



ANKENY CITY COUNCIL

Council Action Planning Session Monday, November 10, 2025 5:30 PM

**Ankeny Kirkendall Public Library - City Council Chambers
1250 SW District Drive, Ankeny, Iowa**

Bobbi Bentz, Mayor
Todd Shafer, Mayor Pro-Tem

Council Members: Dustin Graber, Jeff Perry, Joe Ruddy, Kelly Stearns

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ELECTRONIC MEETING INFORMATION

<https://zoom.us/j/97312992966?pwd=OEFocWZGS0NYUmtmVHNxcWZFak9Pd09>

Meeting ID: 973 1299 2966
Passcode: 1234

Dial in: +1 312 626 6799; Meeting ID: 973 1299 2966; Passcode: 1234

A. CAPITAL IMPROVEMENT PROGRAM WORKSHOP

1. Project Discussion - Parks & Recreation and Public Works
2. Financing Discussion

B. ADJOURNMENT

No official action will take place during this planning session.



ANKENY CITY COUNCIL

Ankeny City Council Agenda

November 10, 2025
5:30 PM

Bobbi Bentz, Mayor
Todd Shafer, Mayor Pro-Tem

Council Members: Dustin Graber, Jeff Perry, Joe Ruddy, Kelly Stearns

ITEM NAME

Project Discussion - Parks & Recreation and Public Works

ORIGINATING DEPARTMENT
City Manager's Office

COUNCIL GOAL

ACTION REQUESTED

LEGAL

EXECUTIVE SUMMARY

CITY MANAGER/STAFF RECOMMENDATIONS:

PREVIOUS COUNCIL/COMMISSION/BOARD ACTION(S)

FISCAL IMPACT

PUBLIC OUTREACH EFFORTS

ACTION REQUESTED

ATTACHMENTS

1. 11.10.25 Packet

2026 CIP Projects by Funding Source

			General Obligation Bonds				Revenue Bonds		Miscellaneous					
Project	Project #	2026	Debt Service Levy	Storm Water	Tax Increment Financing	Referendum	Water	Sewer	Grant	Cash	Hotel/Motel Tax	Road Use Tax	Capital Reserve	Other
Annual Park Development Program	PRK-00-002	\$ 870,000	\$ 770,000							\$ 100,000				
Annual Sidewalk/Trail Construction Program	SDW-00-001	600,000	400,000									200,000		
Annual PCC Street Patching Program	STR-00-001	2,725,000	2,725,000											
Annual Asphalt Street Resurfacing Program	STR-00-002	950,000	950,000											
Annual Pavement Preservation Program	STR-00-003	850,000	850,000											
Annual Street Replacement Program	STR-00-004	3,690,000	2,065,000							1,625,000				
Annual Traffic Signal Improvement Program	TRF-00-001	1,690,000	1,690,000											
Public Works Satellite Salt Storage Facility	BLD-21-002	1,100,000										1,100,000		
Public Works Maintenance Facility Expansion	BLD-24-003	300,000											300,000	
City Facility Parking Lot Improvements	BLD-25-001	150,000											150,000	
Fire Station No. 1 Tile Improvements	BLD-26-002	28,000								28,000				
Ankeny Kirkendall Public Library Tile Improvements	BLD-26-003	50,000								50,000				
NE 18th Street Bridge over Interstate 35	BRG-22-002	700,000			700,000									
NE Spectrum Drive RCB Culvert for Otter Creek	BRG-22-004	110,000			110,000									
NE 72nd Street Bridge Rehabilitation	BRG-26-001	50,000	50,000											
Hawkeye Park Sports Complex Tennis Courts Reconstruction	PRK-18-003	925,000	462,500								462,500			
High Trestle Trail Experience Park	PRK-22-005	210,000							100,000	100,000	10,000			
Sunrise Park Parking Lot Reconstruction	PRK-24-001	200,000	50,000							150,000				
Prairie Ridge Sports Complex Baseball Infield Reconstruction	PRK-25-003	587,000									587,000			
High Trestle Trail Underpass Lighting	PRK-26-001	60,000							45,000		15,000			
SW Oralabor Road Intersection Improvements	STR-16-003	1,000,000								1,000,000				
NW 36th Street Reconstruction - NW Irvinedale Drive to NW Abilene Road	STR-18-003	200,000												200,000
South Ankeny Boulevard and SE Oralabor Road Intersection Improvements	STR-21-005	475,000			431,000					44,000				
West 1st Street Widening and Improvements - Phase 2	STR-22-003	4,070,000			2,570,000				1,500,000					
NW 18th Street Reconstruction - NW State Street to NW Ash Drive	STR-22-004	650,000	650,000											
North Ankeny Boulevard Improvements - 1st Street to 11th Street	STR-23-001	1,315,000	1,008,955	195,000					91,045	20,000				
South Ankeny Boulevard Improvements - SE Peterson Drive to 1st Street	STR-23-005	2,300,000					1,100,000			1,200,000				
SE Creekview Drive Extension	STR-24-003	1,462,000							678,890					783,110
Interstate 35 and NE 36th Street Interchange Improvements	STR-25-001	550,000			550,000									
Local Public Streets Enhanced Pavement Design Standards	STR-25-004	1,500,000	1,500,000											
SW 4th Street Reconstruction and Uptown Parking Improvements	STR-26-002	150,000			150,000									
Fiber Optic Network Upgrade	TRF-23-001	470,000	470,000											
SW Magazine Road Intersection Improvements	TRF-25-002	280,000	280,000											
Adaptive Traffic Signal Control Systems	TRF-25-003	50,000	50,000											
		\$ 30,317,000	\$ 13,971,455	\$ 195,000	\$ 4,511,000	\$ -	\$ 1,100,000	\$ -	\$ 2,414,935	\$ 4,317,000	\$ 1,074,500	\$ 1,300,000	\$ 450,000	\$ 983,110

2027 CIP Projects by Funding Source

			General Obligation Bonds				Revenue Bonds		Miscellaneous					
Project	Project #	2027	Debt Service Levy	Storm Water	Tax Increment Financing	Referendum	Water	Sewer	Grant	Cash	Hotel/Motel Tax	Road Use Tax	Capital Reserve	Other
Annual Park Development Program	PRK-00-002	\$ 920,000	\$ 820,000							\$ 100,000				
Annual Sidewalk/Trail Construction Program	SDW-00-001	700,000	500,000									200,000		
Annual PCC Street Patching Program	STR-00-001	2,275,000	2,275,000											
Annual Asphalt Street Resurfacing Program	STR-00-002	500,000	500,000											
Annual Pavement Preservation Program	STR-00-003	850,000	850,000											
Annual Street Replacement Program	STR-00-004	2,025,000	2,025,000											
Annual Traffic Signal Improvement Program	TRF-00-001	1,690,000	1,690,000											
Public Works Maintenance Facility Expansion	BLD-24-003	700,000											700,000	
City Facility Parking Lot Improvements	BLD-25-001	150,000											150,000	
SE Frisk Drive RCB Culvert for Four Mile Creek	BRG-20-001	50,000	50,000											
NE 18th Street Bridge over Interstate 35	BRG-22-002	700,000			700,000									
NE Spectrum Drive RCB Culvert for Otter Creek	BRG-22-004	1,390,000			1,390,000									
NE 72nd Street Bridge Rehabilitation	BRG-26-001	350,000	350,000											
High Trestle Trail Experience Park	PRK-22-005	800,000							400,000		400,000			
SW Oralabor Road Intersection Improvements	STR-16-003	8,000,000			7,600,000				400,000					
NW 36th Street Reconstruction - NW Irvinedale Drive to NW Abilene Road	STR-18-003	300,000												300,000
South Ankeny Boulevard and SE Oralabor Road Intersection Improvements	STR-21-005	1,125,000			1,125,000									
West 1st Street Widening and Improvements - Phase 2	STR-22-003	4,735,000			2,888,500				1,846,500					
NW 18th Street Reconstruction - NW State Street to NW Ash Drive	STR-22-004	6,470,000	6,470,000											
South Ankeny Boulevard Improvements - SE Peterson Drive to 1st Street	STR-23-005	1,725,000	1,725,000											
NW Prairie Ridge Drive, NW 9th Street and NW Ash Drive Intersection Improvements	STR-24-001	145,000	145,000											
Interstate 35 and NE 36th Street Interchange Improvements	STR-25-001	4,450,000			4,450,000									
SE Delaware Avenue Capacity Improvements	STR-25-002	100,000	100,000											
Local Public Streets Enhanced Pavement Design Standards	STR-25-004	1,500,000	1,500,000											
SW 4th Street Reconstruction and Uptown Parking Improvements	STR-26-002	1,150,000			1,080,000									70,000
SW Magazine Road Intersection Improvements	TRF-25-002	1,330,000	1,240,000											90,000
Adaptive Traffic Signal Control Systems	TRF-25-003	50,000	50,000											
		\$ 44,180,000	\$ 20,290,000	\$ -	\$ 19,233,500	\$ -	\$ -	\$ -	\$ 2,646,500	\$ 100,000	\$ 400,000	\$ 200,000	\$ 850,000	\$ 460,000

2028 CIP Projects by Funding Source

2028 CIP Projects by Funding Source			General Obligation Bonds				Revenue Bonds		Miscellaneous					
Project	Project #	2028	Debt Service Levy	Storm Water	Tax Increment Financing	Referendum	Water	Sewer	Grant	Cash	Hotel/Motel Tax	Road Use Tax	Capital Reserve	Other
Annual Park Development Program	PRK-00-002	\$ 1,650,000	\$ 1,550,000							\$ 100,000				
Annual Sidewalk/Trail Construction Program	SDW-00-001	600,000	400,000									200,000		
Annual PCC Street Patching Program	STR-00-001	2,375,000	2,375,000											
Annual Asphalt Street Resurfacing Program	STR-00-002	500,000	500,000											
Annual Pavement Preservation Program	STR-00-003	900,000	900,000											
Annual Street Replacement Program	STR-00-004	1,725,000	1,725,000											
Annual Traffic Signal Improvement Program	TRF-00-001	1,690,000	1,690,000											
Public Works Maintenance Facility Expansion	BLD-24-003	18,259,000				7,248,159	3,077,139			5,933,702			2,000,000	
SE Frisk Drive RCB Culvert for Four Mile Creek	BRG-20-001	350,000	350,000											
NE 18th Street Bridge over Interstate 35	BRG-22-002	2,525,000			2,525,000									
SE Four Mile Drive RCB Culvert for Four Mile Creek	BRG-25-001	80,000	80,000											
Prairie Ridge Sports Complex North Parking Lot Overlay	PRK-24-002	1,830,000	1,830,000											
Prairie Ridge Sports Complex Softball Safety Netting	PRK-25-001	540,000									490,000			50,000
Trestle Point High Trestle Trail Connection	SDW-25-001	150,000	150,000											
SW Oralabor Road Intersection Improvements	STR-16-003	6,250,000			5,550,000				700,000					
NW 36th Street Reconstruction - NW Irvinedale Drive to NW Abilene Road	STR-18-003	400,000												400,000
South Ankeny Boulevard and SE Oralabor Road Intersection Improvements	STR-21-005	5,800,000			4,200,000				1,600,000					
NW 18th Street Reconstruction - NW State Street to NW Ash Drive	STR-22-004	100,000	100,000											
South Ankeny Boulevard Improvements - SE Peterson Drive to 1st Street	STR-23-005	325,000	325,000											
NW Prairie Ridge Drive, NW 9th Street and NW Ash Drive Intersection Improvements	STR-24-001	3,410,000	3,410,000											
SE Delaware Avenue Capacity Improvements	STR-25-002	300,000	300,000											
NW State Street Widening and Pavement Rehabilitation - West 1st Street to NW 18th Street	STR-25-003	400,000	400,000											
Local Public Streets Enhanced Pavement Design Standards	STR-25-004	1,500,000	1,500,000											
Adaptive Traffic Signal Control Systems	TRF-25-003	500,000	100,000						400,000					
		\$ 52,159,000	\$ 17,685,000	\$ -	\$ 12,275,000	\$ 7,248,159	\$ 3,077,139	\$ -	\$ 2,700,000	\$ 6,033,702	\$ 490,000	\$ 200,000	\$ 2,000,000	\$ 450,000

2029 CIP Projects by Funding Source

			General Obligation Bonds				Revenue Bonds		Miscellaneous					
Project	Project #	2029	Debt Service Levy	Storm Water	Tax Increment Financing	Referendum	Water	Sewer	Grant	Cash	Hotel/Motel Tax	Road Use Tax	Capital Reserve	Other
Annual Park Development Program	PRK-00-002	\$ 900,000	\$ 800,000							\$ 100,000				
Annual Sidewalk/Trail Construction Program	SDW-00-001	600,000	400,000									200,000		
Annual PCC Street Patching Program	STR-00-001	2,425,000	2,425,000											
Annual Asphalt Street Resurfacing Program	STR-00-002	500,000	500,000											
Annual Pavement Preservation Program	STR-00-003	950,000	950,000											
Annual Street Replacement Program	STR-00-004	2,000,000	2,000,000											
Annual Traffic Signal Improvement Program	TRF-00-001	1,690,000	1,690,000											
Public Works Maintenance Facility Expansion	BLD-24-003	6,625,000				3,355,558	1,116,495			2,152,947				
Police Headquarters Remodel	BLD-26-001	260,000	260,000											
NE 18th Street Bridge over Interstate 35	BRG-22-002	6,300,000			6,050,000				250,000					
SE Four Mile Drive RCB Culvert for Four Mile Creek	BRG-25-001	575,000	575,000											
Ladder Truck Replacement	OEC-23-001	2,530,000	2,530,000											
High Trestle Trail Experience Park	PRK-22-005	1,000,000							500,000		500,000			
NW 36th Street Reconstruction - NW Irvinedale Drive to NW Abilene Road	STR-18-003	7,375,000	5,485,000											1,890,000
NW 18th Street Extension - NW Spruce Drive to Iowa Highway 415	STR-18-004	300,000	300,000											
South Ankeny Boulevard and SE Oralabor Road Intersection Improvements	STR-21-005	6,050,000			4,230,000				1,820,000					
NE Delaware Avenue Reconstruction - Four Mile Creek to NE 36th Street	STR-23-002	250,000	250,000											
SE Delaware Avenue Capacity Improvements	STR-25-002	425,000	425,000											
NW State Street Widening and Pavement Rehabilitation - West 1st Street to NW 18th Street	STR-25-003	750,000	750,000											
SE Four Mile Drive Corridor Traffic Study	TRF-25-004	175,000	175,000											
		\$ 41,680,000	\$ 19,515,000	\$ -	\$ 10,280,000	\$ 3,355,558	\$ 1,116,495	\$ -	\$ 2,570,000	\$ 2,252,947	\$ 500,000	\$ 200,000	\$ -	\$ 1,890,000

2030 CIP Projects by Funding Source

			General Obligation Bonds				Revenue Bonds		Miscellaneous					
Project	Project #	2030	Debt Service Levy	Storm Water	Tax Increment Financing	Referendum	Water	Sewer	Grant	Cash	Hotel/Motel Tax	Road Use Tax	Capital Reserve	Other
Annual Park Development Program	PRK-00-002	\$ 1,650,000	\$ 1,550,000							\$ 100,000				
Annual Sidewalk/Trail Construction Program	SDW-00-001	600,000	400,000									200,000		
Annual PCC Street Patching Program	STR-00-001	2,475,000	2,475,000											
Annual Asphalt Street Resurfacing Program	STR-00-002	500,000	500,000											
Annual Pavement Preservation Program	STR-00-003	1,000,000	1,000,000											
Annual Street Replacement Program	STR-00-004	2,000,000	2,000,000											
Annual Traffic Signal Improvement Program	TRF-00-001	1,690,000	1,690,000											
Police Headquarters Remodel	BLD-26-001	6,356,000				6,356,000								
NE 18th Street Bridge over Interstate 35	BRG-22-002	6,475,000			6,475,000									
Prairie Ridge Sports Complex East Parking Lot Overlay	PRK-24-003	1,680,000	1,680,000											
NW 36th Street Reconstruction - NW Irvinedale Drive to NW Abilene Road	STR-18-003	125,000	125,000											
NW 18th Street Extension - NW Spruce Drive to Iowa Highway 415	STR-18-004	750,000	750,000											
NE Delaware Avenue Reconstruction - Four Mile Creek to NE 36th Street	STR-23-002	750,000	750,000											
SE Delaware Avenue Capacity Improvements	STR-25-002	2,750,000	2,750,000											
NW State Street Widening and Pavement Rehabilitation - West 1st Street to NW 18th Street	STR-25-003	3,525,000	2,108,000						1,375,000					42,000
NW Irvinedale Drive Reconstruction - NW 9th Street to NW 18th Street	STR-26-001	550,000	550,000											
SE Delaware Avenue Corridor Traffic Study	TRF-26-001	200,000	200,000											
		\$ 33,076,000	\$ 18,528,000	\$ -	\$ 6,475,000	\$ 6,356,000	\$ -	\$ -	\$ 1,375,000	\$ 100,000	\$ -	\$ 200,000	\$ -	\$ 42,000

<u>Annual Park Development Program</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>
Beginning Cash Balance	\$ 299,682	\$ 330,378	\$ 330,378	\$ 330,378	\$ 330,378	\$ 330,378
Transfers In						
General Obligation Bonds	\$ 700,000	\$ 770,000	\$ 820,000	\$ 1,550,000	\$ 800,000	\$ 1,550,000
Park Dedication Fund	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Memorial and Tribute Program	\$ 6,200					
Total Transfers In	\$ 806,200	\$ 870,000	\$ 920,000	\$ 1,650,000	\$ 900,000	\$ 1,650,000
Project Expenditures						
Memorial and Tribute Program	\$ 12,414					
Watercrest Park Expansion (Splash Pad, Shelter, Trail Loop, Parking Lot and Landscaping)	\$ 125,991					
Trestle Ridge Park Development (Playground, Shelter, High Trestle Trail Connection, Parking Lot and Landscaping)	\$ 637,099					
Crossings at Deer Creek Park Development - Phase 1 (Grading, Utilities, Parking Lot and Trail Loop)		\$ 870,000				
Crossings at Deer Creek Park Development - Phase 2 (Playground, Shelter, Restroom, Splash Pad and Landscaping)			\$ 920,000			
Kimberley Crossing Park Development (Playground, Shelter, Trail Loop, Parking Lot and Landscaping)				\$ 900,000		
Pine Lake Estates Park Development (Playground, Shelter, Trail Loop, Parking Lot and Landscaping)					\$ 900,000	
Other Projects TBD						\$ 900,000
Park Equipment Replacement TBD				\$ 750,000		\$ 750,000
Total Project Expenditures	\$ 775,504	\$ 870,000	\$ 920,000	\$ 1,650,000	\$ 900,000	\$ 1,650,000
Remaining Cash Balance	\$ 330,378	\$ 330,378	\$ 330,378	\$ 330,378	\$ 330,378	\$ 330,378

<u>Annual Sidewalk/Trail Construction Program</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>
Beginning Cash Balance	\$ 33,957	\$ 84,617	\$ 84,617	\$ 84,617	\$ 84,617	\$ 84,617
<u>Transfers In</u>						
General Obligation Bonds	\$ 260,000	\$ 400,000	\$ 500,000	\$ 400,000	\$ 400,000	\$ 400,000
Road Use Tax Fund	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Total Transfers In	\$ 460,000	\$ 600,000	\$ 700,000	\$ 600,000	\$ 600,000	\$ 600,000
<u>Project Expenditures</u>						
2025 Pedestrian Ramp Improvements - Briarwood South	\$ 177,700					
2025 Pedestrian Ramp Improvements - North Ankeny Boulevard	\$ 171,640					
Development Sidewalk Oversizing	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000
Pedestrian Ramp Improvements for ADA Compliance		\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
Sidewalk Gaps along City Property and Sidewalk and Trail Panel Replacements		\$ 140,000	\$ 240,000	\$ 140,000	\$ 140,000	\$ 140,000
Total Project Expenditures	\$ 409,340	\$ 600,000	\$ 700,000	\$ 600,000	\$ 600,000	\$ 600,000
Remaining Cash Balance	\$ 84,617	\$ 84,617	\$ 84,617	\$ 84,617	\$ 84,617	\$ 84,617

<u>Annual PCC Street Patching Program</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>
Beginning Cash Balance	\$ 513,878	\$ 395,763	\$ 395,763	\$ 395,763	\$ 395,763	\$ 395,763
Transfers In						
General Obligation Bonds	\$ 1,700,000	\$ 2,725,000	\$ 2,275,000	\$ 2,375,000	\$ 2,425,000	\$ 2,475,000
City Facility Parking Lot Improvements	\$ 150,000					
Total Transfers In	\$ 1,850,000	\$ 2,725,000	\$ 2,275,000	\$ 2,375,000	\$ 2,425,000	\$ 2,475,000
Project Expenditures						
2024 Permanent Surface Restoration	\$ 20,881					
2025 Permanent Surface Restoration	\$ 57,850					
NW Northlawn Area Utility Improvements	\$ 420,805					
Westlawn Place Area Utility Improvements	\$ 147,067	\$ 1,725,000	\$ 1,225,000	\$ 1,275,000	\$ 1,275,000	\$ 1,275,000
Full-Depth Street Patches and Intake Replacements	\$ 591,767	\$ 1,000,000	\$ 1,050,000	\$ 1,100,000	\$ 1,150,000	\$ 1,200,000
Total Project Expenditures	\$ 1,238,369	\$ 2,725,000	\$ 2,275,000	\$ 2,375,000	\$ 2,425,000	\$ 2,475,000
Transfers Out						
Annual Asphalt Street Resurfacing Program	\$ 429,745					
Annual Pavement Preservation Program	\$ 300,000					
Total Transfers Out	\$ 729,745	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining Cash Balance	\$ 395,763	\$ 395,763	\$ 395,763	\$ 395,763	\$ 395,763	\$ 395,763

<u>Annual Asphalt Street Resurfacing Program</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>
Beginning Cash Balance	\$ 346,530	\$ 271,719	\$ 271,719	\$ 271,719	\$ 271,719	\$ 271,719
<u>Transfers In</u>						
General Obligation Bonds	\$ 450,000	\$ 950,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Annual PCC Street Patching Program	\$ 429,745					
Total Transfers In	\$ 879,745	\$ 950,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
<u>Project Expenditures</u>						
NE Frisk Drive HMA Overlay - East 1st Street to NE 18th Street (cost share with Polk County)	\$ 74,812					
SW Ankeny Road - SW Westview Drive to SW Snyder Boulevard and NE Delaware Avenue - Four Mile Creek to NE 36th Street	\$ 804,745					
NE Four Mile Drive/County NE 29th Street HMA Overlay - NE 36th Street to NE 72nd Street (cost share with Polk County)	\$ 75,000					
SW Ankeny Road HMA Overlay - SW Snyder Boulevard to SW School Lane		\$ 250,000				
NE Delaware Avenue HMA Repairs and Overlay - NE Bellagio Circle to NE 54th Street		\$ 700,000				
NW 5th Street HMA Overlay - NW Weigel Drive to NW Irvinedale Drive			\$ 500,000			
Asphalt Street Resurfacing (TBD)				\$ 500,000	\$ 500,000	\$ 500,000
Total Project Expenditures	\$ 954,557	\$ 950,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Remaining Cash Balance	\$ 271,719	\$ 271,719	\$ 271,719	\$ 271,719	\$ 271,719	\$ 271,719

<u>Annual Pavement Preservation Program</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>
Beginning Cash Balance	\$ (143,800)	\$ 232,343	\$ 232,343	\$ 232,343	\$ 232,343	\$ 232,343
<u>Transfers In</u>						
General Obligation Bonds	\$ 600,000	\$ 850,000	\$ 850,000	\$ 900,000	\$ 950,000	\$ 1,000,000
Annual PCC Street Patching Program	\$ 300,000					
Total Transfers In	\$ 900,000	\$ 850,000	\$ 850,000	\$ 900,000	\$ 950,000	\$ 1,000,000
<u>Project Expenditures</u>						
2025 PCC Pavement Preservation Program - Crack and Joint Filling	\$ 523,857					
Crack and Joint Filling Project for Sawing, Cleaning, and Filling of Existing Cracks and Joints within Residential Subdivisions		\$ 600,000				
Diamond Grinding Project for SE Magazine Road from South Ankeny Boulevard to SE Delaware Avenue		\$ 250,000				
Crack and Joint Filling, Diamond Grinding and Partial Depth Repair			\$ 850,000	\$ 900,000	\$ 950,000	\$ 1,000,000
Total Project Expenditures	\$ 523,857	\$ 850,000	\$ 850,000	\$ 900,000	\$ 950,000	\$ 1,000,000
Remaining Cash Balance	\$ 232,343	\$ 232,343	\$ 232,343	\$ 232,343	\$ 232,343	\$ 232,343

<u>Annual Street Replacement Program</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>
Beginning Cash Balance	\$ 1,366,202	\$ 2,187,473	\$ 562,473	\$ 562,473	\$ 562,473	\$ 562,473
<u>Transfers In</u>						
General Obligation Bonds	\$ 1,500,000	\$ 2,065,000	\$ 2,025,000	\$ 1,725,000	\$ 2,000,000	\$ 2,000,000
Annual Storm Water Replacement Program	\$ 350,000					
Total Transfers In	\$ 1,850,000	\$ 2,065,000	\$ 2,025,000	\$ 1,725,000	\$ 2,000,000	\$ 2,000,000
<u>Project Expenditures</u>						
NW Westwood Street - NW 5th Street to NW 9th Street	\$ 29,939					
SW School Street and SW 16th Street and SW 18th Intersections (cost share)	\$ 116,000					
SE 8th Street - SE Sharon Drive to SE Trilein Drive	\$ 881,443					
NW 9th Street - NW School Street to NW Logan Street	\$ 1,347	\$ 1,425,000				
NE Trilein Drive - NE 18th Street to NE Cambridge Court		\$ 1,275,000				
NE Chambers Parkway - NE Williamsburg Drive to NE 16th Street		\$ 850,000				
NE Four Mile Drive Widening - NE 3rd Street to NE 6th Street (cost share)		\$ 140,000				
NE Trilein Drive - NE 3rd Street to NE 7th Street			\$ 1,125,000			
NW 9th Street - NW Maple Street to NW School Street			\$ 900,000			
NE Trilein Drive - East 1st Street to NE 3rd Street				\$ 600,000		
Street Replacement (TBD)				\$ 1,125,000	\$ 2,000,000	\$ 2,000,000
Total Project Expenditures	\$ 1,028,729	\$ 3,690,000	\$ 2,025,000	\$ 1,725,000	\$ 2,000,000	\$ 2,000,000
Remaining Cash Balance	\$ 2,187,473	\$ 562,473	\$ 562,473	\$ 562,473	\$ 562,473	\$ 562,473

