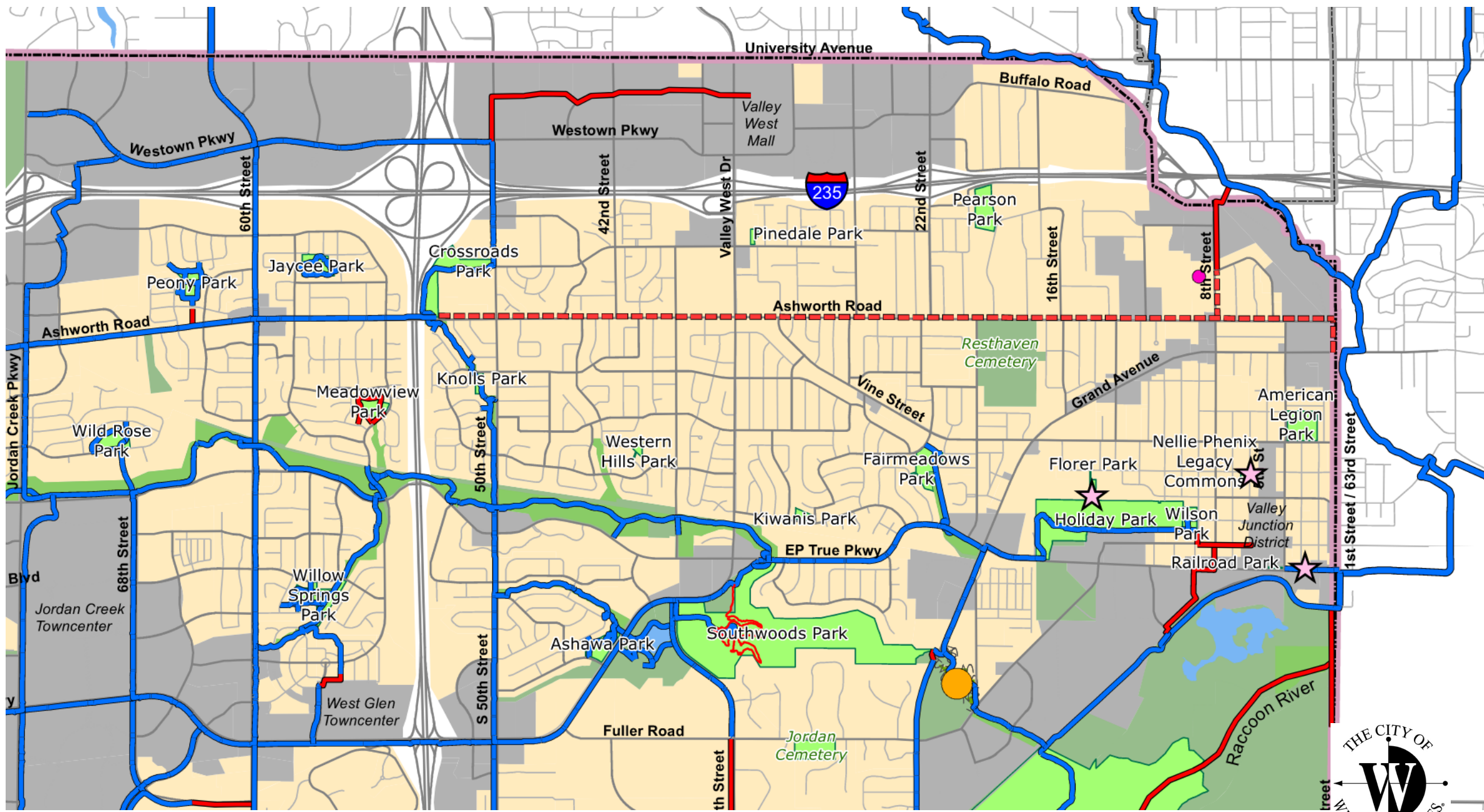
EXISTING SHARED USE PATH NETWORK



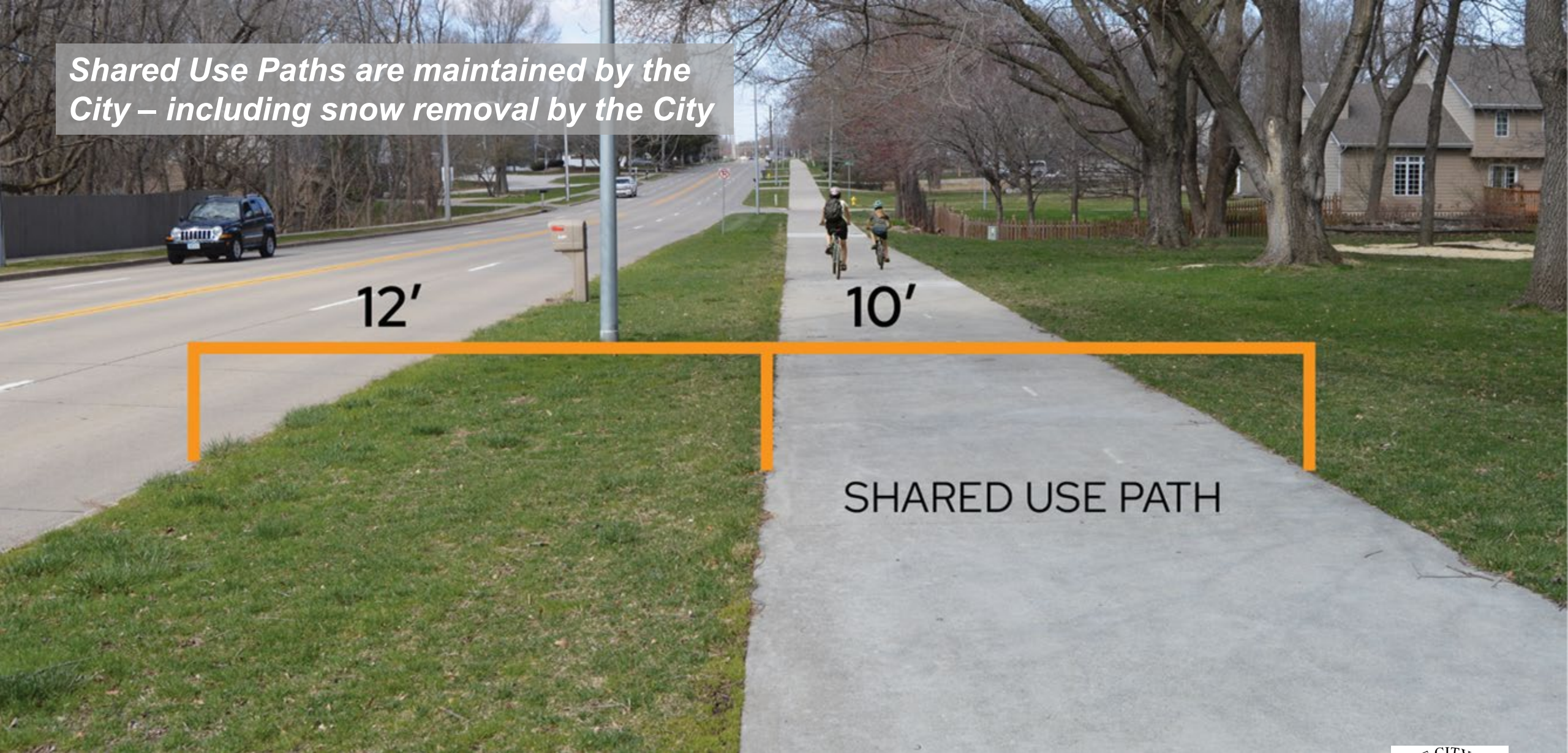
EXISTING SHARED USE PATH NETWORK



FUTURE SHARED USE PATH NETWORK



Shared Use Paths are maintained by the City – including snow removal by the City



An aerial photograph of a residential neighborhood. A central road with a double yellow line runs vertically through the middle. On either side of the road are houses with varying roof colors and styles, interspersed with trees. Some trees are bare, while others have green leaves. A few cars are visible on the road. The overall scene is a typical suburban street.