<u>Annual Traffic Signal Improvement Program</u>	<u>Projected 2025</u>	<u>Projected 2026</u>	<u>Projected 2027</u>	<u>Projected 2028</u>	<u>Projected 2029</u>	<u>Projected 2030</u>
Beginning Cash Balance	\$ 660,404	\$ 468,711	\$ 468,711	\$ 468,711	\$ 468,711	\$ 468,711
<u>Transfers In</u>						
General Obligation Bonds	\$ 1,065,000	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000
Polk County	\$ 54,192					
Total Transfers In	\$ 1,119,192	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000
<u>Project Expenditures</u>						
North Ankeny Boulevard Fiber Optic Upgrade - 1st Street to 18th Street	\$ 5,600					
SE Quadrant Fiber Optic Upgrade, Phase 1 - Public Works Maintenance Facility to Gay Lea Wilson Trail	\$ 4,700					
SE Delaware Avenue and SE 54th Street Traffic Signal	\$ 1,535					
East 1st Street and Four Mile Drive Traffic Signal and Left Turn Lanes Cost Share	\$ 239,273					
SW State Street and NW 72nd Place Westbound Right Turn Lane and Traffic Signal Upgrade (cost share with Polk County)	\$ 227,685					
Trail Crossing Upgrades: High Trestle Trail at NW Weigel Drive and Gay Lea Wilson Trail at SE 54th Street	\$ 38,546					
SE Oralabor Road and SE Delaware Avenue and Interstate 35 Ramps Traffic Signal Equipment Upgrades	\$ 342,194					
South Ankeny Boulevard and SE Oralabor Road Detection Replacement and New Monitoring Camera	\$ 40,846					
SE Oralabor Road and SE Four Mile Drive Traffic Signal	\$ 189,408	\$ 900,000				
SE Delaware Avenue and Kwik Star Traffic Signal Cost Share	\$ 180,000					
NE 36th Street and NE Trilein Drive, NE 36th Street and NE Delaware Avenue, SW Irvinedale Drive and SW 3rd Place and South Ankeny Boulevard and SE Lorenz Drive Detection Upgrades		\$ 170,000				
East 1st Street and Trilein Drive Traffic Signal Equipment Upgrades		\$ 160,000				
North Ankeny Boulevard and NW Reinhart Drive Traffic Signal		\$ 190,000	\$ 560,000			
SW State Street and SW Plaza Parkway Traffic Signal Cost Share	\$ 1,098	\$ 180,000				

South Ankeny Boulevard and SE 8th Street Traffic Signal Replacement			\$ 335,000			
South Ankeny Boulevard and SE Lorenz Drive Traffic Signal Replacement				\$ 335,000		
Trail, Pedestrian, Bicycle, School Crossing Upgrades (TBD)		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Miscellaneous Traffic Control or Fiber Optic Upgrades (TBD)	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
Traffic Signal (TBD)			\$ 190,000	\$ 750,000	\$ 750,000	\$ 750,000
Traffic Signal Equipment Upgrades (TBD)			\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000
Traffic Signal Replacement (TBD)					\$ 335,000	\$ 335,000
Fiber Optic Network Expansions and Upgrades (TBD)			\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000
Traffic Signal Cost Share Projects (TBD)			\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000
Total Project Expenditures	\$ 1,310,885	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000	\$ 1,690,000
Remaining Cash Balance	<u>\$ 468,711</u>	<u>\$ 468,711</u>	<u>\$ 468,711</u>	<u>\$ 468,711</u>	<u>\$ 468,711</u>	<u>\$ 468,711</u>

Option 1

2026-2030 Capital Improvement Program
Overall Project Listing with 10-Year High Priority Projects

Proposed Projects								
	Project No.	2026	2027	2028	2029	2030	High Priority Projects	Project Cost
ANNUAL PROGRAMS								
Annual Park Development Program	PRK-00-002	\$ 870,000	\$ 920,000	\$ 1,650,000	\$ 900,000	\$ 1,650,000	\$ 6,375,000	\$ 12,365,000
Annual Sidewalk/Trail Construction Program	SDW-00-001	600,000	700,000	600,000	600,000	600,000	3,000,000	6,100,000
Annual PCC Street Patching Program	STR-00-001	2,725,000	2,275,000	2,375,000	2,425,000	2,475,000	13,125,000	25,400,000
Annual Asphalt Street Resurfacing Program	STR-00-002	950,000	500,000	500,000	500,000	500,000	2,500,000	5,450,000
Annual Pavement Preservation Program	STR-00-003	850,000	850,000	900,000	950,000	1,000,000	5,750,000	10,300,000
Annual Street Replacement Program	STR-00-004	3,690,000	2,025,000	1,725,000	2,000,000	2,000,000	11,500,000	22,940,000
Annual Traffic Signal Improvement Program	TRF-00-001	1,690,000	1,690,000	1,690,000	1,690,000	1,690,000	8,450,000	16,900,000
BUILDINGS								
Public Works Satellite Salt Storage Facility	BLD-21-002	1,100,000	-	-	-	-	-	1,100,000
Public Works Maintenance Facility Expansion	BLD-24-003	300,000	700,000	18,259,000	6,625,000	-	-	25,884,000
City Facility Parking Lot Improvements	BLD-25-001	150,000	150,000	-	-	-	-	300,000
Police Headquarters Remodel	BLD-26-001	-	-	-	260,000	6,356,000	-	6,616,000
Fire Station No. 1 Tile Improvements	BLD-26-002	28,000	-	-	-	-	-	28,000
Ankeny Kirkendall Public Library Tile Improvements	BLD-26-003	50,000	-	-	-	-	-	50,000
City Hall and Public Services Building Expansion	Buildings	-	-	-	-	-	13,849,000	13,849,000
Fire Station No. 5	Buildings	-	-	-	-	-	10,838,000	10,838,000
BRIDGES								
SE Frisk Drive RCB Culvert for Four Mile Creek	BRG-20-001	-	50,000	350,000	-	-	-	400,000
NE 18th Street Bridge over Interstate 35	BRG-22-002	700,000	700,000	2,525,000	6,300,000	6,475,000	-	16,700,000
NE Spectrum Drive RCB Culvert for Otter Creek	BRG-22-004	110,000	1,390,000	-	-	-	-	1,500,000
SE Four Mile Drive RCB Culvert for Four Mile Creek	BRG-25-001	-	-	80,000	575,000	-	-	655,000
NE 72nd Street Bridge Rehabilitation	BRG-26-001	50,000	350,000	-	-	-	-	400,000
OPERATING/CONSTRUCTION EQUIPMENT								
Ladder Truck Replacement	OEC-23-001	-	-	-	2,530,000	-	-	2,530,000
Fire Engine Replacement	OEC	-	-	-	-	-	1,600,000	1,600,000
Self-Contained Breathing Apparatus (SCBA) Replacement	OEC	-	-	-	-	-	1,000,000	1,000,000
PARKS								
Hawkeye Park Sports Complex Tennis Courts Reconstruction	PRK-18-003	925,000	-	-	-	-	-	925,000

Option 1

2026-2030 Capital Improvement Program								
Overall Project Listing with 10-Year High Priority Projects								
Proposed Projects								
	Project No.	2026	2027	2028	2029	2030	High Priority Projects	Project Cost
High Trestle Trail Experience Park	PRK-22-005	210,000	800,000	-	1,000,000	-	1,872,000	3,882,000
Sunrise Park Parking Lot Reconstruction	PRK-24-001	200,000	-	-	-	-	-	200,000
Prairie Ridge Sports Complex North Parking Lot Overlay	PRK-24-002	-	-	1,830,000	-	-	-	1,830,000
Prairie Ridge Sports Complex East Parking Lot Overlay	PRK-24-003	-	-	-	-	1,680,000	-	1,680,000
Prairie Ridge Sports Complex Softball Safety Netting	PRK-25-001	-	-	540,000	-	-	-	540,000
Prairie Ridge Sports Complex Baseball Infield Reconstruction	PRK-25-003	587,000	-	-	-	-	-	587,000
High Trestle Trail Underpass Lighting	PRK-26-001	60,000	-	-	-	-	-	60,000
Mini-Pitch Soccer System	PRK-22-001	-	-	-	-	-	225,000	225,000
Prairie Ridge Sports Complex Soccer Field Lighting	PRK-25-002	-	-	-	-	-	325,000	325,000
Prairie Ridge Sports Complex South Parking Lot	PRK-26-002	-	-	-	-	-	570,000	570,000
Chautauqua and Promenade Park Development	Parks	-	-	-	-	-	6,600,000	6,600,000
Heritage Park Redevelopment	Parks	-	-	-	-	-	700,000	700,000
SIDEWALKS/TRAILS								
Trestle Point High Trestle Trail Connection	SDW-25-001	-	-	150,000	-	-	-	150,000
Clover Ridge Trail	SDW-21-002	-	-	-	-	-	160,000	160,000
Four Mile Creek Trail - NE 47th Street to NE 54th Street	Sidewalks/Trails	-	-	-	-	-	775,000	775,000
NE Frisk Drive Sidewalk Connection	Sidewalks/Trails	-	-	-	-	-	900,000	900,000
SE Delaware Avenue Retaining Wall Replacement	Sidewalks/Trails	-	-	-	-	-	700,000	700,000
SW Ankeny Road Sidewalk Improvements	Sidewalks/Trails	-	-	-	-	-	830,000	830,000
STREETS								
SW Oralabor Road Intersection Improvements	STR-16-003	1,000,000	8,000,000	6,250,000	-	-	-	15,250,000
NW 36th Street Reconstruction - NW Irvinedale Drive to NW Abilene Road	STR-18-003	200,000	300,000	400,000	7,375,000	125,000	-	8,400,000
NW 18th Street Extension - NW Spruce Drive to Iowa Highway 415	STR-18-004	-	-	-	300,000	750,000	9,300,000	10,350,000
South Ankeny Boulevard and SE Oralabor Road Intersection Improvements	STR-21-005	475,000	1,125,000	5,800,000	6,050,000	-	-	13,450,000
West 1st Street Widening and Improvements - Phase 2	STR-22-003	4,070,000	4,735,000	-	-	-	-	8,805,000
NW 18th Street Reconstruction - NW State Street to NW Ash Drive	STR-22-004	650,000	6,470,000	100,000	-	-	-	7,220,000
North Ankeny Boulevard Improvements - 1st Street to 11th Street	STR-23-001	1,315,000	-	-	-	-	-	1,315,000
NE Delaware Avenue Reconstruction - Four Mile Creek to NE 36th Street	STR-23-002	-	-	-	250,000	750,000	8,400,000	9,400,000
South Ankeny Boulevard Improvements - SE Peterson Drive to 1st Street	STR-23-005	2,300,000	1,725,000	325,000	-	-	-	4,350,000

Option 1

2026-2030 Capital Improvement Program
Overall Project Listing with 10-Year High Priority Projects

Proposed Projects								
	Project No.	2026	2027	2028	2029	2030	High Priority Projects	Project Cost
NW Prairie Ridge Drive, NW 9th Street and NW Ash Drive Intersection Improvements	STR-24-001	-	145,000	3,410,000	-	-	-	3,555,000
SE Creekview Drive Extension	STR-24-003	1,462,000	-	-	-	-	-	1,462,000
Interstate 35 and NE 36th Street Interchange Improvements	STR-25-001	550,000	4,450,000	-	-	-	-	5,000,000
SE Delaware Avenue Capacity Improvements	STR-25-002	-	100,000	300,000	425,000	2,750,000	1,650,000	5,225,000
NW State Street Widening and Pavement Rehabilitation - West 1st Street to NW 18th Street	STR-25-003	-	-	400,000	750,000	3,525,000	3,525,000	8,200,000
Local Public Streets Enhanced Pavement Design Standards	STR-25-004	1,500,000	1,500,000	1,500,000	-	-	-	4,500,000
NW Irvinedale Drive Reconstruction - NW 9th Street to NW 18th Street	STR-26-001	-	-	-	-	550,000	10,700,000	11,250,000
SW 4th Street Reconstruction and Uptown Parking Improvements	STR-26-002	150,000	1,150,000	-	-	-	-	1,300,000
East 1st Street Widening - NE Frisk Drive to NE Four Mile Drive	Streets	-	-	-	-	-	12,250,000	12,250,000
NE Four Mile Drive Improvements - NE 18th Street to NE 36th Street	Streets	-	-	-	-	-	16,950,000	16,950,000
NW 18th Street Reconstruction - NW Weigel Drive to NW State Street	Streets	-	-	-	-	-	18,775,000	18,775,000
NW 36th Street Widening - NW State Street to NW Ash Drive	Streets	-	-	-	-	-	5,125,000	5,125,000
NW Irvinedale Drive Reconstruction - NW 18th Street to NW 36th Street	Streets	-	-	-	-	-	19,000,000	19,000,000
NW State Street Extension - NW 36th Street to NW Abilene Road	Streets	-	-	-	-	-	11,925,000	11,925,000
SE Four Mile Drive Connector at East 1st Street	Streets	-	-	-	-	-	6,350,000	6,350,000
SE Oralabor Road and NE Berwick Drive Intersection Improvements	Streets	-	-	-	-	-	900,000	900,000
SE Oralabor Road and SE Creekview Drive Intersection Improvements	Streets	-	-	-	-	-	3,500,000	3,500,000
South Ankeny Boulevard Improvements - SW Ordnance Road to SE Peterson Drive	Streets	-	-	-	-	-	11,500,000	11,500,000
TRAFFIC								
Fiber Optic Network Upgrade	TRF-23-001	470,000	-	-	-	-	-	470,000
SW Magazine Road Intersection Improvements	TRF-25-002	280,000	1,330,000	-	-	-	-	1,610,000
Adaptive Traffic Signal Control Systems	TRF-25-003	50,000	50,000	500,000	-	-	-	600,000
SE Four Mile Drive Corridor Traffic Study	TRF-25-004	-	-	-	175,000	-	-	175,000
SE Delaware Avenue Corridor Traffic Study	TRF-26-001	-	-	-	-	200,000	-	200,000
Corridor Traffic Studies	Traffic	-	-	-	-	-	1,100,000	1,100,000
Interstate 35 and SE Oralabor Road Interchange Traffic Study	Traffic	-	-	-	-	-	125,000	125,000
Traffic Signal Development Agreements	Traffic	-	-	-	-	-	2,250,000	2,250,000
	Year Totals	\$ 30,317,000	\$ 44,180,000	\$ 52,159,000	\$ 41,680,000	\$ 33,076,000	\$ 234,969,000	\$ 436,381,000

Option 1

City of Ankeny, Iowa
Financial Planning for Capital Projects
Projection of Tax Levies & Tax Rate Impact

EXHIBIT 1

Option 1

Debt Service Levy Impact	
Tax Impact for FY 26-27:	\$0.00
Tax Impact for FY 27-28:	\$0.00
Tax Impact for FY 28-29:	\$0.00
Tax Impact for FY 29-30:	\$0.00

								Total Resources	Par Proceeds	\$14,775,000	\$20,575,000	\$25,260,000	\$23,180,000	\$25,155,000	\$20,250,000				Total Uses	Surplus/ (Deficit)	Ending Cash/Fund Balance
									Existing GO Debt	2026 CIP-Taxes	2027 CIP-Taxes	2028 CIP-Taxes	2029 CIP-Taxes	2030 CIP-Taxes	Future GO Bonds	Bond Fees	Other Uses				
Fiscal Year	Total Tax Valuation	Growth	Taxes Levied	Debt Levy	Utility/ TIF Abatement	Misc Income	Property Tax Backfill														
2020 - 2021	4,177,177,183	8.7%	13,575,825	\$3.2500	9,326,128	131,197	335,718	23,368,868	23,334,941							6,842	(135,238)	23,206,545	162,323	1,668,957	
2021 - 2022	4,456,458,887	6.7%	14,260,668	\$3.2000	8,824,235	3,242	342,757	23,430,902	23,356,250							6,400	(98,317)	23,264,334	166,569	1,835,526	
2022 - 2023	4,827,690,725	8.3%	14,724,457	\$3.0500	9,158,442	100,122	276,946	24,259,967	24,199,486							6,000	(971)	24,204,515	55,452	1,890,978	
2023 - 2024	5,049,775,865	4.6%	15,149,328	\$3.0000	9,525,673	273,368	304,402	25,252,771	25,020,307							6,600	31,600	25,058,507	194,264	2,085,242	
2024 - 2025	5,724,677,117	13.4%	17,174,031	\$3.0000	8,442,055	230,757	238,074	26,084,918	26,076,854							6,700	17,759	26,101,313	(16,395)	2,068,847	
2025 - 2026	6,046,745,965	5.6%	18,140,237	\$3.0000	8,529,260	231,000	158,797	27,059,294	27,051,353							6,800		27,058,153	1,141	2,069,988	
2026 - 2027	6,525,792,193	7.9%	19,577,376	\$3.0000	8,008,113	200,000	91,653	27,877,141	22,314,381	5,554,906						6,900		27,876,188	954	2,070,941	
2027 - 2028	6,703,343,313	2.7%	20,110,029	\$3.0000	6,845,244	200,000	91,653	27,246,926	19,883,650	3,553,250	3,776,055					7,000		27,219,955	26,970	2,097,912	
2028 - 2029	6,860,188,265	2.3%	20,580,564	\$3.0000	4,549,894	200,000	91,653	25,422,111	12,028,025	2,505,500	4,116,700	6,800,878				6,000		25,457,103	(34,992)	2,062,920	
2029 - 2030	7,167,924,062	4.5%	21,503,771	\$3.0000	2,218,944	200,000	91,653	24,014,368	7,468,425	2,492,500	2,619,550	3,242,300	8,135,524			6,000		23,964,299	50,069	2,112,988	
2030 - 2031	7,335,450,598	2.3%	22,006,351	\$3.0000	1,836,694	200,000	91,653	24,134,697	6,657,325	489,750	3,070,275	2,804,050	5,998,150	5,095,054		6,000		24,120,604	14,093	2,127,081	
2031 - 2032	7,555,514,116	3.0%	22,666,541	\$3.0000	1,619,313	200,000	91,653	24,577,507	5,977,263	491,500	4,770,750	2,848,400	1,617,650	6,280,025	2,583,031	6,000		24,574,619	2,888	2,129,969	
2032 - 2033	7,782,179,539	3.0%	23,346,537	\$3.0000	1,265,063	200,000	91,653	24,903,253	4,890,063	492,250	895,575	2,499,775	4,062,650	2,579,525	9,376,481	6,000		24,802,319	100,934	2,230,904	
2033 - 2034	8,015,644,925	3.0%	24,046,934	\$3.0000	1,208,719	200,000	91,653	25,547,305	3,634,219	492,000	1,025,875	2,849,350	2,995,150	2,582,125	11,843,131	6,000		25,427,850	119,455	2,350,359	
2034 - 2035	8,256,114,273	3.0%	24,768,342	\$3.0000	1,058,419	200,000	91,653	26,118,413	2,559,919	490,750	2,492,375	2,849,450	1,170,775	2,584,500	13,888,531	6,000		26,042,300	76,113	2,426,472	

Option 1

Debt Limit Projection

Based on Constitutional Limit:
5% of Assessed Valuation

Outstanding Debt

Issue Date	Maturity Date	Outstanding Debt
12/22/14	06/01/28	\$ 6,390,000
03/31/16	06/01/28	1,020,000
05/25/16	06/01/26	925,000
05/31/17	06/01/27	1,865,000
05/30/18	06/01/28	5,060,000
05/28/19	06/01/29	8,190,000
06/09/20	06/01/30	5,285,000
06/09/21	06/01/31	10,285,000
05/25/22	06/01/37	19,970,000
06/21/23	06/01/33	8,160,000
06/20/24	06/01/34	11,485,000
06/18/25	06/01/35	19,010,000
Rebate & Lease Agreements		4,947,688
Total Outstanding Debt		\$ 102,592,688

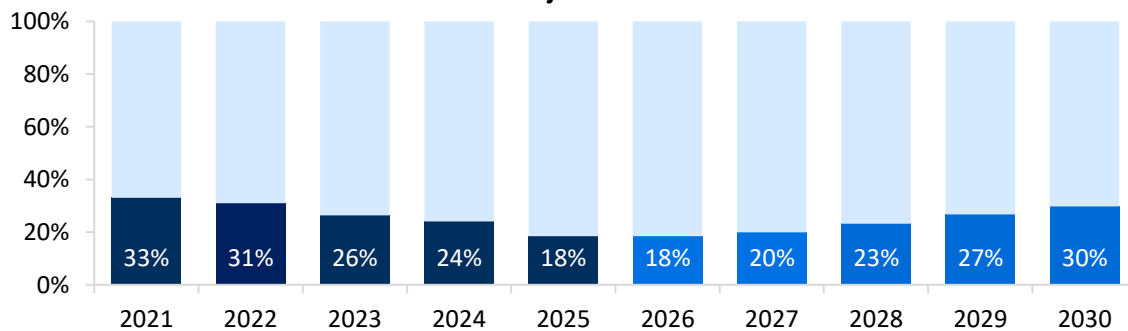
Projected Debt

Bond Year	Debt Addition	Debt Reduction	Change in Rebates	Net Change	Projected Outstanding Debt
2026	\$ 21,910,000	\$ 22,690,000	\$ -	\$ (780,000)	\$ 101,812,688
2027	41,985,000	18,950,000	(1,741,652)	21,293,348	123,106,036
2028	42,850,000	17,365,000	(823,386)	24,661,614	147,767,650
2029	37,590,000	10,280,000	(190,897)	27,119,103	174,886,753
2030	32,945,000	6,205,000	(544,785)	26,195,215	201,081,968

Calculation of Legal Debt Limit

FY	Assessed Value	Debt Limit Value (5%)	Projected Outstanding Debt	Unused Debt Limit	% of Debt Limit Used
2026	11,018,599,053	\$ 550,929,953	\$ 101,812,688	\$ 449,117,265	18%
2027	12,368,997,669	618,449,883	123,106,036	495,343,847	20%
2028	12,737,600,694	636,880,035	147,767,650	489,112,384	23%
2029	13,117,261,809	655,863,090	174,886,753	480,976,337	27%
2030	13,508,312,758	675,415,638	201,081,968	474,333,670	30%

Historical and Projected Use of Debt Limit



Option 2

2026-2030 Capital Improvement Program
Overall Project Listing with 10-Year High Priority Projects

Proposed Projects								
	Project No.	2026	2027	2028	2029	2030	High Priority Projects	Project Cost
ANNUAL PROGRAMS								
Annual Park Development Program	PRK-00-002	\$ 870,000	\$ 920,000	\$ 1,650,000	\$ 900,000	\$ 1,650,000	\$ 6,375,000	\$ 12,365,000
Annual Sidewalk/Trail Construction Program	SDW-00-001	600,000	700,000	600,000	600,000	600,000	3,000,000	6,100,000
Annual PCC Street Patching Program	STR-00-001	2,725,000	2,275,000	2,375,000	2,425,000	2,475,000	13,125,000	25,400,000
Annual Asphalt Street Resurfacing Program	STR-00-002	950,000	500,000	500,000	500,000	500,000	2,500,000	5,450,000
Annual Pavement Preservation Program	STR-00-003	850,000	850,000	900,000	950,000	1,000,000	5,750,000	10,300,000
Annual Street Replacement Program	STR-00-004	3,690,000	2,025,000	1,725,000	2,000,000	2,000,000	11,500,000	22,940,000
Annual Traffic Signal Improvement Program	TRF-00-001	1,690,000	1,690,000	1,690,000	1,690,000	1,690,000	8,450,000	16,900,000
BUILDINGS								
Public Works Satellite Salt Storage Facility	BLD-21-002	1,100,000	-	-	-	-	-	1,100,000
Public Works Maintenance Facility Expansion	BLD-24-003	300,000	700,000	18,259,000	6,625,000	-	-	25,884,000
City Facility Parking Lot Improvements	BLD-25-001	150,000	150,000	-	-	-	-	300,000
Police Headquarters Remodel	BLD-26-001	-	-	-	260,000	6,356,000	-	6,616,000
Fire Station No. 1 Tile Improvements	BLD-26-002	28,000	-	-	-	-	-	28,000
Ankeny Kirkendall Public Library Tile Improvements	BLD-26-003	50,000	-	-	-	-	-	50,000
City Hall and Public Services Building Expansion	Buildings	-	-	-	-	-	13,849,000	13,849,000
Fire Station No. 5	Buildings	-	-	-	-	-	10,838,000	10,838,000
BRIDGES								
SE Frisk Drive RCB Culvert for Four Mile Creek	BRG-20-001	-	50,000	350,000	-	-	-	400,000
NE 18th Street Bridge over Interstate 35	BRG-22-002	700,000	700,000	2,525,000	6,300,000	6,475,000	-	16,700,000
NE Spectrum Drive RCB Culvert for Otter Creek	BRG-22-004	110,000	1,390,000	-	-	-	-	1,500,000
SE Four Mile Drive RCB Culvert for Four Mile Creek	BRG-25-001	-	-	80,000	575,000	-	-	655,000
NE 72nd Street Bridge Rehabilitation	BRG-26-001	50,000	350,000	-	-	-	-	400,000
OPERATING/CONSTRUCTION EQUIPMENT								
Ladder Truck Replacement	OEC-23-001	-	-	-	2,530,000	-	-	2,530,000
Fire Engine Replacement	OEC	-	-	-	-	-	1,600,000	1,600,000
Self-Contained Breathing Apparatus (SCBA) Replacement	OEC	-	-	-	-	-	1,000,000	1,000,000
PARKS								
Hawkeye Park Sports Complex Tennis Courts Reconstruction	PRK-18-003	925,000	-	-	-	-	-	925,000

Option 2

2026-2030 Capital Improvement Program
Overall Project Listing with 10-Year High Priority Projects

Proposed Projects								
	Project No.	2026	2027	2028	2029	2030	High Priority Projects	Project Cost
High Trestle Trail Experience Park	PRK-22-005	210,000	800,000	-	1,000,000	-	1,872,000	3,882,000
Sunrise Park Parking Lot Reconstruction	PRK-24-001	200,000	-	-	-	-	-	200,000
Prairie Ridge Sports Complex North Parking Lot Overlay	PRK-24-002	-	-	1,830,000	-	-	-	1,830,000
Prairie Ridge Sports Complex East Parking Lot Overlay	PRK-24-003	-	-	-	-	1,680,000	-	1,680,000
Prairie Ridge Sports Complex Softball Safety Netting	PRK-25-001	-	-	540,000	-	-	-	540,000
Prairie Ridge Sports Complex Baseball Infield Reconstruction	PRK-25-003	587,000	-	-	-	-	-	587,000
High Trestle Trail Underpass Lighting	PRK-26-001	60,000	-	-	-	-	-	60,000
Mini-Pitch Soccer System	PRK-22-001	-	-	-	-	-	225,000	225,000
Prairie Ridge Sports Complex Soccer Field Lighting	PRK-25-002	-	-	-	-	-	325,000	325,000
Prairie Ridge Sports Complex South Parking Lot	PRK-26-002	-	-	-	-	-	570,000	570,000
Chautauqua and Promenade Park Development	Parks	-	-	-	-	-	6,600,000	6,600,000
Heritage Park Redevelopment	Parks	-	-	-	-	-	700,000	700,000
SIDEWALKS/TRAILS								
Trestle Point High Trestle Trail Connection	SDW-25-001	-	-	150,000	-	-	-	150,000
Clover Ridge Trail	SDW-21-002	-	-	-	-	-	160,000	160,000
Four Mile Creek Trail - NE 47th Street to NE 54th Street	Sidewalks/Trails	-	-	-	-	-	775,000	775,000
NE Frisk Drive Sidewalk Connection	Sidewalks/Trails	-	-	-	-	-	900,000	900,000
SE Delaware Avenue Retaining Wall Replacement	Sidewalks/Trails	-	-	-	-	-	700,000	700,000
SW Ankeny Road Sidewalk Improvements	Sidewalks/Trails	-	-	-	-	-	830,000	830,000
STREETS								
SW Oralabor Road Intersection Improvements	STR-16-003	1,000,000	8,000,000	6,250,000	-	-	-	15,250,000
NW 36th Street Reconstruction – NW Irvinedale Drive to NW Abilene Road	STR-18-003	200,000	300,000	400,000	7,375,000	125,000	-	8,400,000
NW 18th Street Extension - NW Spruce Drive to Iowa Highway 415	STR-18-004	-	-	-	300,000	750,000	9,300,000	10,350,000
South Ankeny Boulevard and SE Oralabor Road Intersection Improvements	STR-21-005	475,000	1,125,000	5,800,000	6,050,000	-	-	13,450,000
West 1st Street Widening and Improvements - Phase 2	STR-22-003	4,070,000	4,735,000	-	-	-	-	8,805,000
NW 18th Street Reconstruction - NW State Street to NW Ash Drive	STR-22-004	650,000	6,470,000	100,000	-	-	-	7,220,000
North Ankeny Boulevard Improvements - 1st Street to 11th Street	STR-23-001	1,315,000	-	-	-	-	-	1,315,000
NE Delaware Avenue Reconstruction - Four Mile Creek to NE 36th Street	STR-23-002	-	-	-	250,000	750,000	8,400,000	9,400,000
South Ankeny Boulevard Improvements - SE Peterson Drive to 1st Street	STR-23-005	2,300,000	1,725,000	325,000	-	-	-	4,350,000

Option 2

2026-2030 Capital Improvement Program
Overall Project Listing with 10-Year High Priority Projects

Proposed Projects								
	Project No.	2026	2027	2028	2029	2030	High Priority Projects	Project Cost
NW Prairie Ridge Drive, NW 9th Street and NW Ash Drive Intersection Improvements	STR-24-001	-	145,000	3,410,000	-	-	-	3,555,000
SE Creekview Drive Extension	STR-24-003	1,462,000	-	-	-	-	-	1,462,000
Interstate 35 and NE 36th Street Interchange Improvements	STR-25-001	550,000	4,450,000	-	-	-	-	5,000,000
SE Delaware Avenue Capacity Improvements	STR-25-002	-	100,000	300,000	425,000	2,750,000	1,650,000	5,225,000
NW State Street Widening and Pavement Rehabilitation - West 1st Street to NW 18th Street	STR-25-003	-	-	400,000	750,000	3,525,000	3,525,000	8,200,000
Local Public Streets Enhanced Pavement Design Standards	STR-25-004	1,500,000	1,500,000	1,500,000	-	-	-	4,500,000
NW Irvinedale Drive Reconstruction - NW 9th Street to NW 18th Street	STR-26-001	-	-	-	-	550,000	10,700,000	11,250,000
SW 4th Street Reconstruction and Uptown Parking Improvements	STR-26-002	150,000	1,150,000	-	-	-	-	1,300,000
NW 36th Street Reconstruction - NW Irvinedale Drive to NW Ash Drive - Phase 1	STR-26-003	400,000	500,000	9,100,000	-	-	-	10,000,000
NW 36th Street Reconstruction - NW Irvinedale Drive to NW Ash Drive - Phase 2	STR-26-004	-	450,000	550,000	5,500,000	5,500,000	-	12,000,000
East 1st Street Widening - NE Frisk Drive to NE 38th Street - Phase 1	STR-26-005	-	-	-	450,000	550,000	11,000,000	12,000,000
East 1st Street Widening - NE Frisk Drive to NE 38th Street - Phase 2	STR-26-006	-	-	-	-	-	12,000,000	12,000,000
East 1st Street Widening - NE Frisk Drive to NE Four Mile Drive	Streets-	-	-	-	-	-	12,250,000	12,250,000
NE Four Mile Drive Improvements - NE 18th Street to NE 36th Street	Streets	-	-	-	-	-	16,950,000	16,950,000
NW 18th Street Reconstruction - NW Weigel Drive to NW State Street	Streets	-	-	-	-	-	18,775,000	18,775,000
NW 36th Street Widening - NW State Street to NW Ash Drive	Streets-	-	-	-	-	-	5,125,000	5,125,000
NW Irvinedale Drive Reconstruction - NW 18th Street to NW 36th Street	Streets	-	-	-	-	-	19,000,000	19,000,000
NW State Street Extension - NW 36th Street to NW Abilene Road	Streets	-	-	-	-	-	11,925,000	11,925,000
SE Four Mile Drive Connector at East 1st Street	Streets	-	-	-	-	-	6,350,000	6,350,000
SE Oralabor Road and NE Berwick Drive Intersection Improvements	Streets	-	-	-	-	-	900,000	900,000
SE Oralabor Road and SE Creekview Drive Intersection Improvements	Streets	-	-	-	-	-	3,500,000	3,500,000
South Ankeny Boulevard Improvements - SW Ordinance Road to SE Peterson Drive	Streets	-	-	-	-	-	11,500,000	11,500,000
TRAFFIC								
Fiber Optic Network Upgrade	TRF-23-001	470,000	-	-	-	-	-	470,000
SW Magazine Road Intersection Improvements	TRF-25-002	280,000	1,330,000	-	-	-	-	1,610,000
Adaptive Traffic Signal Control Systems	TRF-25-003	50,000	50,000	500,000	-	-	-	600,000
SE Four Mile Drive Corridor Traffic Study	TRF-25-004	-	-	-	175,000	-	-	175,000
SE Delaware Avenue Corridor Traffic Study	TRF-26-001	-	-	-	-	200,000	-	200,000
Corridor Traffic Studies	Traffic	-	-	-	-	-	1,100,000	1,100,000

Option 2

2026-2030 Capital Improvement Program
Overall Project Listing with 10-Year High Priority Projects

Proposed Projects								
	Project No.	2026	2027	2028	2029	2030	High Priority Projects	Project Cost
Interstate 35 and SE Oralabor Road Interchange Traffic Study	Traffic	-	-	-	-	-	125,000	125,000
Traffic Signal Development Agreements	Traffic	-	-	-	-	-	2,250,000	2,250,000
	Year Totals	\$ 30,517,000	\$ 44,830,000	\$ 61,409,000	\$ 40,255,000	\$ 39,001,000	\$ 240,594,000	\$ 456,606,000

Option 2

City of Ankeny, Iowa
Financial Planning for Capital Projects
Projection of Tax Levies & Tax Rate Impact

EXHIBIT 1

Option 2

Debt Service Levy Impact		
Tax Impact for FY 26-27:		\$0.00
Tax Impact for FY 27-28:		\$0.00
Tax Impact for FY 28-29:		\$0.05
Tax Impact for FY 29-30:		\$0.05

								Total Resources	Par	\$14,775,000	\$21,030,000	\$33,135,000	\$23,670,000	\$31,185,000	\$25,290,000				Total Uses	Surplus/ (Deficit)	Ending Cash/Fund Balance
									Proceeds	\$14,577,455	\$20,740,000	\$32,693,159	\$23,335,558	\$30,809,000	Estimated						
Fiscal Year	Total Tax Valuation	Growth	Taxes Levied	Debt Levy	Utility/ TIF Abatement	Misc Income	Property Tax Backfill		Existing GO Debt	2026 CIP-Taxes	2027 CIP-Taxes	2028 CIP-Taxes	2029 CIP-Taxes	2030 CIP-Taxes	Future GO Bonds	Bond Fees	Other Uses				
2020 - 2021	4,177,177,183	8.7%	13,575,825	\$3.2500	9,326,128	131,197	335,718	23,368,868	23,334,941						6,842	(135,238)	23,206,545	162,323	1,668,957		
2021 - 2022	4,456,458,887	6.7%	14,260,668	\$3.2000	8,824,235	3,242	342,757	23,430,902	23,356,250						6,400	(98,317)	23,264,334	166,569	1,835,526		
2022 - 2023	4,827,690,725	8.3%	14,724,457	\$3.0500	9,158,442	100,122	276,946	24,259,967	24,199,486						6,000	(971)	24,204,515	55,452	1,890,978		
2023 - 2024	5,049,775,865	4.6%	15,149,328	\$3.0000	9,525,673	273,368	304,402	25,252,771	25,020,307						6,600	31,600	25,058,507	194,264	2,085,242		
2024 - 2025	5,724,677,117	13.4%	17,174,031	\$3.0000	8,442,055	230,757	238,074	26,084,918	26,076,854						6,700	17,759	26,101,313	(16,395)	2,068,847		
2025 - 2026	6,046,745,965	5.6%	18,140,237	\$3.0000	8,529,260	231,000	158,797	27,059,294	27,051,353						6,800		27,058,153	1,141	2,069,988		
2026 - 2027	6,525,792,193	7.9%	19,577,376	\$3.0000	8,008,113	200,000	91,653	27,877,141	22,314,381	5,554,906					6,900		27,876,188	954	2,070,941		
2027 - 2028	6,703,343,313	2.7%	20,110,029	\$3.0000	6,845,244	200,000	91,653	27,246,926	19,883,650	3,553,250	3,836,289				7,000		27,280,189	(33,263)	2,037,678		
2028 - 2029	6,860,188,265	2.3%	20,923,574	\$3.0500	4,549,894	200,000	91,653	25,765,121	12,028,025	2,505,500	4,179,800	7,052,612			6,000		25,771,937	(6,816)	2,030,862		
2029 - 2030	7,167,924,062	4.5%	22,220,565	\$3.1000	2,218,944	200,000	91,653	24,731,161	7,468,425	2,492,500	2,680,450	3,435,600	8,682,699		6,000		24,765,674	(34,512)	1,996,350		
2030 - 2031	7,335,450,598	2.3%	23,106,669	\$3.1500	1,836,694	200,000	91,653	25,235,016	6,657,325	489,750	3,128,975	3,261,100	4,811,500	6,909,468	6,000		25,264,118	(29,102)	1,967,248		
2031 - 2032	7,555,514,116	3.0%	24,177,645	\$3.2000	1,619,313	200,000	91,653	26,088,611	5,977,263	491,500	4,827,250	3,305,450	1,681,175	6,345,275	3,407,541	6,000	26,041,454	47,157	2,014,405		
2032 - 2033	7,782,179,539	3.0%	25,292,084	\$3.2500	1,265,063	200,000	91,653	26,848,799	4,890,063	492,250	954,875	2,956,825	5,126,175	5,644,950	6,693,216	6,000	26,764,354	84,445	2,098,850		
2033 - 2034	8,015,644,925	3.0%	26,451,628	\$3.3000	1,208,719	200,000	91,653	27,952,000	3,634,219	492,000	1,087,700	4,796,400	3,003,675	4,648,275	10,203,616	6,000	27,871,885	80,115	2,178,965		
2034 - 2035	8,256,114,273	3.0%	27,657,983	\$3.3500	1,058,419	200,000	91,653	29,008,055	2,559,919	490,750	2,551,450	4,794,550	999,300	4,047,850	13,545,316	6,000	28,995,135	12,920	2,191,885		

Option 2

Debt Limit Projection

Based on Constitutional Limit:
5% of Assessed Valuation

Outstanding Debt

Issue Date	Maturity Date	Outstanding Debt
12/22/14	06/01/28	\$ 6,390,000
03/31/16	06/01/28	1,020,000
05/25/16	06/01/26	925,000
05/31/17	06/01/27	1,865,000
05/30/18	06/01/28	5,060,000
05/28/19	06/01/29	8,190,000
06/09/20	06/01/30	5,285,000
06/09/21	06/01/31	10,285,000
05/25/22	06/01/37	19,970,000
06/21/23	06/01/33	8,160,000
06/20/24	06/01/34	11,485,000
06/18/25	06/01/35	19,010,000
Rebate & Lease Agreements		4,947,688
Total Outstanding Debt		\$ 102,592,688

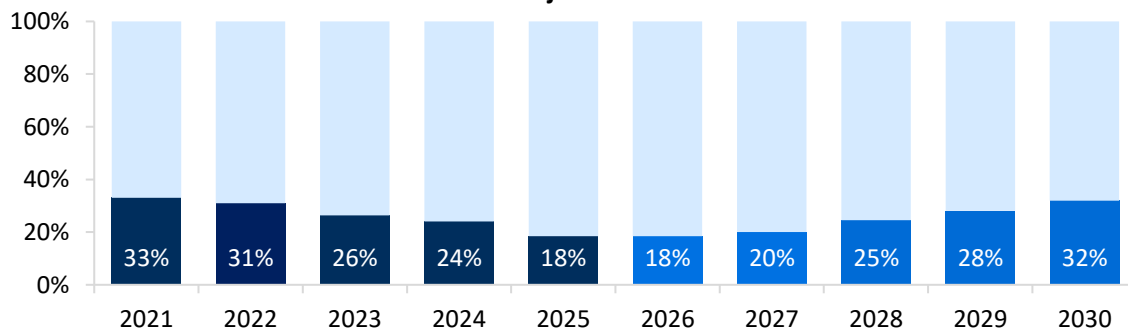
Projected Debt

Bond Year	Debt Addition	Debt Reduction	Change in Rebates	Net Change	Projected Outstanding Debt
2026	\$ 21,910,000	\$ 22,690,000	\$ -	\$ (780,000)	\$ 101,812,688
2027	42,440,000	18,950,000	(1,741,652)	21,748,348	123,561,036
2028	50,730,000	17,365,000	(823,386)	32,541,614	156,102,650
2029	38,095,000	10,280,000	(190,897)	27,624,103	183,726,753
2030	38,980,000	6,205,000	(544,785)	32,230,215	215,956,968

Calculation of Legal Debt Limit

FY	Assessed Value	Debt Limit Value (5%)	Projected Outstanding Debt	Unused Debt Limit	% of Debt Limit Used
2026	11,018,599,053	\$ 550,929,953	\$ 101,812,688	\$ 449,117,265	18%
2027	12,368,997,669	618,449,883	123,561,036	494,888,847	20%
2028	12,737,600,694	636,880,035	156,102,650	480,777,384	25%
2029	13,117,261,809	655,863,090	183,726,753	472,136,337	28%
2030	13,508,312,758	675,415,638	215,956,968	459,458,670	32%

Historical and Projected Use of Debt Limit



Capital Improvement Plan
City of Ankeny

Project #	BLD-21-002		
Project Name	Public Works Satellite Salt Storage Facility		
Total Project Cost	\$1,100,000	Contact	City Engineer
Department	Public Works	Type	New Construction
Category	Municipal Buildings	Status	Active
Useful Life	40 years	Council Goals:	Deliver Exceptional Service

Description

Construction of a structure to store salt material for use with winter maintenance operations. The facility will be located on property owned by the City where the Northwest Water Tower was constructed in the northeast quadrant of the NW Irvinedale Drive and NW 36th Street intersection. The facility is being designed and will be constructed to meet the building material requirements of the City's site plan ordinance. Since the property is zoned C-1, neighborhood commercial, the facility's walls will need to be permanent materials and it is anticipated that precast concrete with minor aesthetic treatments will be used. The facility will provide interior storage of up to approximately 3,500 tons of salt material. The facility will have a paved pad in front for material handling. The sitework needed for the facility will be completed with the Northwest Water Tower project. The salt storage facility is planned for construction in 2026 after the Northwest Water Tower is completed.

Justification

The City continues to experience strong residential growth and a large percentage of the overall growth is occurring in the northwest quadrant. As this growth continues, having a satellite salt storage facility on the north side of the City will maintain and improve the efficiency and effectiveness of snow removal operations. The north side snow plow routes are becoming increasingly less efficient due to the amount of time it takes to travel from the maintenance facility to the north side snow plow routes in order to replenish the salt supply in the snow plow trucks.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	1,100,000	0	0	0	0	1,100,000
Total	1,100,000	0	0	0	0	1,100,000
Funding Sources	2026	2027	2028	2029	2030	Total
Road Use Tax Fund	1,100,000	0	0	0	0	1,100,000
Total	1,100,000	0	0	0	0	1,100,000

Budget Impact

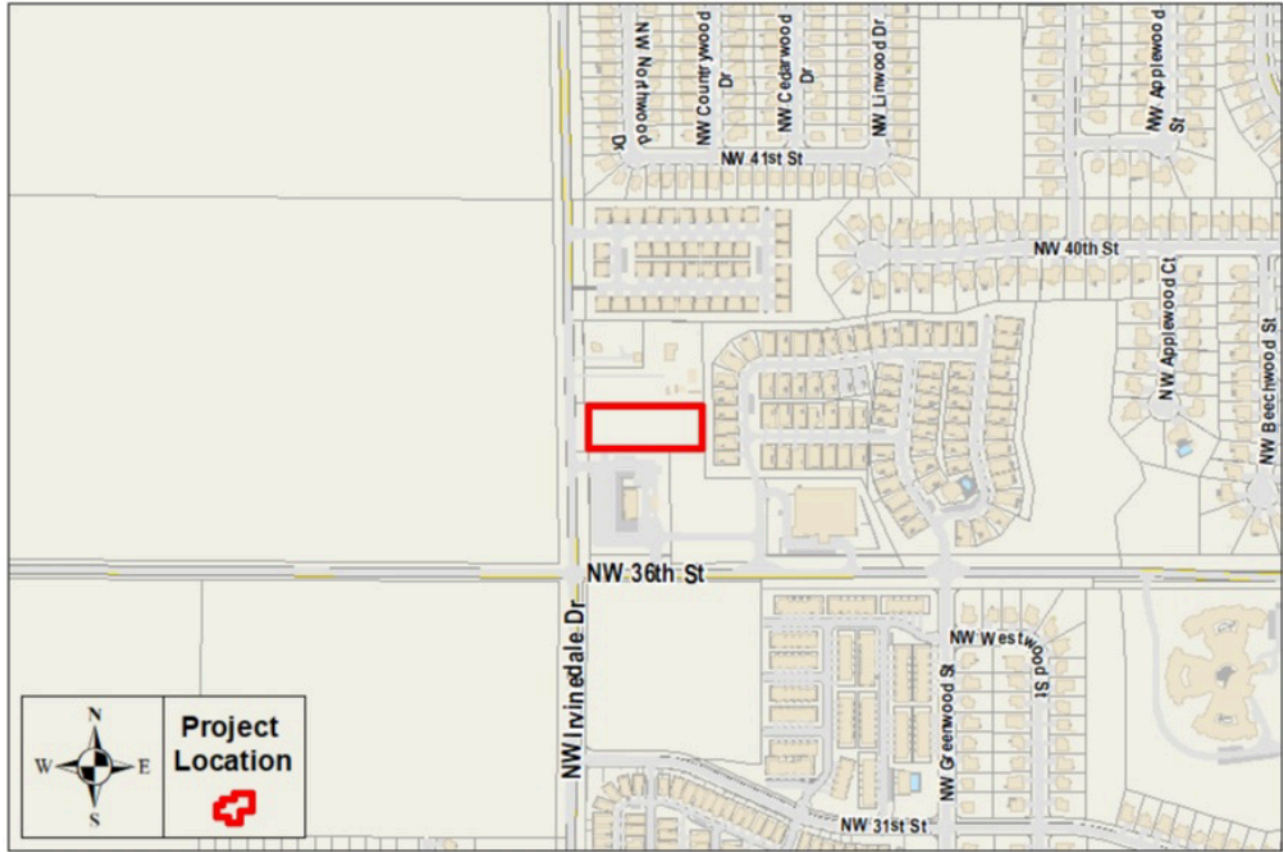
The new satellite salt storage facility will require minor building maintenance and the lighting for the building will result in additional electric power costs.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	0	300	300	300	300	1,200
Utilities	0	200	200	200	200	800
Total	0	500	500	500	500	2,000

Capital Improvement Plan
City of Ankeny

Project # BLD-21-002
Project Name
Public Works Satellite Salt Storage Facility

Contact
City Engineer
Department
Public Works



Capital Improvement Plan**City of Ankeny**

Project #	BLD-24-003
Project Name	Public Works Maintenance Facility Expansion

Total Project Cost	\$25,884,000	Contact	Assistant City Manager
Department	Public Works	Type	New Construction
Category	Municipal Buildings	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Design and construction of a consolidated field services building at the existing public works maintenance facility. This project will expand upon the existing building foot print to accommodate future growth in equipment and employees. Divisions impacted by the project include public works operations, traffic, fleet maintenance, water, and sanitary sewer.

Justification

Multi-building expansion intended to meet the needs of the current operations at this location (public works operations, traffic, fleet maintenance, and water) along with expansion needs for the sanitary sewer group at the old waste water treatment site. Expansions at the north end of the main building add administrative space and locker room expansions. An additional wash bay is added at the south end. The current maintenance bays would be used for maintenance only and not for storage of vehicles. A large addition to the end of the waterworks maintenance structure is constructed in a single phase to add vehicle storage space for the next 20 years.

Projected Construction Costs = \$24,510,000

Projected Design Costs = \$1,374,000

Projected Total Project Costs = \$25,884,000

Funding = Public Works (approximately 51%), Sanitary Sewer (approximately 32%), and Water (approximately 17%)

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	17,978,000	6,532,000	0	24,510,000
Engineering - Design	300,000	700,000	0	0	0	1,000,000
Engineering - Construction Services	0	0	281,000	93,000	0	374,000
Total	300,000	700,000	18,259,000	6,625,000	0	25,884,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - Referendum	0	0	7,248,159	3,355,558	0	10,603,717
Sewer Fund	0	0	5,933,702	2,152,947	0	8,086,649
Water Revenue Bonds	0	0	3,077,139	1,116,495	0	4,193,634
Capital Reserve Fund	300,000	700,000	2,000,000	0	0	3,000,000
Total	300,000	700,000	18,259,000	6,625,000	0	25,884,000

Budget Impact

To be determined; however, expanding the existing building's square footage will result in additional operating impacts related to utility expenses. Some of these costs will be slightly offset by the elimination of separate wastewater facility operations.