AGING INFRASTRUCTURE

INFRASTRUCTURE NEARING END OF USEFUL LIFE

- Originally constructed as early as 1920s
- Underlying pavement deteriorating
- Asphalt overlays extend life
 - 5 to 10 years
- Weather concerns
 - Water and snow in gutter can effectively shut down use of outside lanes



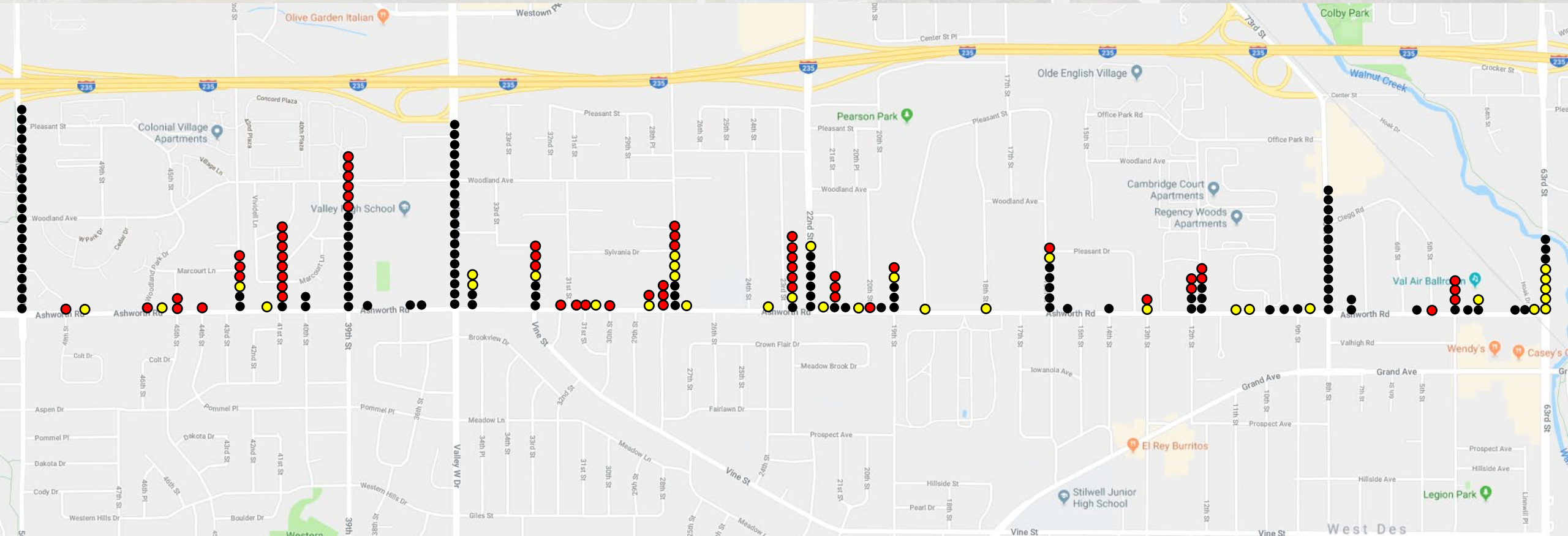


SAFETY

SAFETY



6 years of crashes (January 1, 2014 – December 31, 2019)



Red dots – crashes at intersections with no left-turn lanes that are of a type correctable by adding left-turn lanes
Yellow dots – lane departure crashes (sideswipe and run-off-road)
Black dots – all other crashes