Capital Improvement Plan

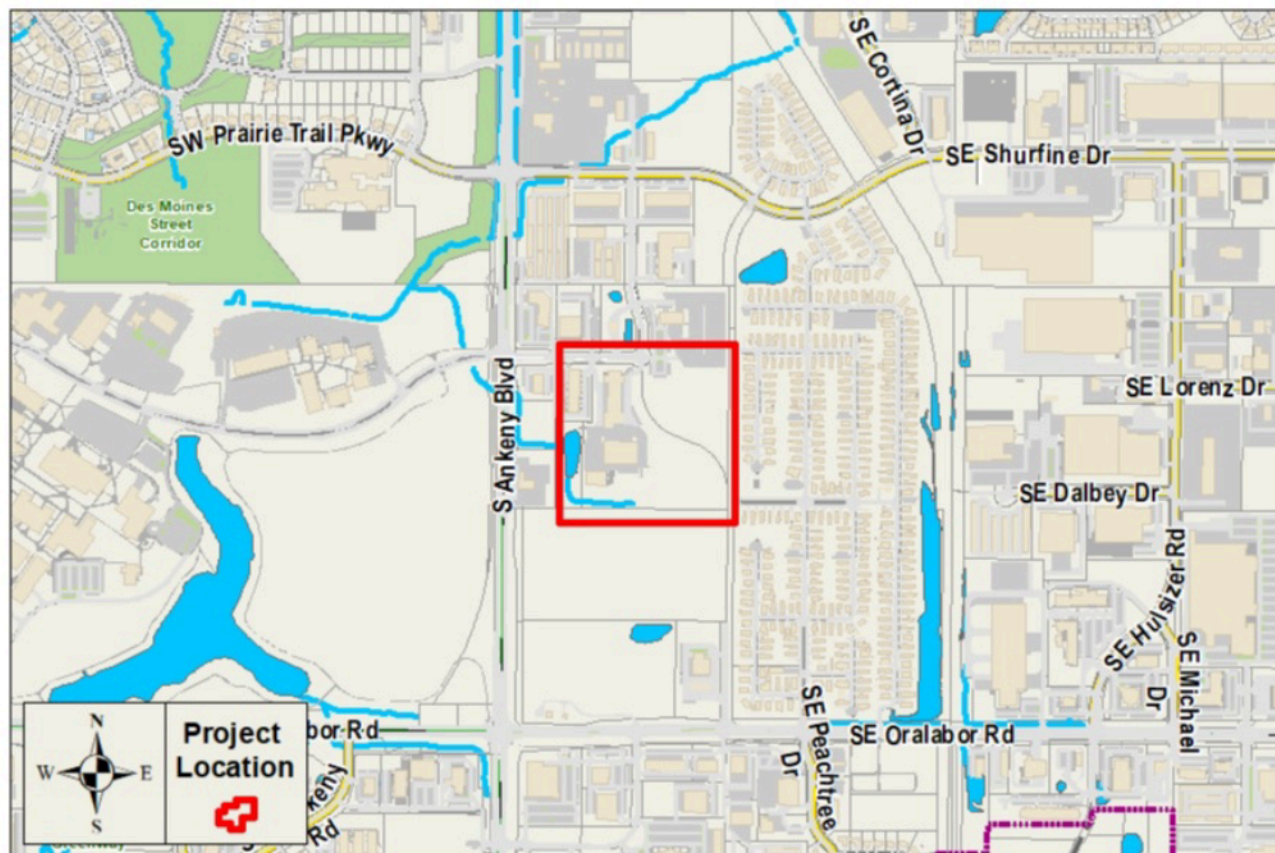
City of Ankeny

Project # BLD-24-003

Contact
Assistant City Manager

Project Name
Public Works Maintenance Facility
Expansion

Department
Public Works



Capital Improvement Plan
City of Ankeny

Project #	BLD-25-001		
Project Name	City Facility Parking Lot Improvements		
Total Project Cost	\$300,000	Contact	City Engineer
Department	Public Works	Type	Maintenance
Category	Municipal Buildings	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

This project includes replacing PCC patches within City-owned parking lots. The City Facility Parking Lot Improvements project will be designed and inspected in-house by Public Works Engineering Division staff.

- 2026: Hawkeye Park and City Hall Parking Lots: \$150,000 (construct)
- 2027: Fire Station No. 2 and Police Department Parking Lots: \$150,000 (construct)

2028-2029: The City-owned parking lots for Fire Station No. 3, Public Services Building, Ankeny Kirkendall Public Library, and the District at Prairie Trail will be re-evaluated for patching after the other City parking lots have been improved.

Justification

The City-owned parking lots see excessive use by the public and City staff, and various patches within these lots have been determined to be too deteriorated for preventative maintenance. Public Works Engineering Division staff has identified the parking lots and locations that need immediate patching.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	150,000	150,000	0	0	0	300,000
Total	150,000	150,000	0	0	0	300,000
Funding Sources	2026	2027	2028	2029	2030	Total
Capital Reserve Fund	150,000	150,000	0	0	0	300,000
Total	150,000	150,000	0	0	0	300,000

Budget Impact

This project will reduce the annual maintenance costs for the City because the Public Works Department will not have to do less effective preventative maintenance (e.g. cold patching) on the existing parking lots.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	-1,250	-2,500	-3,750	-3,750	-3,750	-15,000
Total	-1,250	-2,500	-3,750	-3,750	-3,750	-15,000

Capital Improvement Plan

City of Ankeny

Project # BLD-25-001

Project Name
City Facility Parking Lot Improvements

Contact
City Engineer

Department
Public Works



Capital Improvement Plan**City of Ankeny**

Project #	BLD-26-001
Project Name	Police Headquarters Remodel

Total Project Cost	\$6,616,000	Contact	Assistant City Manager
Department	Police	Type	Improvement
Category	Municipal Buildings	Status	Active
Useful Life	20 years	Council Goals:	Deliver Exceptional Service

Description

Design and remodel the existing police headquarters at 411 SW Ordinance Road in order to accommodate as much growth as possible within the confines of the original building.

Conceptual costs include:

- \$260,000 for architectural services
- \$6,356,000 for construction

Facility design to occur in 2029 and construction in 2030. The current plan includes 8-10 months for construction, with the project wrapping up by the end of 2030.

Justification

The most recent Facilities Needs Study, completed by OPN Architects, found that the 77,900 square-foot Police Headquarters is generally in good condition. Since its construction in 2009, however, the operational demands of the Ankeny Police Department have shifted significantly, necessitating a reevaluation and redesign of the facility's layout to meet both short-term and long-term growth needs. Proposed major areas for remodeling and additions include:

- Demolish the existing jail and remodel the space for evidence operations.
- Remodel the current evidence operations area for use by patrol operations.
- Renovate and expand the existing locker rooms.
- Remodel and expand the current records operations area.
- Construct additional parking spaces for patrol vehicles.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	0	0	6,356,000	6,356,000
Engineering - Design	0	0	0	250,000	0	250,000
Legal-General/Spec. Assessment	0	0	0	10,000	0	10,000
Total	0	0	0	260,000	6,356,000	6,616,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - Referendum	0	0	0	0	6,356,000	6,356,000
G.O. Bonds	0	0	0	260,000	0	260,000
Total	0	0	0	260,000	6,356,000	6,616,000

Budget Impact

To be determined; however, remodeling the existing building's square footage will result in additional operating impacts related to utility expenses, as the renovated areas will be used more frequently.

Capital Improvement Plan

City of Ankeny

Project #

BLD-26-001

Contact

Assistant City Manager

Project Name

Police Headquarters Remodel

Department

Police



2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project # BLD-26-002

Project Name Fire Station No. 1 Tile Improvements

Total Project Cost	\$28,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Municipal Buildings	Status	Active
Useful Life	40 years	Council Goals:	Enhance Quality of Life

Description

Fire Station No. 1 Tile Improvements

Justification

The proposed project is to eliminate standing water that accumulates after rain events between the Albaugh Family Community Center and Fire Station No. 1. The project includes adding an intake and installing tile that connects to the Community Center drainage channel.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	28,000	0	0	0	0	28,000
Total	28,000	0	0	0	0	28,000

Funding Sources	2026	2027	2028	2029	2030	Total
Capital Project Fund	28,000	0	0	0	0	28,000
Total	28,000	0	0	0	0	28,000

Budget Impact

N/A

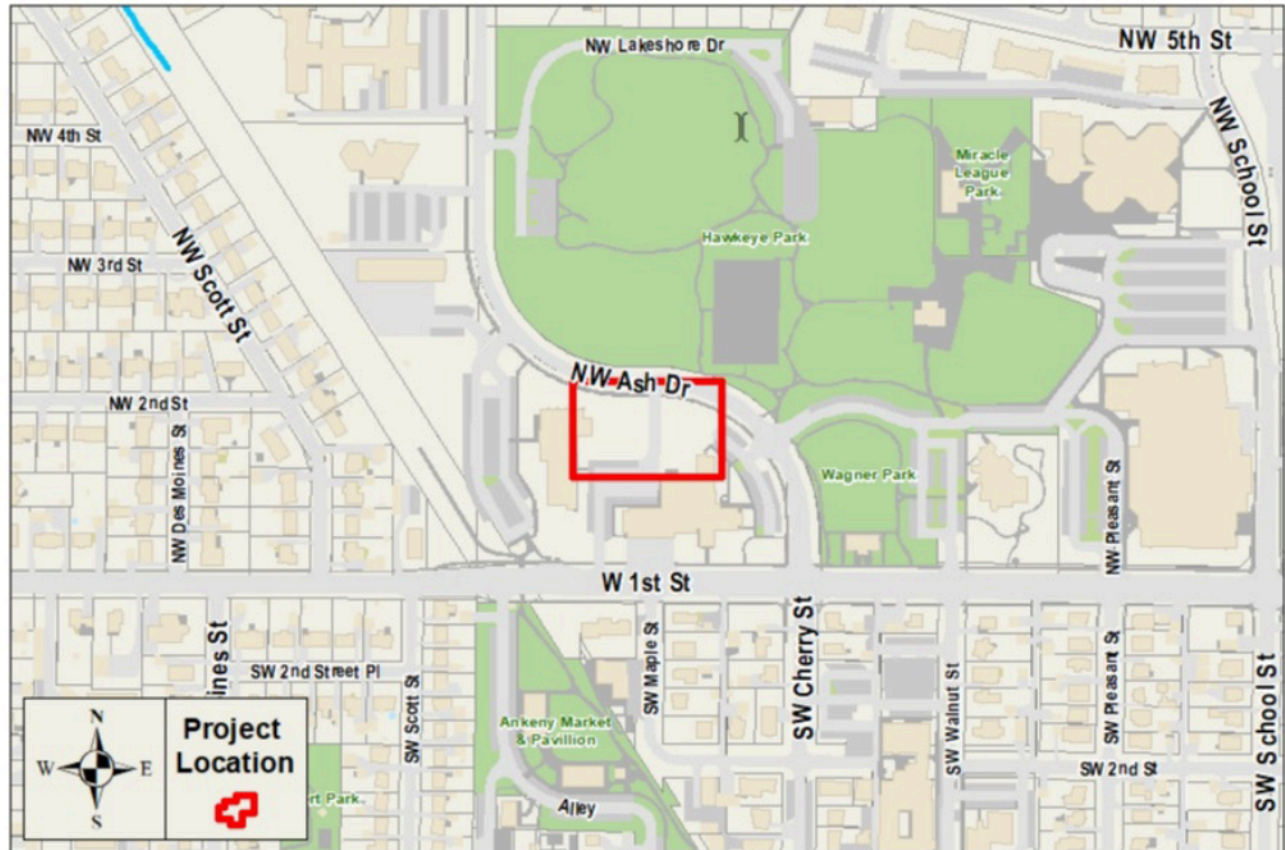
Capital Improvement Plan
City of Ankeny

Project # BLD-26-002

Project Name
Fire Station No. 1 Tile Improvements

Contact
Parks and Recreation Director

Department
Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	BLD-26-003
Project Name	Ankeny Kirkendall Public Library Tile Improvements

Total Project Cost	\$50,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Municipal Buildings	Status	Active
Useful Life	40 years	Council Goals:	Enhance Quality of Life

Description

Ankeny Kirkendall Public Library Tile Improvements

Justification

During periods of rainfall, water consistently flows across the northeast portion of the adjacent trail at the Ankeny Kirkendall Public Library, creating a persistently wet area. This condition has resulted in the accumulation of algae and mud, making the surface slippery and hazardous for pedestrians. Several near-miss incidents have been reported, and the area poses an ongoing risk to users, particularly after wet weather. The proposed project includes connecting to the existing tile and linking the drainage area to the adjacent parking lot storm sewer drain.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	50,000	0	0	0	0	50,000
Total	50,000	0	0	0	0	50,000

Funding Sources	2026	2027	2028	2029	2030	Total
Capital Project Fund	50,000	0	0	0	0	50,000
Total	50,000	0	0	0	0	50,000

Budget Impact

N/A

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

BLD-26-003

Contact

Parks and Recreation Director

Project Name

Ankeny Kirkendall Public Library Tile
Improvements

Department

Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	BRG-20-001		
Project Name	SE Frisk Drive RCB Culvert for Four Mile Creek		
Total Project Cost	\$400,000	Contact	City Engineer
Department	Public Works	Type	Replacement
Category	Bridge/Box Culvert	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

This project will replace the existing bridge with a reinforced concrete box (RCB) culvert. The existing bridge is a single span 16-ft. arch bridge constructed of concrete and timber. The bridge is located south of East 1st Street on SE Frisk Drive, spanning a tributary stream to Four Mile Creek. This project includes survey, study, and consultant design engineering services in 2027, and consultant construction engineering services and construction in 2028.

Justification

The 2024 Iowa Structure Inventory and Appraisal conducted by Calhoun-Burns & Associates recommended replacing the bridge within the next several years due to cracks, deterioration, and erosion. This project will replace the existing bridge with a reinforced concrete box (RCB) culvert.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	315,000	0	0	315,000
Engineering - Design	0	50,000	0	0	0	50,000
Engineering - Construction Services	0	0	30,000	0	0	30,000
Land/ROW Acquisition	0	0	5,000	0	0	5,000
Total	0	50,000	350,000	0	0	400,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	50,000	350,000	0	0	400,000
Total	0	50,000	350,000	0	0	400,000

Budget Impact

The new RCB culvert will have a negligible impact on the City's maintenance costs. The RCB culvert will be added to the Annual Bridge Inspection Program for monitoring purposes.

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

BRG-20-001

Contact

City Engineer

Project Name

SE Frisk Drive RCB Culvert for Four Mile
Creek

Department

Public Works



Capital Improvement Plan**City of Ankeny****Project #** BRG-22-002**Project Name** NE 18th Street Bridge over Interstate 35**Total Project Cost** \$16,700,000**Department** Public Works**Category** Bridge/Box Culvert**Useful Life** 40 years**Contact** City Engineer**Type** New Construction**Status** Active**Council Goals:** Upgrade Essential Infrastructure**Description**

Reconstruction and extension of NE 18th Street from NE Delaware Avenue across Interstate 35 to approximately 225 feet east of NE Frisk Drive, including the reconstruction of the NE 18th Street and NE Frisk Drive intersection. The new roadway will include a bridge over Interstate 35, a pedestrian bridge over Fourmile Creek, an 8-foot sidewalk on the south side, street lighting, and storm sewer improvements. The existing roadway bridge over Fourmile Creek, which was recently replaced by Polk County, will be utilized as constructed. The overall project will be completed through three separate bid packages as follows:

- Phase 1 (2028) – vegetation clearing and embankment construction
- Phase 2 (2029) – Interstate 35 bridge construction and Fourmile Creek pedestrian bridge construction
- Phase 3 (2030) – NE 18th Street roadway and storm sewer construction

The proposed project's construction schedule assumes completion of the topographic survey, initial environmental documentation, and preliminary design in 2026; additional environmental documentation, further preliminary design, and geotechnical investigation in 2027; and final design, right-of-way acquisition, and the purchase of wetland mitigation credits in the first half of 2028. It is anticipated that all three construction projects will be bid through the Iowa DOT letting process. The City has received \$250,000 in STBG funding for the bridge project through the Des Moines Area MPO.

Justification

This street extension and bridge will improve traffic mobility and support both current and future residential and commercial development in the northeast quadrant of the City, east of Interstate 35. The Deer Creek residential development, located between NE 18th Street and East 1st Street, currently includes several hundred residential properties, with several hundred more planned. The Spectrum 36 and Plaza 36 commercial developments, located along NE 36th Street east of Interstate 35, are expected to feature several big-box retail stores, multi-tenant strip malls, and restaurants over the next five to ten years. In addition, the Pine Lakes Estates development, north of NE 18th Street between Interstate 35 and NE Four Mile Drive, began constructing residential lots in 2025. Providing another access route to these properties east of Interstate 35 is essential to support the area's planned future growth.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	1,300,000	5,600,000	6,050,000	12,950,000
Engineering - Construction Services	0	0	550,000	700,000	425,000	1,675,000
Engineering - Design	700,000	700,000	0	0	0	1,400,000
Land/ROW Acquisition	0	0	550,000	0	0	550,000
Other Costs	0	0	125,000	0	0	125,000
Total	700,000	700,000	2,525,000	6,300,000	6,475,000	16,700,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - TIF Abated	700,000	700,000	2,525,000	6,050,000	6,475,000	16,450,000
MPO/STBG Grants	0	0	0	250,000	0	250,000
Total	700,000	700,000	2,525,000	6,300,000	6,475,000	16,700,000

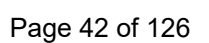
Budget Impact

The added pavement and 8-foot sidewalk will increase the City's maintenance costs due to the additional winter maintenance and street sweeping required. The new streetlights will also result in increased electrical power costs for the City.

Capital Improvement Plan

City of Ankeny

Public Works



Capital Improvement Plan

City of Ankeny

Project #	BRG-22-004
Project Name	NE Spectrum Drive RCB Culvert for Otter Creek

Total Project Cost	\$1,500,000	Contact	City Engineer
Department	Public Works	Type	New Construction
Category	Bridge/Box Culvert	Status	Active
Useful Life	40 years	Council Goals:	Enhance Quality of Life

Description

Complete a hydraulic study, and the design and construction of a new reinforced concrete box (RCB) culvert to accommodate the future extension of NE Spectrum Drive across Otter Creek.

Justification

The purpose of the project is to study, design, and construct a new RCB culvert to convey flow from Otter Creek under the future NE Spectrum Drive extension. The culvert will support development east of Interstate 35, from NE 36th Street northward.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	1,040,000	0	0	0	1,040,000
Land/ROW Acquisition	0	200,000	0	0	0	200,000
Engineering - Construction Services	0	150,000	0	0	0	150,000
Engineering - Design	110,000	0	0	0	0	110,000
Total	110,000	1,390,000	0	0	0	1,500,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - TIF Abated	110,000	1,390,000	0	0	0	1,500,000
Total	110,000	1,390,000	0	0	0	1,500,000

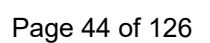
Budget Impact

The new RCB culvert will have a negligible impact on the City's maintenance costs. Following construction, it will be added to the Annual Bridge Inspection Program for monitoring purposes.

Capital Improvement Plan

City of Ankeny

Public Works



Capital Improvement Plan
City of Ankeny

Project #	BRG-25-001
Project Name	SE Four Mile Drive RCB Culvert for Four Mile Creek

Total Project Cost	\$655,000	Contact	City Engineer
Department	Public Works	Type	Replacement
Category	Bridge/Box Culvert	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

This project will replace the existing reinforced concrete box (RCB) culvert. The current structure is an 8' x 8' single RCB constructed of concrete with timber wing walls. It is located north of SE 20th Street on SE Four Mile Drive, spanning a tributary of Four Mile Creek. The project includes survey, study, and consultant design engineering services in 2028, and consultant construction engineering services and construction in 2029.

Justification

The 2023 Iowa Structure Inventory and Appraisal, conducted by Calhoun-Burns & Associates, recommended replacing the bridge within the next several years due to cracks, deterioration, and erosion.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	0	525,000	0	525,000
Engineering - Design	0	0	75,000	0	0	75,000
Engineering - Construction Services	0	0	0	50,000	0	50,000
Land/ROW Acquisition	0	0	5,000	0	0	5,000
Total	0	0	80,000	575,000	0	655,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	80,000	575,000	0	655,000
Total	0	0	80,000	575,000	0	655,000

Budget Impact

The new RCB culvert will have a negligible impact on the City's maintenance costs. It will be monitored every four years as part of the Annual Bridge Inspection Program.

Capital Improvement Plan

City of Ankeny

Project #

BRG-25-001

Contact

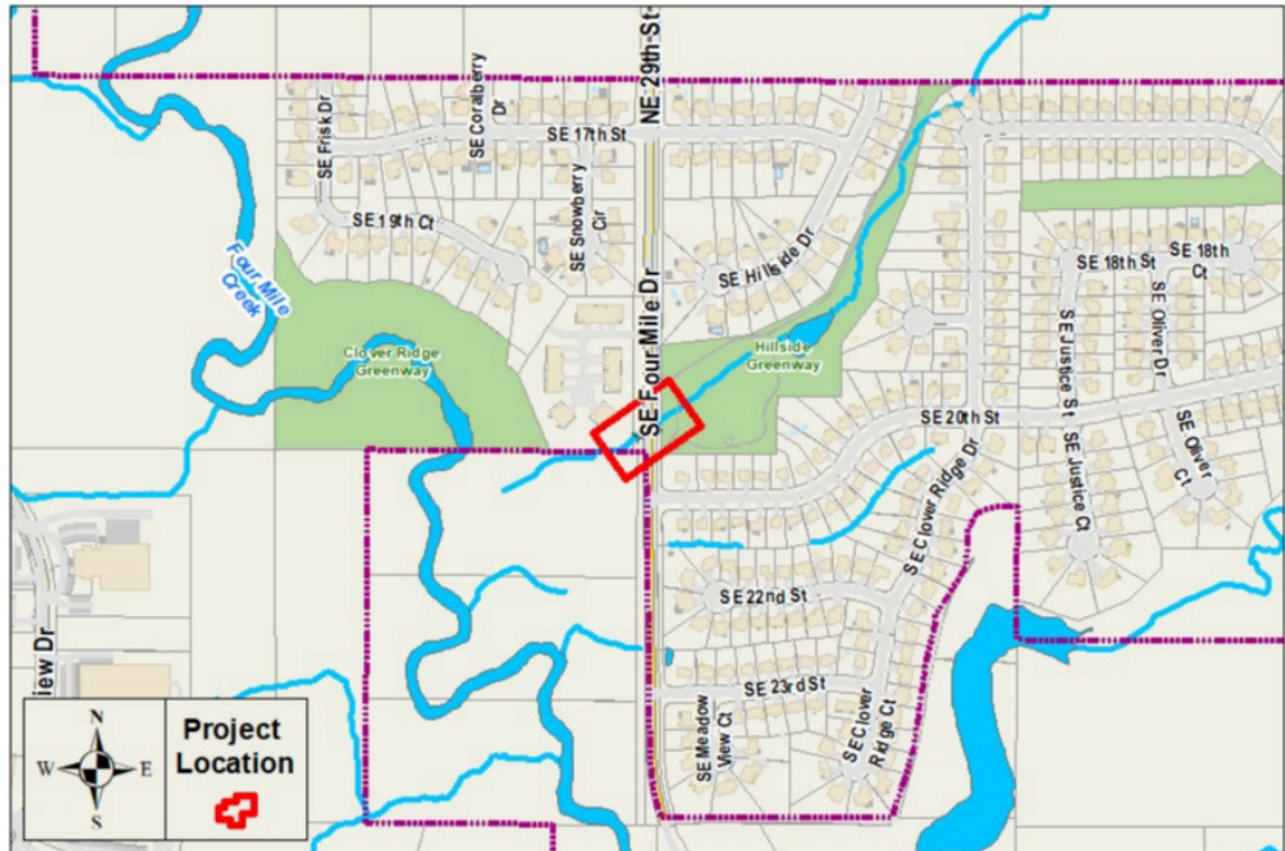
City Engineer

Project Name

SE Four Mile Drive RCB Culvert for Four
Mile Creek

Department

Public Works



2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project # BRG-26-001
Project Name NE 72nd Street Bridge Rehabilitation

Total Project Cost	\$400,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Bridge/Box Culvert	Status	Active
Useful Life	25 years	Council Goals:	Upgrade Essential Infrastructure

Description

This project will PCC patch the bridge deck, clean and reseal the relief joints at the ends of the bridge, patch the edge of the slab adjacent to the southeast deck drain, repair the northwest guardrail, and overlay the bridge deck. The bridge is located on NE 72nd Street, approximately 300 feet east of North Ankeny Boulevard/US Highway 69, and spans Fourmile Creek. Ownership and maintenance responsibilities for the bridge transferred from Polk County to the City in 2024 due to annexation. The project includes consultant design services in 2026, and consultant construction engineering services and construction in 2027. Work on this project will be coordinated to occur at the same time as work being performed by the Iowa DOT at the intersection of NE 72nd Street and North Ankeny Boulevard/US Highway 69 in 2027.

Justification

The 2025 annual bridge inspection, performed by Calhoun-Burns & Associates, recommends patching and overlaying the bridge deck. The bridge, built in 1972, has an estimated remaining service life of 15 years. Performing the proposed maintenance work could extend the bridge's service life by approximately 25 to 30 years.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	300,000	0	0	0	300,000
Engineering - Construction Services	0	50,000	0	0	0	50,000
Engineering - Design	50,000	0	0	0	0	50,000
Total	50,000	350,000	0	0	0	400,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	50,000	350,000	0	0	0	400,000
Total	50,000	350,000	0	0	0	400,000

Budget Impact

This rehabilitation work will extend the service life of the bridge and reduce the City's annual maintenance costs, as the Public Works Department will no longer need to perform less effective ongoing preventative maintenance (e.g., cold patching and joint resealing) on the existing bridge deck.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	0	0	-1,000	-1,000	-1,000	-3,000
Total	0	0	-1,000	-1,000	-1,000	-3,000

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

BRG-26-001

Contact

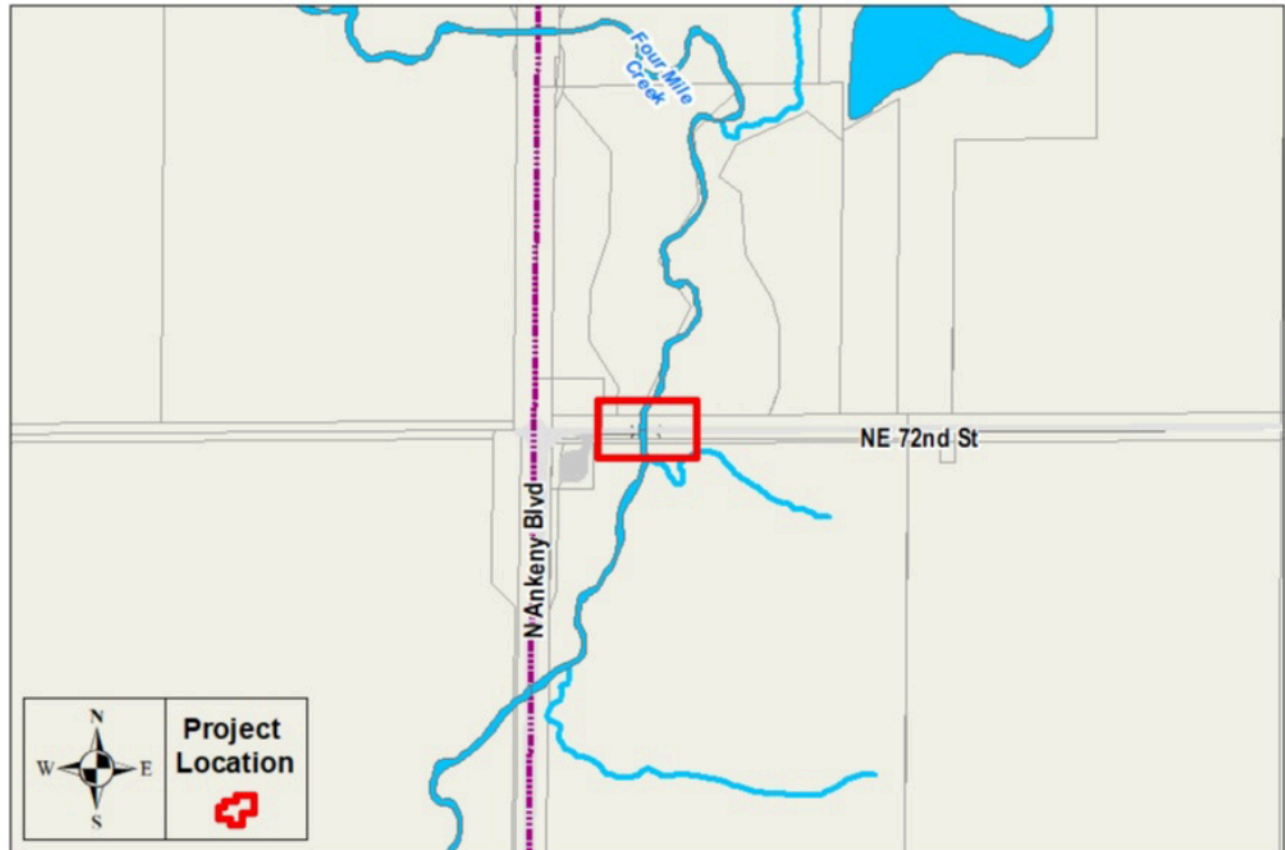
City Engineer

Project Name

NE 72nd Street Bridge Rehabilitation

Department

Public Works



Capital Improvement Plan
City of Ankeny

Project #	OEC 23-001
Project Name	Ladder Truck Replacement

Total Project Cost	\$2,530,000	Contact	Fire Chief
Department	Fire	Type	Purchase
Category	Operating/Construction Equipment	Status	Active
Useful Life	20 years	Council Goals:	Deliver Exceptional Service

Description

An order for a replacement ladder truck was approved at the January 20, 2025, council meeting. This apparatus will operate from Fire Station No. 1 as the primary response vehicle from this location and will include a fire pump and water tank. The apparatus was ordered in January 2025, with an expected delivery time of 48-52 months. The cost of the new ladder truck is \$2,380,000, with an additional \$150,000 required for radios, MDTs, and equipment to outfit the apparatus.

Justification

The purpose of this project is to increase the reliability of our single aerial ladder and to provide an opportunity to optimize the response capabilities of our front-line apparatus. Our current ladder truck sustained significant damage during the 2018 heavy rain event when it became submerged in floodwaters while performing water rescues of stranded citizens. Since being repaired, the apparatus has experienced a less-than-ideal reliability record.

Expenditures	2026	2027	2028	2029	2030	Total
Vehicle/Equipment	0	0	0	2,530,000	0	2,530,000
Total	0	0	0	2,530,000	0	2,530,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	0	2,530,000	0	2,530,000
Total	0	0	0	2,530,000	0	2,530,000

Budget Impact

The replacement ladder truck will reduce ongoing maintenance issues with our current aerial apparatus and the associated costs. There will be minimal impact on the operating budget, as the currently allocated funds should sufficiently support the new apparatus. The replacement truck will also provide an opportunity to evaluate fleet utilization for calls for service and to optimize response capabilities across all front-line apparatus.

Project #	OEC 23-001	Contact
		Fire Chief
Project Name		Department
Ladder Truck Replacement		Fire



Capital Improvement Plan

City of Ankeny

Project #	PRK-00-002
Project Name	Annual Park Development Program

Total Project Cost	\$5,990,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Park Facilities	Status	Active
Useful Life	20 years	Council Goals:	Enhance Quality of Life

Description

The Annual Park Development Program includes improvements to existing park facilities as well as the construction of new parks. Improvements may include amenities such as shelters, play structures, picnic facilities, splash pads, trail connections, and landscaping.

2026: Crossings at Deer Creek Park – Phase 1: grading, utilities, parking lot, and trail loop

2027: Crossings at Deer Creek Park – Phase 2: playground, shelter, restroom, splash pad, and landscaping

2028: Kimberley Crossing Park: playground, shelter, trail loop, parking lot, and landscaping

2029: Pine Lake Estates Park: playground, shelter, trail loop, parking lot, and landscaping

2030: Other projects TBD

Justification

The estimated land costs in 2026 include the purchase of a small portion of land in the northwest corner of the park for an access point and trail connection.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	750,000	900,000	1,600,000	850,000	1,600,000	5,700,000
Engineering - Design	90,000	20,000	50,000	50,000	50,000	260,000
Land/ROW Acquisition	30,000	0	0	0	0	30,000
Total	870,000	920,000	1,650,000	900,000	1,650,000	5,990,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	770,000	820,000	1,550,000	800,000	1,550,000	5,490,000
Park Dedication Fund	100,000	100,000	100,000	100,000	100,000	500,000
Total	870,000	920,000	1,650,000	900,000	1,650,000	5,990,000

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	12,000	12,000	12,000	12,000	12,000	60,000
Utilities	5,000	5,000	5,000	5,000	5,000	25,000
Personnel Costs	1,500	1,500	1,500	1,500	1,500	7,500
Total	18,500	18,500	18,500	18,500	18,500	92,500

Project # PRK-00-002
Project Name
Annual Park Development Program

Contact
Parks and Recreation Director
Department
Parks and Recreation



Capital Improvement Plan

City of Ankeny

Project #	PRK-18-003		
Project Name	Hawkeye Park Sports Complex Tennis Courts Reconstruction		
Total Project Cost	\$925,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Park Facilities	Status	Active
Useful Life	20 years	Council Goals:	Enhance Quality of Life

Description

Hawkeye Park Sports Complex Tennis Courts Reconstruction.

Justification

The playing surface on the six tennis courts at Hawkeye Park Sports Complex is in fair condition. In 2008, the City contracted Tennis Surfaces of Iowa to install a temporary playing surface instead of the traditional asphalt overlay, which was typically replaced every 5-7 years. This temporary surfacing material, attached to the subsurface asphalt with fiberglass, has provided an adequate and safe playing surface but does not offer a true competitive tennis court experience. The Parks Department continues to receive numerous complaints regarding the current alternate court surfacing. Additionally, with high school tennis taking precedence in the spring at the Prairie Ridge Sports Complex, the tennis community has expressed concerns about congestion and the limited availability of quality courts for public use. The proposed project would remove the existing playing surface and subsurface asphalt, install a new rock subbase, a 5-inch asphalt playing surface, and new nets and posts. The new 5-inch asphalt depth would provide the community with a sufficient additional tennis option and extend the lifespan of the courts by reducing the need for repairs due to freeze/thaw cycles.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	850,000	0	0	0	0	850,000
Engineering - Design	75,000	0	0	0	0	75,000
Total	925,000	0	0	0	0	925,000
Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	462,500	0	0	0	0	462,500
Hotel/Motel Tax Fund	462,500	0	0	0	0	462,500
Total	925,000	0	0	0	0	925,000

Budget Impact

This project renovates a current park facility.

Project # PRK-18-003

Project Name
Hawkeye Park Sports Complex Tennis
Courts Reconstruction

Contact
Parks and Recreation Director

Department
Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	PRK-22-005
Project Name	High Trestle Trail Experience Park

Total Project Cost	\$2,010,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	New Construction
Category	Park Facilities	Status	Active
Useful Life	40 years	Council Goals:	Enhance Quality of Life

Description

This phase of the project includes the construction of a 6-foot-wide, approximately 882-foot-long coaster trail/side path along the High Trestle Trail in the Experience Park, just south of Uptown and opposite the glow trail. The project also includes the construction of two natural play areas in the same location for children and families, each consisting of concrete borders and mulch play areas with nature-inspired play features. Benches and trash receptacles will be installed near the play areas and along the trail as part of this phase. Additional phases, planned and budgeted for 2027 and 2029, include using hotel/motel tax funding to leverage significant external grants and private donations for additional amenities identified in the High Trestle Trail Experience Plan. City funding is expected to be used primarily for park features, while external funding will be applied to public art features.

Justification

The purpose of the project is to continue the build-out of the High Trestle Trail Experience Park, creating a unique, centrally located park with new experiences for residents while leveraging external funding when feasible. An application for a \$100,000 grant through the Polk County Development Grant program was submitted in August 2025. This project is eligible for the funding, which requires a 1:1 match. A decision on the grant is expected in late 2025.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	117,000	800,000	0	1,000,000	0	1,917,000
Furniture, Fixtures & Equipment	67,000	0	0	0	0	67,000
Engineering - Construction Services	26,000	0	0	0	0	26,000
Total	210,000	800,000	0	1,000,000	0	2,010,000

Funding Sources	2026	2027	2028	2029	2030	Total
Hotel/Motel Tax Fund	10,000	400,000	0	500,000	0	910,000
Other Grants	0	400,000	0	500,000	0	900,000
County Contributions	100,000	0	0	0	0	100,000
Capital Project Fund	100,000	0	0	0	0	100,000
Total	210,000	800,000	0	1,000,000	0	2,010,000

Budget Impact

The operating impact will be limited to maintaining the mulched play areas and emptying the trash receptacles.

Budget Items	2026	2027	2028	2029	2030	Total
Personnel Costs	1,000	1,500	0	1,500	0	4,000
Maintenance Costs	0	750	0	0	0	750
Utilities	0	0	0	750	0	750
Total	1,000	2,250	0	2,250	0	5,500

Capital Improvement Plan

City of Ankeny

Project # PRK-22-005

Contact

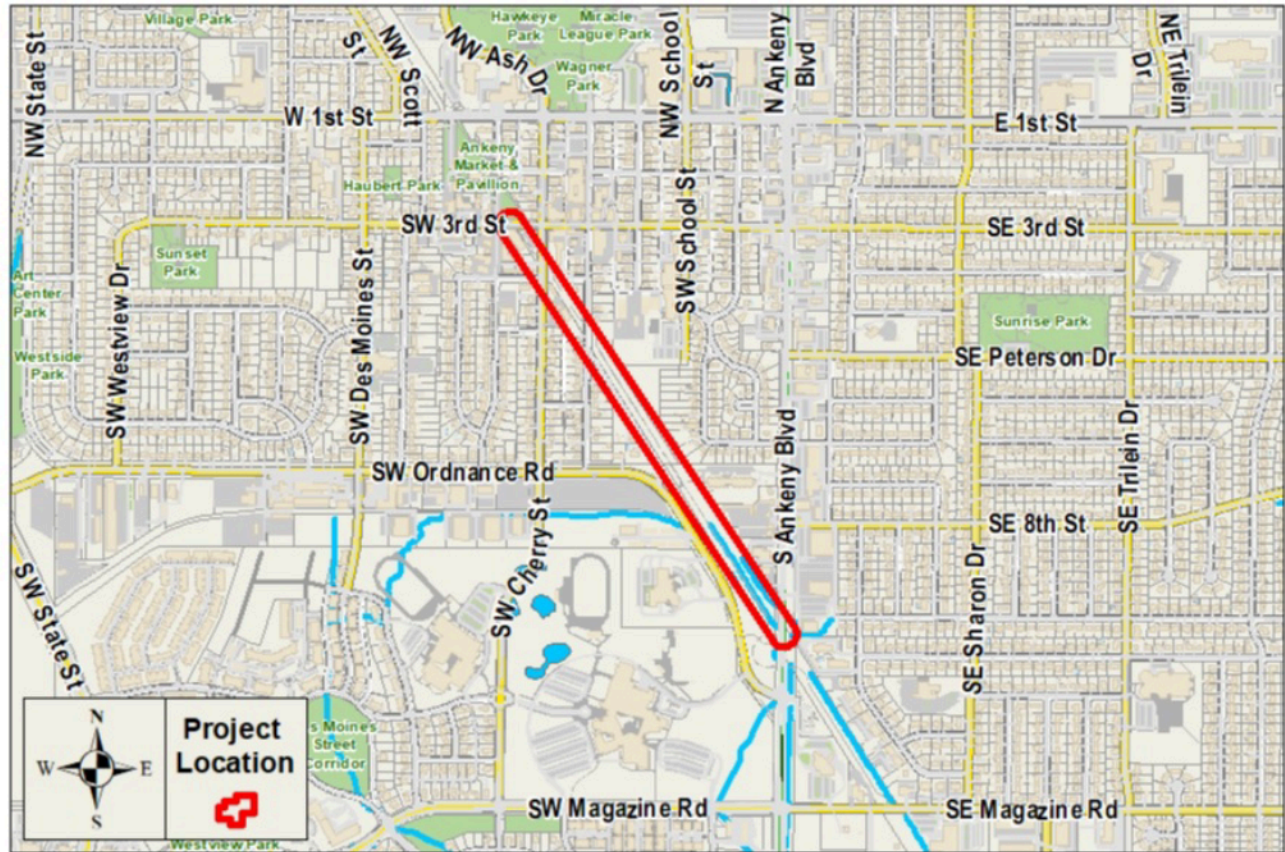
Parks and Recreation Director

Project Name

High Trestle Trail Experience Park

Department

Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	PRK-24-001
Project Name	Sunrise Park Parking Lot Reconstruction

Total Project Cost	\$200,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Replacement
Category	Park Facilities	Status	Active
Useful Life	20 years	Council Goals:	Enhance Quality of Life

Description

Sunrise Park Parking Lot Reconstruction.

Justification

The Sunrise Park parking lot was approved in the 2025 Capital Improvement Program for an overlay. Upon further inspection and assessment of its current condition, it is recommended that the parking lot be reconstructed in concrete instead of receiving an overlay. The concrete reconstruction will significantly extend the life of the renovated lot and better protect the City's investment.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	175,000	0	0	0	0	175,000
Engineering - Construction Services	25,000	0	0	0	0	25,000
Total	200,000	0	0	0	0	200,000

Funding Sources	2026	2027	2028	2029	2030	Total
Capital Project Fund	150,000	0	0	0	0	150,000
G.O. Bonds	50,000	0	0	0	0	50,000
Total	200,000	0	0	0	0	200,000

Budget Impact

This project renovates a current park facility.

Capital Improvement Plan

City of Ankeny

Project #

PRK-24-001

Contact

Parks and Recreation Director

Project Name

Sunrise Park Parking Lot Reconstruction

Department

Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	PRK-24-002
Project Name	Prairie Ridge Sports Complex North Parking Lot Overlay

Total Project Cost	\$1,830,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Park Facilities	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

Asphalt overlay of the north parking lot at the Prairie Ridge Sports Complex.

Justification

The north parking lot at the Prairie Ridge Sports Complex needs a maintenance overlay because the existing surface is no longer structurally sound, is well-aged, and has numerous cracks. The project includes a 3-inch mill and overlay, full-depth patching in multiple locations, gutter flowlines, and striping.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	1,750,000	0	0	1,750,000
Engineering - Construction Services	0	0	80,000	0	0	80,000
Total	0	0	1,830,000	0	0	1,830,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	1,830,000	0	0	1,830,000
Total	0	0	1,830,000	0	0	1,830,000

Budget Impact

This project renovates a current park facility.

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project # PRK-24-002

Contact

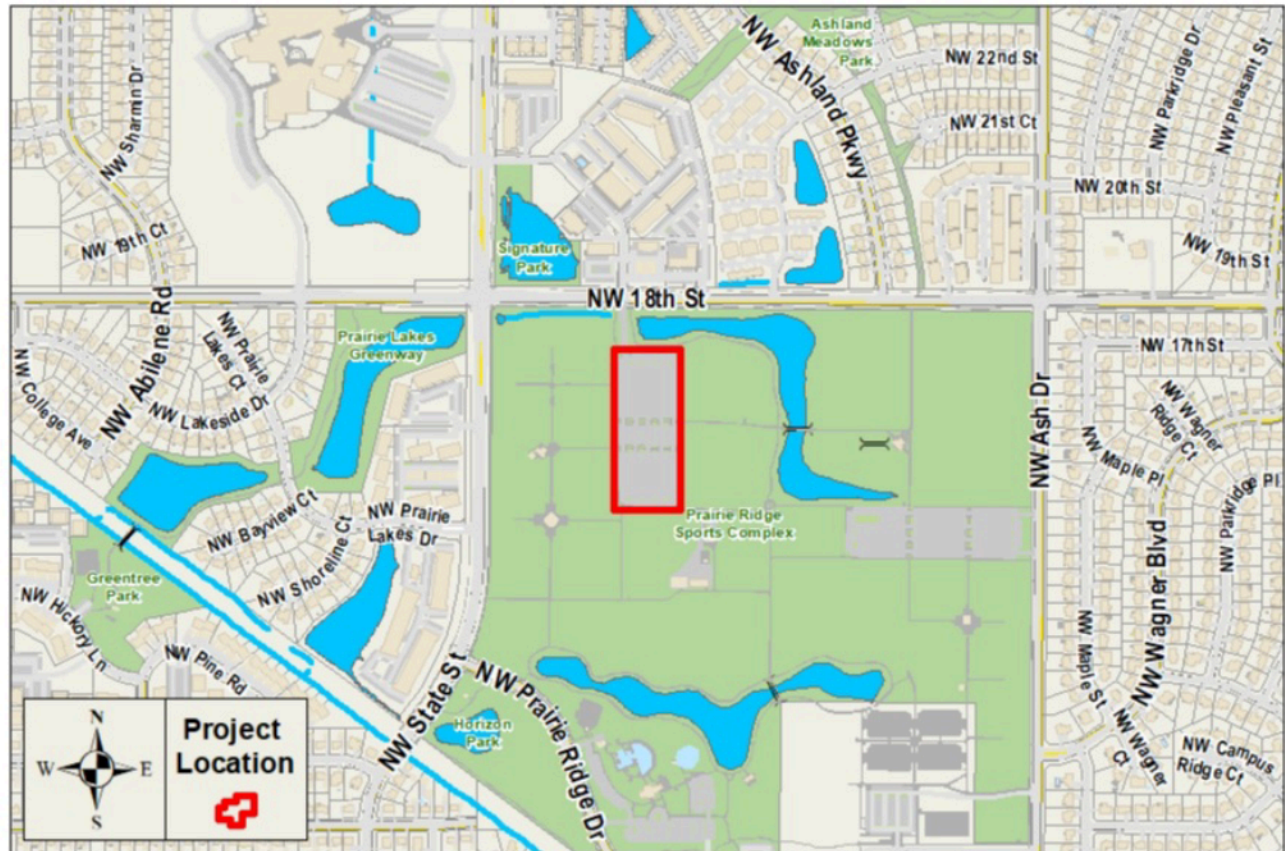
Parks and Recreation Director

Project Name

Prairie Ridge Sports Complex North
Parking Lot Overlay

Department

Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	PRK-24-003		
Project Name	Prairie Ridge Sports Complex East Parking Lot Overlay		
Total Project Cost	\$1,680,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Park Facilities	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

Asphalt overlay of the east parking lot at the Prairie Ridge Sports Complex.

Justification

The east parking lot at the Prairie Ridge Sports Complex needs a maintenance overlay because the existing surface is no longer structurally sound, is well-aged, and has numerous cracks. The project includes a 3-inch mill and overlay, full-depth patching in multiple locations, gutter flowlines, and striping.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	0	0	1,600,000	1,600,000
Engineering - Design	0	0	0	0	80,000	80,000
Total	0	0	0	0	1,680,000	1,680,000
Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	0	0	1,680,000	1,680,000
Total	0	0	0	0	1,680,000	1,680,000

Budget Impact

This project renovates a current park facility.

Capital Improvement Plan

City of Ankeny

Project #

PRK-24-003

Contact

Parks and Recreation Director

Project Name

Prairie Ridge Sports Complex East Parking
Lot Overlay

Department

Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	PRK-25-001
Project Name	Prairie Ridge Sports Complex Softball Safety Netting

Total Project Cost	\$540,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Park Facilities	Status	Active
Useful Life	20 years	Council Goals:	Enhance Quality of Life

Description

Install safety netting over the softball common areas at the Prairie Ridge Sports Complex.

Justification

The Ankeny Girls Softball Association (AGSA) has requested that the City install safety netting to the common areas near the softball fields. The goal is to protect spectators while they enjoy the game and to help catch high overhead foul balls above the chain-link backstops. The project would include the removal of the existing trees and retaining walls near the softball concession stand.

Safety netting is already installed in the common areas of the baseball fields at the Prairie Ridge Sports Complex.

AGSA plans to contribute 10% toward this project.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	500,000	0	0	500,000
Engineering - Design	0	0	40,000	0	0	40,000
Total	0	0	540,000	0	0	540,000

Funding Sources	2026	2027	2028	2029	2030	Total
Hotel/Motel Tax Fund	0	0	490,000	0	0	490,000
Private Contributions	0	0	50,000	0	0	50,000
Total	0	0	540,000	0	0	540,000

Budget Impact

When properly maintained, overhead netting should last approximately 12 years. Replacement netting is estimated to cost \$20,000.

Project #	PRK-25-001	Contact	Parks and Recreation Director
Project Name	Prairie Ridge Sports Complex Softball Safety Netting	Department	Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	PRK-25-003		
Project Name	Prairie Ridge Sports Complex Baseball Infield Reconstruction		
Total Project Cost	\$587,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Park Facilities	Status	Active
Useful Life	20 years	Council Goals:	Enhance Quality of Life

Description

Reconstruct baseball infields at the Prairie Ridge Sports Complex.

Justification

The baseball fields at the Prairie Ridge Sports Complex are now more than 20 years old. Heavy use from club practices, games, and weekend tournaments has deteriorated the playing surfaces and negatively impacted play. With little downtime, the annual wear and tear on the fields has created bare spots, lip edges along the infields that pose safety concerns, the need to rebuild the clay plate and mound areas, and the need to add or replace subdrains in the aprons. Staff's biggest concern is that the infields now hold large amounts of water after rain events, creating extensive game and practice delays due to poor field drainage.

The infields and aprons need to be stripped, regraded, and sodded to reconstruct the playing surfaces and maintain the facility as the first-class complex it has become known for. This request is currently Little League's top priority for improvements at the complex.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	525,000	0	0	0	0	525,000
Engineering - Construction Services	62,000	0	0	0	0	62,000
Total	587,000	0	0	0	0	587,000

Funding Sources	2026	2027	2028	2029	2030	Total
Hotel/Motel Tax Fund	587,000	0	0	0	0	587,000
Total	587,000	0	0	0	0	587,000

Budget Impact

Operationally, this improvement would reduce the annual use of maintenance materials and staff time.

Capital Improvement Plan

City of Ankeny

Project #

PRK-25-003

Contact

Parks and Recreation Director

Project Name

Prairie Ridge Sports Complex Baseball
Infield Reconstruction

Department

Parks and Recreation



Capital Improvement Plan**City of Ankeny**

Project #	PRK-26-001
Project Name	High Trestle Trail Underpass Lighting

Total Project Cost	\$60,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	Improvement
Category	Park Facilities	Status	Active
Useful Life	20 years	Council Goals:	Enhance Quality of Life

Description

This project includes professionally designed, interactive LED lighting in the High Trestle Trail underpass at South Ankeny Boulevard. The lighting will be installed in the approximately 100-foot-long underpass on the wing walls at both entrances. The project scope includes design, LED lighting, electrical wiring, sensors, control systems, and installation to create a safe and unique experience for trail users.

Justification

The purpose of the project is to continue the build-out of the High Trestle Trail Experience Park and to leverage external funding when possible. This project will serve as a gateway to Uptown and the High Trestle Trail Experience Park for trail users approaching from the south, and as a bookend for users approaching from the north. An application for a \$45,000 grant through Bravo Greater Des Moines was submitted in September. The project is eligible for this funding, which requires a 25% match. A decision on the grant is expected in late 2025.

Expenditures	2026	2027	2028	2029	2030	Total
Furniture, Fixtures & Equipment	31,000	0	0	0	0	31,000
Construction Costs	22,600	0	0	0	0	22,600
Engineering - Construction Services	6,400	0	0	0	0	6,400
Total	60,000	0	0	0	0	60,000

Funding Sources	2026	2027	2028	2029	2030	Total
Other Grants	45,000	0	0	0	0	45,000
Hotel/Motel Tax Fund	15,000	0	0	0	0	15,000
Total	60,000	0	0	0	0	60,000

Budget Impact

The operating impact will be limited to maintenance of the LED lighting.

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	500	0	0	0	0	500
Maintenance Costs	500	0	0	0	0	500
Total	1,000	0	0	0	0	1,000

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

PRK-26-001

Contact

Parks and Recreation Director

Project Name

High Trestle Trail Underpass Lighting

Department

Parks and Recreation



Capital Improvement Plan
City of Ankeny

Project #	SDW-00-001		
Project Name	Annual Sidewalk/Trail Construction Program		
Total Project Cost	\$3,100,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Sidewalks/Trails	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

The Annual Sidewalk/Trail Construction Program includes constructing sidewalk improvements, such as ADA-compliant pedestrian ramps within existing neighborhoods, and filling sidewalk gaps adjacent to or within City-owned properties.