SAFETY BENEFITS

Faster
emergency
response times

Reduced rear-
end, left turn,
and sideswipe
crashes

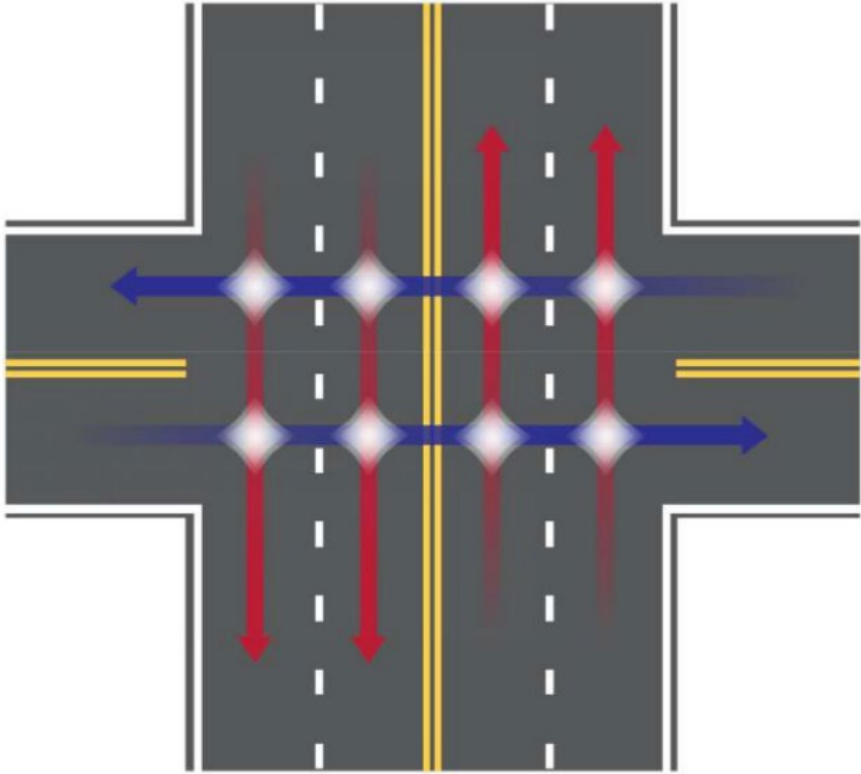
Fewer conflict
points

Easier to see
oncoming
vehicles

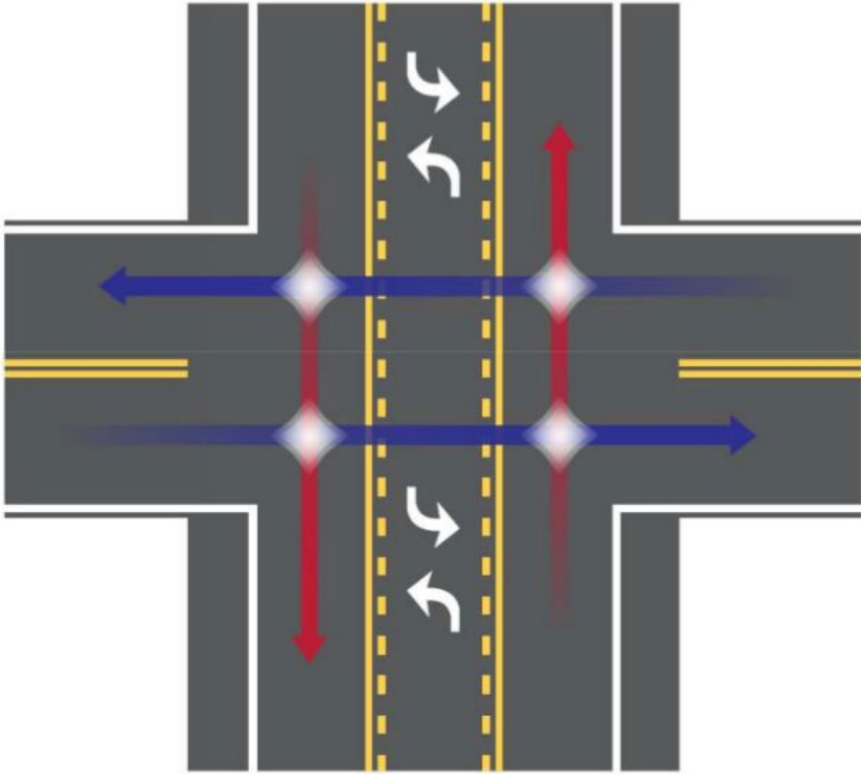
Fewer traffic
lanes to cross

DECREASING CONFLICT POINTS

FOUR-LANE UNDIVIDED



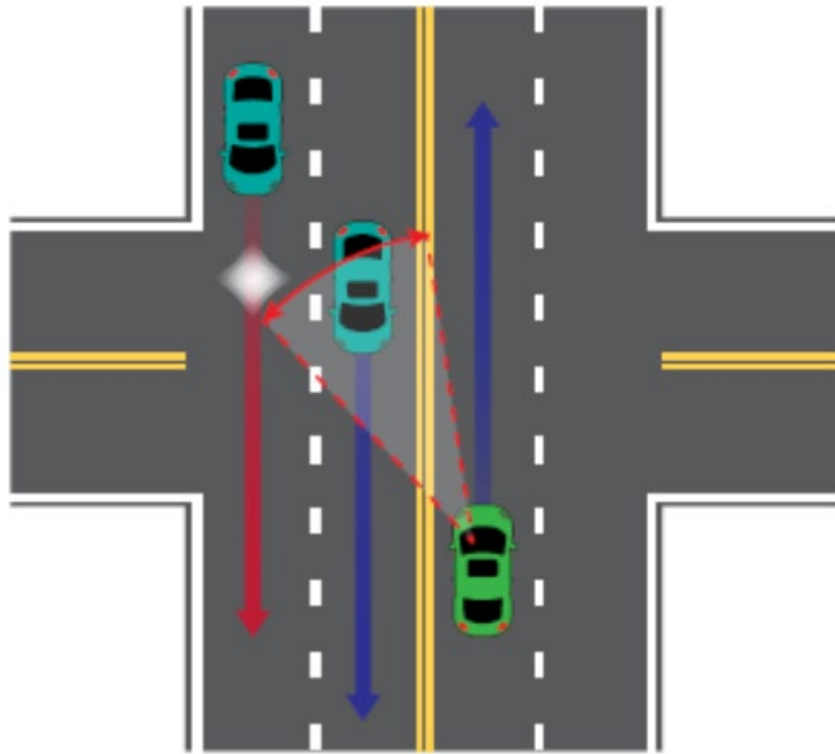
THREE-LANE



SEEING ON-COMING VEHICLES

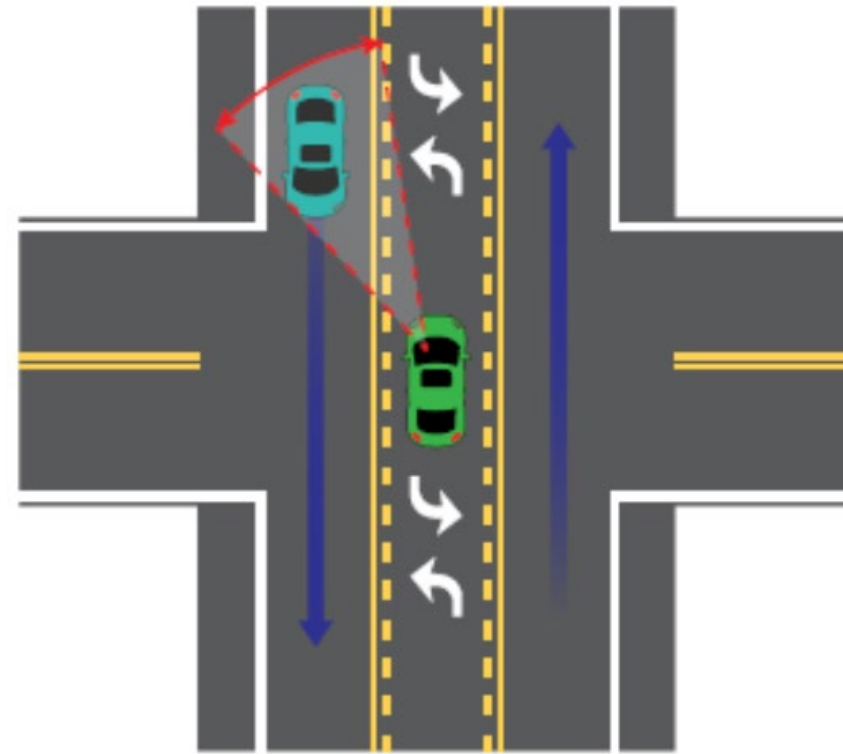
FOUR-LANE

Outside Lane Traffic Hidden
by Inside Lane vehicles



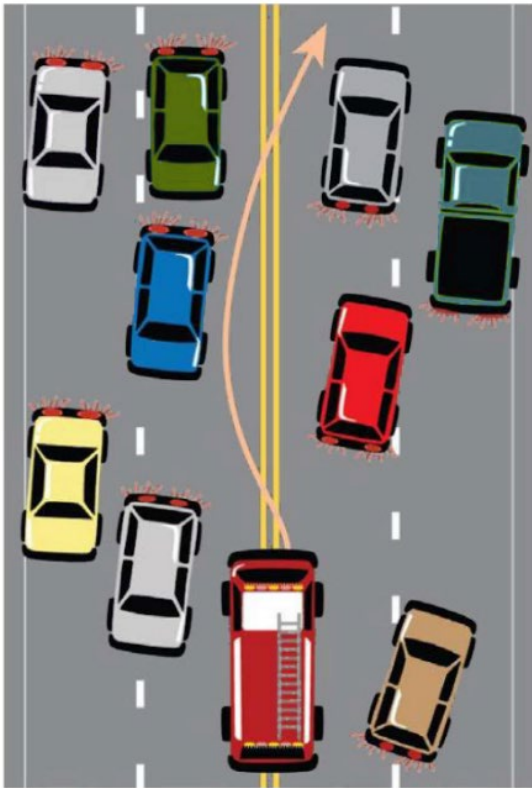
THREE-LANE

No Hidden Vehicles

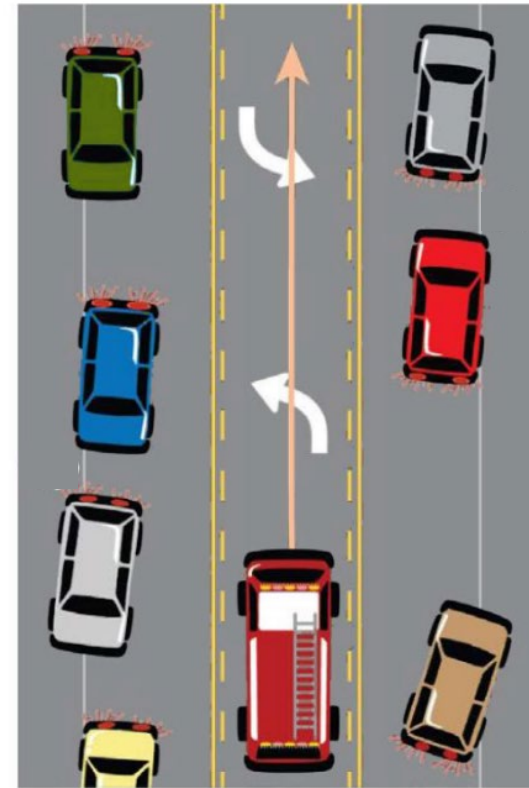


EMERGENCY RESPONSE

Firetruck struggling



Easy navigation

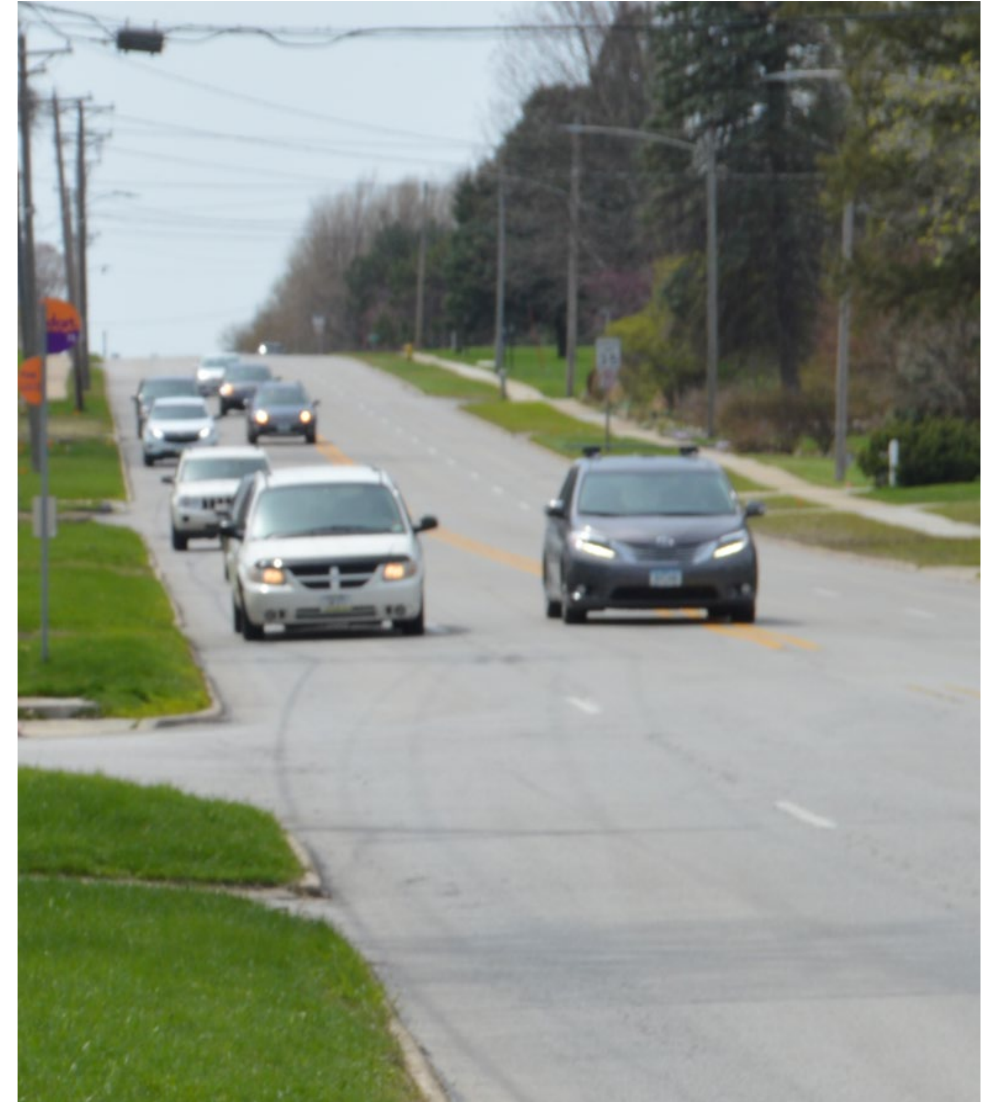