Pedestrian Ramp Improvements for ADA Compliance:

2026-2030 - \$400,000/year (construction)

Sidewalk Gaps along City Property and 8-Foot Sidewalk and 10-Foot Trail Panel Replacements:

- 2026 - \$140,000 (construction)
- 2027 - \$240,000 (construction, includes replacement of approximately 1,300 SF of 8-foot sidewalk/trail and installation of pipe culvert(s) at Watercrest Park)
- 2028-2030 - \$140,000/year (construction)

Development Sidewalk Oversizing:

2026-2030 - \$60,000/year (previous development agreements)

Projects constructed under this program are designed and inspected in-house by Public Works Engineering Division staff. Development sidewalk oversizing funds are set aside for reimbursement to developers constructing 8-foot sidewalks on one side of collector streets within subdivisions.

Justification

The purpose of this program is to bring existing pedestrian ramps into compliance with the Americans with Disabilities Act (ADA), as mandated by the Federal Government, and to construct new sections or replace deteriorated panels of 8-foot sidewalks and 10-foot trails adjacent to the City's arterial and collector streets and within City parks. The goal is to promote non-motorized travel and encourage a healthier lifestyle within the community. These projects are often completed in coordination with the Parks and Recreation Department to maximize connectivity within the overall sidewalk and trail system.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	600,000	700,000	600,000	600,000	600,000	3,100,000
Total	600,000	700,000	600,000	600,000	600,000	3,100,000
Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	400,000	500,000	400,000	400,000	400,000	2,100,000
Road Use Tax Fund	200,000	200,000	200,000	200,000	200,000	1,000,000
Total	600,000	700,000	600,000	600,000	600,000	3,100,000

Budget Impact

Upgrading existing pedestrian ramps and bringing them into ADA compliance may reduce the number of complaints City staff must address regarding non-compliant or hazardous ramps. The addition of 8-foot sidewalks will increase maintenance costs for the City due to the extra winter maintenance required. However, a more connected trail system should make winter maintenance operations more efficient for Parks and Recreation staff.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	3,800	4,200	4,600	5,000	5,400	23,000
Total	3,800	4,200	4,600	5,000	5,400	23,000

Project #	SDW-00-001	Contact	City Engineer
Project Name	Annual Sidewalk/Trail Construction Program	Department	Public Works



Capital Improvement Plan
City of Ankeny

Project #	SDW-25-001
Project Name	Trestle Point High Trestle Trail Connection

Total Project Cost	\$150,000	Contact	Parks and Recreation Director
Department	Parks and Recreation	Type	New Construction
Category	Sidewalks/Trails	Status	Active
Useful Life	20 years	Council Goals:	Enhance Quality of Life

Description

Trestle Point High Trestle Trail Connection.

Justification

Neighborhood trail connection to the High Trestle Trail. Community trail connections are among the top priorities identified by residents. This project would connect the surrounding neighborhood to the popular High Trestle Trail.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	125,000	0	0	125,000
Engineering - Construction Services	0	0	25,000	0	0	25,000
Total	0	0	150,000	0	0	150,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	150,000	0	0	150,000
Total	0	0	150,000	0	0	150,000

Capital Improvement Plan

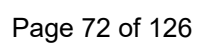
City of Ankeny

SDW-25-001

Parks and Recreation Director

Department

Parks and Recreation



Capital Improvement Plan**City of Ankeny**

Project #	STR-00-001
Project Name	Annual PCC Street Patching Program

Total Project Cost	\$12,275,000	Contact	City Engineer
Department	Public Works	Type	Maintenance
Category	Streets	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

This program includes both small-scale and large-scale PCC street patches on local, collector, and arterial streets along with potential manhole boxout repairs throughout the City. The Annual PCC Street Patching Program is designed and inspected in-house by Public Works Engineering Division staff. Patching locations are selected based on an annual field assessment of existing deteriorated street conditions.

The Annual PCC Street Patching Program, along with the Annual Sanitary Sewer Replacement Program, the Annual Water Main Replacement Program, and the Annual Storm Water Replacement Program, funds one-quarter of the annual neighborhood utility improvements project within the Westlawn Place neighborhood. The Westlawn Place Area Utility Improvements will occur in 16 phases over 9 years (2026-2034).

- 2026 - \$1,550,000 (Phase 1 Construction) and \$155,000 (Phase 1/2A/2B Engineering) and \$20,000 (Phase 2 Acquisitions)
- 2027 - \$1,075,000 (Phase 2A/2B Construction) and \$145,000 (Phase 2A/2B/3A/3B Engineering) and \$5,000 (Phase 3 Acquisitions)
- 2028 - \$1,150,000 (Phase 3A/3B Construction) and \$125,000 (Phase 3A/3B/4A/4B Engineering)
- 2029 - \$1,150,000 (Phase 4A/4B Construction) and \$125,000 (Phase 4A/4B/5A/5B Engineering)
- 2030 - \$1,150,000 (Phase 5A/5B Construction) and \$125,000 (Phase 5A/5B/6A/6B Engineering)

Justification

The Annual PCC Street Patching Program addresses the City's most critical street defects. When streets deteriorate beyond the point where preventative maintenance, such as crack and joint sealing or diamond grinding, is effective, proactive rehabilitation becomes essential to delay costly full street reconstruction. The types of patching included in the annual program range from small-scale isolated patches (three panels or fewer) to large-scale truss screed patches (up to one city block in length).

The funding allocated for the Annual PCC Street Patching Program, as shown in the table below, assumes a \$1,000,000 patching project in 2026, with incremental increases of \$50,000 per year, reaching \$1,200,000 in 2030.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	2,550,000	2,125,000	2,250,000	2,300,000	2,350,000	11,575,000
Engineering - Design	100,000	100,000	75,000	75,000	75,000	425,000
Engineering - Construction Services	55,000	45,000	50,000	50,000	50,000	250,000
Land/ROW Acquisition	20,000	5,000	0	0	0	25,000
Total	2,725,000	2,275,000	2,375,000	2,425,000	2,475,000	12,275,000
Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	2,725,000	2,275,000	2,375,000	2,425,000	2,475,000	12,275,000
Total	2,725,000	2,275,000	2,375,000	2,425,000	2,475,000	12,275,000

Budget Impact

The utility and pavement improvement projects will replace and upgrade existing sanitary sewer, water main, storm sewer, and pavement infrastructure, thereby reducing annual maintenance costs for the City's Public Works and Municipal Utilities Departments. The street patching will extend the service life of existing concrete streets and further reduce annual maintenance costs, as the Public Works Department will no longer need to perform less effective maintenance methods (e.g., asphalt cold patching) on the existing pavements.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	-84,000	-96,000	-120,000	-144,000	-168,000	-612,000
Total	-84,000	-96,000	-120,000	-144,000	-168,000	-612,000

Project #	STR-00-001	Contact
		City Engineer
Project Name		Department
Annual PCC Street Patching Program		Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-00-002		
Project Name	Annual Asphalt Street Resurfacing Program		
Total Project Cost	\$2,950,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

The Annual Asphalt Street Resurfacing Program has historically focused on HMA overlays of former Polk County rural roadways that were annexed into the City of Ankeny corporate limits. More recent projects have concentrated on overlaying existing asphalt streets within the interior of the City. These projects are typically designed and administered by the Public Works Engineering Division staff. This program also funds cost-sharing for asphalt overlays with Polk County on roadways jointly administered by the County and the City. The 2023 Pavement Management Study and Master Plan will assist in determining future project priorities.

The specific projects identified for 2026 include:

- SW Ankeny Road from approximately 700 feet west of SW Snyder Boulevard to SW School Lane, HMA overlay (\$250,000 construction)
- NE Delaware Avenue from NE Bellagio Circle to NE 54th Street, HMA repairs and overlay (\$700,000 construction)

Potential project for 2027:

- NW 5th Street from NW Weigel Drive to NW Irvinedale Drive, HMA overlay

Justification

Significant progress has been made in overlaying existing asphalt rural roadways along the exterior of the City. More recent projects have primarily focused on overlaying existing asphalt streets within older areas of the City. With recent annexations, additional asphalt rural roadways have been incorporated into the City limits, and these roadways will require asphalt rehabilitation (crack sealing, patching, and/or overlay) in the near future.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	950,000	500,000	500,000	500,000	500,000	2,950,000
Total	950,000	500,000	500,000	500,000	500,000	2,950,000
Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	950,000	500,000	500,000	500,000	500,000	2,950,000
Total	950,000	500,000	500,000	500,000	500,000	2,950,000

Budget Impact

This program will extend the service life of existing asphalt streets and reduce annual maintenance costs for the City, as the Public Works Department will no longer need to perform less effective preventative maintenance (e.g., asphalt cold patching) on the existing pavements.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	-16,000	-19,000	-22,000	-25,000	-28,000	-110,000
Total	-16,000	-19,000	-22,000	-25,000	-28,000	-110,000

Project #	STR-00-002	Contact
		City Engineer
Project Name		Department
Annual Asphalt Street Resurfacing Program		Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-00-003
Project Name	Annual Pavement Preservation Program

Total Project Cost	\$4,550,000	Contact	City Engineer
Department	Public Works	Type	Maintenance
Category	Streets	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

The Annual Pavement Preservation Program addresses the need for routine preventative maintenance of the City's existing concrete streets. In general, pavement preservation work consists of crack and joint refilling, diamond grinding, and partial-depth repair. The pavement preservation work planned for 2026 consists of:

- Crack and joint refilling project – Sawing, cleaning, and refilling existing cracks and joints within residential subdivisions: \$600,000 (construction)
- Diamond grinding project – SE Magazine Road from 400' east of South Ankeny Boulevard to SE Delaware Avenue: \$250,000 (construction)

Public Works Engineering Division staff complete the design and administer construction for the projects in this program. Locations for crack and joint refilling, diamond grinding, and potential partial-depth repairs are determined by Engineering Division staff based on an annual field assessment of deteriorated street conditions throughout the City. Staff also utilize Pavement Condition Index (PCI) ratings for City streets, which are received biannually from the Concrete Pavement Technology Center (CP Tech Center) at Iowa State University, as a baseline for determining areas requiring field review.

Justification

The Annual Pavement Preservation Program is very important in extending the useful life of the City's concrete streets. These preventative maintenance measures are the primary and most cost-effective means of prolonging street life and maintaining the Pavement Condition Index (PCI), thereby reducing the need for more expensive pavement repair methods, such as full-depth patching and complete reconstruction. PCI ratings are based on five categories: Excellent (81–100), Good (61–80), Fair (41–60), Poor (21–40), and Very Poor (0–20). The Annual Pavement Preservation Program focuses on City streets that are in Good or Fair condition.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	850,000	850,000	900,000	950,000	1,000,000	4,550,000
Total	850,000	850,000	900,000	950,000	1,000,000	4,550,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	850,000	850,000	900,000	950,000	1,000,000	4,550,000
Total	850,000	850,000	900,000	950,000	1,000,000	4,550,000

Budget Impact

This program will extend the service life of existing concrete streets and reduce annual maintenance costs for the City, as the Public Works Department will no longer need to perform less effective preventative maintenance (e.g., asphalt cold patching) on the existing pavements.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	-20,000	-25,000	-30,000	-35,000	-40,000	-150,000
Total	-20,000	-25,000	-30,000	-35,000	-40,000	-150,000

Project #	STR-00-003	Contact
		City Engineer
Project Name		Department
Annual Pavement Preservation Program		Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-00-004
Project Name	Annual Street Replacement Program

Total Project Cost	\$11,440,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Full-depth pavement removal and replacement of concrete streets determined to be in poor to very poor condition as rated by the Pavement Condition Index (PCI). Locations are identified using the 2023 Pavement Management Study and Master Plan, in conjunction with field evaluations conducted by the Public Works Engineering Division. Projects include pavement reconstruction with C-SUD concrete mix, rock subbase, and longitudinal subdrain, along with spot replacement of deteriorated storm or sanitary sewer and/or undersized water mains.

Public Works Engineering Division staff coordinate with the Stormwater Division and the Municipal Utilities Department to determine whether existing public utilities within the street reconstruction corridor require repair or replacement. Engineering design and construction inspection for this program are completed by Engineering Division staff.

Future projects identified include:

2026:

- NW 9th Street – 400 ft west of NW School Street to NW Logan Street: \$1,425,000 (construction)
- NE Trilein Drive – NE 18th Street to NE Cambridge Court: \$1,275,000 (construction)
- NE Chambers Parkway – 200 ft south of NE Williamsburg Drive to NE 16th Street: \$850,000 (construction)
- NE Four Mile Drive Widening – NE 3rd Street to NE 6th Street: \$140,000 (cost-share)

2027:

- NE Trilein Drive – NE 3rd Street to NE 7th Street: \$1,125,000 (construction)
- NW 9th Street – NW Maple Street to 400 ft west of NW School Street: \$900,000 (construction)

2028:

- NE Trilein Drive – East 1st Street to NE 3rd Street: \$600,000 (construction)
- TBD: \$1,125,000 (construction)

2029–2030: TBD based on the Pavement Management Study and Public Works field evaluations

Justification

The older (1970s) sections of Ankeny have streets deteriorating due to their age. Many of these streets exhibit significant cracks, spalls, poor subgrade, and other issues. The newer (1990s) sections of Ankeny have streets deteriorating at an accelerated rate due to the concrete mixes used at the time, which perform poorly when exposed to salt and brine. Many of these streets show significant joint failures, asphalt cold patching, lack of rock subbase, longitudinal subdrains, and other deficiencies. The Public Works Engineering Division has identified these locations, along with additional streets, for replacement.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	3,690,000	2,025,000	1,725,000	2,000,000	2,000,000	11,440,000
Total	3,690,000	2,025,000	1,725,000	2,000,000	2,000,000	11,440,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	2,065,000	2,025,000	1,725,000	2,000,000	2,000,000	9,815,000
Capital Project Fund	1,625,000	0	0	0	0	1,625,000
Total	3,690,000	2,025,000	1,725,000	2,000,000	2,000,000	11,440,000

Budget Impact

This program will reduce annual maintenance costs for the City, as the Public Works Department will no longer need to perform less effective preventative maintenance (e.g., cold patching) on existing pavements. Projects that include proposed utility repair and/or replacement will further reduce maintenance costs, as the Public Works and Municipal Utilities Departments will not have to repair deteriorated structures or pipes.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	-35,000	-40,000	-45,000	-50,000	-55,000	-225,000
Total	-35,000	-40,000	-45,000	-50,000	-55,000	-225,000



Capital Improvement Plan
City of Ankeny

Project #	STR-16-003		
Project Name	SW Oralabor Road Intersection Improvements		
Total Project Cost	\$15,250,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Full and/or partial reconstruction of the SW Oralabor Road (IA Highway 415) intersections at SW Irvinedale Drive, SW Glenbrooke Boulevard/SW Westwinds Boulevard, and SW College Avenue. Based on the results of the traffic study and conceptual design completed in 2025, it is anticipated that there will be two separate projects: (1) 2027 - intersection of SW Glenbrooke Boulevard/SW Westwinds Boulevard and intersection of SW College Avenue and (2) 2028 - intersection of SW Irvinedale Drive.

The 2027 project would consist of constructing a roundabout or traffic signal at the SW Glenbrooke Boulevard/SW Westwinds Boulevard intersection along with the installation of a traffic signal at the SW College Avenue intersection plus associated lane improvements. The 2028 project would consist of constructing additional lanes on the west and south legs of the SW Irvinedale Drive intersection plus associated pavement reconstruction and traffic signal and trail modifications.

The topographic survey for both projects would occur in 2026. Preliminary design, final design, right-of-way acquisition, and utility relocations for the first project would occur in 2026. Preliminary design, final design, right-of-way acquisition, and utility relocations for the second project would occur in 2027. Construction engineering services would be included for both projects in 2027 and 2028. Due to SW Oralabor Road (IA Highway 415) being a joint jurisdictional roadway, the proposed improvements will need to be coordinated with the Iowa DOT.

Justification

The primary purpose of this project is to improve traffic safety, operations, and mobility at the SW Oralabor Road and SW Irvinedale Drive intersection by modifying the configuration of the traffic lanes. From 2020-2024, there were 45 crashes at this intersection. The intersection is also rated "High" for Potential Crash Reduction (PCR) in both the "All Crashes" category (#6 out of 111 similar intersections within the State of Iowa) and in the "Severe Crashes" category (#3 out of 111 similar intersections within the State of Iowa) based on 2018-2022 crash history. The secondary purpose of this project is to improve traffic safety, operations, and mobility at the SW Oralabor Road intersections with SW Glenbrooke Boulevard/SW Westwinds Boulevard and SW College Avenue. It is anticipated that the City would apply for Traffic Safety Improvement Program (TSIP) and Urban-State Traffic Engineering Program (U-STEP) funding through the Iowa DOT.

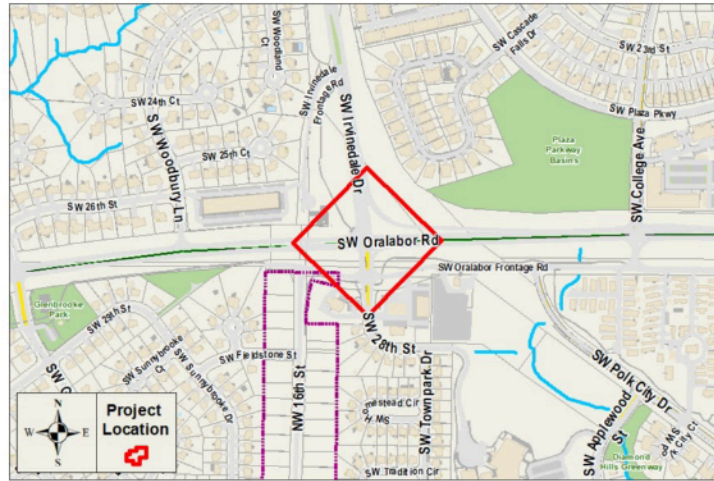
Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	6,400,000	5,600,000	0	0	12,000,000
Engineering - Construction Services	0	1,500,000	550,000	0	0	2,050,000
Engineering - Design	950,000	0	0	0	0	950,000
Street Lighting	0	50,000	100,000	0	0	150,000
Land/ROW Acquisition	50,000	50,000	0	0	0	100,000
Total	1,000,000	8,000,000	6,250,000	0	0	15,250,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - TIF Abated	0	7,600,000	5,550,000	0	0	13,150,000
FHWA/IDOT Grants	0	400,000	700,000	0	0	1,100,000
Capital Project Fund	1,000,000	0	0	0	0	1,000,000
Total	1,000,000	8,000,000	6,250,000	0	0	15,250,000

Budget Impact

The additional street pavement on the three City-owned streets (SW Irvinedale Drive, SW Glenbrooke Boulevard/SW Westwinds Boulevard, and SW College Avenue) will increase maintenance costs for the City due to the additional winter maintenance and street sweeping that will be required. The additional traffic signal and the additional streetlights will increase electric power costs for the City. The Iowa DOT maintains SW Oralabor Road (IA Highway 415).

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	0	0	1,000	2,500	2,500	6,000
Maintenance Costs	0	0	1,000	2,000	2,000	5,000
Total	0	0	2,000	4,500	4,500	11,000



Capital Improvement Plan**City of Ankeny**

Project #	STR-18-003		
Project Name	NW 36th Street Reconstruction - NW Irvinedale Drive to NW Abilene Road		
Total Project Cost	\$8,400,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Reconstruction of NW 36th Street from NW Irvinedale Drive to NW Abilene Road. The project includes construction of a new two-lane concrete urban street that will serve as the eastbound lanes when the four-lane divided street is constructed in the future. Storm sewer improvements to accommodate the future four-lane divided street are also included. Sanitary sewer is assumed to be constructed with development along the corridor in advance of the roadway reconstruction. This project includes the reconstruction at the NW 36th Street and NW Irvinedale Drive intersection, along with adding a traffic signal and left and right turn lanes at all four legs of the intersection. The project also includes adding a traffic signal, left turn lanes, and a westbound right turn lane at the NW 36th Street and NW Abilene Road intersection. The existing 5-foot wide sidewalk along the majority of the south side of NW 36th Street from NW Irvinedale Drive to NW Abilene Road will be replaced with an 8-foot wide sidewalk.

This project will also include approximately 1,200 LF of 12-inch water main and will complete a main loop along NW Irvinedale Drive from NW 31st Street to NW 36th Street and along NW 36th Street from the west edge of 36 West Plat 3 to NW Irvinedale Drive. The Water Utility Fund will provide the estimated \$250,000 of water main design and construction costs; therefore, those costs are not included in this estimate. The water main design and construction costs are included in the Municipal Utilities Department's NW Irvinedale Drive and NW 36th Street Water Main Loop project request form.

Justification

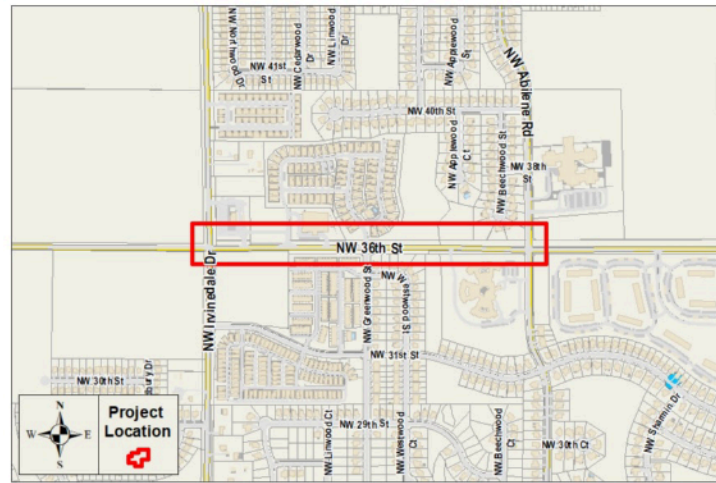
It is anticipated that traffic volumes will necessitate reconstructing NW 36th Street from NW Irvinedale Drive to NW Abilene Road within the next five years. This segment of NW 36th Street received an asphalt overlay in 2015; however, traffic is expected to continue increasing due to development to the west and east of NW Irvinedale Drive. Concept study and survey are planned for 2026; preliminary design is planned for 2027, final design, right-of-way acquisition, and utility relocations are planned for 2028; construction and consultant inspection are planned for 2029; and landscaping improvements are planned for 2030. It is estimated that approximately \$1,500,000 of the \$7,375,000 construction cost estimate will be financed by special assessments to the adjacent property owners, similar to previous projects along NW 36th Street.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	0	6,600,000	100,000	6,700,000
Engineering - Design	200,000	300,000	300,000	0	0	800,000
Engineering - Construction Services	0	0	0	525,000	25,000	550,000
Street Lighting	0	0	0	250,000	0	250,000
Land/ROW Acquisition	0	0	100,000	0	0	100,000
Total	200,000	300,000	400,000	7,375,000	125,000	8,400,000
Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	0	5,485,000	125,000	5,610,000
Special Assessments	200,000	300,000	400,000	1,890,000	0	2,790,000
Total	200,000	300,000	400,000	7,375,000	125,000	8,400,000

Budget Impact

Additional street pavement and sidewalk will increase maintenance costs for the City due to additional winter maintenance and street sweeping. In the long-term, replacing the existing asphalt roadway with concrete will eliminate the need for pavement preservation, reducing annual maintenance costs for the City. Additional storm sewer infrastructure will add annual maintenance costs, and the new traffic signals and streetlights will add electric power costs to the City.

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	0	0	0	0	4,000	4,000
Maintenance Costs	0	0	0	0	1,500	1,500
Total	0	0	0	0	5,500	5,500



Capital Improvement Plan
City of Ankeny

Project #	STR-18-004		
Project Name	NW 18th Street Extension - NW Spruce Drive to Iowa Highway 415		
Total Project Cost	\$1,050,000	Contact	City Engineer
Department	Public Works	Type	New Construction
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Extension of NW 18th Street from NW Spruce Drive west approximately 2,700 feet to IA Highway 415. It is proposed to be a 41-foot wide concrete street with a two-way left turn lane and curb and gutter. The project will also include 8-foot wide sidewalk on the south side, sanitary sewer, storm sewer, water main, street lighting, fiber optic and conduit, signing, and street trees. In addition, the proposed project includes a traffic signal at the intersection of NW 18th Street and IA Highway 415, and northbound and southbound turn lanes from IA Highway 415 onto NW 18th Street.

Approximately \$2,100,000 of the estimated \$7,950,000 total construction cost is associated with the construction work on IA Highway 415. It is anticipated that the engineering and construction work on IA Highway 415 would be cost-shared with Polk County and the Iowa DOT. The proposed project schedule assumes consultant survey and preliminary design in 2029; right-of-way acquisition and final design in 2030; construction, consultant inspection, and street lighting of NW 18th Street in 2031 and 2032 (equal costs in both years); and construction and consultant inspection of IA Highway 415 and street trees in 2033.

Justification

This street extension will improve traffic mobility and support the current and anticipated future development in the northwest quadrant of the City. The west portion of this project, where it ties into IA Highway 415, is currently outside the existing City limits. It is assumed special assessments will be used to partially fund the NW 18th Street portion of the project, similar to the NW 18th Street Extension project from NW Spruce Drive to NW Weigel Drive that was completed in 2022.

Expenditures	2026	2027	2028	2029	2030	Total
Engineering - Design	0	0	0	300,000	650,000	950,000
Land/ROW Acquisition	0	0	0	0	100,000	100,000
Total	0	0	0	300,000	750,000	1,050,000
Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	0	300,000	750,000	1,050,000
Total	0	0	0	300,000	750,000	1,050,000

Budget Impact

The added public street pavement and 8-foot sidewalk will increase maintenance costs for the City due to the additional winter maintenance and street sweeping that will be required. In the long-term, the additional sanitary sewer, storm sewer, and water main infrastructure will add annual maintenance costs for the City's Public Works and Municipal Utilities Departments. The new streetlights will result in additional electric power costs to the City.

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

STR-18-004

Contact

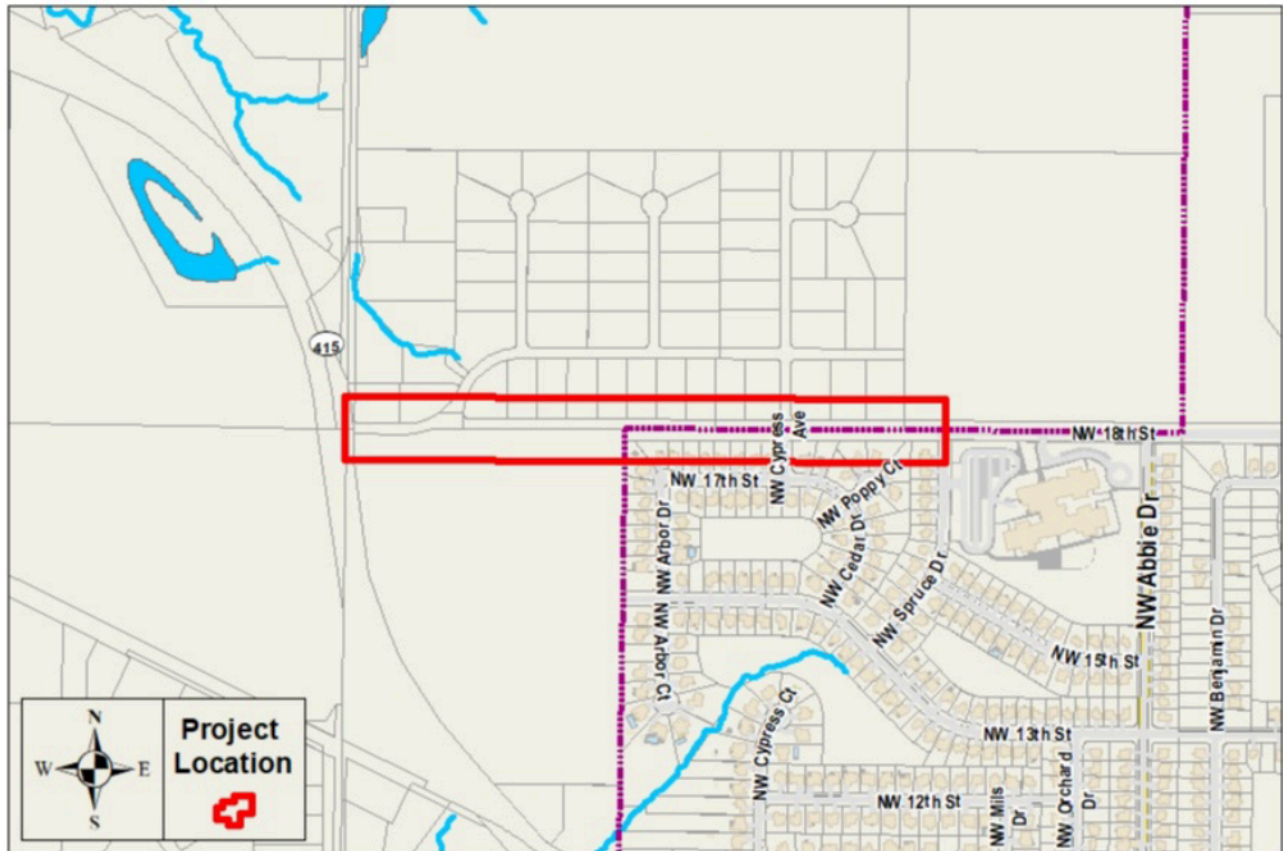
City Engineer

Project Name

NW 18th Street Extension - NW Spruce
Drive to Iowa Highway 415

Department

Public Works



Capital Improvement Plan

City of Ankeny

Project #	STR-21-005
Project Name	South Ankeny Boulevard and SE Oralabor Road Intersection Improvements

Total Project Cost	\$13,450,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

The proposed project will add much-needed capacity to the intersection. A concept study to be completed in 2025 will review the benefits and costs of a non-traditional intersection configuration versus a traditional widening project (which the construction cost estimate in this request reflects). The project includes construction of a grade-separated crossing at the south leg of the intersection for the Oralabor Gateway Trail.

Justification

The South Ankeny Boulevard and SE Oralabor Road intersection was listed in the Iowa Department of Transportation's (DOT) Top 200 Safety Improvement Location Candidates in recent consecutive years. The City's safety study in 2020 found that the traffic demand on the intersection exceeds its capacity during peak periods and identified a pattern of correctable congestion-related crashes. The project will address the safety issues by providing additional capacity. These roads are joint jurisdictional with the Iowa DOT as U.S. Highway 69 and IA Highway 160, and Iowa DOT concurs with the study findings. An additional study to be completed in 2025 will determine which intersection configuration will be constructed. The Oralabor Gateway Trail is a regional trail connection between the Neal Smith Trail system (to the west) and the Gay Lea Wilson Trail system (to the east). The trail is a 10-foot wide PCC trail that runs along the south side of Oralabor Road and is popular with recreational users and commuters. The intersection carries high traffic volumes at high speeds, and the current at-grade trail crossing is wide, difficult to maneuver and has a higher probability of conflicts between vehicles and pedestrians. A grade-separated crossing at this location would improve safety for trail users and improve traffic flow for drivers. The grade-separated crossing has received \$1,720,000 of STBG-TAP funding from the Des Moines Area MPO and \$1,500,000 of Carbon Reduction Program (CRP) funding from the Iowa DOT. Funding applications to the Iowa Clean Air Attainment Program (ICAAP), Traffic Safety Improvement Program (TSIP), and Urban-State Traffic Engineering Program (U-STEP) are anticipated. The proposed project schedule has funding applications and preliminary design in 2026; final design, right-of-way acquisition and utility relocations in 2027; and construction with consultant inspection in 2028 and 2029.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	5,275,000	5,325,000	0	10,600,000
Engineering - Construction Services	0	0	525,000	550,000	0	1,075,000
Engineering - Design	475,000	525,000	0	0	0	1,000,000
Land/ROW Acquisition	0	600,000	0	0	0	600,000
Street Lighting	0	0	0	175,000	0	175,000
Total	475,000	1,125,000	5,800,000	6,050,000	0	13,450,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - TIF Abated	431,000	1,125,000	4,200,000	4,230,000	0	9,986,000
MPO/STBG Grants	0	0	1,500,000	1,720,000	0	3,220,000
FHWA/IDOT Grants	0	0	100,000	100,000	0	200,000
Capital Project Fund	44,000	0	0	0	0	44,000
Total	475,000	1,125,000	5,800,000	6,050,000	0	13,450,000

Budget Impact

Iowa DOT maintains U.S. Highway 69 and Iowa Highway 160, so they would be responsible for snow removal and maintenance of the additional street pavement at all of the intersection's approaches. The traffic signal improvements will replace existing City-owned infrastructure, so impacts to utility and maintenance costs will be negligible, or may be reduced with use of low-voltage equipment. The new grade-separated structure should require only a minor amount of maintenance each year. The Parks & Recreation Department would be required to maintain the structure during the winter months when plowing snow for the Oralabor Gateway Trail. If a tunnel is used, electricity and maintenance for lighting will be the City's responsibility.

Capital Improvement Plan

City of Ankeny

Project #

STR-21-005

Contact

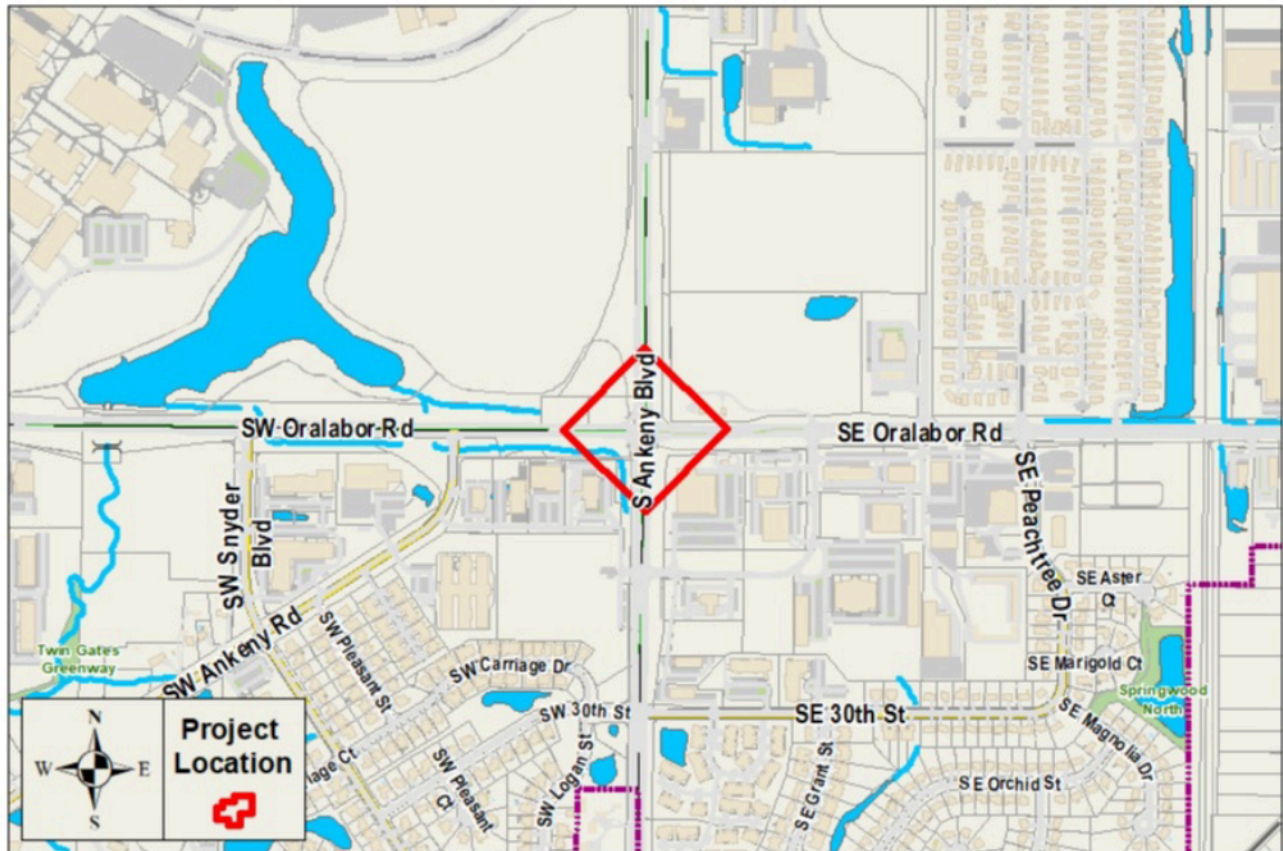
City Engineer

Project Name

South Ankeny Boulevard and SE Oralabor
Road Intersection Improvements

Department

Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-22-003		
Project Name	West 1st Street Widening and Improvements-Phase 2		
Total Project Cost	\$8,805,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Reconstruction of West 1st Street from approximately 250' east of NW Greenwood Street to just west of NW/SW State Street. The existing four-lane street is only 41-ft. wide and is proposed to be removed and replaced with a new five-lane street that includes a center two-way left turn lane. Additional improvements include water main and storm sewer upgrades to replace the 50-year-old underground infrastructure; the addition of a new traffic signal at the West 1st Street and NW/SW Linden Street intersection; and the addition of approximately 13 streetlights. Unlike the West 1st Street Widening and Improvements – Phase 1 project which was completed in 2022, a joint utility trench will not be constructed in advance of this project. It is assumed that the existing overhead electric on wood poles would remain in their current locations and that any underground utilities that are in conflict with construction would be relocated within the City's right-of-way. Construction is currently scheduled to occur in 2026 and 2027 with an Iowa Department of Transportation (DOT) letting date currently programmed for December 2025.

Justification

The existing four-lane undivided street has operational and safety issues because the left-turning vehicles block the inside through traffic lanes. This results in traffic backups and increased accident potential along the corridor. West 1st Street carries heavy daily traffic, and the pavement requires regular concrete patching and asphalt cold patching and at 50 years old is at the end of its service life. In addition, the existing 10-ft. wide lanes do not meet the minimum acceptable widths per SUDAS design standards. It is anticipated that the project's construction will be completed over the course of two years due to the overall duration needed to reconstruct ½-mile of urban arterial street and the time constraints necessitated by maintaining a minimum two lanes of traffic flow at all times along the major arterial corridor. The City has been awarded \$2,846,500 in STBG funding through the Des Moines Area MPO and \$500,000 in funding through the Iowa DOT's Traffic Safety Improvement Program (TSIP).

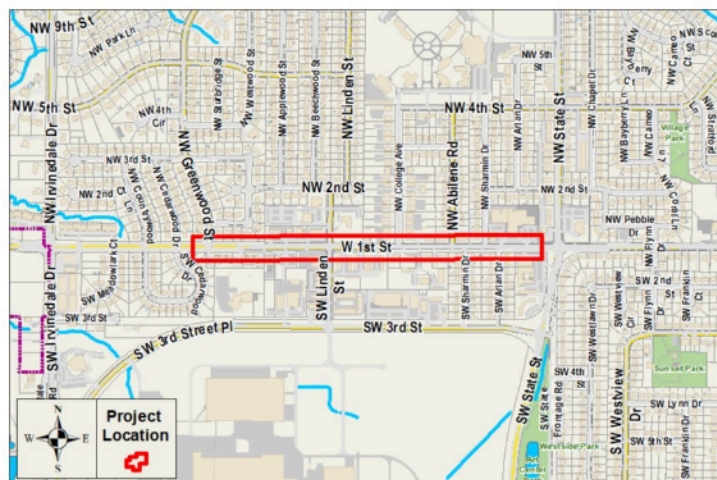
Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	3,500,000	4,100,000	0	0	0	7,600,000
Engineering - Construction Services	500,000	575,000	0	0	0	1,075,000
Street Lighting	70,000	60,000	0	0	0	130,000
Total	4,070,000	4,735,000	0	0	0	8,805,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - TIF Abated	2,570,000	2,888,500	0	0	0	5,458,500
MPO/STBG Grants	1,500,000	1,346,500	0	0	0	2,846,500
FHWA/IDOT Grants	0	500,000	0	0	0	500,000
Total	4,070,000	4,735,000	0	0	0	8,805,000

Budget Impact

The additional street pavement will increase maintenance costs for the City due to the additional winter maintenance and street sweeping that will be required. In the mid-term and long-term, replacing the existing street will reduce annual maintenance costs for the City because the Public Works Department will not have to do less effective preventative maintenance (e.g. cold patching) on the existing pavement. In addition, replacing the deteriorating underground infrastructure will reduce annual maintenance costs for the City because the Municipal Utilities Department will not have to perform as much water maintenance and repairs (e.g. water main breaks on existing ductile iron water pipe). The new traffic signal and streetlights will result in additional electric power costs to the City.

Detailed Budget Breakdown						
Budget Items	2026	2027	2028	2029	2030	Total
Utilities	0	1,000	2,250	2,250	2,250	7,750
Maintenance Costs	0	0	1,000	1,000	1,000	3,000
Total	0	1,000	3,250	3,250	3,250	10,750



Capital Improvement Plan**City of Ankeny**

Project #	STR-22-004
Project Name	NW 18th Street Reconstruction - NW State Street to NW Ash Drive

Total Project Cost	\$7,220,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

This project includes the reconstruction of the existing street pavement on NW 18th Street from approximately 450 feet west of NW State Street to approximately 350 feet west of NW Ash Drive. The project also includes reconstruction of approximately 600 feet of NW State Street south of NW 18th Street. The project will include removing and replacing existing pavement, storm sewer intakes, and some sidewalk. New PCC pavement, modified subbase, subdrains, pavement markings, and left and right turn lanes will be constructed. The project also includes a new traffic signal on NW 18th Street at the intersections of NW State Street and the football/baseball parking lot access for the Prairie Ridge Sports Complex (PRSC). The traffic and concept studies will determine the proposed cross-section and geometry for the street. The project includes consultant design and construction engineering services. The concept study is currently being completed for the project. During the preliminary design phase, the extent of pavement replacement on NW State Street at the NW 18th Street intersection will be determined and recommendations from the NW State Street Corridor Study will also be considered.

Justification

The purpose of the project is to replace the deteriorated pavement along the NW 18th Street corridor from west of NW State Street to west of NW Ash Drive, along with providing additional turning capacity to improve traffic safety and mobility at the intersections. The project will also improve mobility for ingress and egress traffic using the PRSC football/baseball parking lot at its access point on NW 18th Street. The concept study completed in 2021 identified the preferred improvements as adding an eastbound right turn lane on NW 18th Street, a northbound right turn lane on the PRSC football/baseball access, and a traffic signal at the intersection of NW 18th Street and the PRSC access. The traffic signal will operate in coordination with the existing traffic signals on NW 18th Street at the NW State Street and NW Ash Drive intersections. In 2025, the consultant updated the traffic study, completed the conceptual design, and surveyed the corridor. The anticipated project schedule includes preliminary and final design, right-of-way acquisitions, and utility relocations in 2026; and construction and consultant inspection in 2027. An estimated \$100,000 is anticipated for aesthetic enhancements at the PRSC football/baseball access (e.g. landscaping and a monument sign) in 2028.

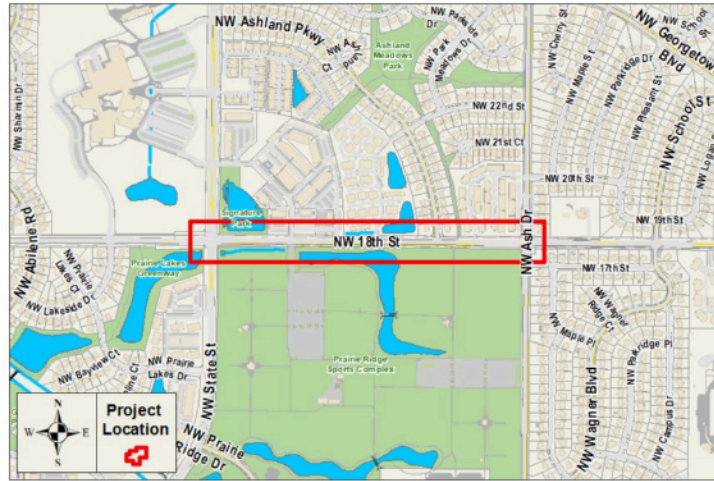
Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	5,850,000	75,000	0	0	5,925,000
Engineering - Design	600,000	0	0	0	0	600,000
Engineering - Construction Services	0	500,000	25,000	0	0	525,000
Street Lighting	0	120,000	0	0	0	120,000
Land/ROW Acquisition	50,000	0	0	0	0	50,000
Total	650,000	6,470,000	100,000	0	0	7,220,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	650,000	6,470,000	100,000	0	0	7,220,000
Total	650,000	6,470,000	100,000	0	0	7,220,000

Budget Impact

The project will reduce the annual maintenance costs for the City because the Public Works Department will not have to do frequent preventative maintenance (e.g. cold patching) on the existing pavement. Widening the PRSC football/baseball access will add pavement maintenance costs for the Parks & Recreation Department. Adding turn lanes on NW 18th Street will increase snow removal costs for the Public Works Department, and the new traffic signal will increase maintenance costs in the long-term. The new traffic signal and street lights will increase electric power costs for the City.

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	0	0	2,000	2,000	2,000	6,000
Maintenance Costs	0	0	-9,000	-9,000	-9,000	-27,000
Total	0	0	-7,000	-7,000	-7,000	-21,000



Capital Improvement Plan**City of Ankeny**

Project #	STR-23-001
Project Name	North Ankeny Boulevard Improvements - 1st Street to 11th Street

Total Project Cost	\$1,315,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

This is a joint project with the Iowa Department of Transportation (DOT) to add right-turn lanes, repair failing pavement, replace aged traffic signal infrastructure, upgrade pedestrian ramps, and replace existing landscaping at the intersections with low maintenance plantings on North Ankeny Boulevard between 1st Street and 11th Street.

Justification

The Iowa DOT had already planned for a PCC inlay of northbound North Ankeny Boulevard between 1st Street and 5th Street along with a PCC inlay of southbound North Ankeny Boulevard between 1st Street and 11th Street in 2025. The Iowa DOT agreed to expand the scope of their project to include right-turn lanes on North Ankeny Boulevard and the side streets, in conjunction with the City's streetscaping and traffic signal improvements at the 5th, 9th, and 11th Street intersections. The Iowa DOT was responsible for the costs associated with designing and constructing the PCC inlays and right-turn lanes on North Ankeny Boulevard. The City was responsible for the costs associated with designing and constructing the right-turn lanes on the side streets and the landscaping and traffic signal improvements at the intersections. The DOT is also responsible for the construction administration and construction observation on the project except for the traffic signal work and the City owned utilities. The Iowa DOT and City improvements, minus the landscaping, was bid as one project with an Iowa DOT letting utilizing separate divisions for construction staging efficiency and economy of scale. The City's cost for the project's construction includes approximately \$180,000 of water main improvements, \$685,000 of storm sewer improvements, and \$960,000 of traffic signal improvements. Paving of North Ankeny Boulevard and NW 9th Street and traffic signal installation is expected to be completed in 2025. Work in 2026 includes paving on the side streets and installation of irrigation and landscaping at the intersections.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	1,225,000	0	0	0	0	1,225,000
Engineering - Construction Services	90,000	0	0	0	0	90,000
Total	1,315,000	0	0	0	0	1,315,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	1,008,955	0	0	0	0	1,008,955
G.O. Bonds - Storm Water Abated	195,000	0	0	0	0	195,000
FHWA/IDOT Grants	91,045	0	0	0	0	91,045
Water Fund	20,000	0	0	0	0	20,000
Total	1,315,000	0	0	0	0	1,315,000

Budget Impact

The Iowa DOT is responsible for maintenance and snow removal on North Ankeny Boulevard, so additional pavement maintenance and snow removal costs for the City will be limited to the new right-turn lanes on the side streets. Replacing the traffic signal equipment with more energy efficient equipment may reduce maintenance and electric utility costs in the long term. The existing landscaping in the medians is difficult to maintain, and the proposed landscaping at the intersections is low maintenance. Therefore, the additional landscape maintenance cost for the Public Works Operations Division is considered negligible. The new irrigation system will require normal maintenance, and irrigating the intersection corners will result in additional water usage by the City during the spring and summer months.

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	0	1,000	1,000	1,000	1,000	4,000
Maintenance Costs	0	750	750	750	750	3,000
Total	0	1,750	1,750	1,750	1,750	7,000

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

STR-23-001

Contact

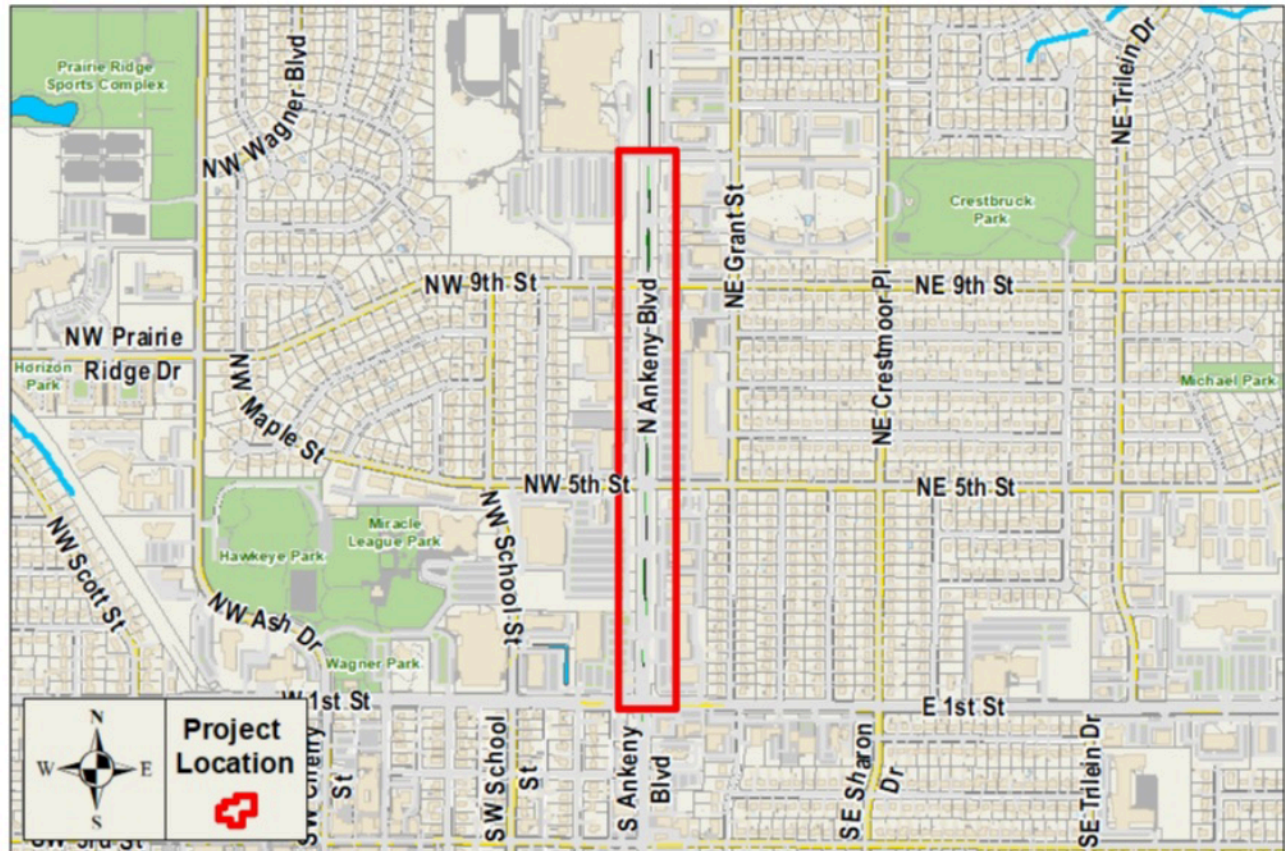
City Engineer

Project Name

North Ankeny Boulevard Improvements -
1st Street to 11th Street

Department

Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-23-002
Project Name	NE Delaware Avenue Reconstruction - Four Mile Creek to NE 36th Street

Total Project Cost	\$1,000,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Reconstruction of NE Delaware Avenue from a two-lane rural roadway to an urban section (either three-lane or five-lane) with two-way left turn lanes from Fourmile Creek to NE 36th Street, depending upon the results of a consultant-prepared traffic study in conjunction with the conceptual design of the project. For the purposes of the 2026-2030 CIP, it is assumed that this section of NE Delaware Avenue will be three lanes if the NE 18th Street Overpass is completed.