An aerial photograph of a residential street. The street is a two-lane road with a double yellow line down the center. On either side of the road are houses of various styles, some with large front yards and trees. The image is semi-transparent, allowing the text to be clearly visible over the scene.

LANE WIDTH



Lane widths of 9'-10' are lower than standard – 12' is standard



Staggered Driving –
Loss in street capacity
Unsafe Passing

THREE LANE ROAD EXAMPLES

West Des Moines
– Grand Ave:
west of I-35

West Des Moines
– Mills Civic
Pkwy.: S 81st to S
91st

Des Moines –
Ingersoll Ave:
west of MLK
Pkwy.

Des Moines –
Douglas Ave:
East of Merle
Hay Road

Clive – University
Ave: 86th St. to
73rd St.

Ames – S 3rd
and S 4th Street

Ames –
University Blvd.:
South of Airport
Road

Waukee – LA
Grant Parkway

Urbandale –
104th Street:
Hickman Rd. to
Douglas Ave

Grimes – 1st
Street/HWY 44

Bondurant –
32nd St. SW:
East of Hubbell
Ave.

Altoona – 36th
Ave SW: Hubbell
Ave to 8th St SW



4TH STREET – LOOKING WEST

SHIVEHATTERY
ARCHITECTURE+ENGINEERING





39TH STREET – LOOKING WEST

SHIVEHATTERY
ARCHITECTURE+ENGINEERING



SCHEDULE

2024 (Tentative)

- 19th Street to 23rd Street
- Others: As Pavement Deterioration Warrants

Potential Timing

2025-2026

- 8th Street to 19th Street – Path, HMA Overlay, minor intersection improvements, and restripe as 3-lane section

2027-2028

- 1st to 8th Street – Path, Reconstruct as 3-lane section

2029-2030

- 23rd Street to Valley West Drive – Path, HMA Overlay, intersection improvements, and restripe as 3-lane section

2030-2040

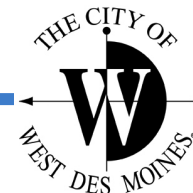
- Valley West Drive to 50th Street – Path, HMA Overlay, intersection improvements and restripe as 3-lane section



FREQUENTLY ASKED QUESTIONS

Hand out available covering common questions:

- **Why use three lanes?**
- **What happens during construction adjacent to my property?**
 - Mail delivery, trash service?
 - Access to my driveway?
- **How do temporary construction easements work?**
- **What if additional right-of-way is needed**
- **Whom do I call if I have construction issues to report?**



An aerial photograph of a residential street, likely Ashworth Road, showing a mix of houses, trees, and a clear road with lane markings. The text is overlaid on the image.

Ashworth Road Reconfiguration

1st Street to 50th Street

Open House

Learn More at: www.wdm.iowa.gov/ashworth