The project may also include either a new Rectangular Rapid Flashing Beacon (RRFB) or a High Intensity Activated Crosswalk (HAWK) signal at the NE Delaware Avenue and NE 28th Street intersection. It is currently assumed that the existing traffic signal at the NE Delaware Avenue and NE 36th Street intersection would not be modified or replaced, and that no other traffic signals would be necessary along the corridor as a part of the improvements. Other construction improvements are expected to include storm sewer and subdrain. It is anticipated that sanitary sewer and water main improvements would be minimal.

NE Delaware Avenue from Fourmile Creek to NE 36th Street received extensive patching and an asphalt overlay in 2025. This interim project was necessary due to the very deteriorated condition of the existing pavement along this section of NE Delaware Avenue. It is anticipated that these interim improvements will last approximately eight years. At that time, it is proposed that the reconstruction of this rural roadway to a wider urban street be completed.

Justification

The previous traffic study completed by Snyder & Associates, Inc. in 2013 did not show a need to widen this street based on then-current traffic volumes. However, having this street widened with two-way left turn lanes will allow for improved traffic safety and mobility as the City continues to grow both to the north of NE 36th Street and also to the east of Interstate 35. The project is planned for the consultant-led traffic study, conceptual design, and survey to occur in 2029; preliminary design, final design, right-of-way acquisitions, and utility re-locations in 2030; construction in 2031 and 2032; and landscaping improvements in 2033. Property acquisitions are assumed to be limited to temporary construction easements only for a three-lane section, and would also include fee title acquisitions for a five-lane section.

Expenditures	2026	2027	2028	2029	2030	Total
Engineering - Design	0	0	0	250,000	650,000	900,000
Land/ROW Acquisition	0	0	0	0	100,000	100,000
Total	0	0	0	250,000	750,000	1,000,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	0	250,000	750,000	1,000,000
Total	0	0	0	250,000	750,000	1,000,000

Budget Impact

The additional pavement will increase maintenance costs due to additional winter maintenance and street sweeping. In the long-term, replacing the existing pavement will reduce annual maintenance costs as Public Works will not have to do patching and crack and joint sealing. The new pedestrian signal and public utility infrastructure will add annual maintenance costs. The new pedestrian signal and streetlights will also result in additional electric power costs.

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

STR-23-002

Contact

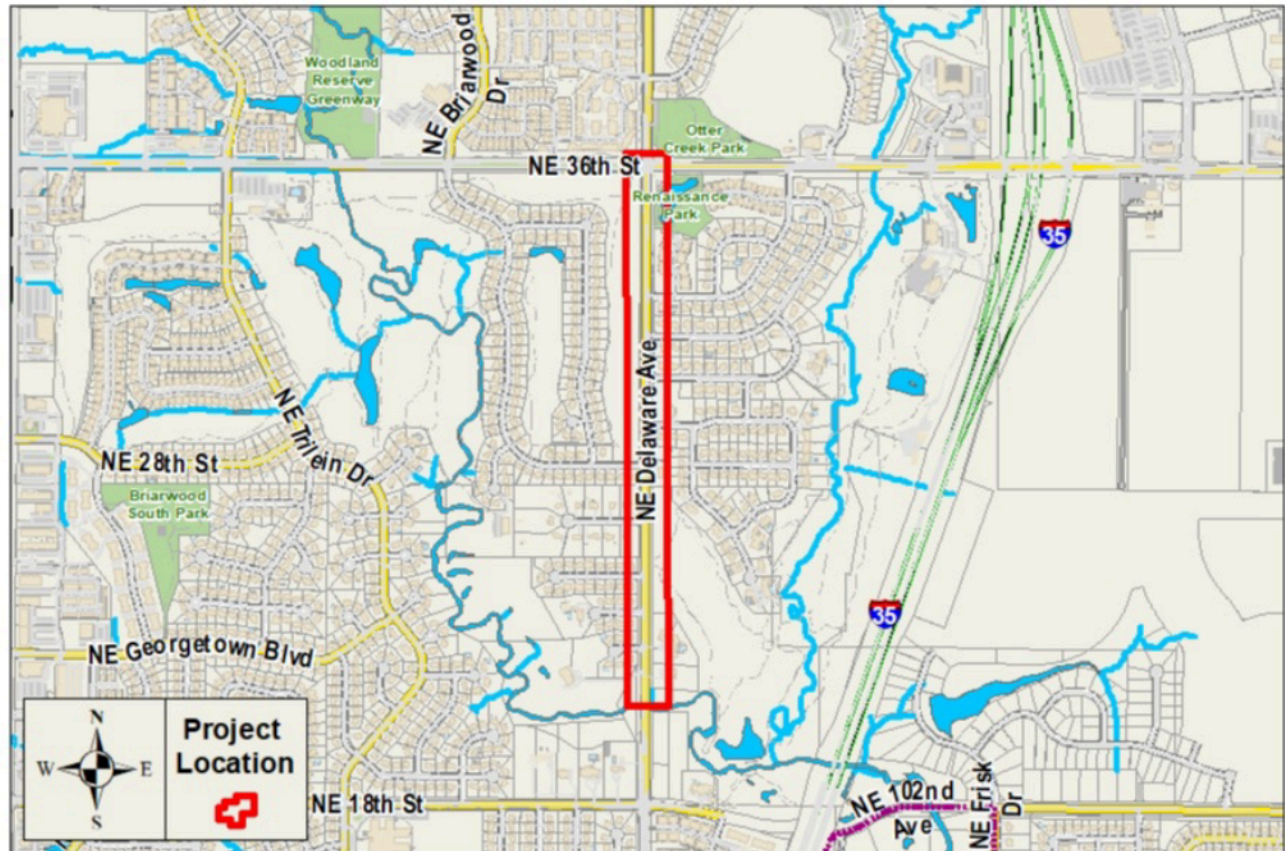
City Engineer

Project Name

NE Delaware Avenue Reconstruction -
Four Mile Creek to NE 36th Street

Department

Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-23-005
Project Name	South Ankeny Boulevard Improvements - SE Peterson Drive to 1st Street

Total Project Cost	\$4,350,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

This is a joint project with the Iowa Department of Transportation (DOT) to reconstruct South Ankeny Boulevard (U.S. Highway 69) from SE Peterson Drive to 1st Street. The anticipated work will include the replacement of the aging 4-lane undivided urban section with a 5-lane divided urban section and right turn lanes where applicable. The project will include the replacement of pavement, sidewalk, water main, sanitary sewer, and storm sewer along with the traffic signal at 3rd Street and subsequent fiber optic interconnect. A raised median will be installed from SE Peterson Drive to 3rd Street and from 3rd Street to 1st Street.

Consultant-led survey, preliminary design, and final design has occurred from 2023 to 2025. Land acquisition is occurring during the last half of 2025. Joint utility trench (JUT) construction, private utility relocation, and City utility (storm sewer, water main, sanitary sewer, and fiber optic) construction is anticipated to occur in 2026. Iowa DOT roadway (South Ankeny Boulevard/U.S. Highway 69) construction and City side street construction are anticipated to occur in 2027. Permanent steel streetlights are anticipated to be installed in late 2027/early 2028. The project will be a DOT letting in late fall 2025.

The Iowa DOT has identified the following funding sources to be used for the roadway construction: NR, HSIPX, TSIP, U-STEP (Linear Improvement), and U-STEP (Spot Improvement). The JUT's construction cost and all land acquisition costs will be funded by the Iowa DOT. MidAmerican Energy Company's (MEC) overhead to underground electric conversion will be funded by MEC. The City is responsible for the cost of the installation of new streetlights. The project has an estimated construction cost of \$11,125,000 including the streetlights. The estimated portion that will be funded by the DOT is \$7,475,000.

Justification

A study was completed in 2020 documenting the traffic operations and safety issues and recommended improvements to South Ankeny Boulevard from SW Ordinance Road to 1st Street. The study also recommended improving access management and safety along the corridor due to the frequency of access points to adjacent properties. The Iowa DOT and the City of Ankeny have agreed that the City would manage and pay for the consultant-led survey, design, and utility relocation coordination, and the Iowa DOT would manage and pay for the right-of-way acquisition and most of the construction inspection. Due to the City owning their utilities, traffic signals, pedestrian ramps, and decorative sidewalks within the DOT's right-of-way, it is anticipated that the City will have an agreement with a consultant to assist with construction engineering services in 2026 and 2027 and with record drawing preparation in 2028.

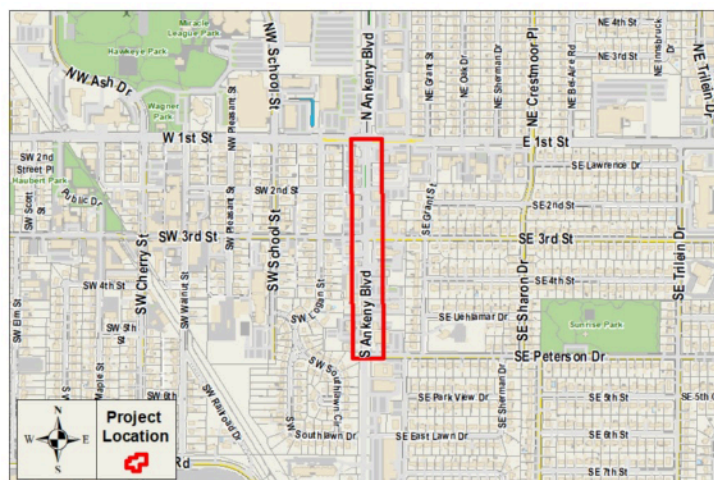
Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	2,150,000	1,625,000	0	0	0	3,775,000
Engineering - Construction Services	150,000	100,000	50,000	0	0	300,000
Street Lighting	0	0	275,000	0	0	275,000
Total	2,300,000	1,725,000	325,000	0	0	4,350,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	1,725,000	325,000	0	0	2,050,000
Sewer Fund	1,200,000	0	0	0	0	1,200,000
Water Revenue Bonds	1,100,000	0	0	0	0	1,100,000
Total	2,300,000	1,725,000	325,000	0	0	4,350,000

Budget Impact

The Iowa DOT maintains South Ankeny Boulevard (U.S. Highway 69); therefore, it is anticipated that the project will not have an operating impact to the City. Due to City utility (storm, water, sanitary, and fiber) improvements being made to upgrade and replace existing aging City utility infrastructure, it is anticipated that the project will have a negligible operating impact. The additional streetlighting will result in a minor increase to the City's electric costs.

Budget Items						
	2026	2027	2028	2029	2030	Total
Utilities	0	0	0	2,500	2,500	5,000
Total	0	0	0	2,500	2,500	5,000



Capital Improvement Plan
City of Ankeny

Project #	STR-24-001		
Project Name	NW Prairie Ridge Drive, NW 9th Street and NW Ash Drive Intersection Improvements		
Total Project Cost	\$3,555,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

This project will reconstruct and widen the intersection of NW Prairie Ridge Drive, NW 9th Street and NW Ash Drive. The intersection will include left-turn lanes on all legs; right-turn lanes on all legs except the east leg; a new traffic signal to replace all-way stop control; converting NW Maple Street into a right-in/right-out at NW 9th Street; pedestrian improvements and drainage improvements.

Justification

This intersection serves a large volume of traffic in the northwest part of the City given its proximity to schools, commercial properties, and City facilities. During peak hours, each leg of the intersection has long queues, and traffic volumes at the intersection are projected to increase in the future. Also, NW Maple Street is approximately 200-ft. east of this intersection, and it contributes to the queueing issues. This project will improve traffic capacity, mobility and safety. City staff and the engineering consultant studied the intersection in 2023 to determine the recommended improvements. Survey and preliminary design began in summer 2024 and will be completed in winter 2025; final design, right-of-way acquisition, and utility relocations are planned for 2027; and construction is planned for 2028.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	3,050,000	0	0	3,050,000
Engineering - Construction Services	0	0	240,000	0	0	240,000
Street Lighting	0	0	120,000	0	0	120,000
Engineering - Design	0	85,000	0	0	0	85,000
Land/ROW Acquisition	0	60,000	0	0	0	60,000
Total	0	145,000	3,410,000	0	0	3,555,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	145,000	3,410,000	0	0	3,555,000
Total	0	145,000	3,410,000	0	0	3,555,000

Budget Impact

The additional pavement will increase maintenance costs for the City due to the additional winter maintenance and street sweeping that will be required. In the long-term, the additional pavement and storm sewer infrastructure will add annual maintenance costs for the City's Public Works Department. The additional streetlights and traffic signal will increase electric power costs for the City.

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	0	0	0	1,300	1,300	2,600
Maintenance Costs	0	0	0	500	500	1,000
Total	0	0	0	1,800	1,800	3,600

Capital Improvement Plan

City of Ankeny

Project #

STR-24-001

Contact

City Engineer

Project Name

NW Prairie Ridge Drive, NW 9th Street and
NW Ash Drive Intersection Improvements

Department

Public Works



Capital Improvement Plan
City of Ankeny

Project #	STR-24-003		
Project Name	SE Creekview Drive Extension		
Total Project Cost	\$1,462,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Ensure Economic Development

Description

This project will extend SE Creekview Drive from the current existing north limit near Tones to approximately 1,300 feet north. Proposed improvements include two-lane PCC curb-and-gutter paving, storm sewers, sidewalks, and streetlights.

Justification

This project will help stimulate potential business growth along SE Creekview Drive. The tax base and new jobs generated by these developments will be substantial. Elwell Company and Civil Design Advantage applied for and were granted an Iowa DOT Revitalize Iowa's Sound Economy (RISE) grant. The City will oversee the design and construction of the project in accordance with the RISE eligibility requirements, but a portion of the street project costs will be funded by the Iowa DOT RISE grant and the remaining will be funded by Elwell Company. The design was completed in 2025 and construction will occur in 2026. CDA's amendment to the original design Professional Services Agreement (PSA) shows \$140,000 for construction administration and observation services. Bids for this project were opened on October 14, 2025.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	1,250,000	0	0	0	0	1,250,000
Engineering - Construction Services	140,000	0	0	0	0	140,000
Land/ROW Acquisition	72,000	0	0	0	0	72,000
Total	1,462,000	0	0	0	0	1,462,000

Funding Sources	2026	2027	2028	2029	2030	Total
Private Contributions	783,110	0	0	0	0	783,110
FHWA/IDOT Grants	678,890	0	0	0	0	678,890
Total	1,462,000	0	0	0	0	1,462,000

Budget Impact

After completion, the added streets and utilities will be the responsibility of the City to maintain. The annual maintenance costs will be the responsibility of the Public Works Department. The additional street lights along the roadway will also be an additional annual City expense for electrical power.

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	0	2,500	2,500	2,500	2,500	10,000
Maintenance Costs	0	1,000	1,000	1,000	1,000	4,000
Total	0	3,500	3,500	3,500	3,500	14,000

Capital Improvement Plan

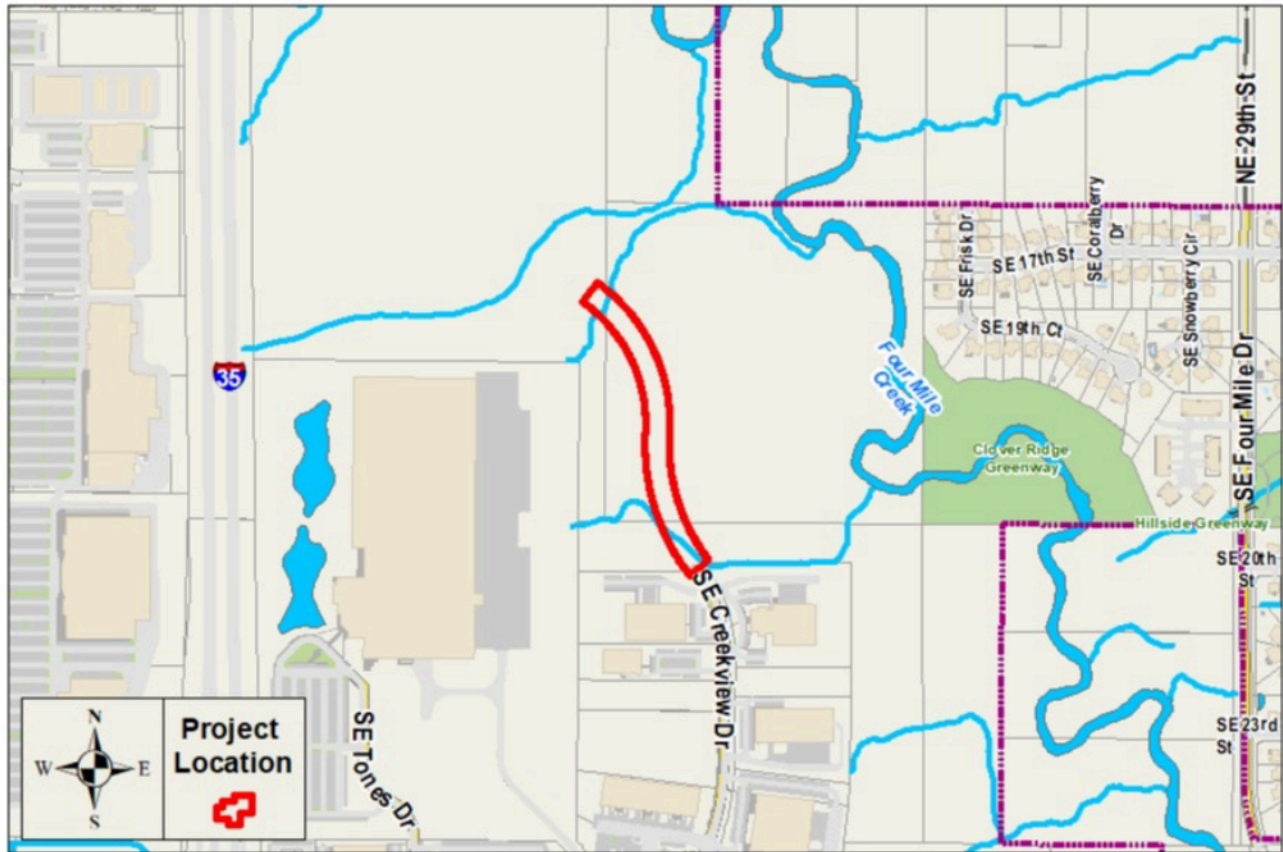
City of Ankeny

Project # STR-24-003

Contact
City Engineer

Project Name
SE Creekview Drive Extension

Department
Public Works



Capital Improvement Plan
City of Ankeny

Project #	STR-25-001		
Project Name	Interstate 35 and NE 36th Street Interchange Improvements		
Total Project Cost	\$5,000,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

The project will design and construct street and traffic signal infrastructure improvements on NE 36th Street, from just west of I-35 to just east of I-35, to provide more capacity and improved mobility for additional traffic from future development east of I-35. The project will also include design and construction of capacity improvements at the southbound and northbound I-35 ramps. In late 2024, the Iowa DOT indicated further analysis would need to be completed and approved by the Iowa DOT and Federal Highway Administration prior to the project’s design phase beginning. A traffic report and alternatives analysis is currently underway to determine the next steps of the project prior to moving into the design phase. It is unknown at this time if an Interchange Operations Report (IOR), an Interchange Justification Report (IJR), or other documentation will be necessary following the traffic study and alternatives analysis. Due to the additional analysis, the design of this project has been shifted to 2026.

Justification

The purpose of the project is to prepare for future mixed commercial, services, recreational, office, and residential development with the design and construction of street and traffic signal improvements on NE 36th Street, from just west of I-35 to just east of I-35, and the northbound and southbound I-35 ramps. The traffic impact study completed for the proposed Plaza 36 Development on the south side of NE 36th Street, east of I-35, showed the need for an additional westbound left turn lane on NE 36th Street at the southbound I-35 ramps intersection; and an additional receiving lane on the southbound I-35 on-ramp. Traffic signal modifications will also be required. Based on feedback received from the Iowa DOT in the Fall of 2024, the interchange is to be improved to the full-build condition shown in the 2008 Interchange Justification Report (IJR). The proposed improvements will be confirmed by the traffic study alternative analysis currently underway. The proposed schedule for the project includes the conclusion of the traffic study and alternatives analysis in late 2025, design in 2026, and construction in 2027. At this time, it is assumed the City will be responsible for the design and construction costs, and the Iowa DOT would be responsible for the construction administration and observation.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	4,300,000	0	0	0	4,300,000
Engineering - Design	550,000	0	0	0	0	550,000
Engineering - Construction Services	0	150,000	0	0	0	150,000
Total	550,000	4,450,000	0	0	0	5,000,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - TIF Abated	550,000	4,450,000	0	0	0	5,000,000
Total	550,000	4,450,000	0	0	0	5,000,000

Budget Impact

The additional pavement on NE 36th Street will increase maintenance costs for the City due to the additional winter maintenance and sweet sweeping that will be required. The southbound and northbound I-35 ramps are the Iowa DOT’s responsibility to maintain.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	0	0	500	500	500	1,500
Total	0	0	500	500	500	1,500

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

STR-25-001

Contact

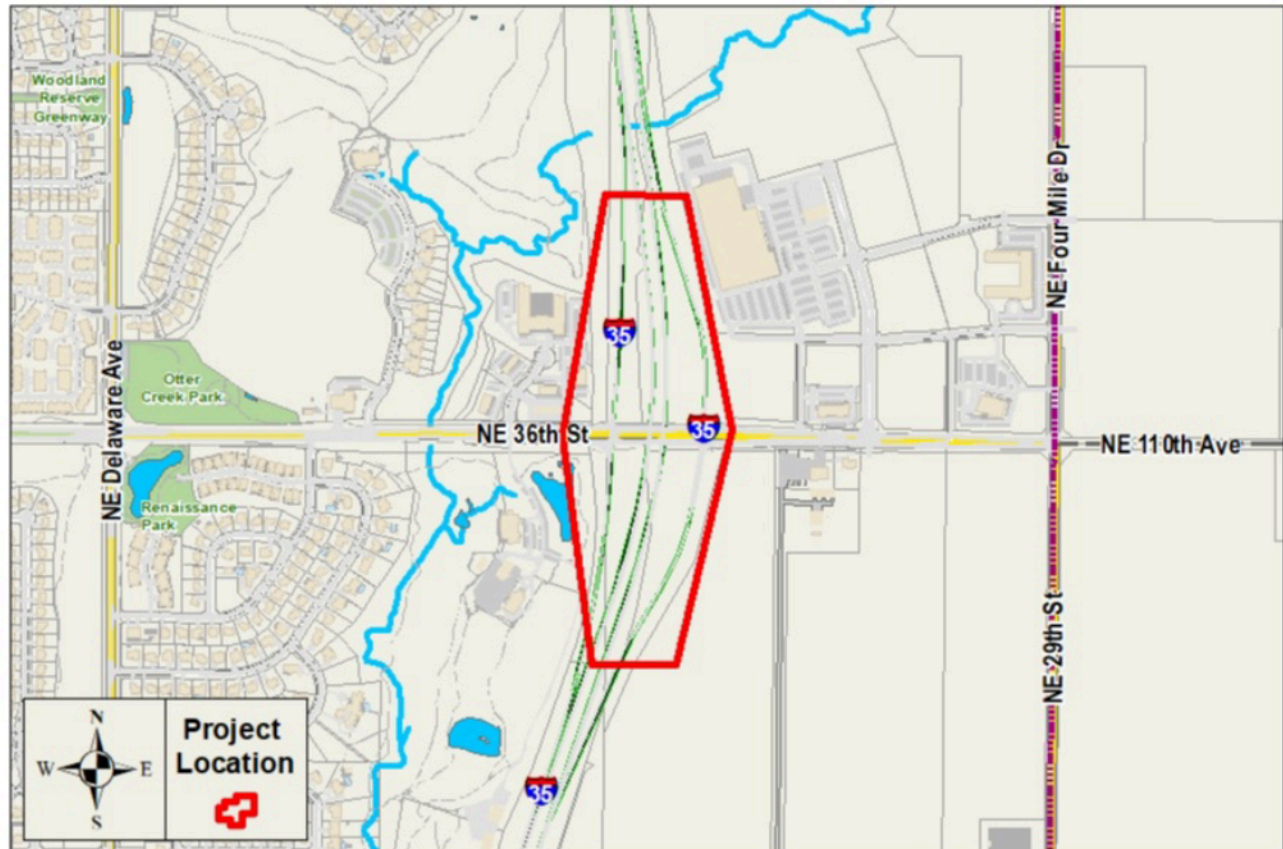
City Engineer

Project Name

Interstate 35 and NE 36th Street
Interchange Improvements

Department

Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-25-002
Project Name	SE Delaware Avenue Capacity Improvements

Total Project Cost	\$3,575,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

The project will add 10 to 12 right-turn lanes on SE Delaware Avenue and select cross streets from SE Oralabor Road through SE Magazine Road, to add needed capacity and separate slow-moving right-turning vehicles from the flow of thru-traffic. The project concept includes reconstruction of pedestrian ramps to meet ADA standards and replacement of traffic signal poles as needed. The project also includes needed pavement patching and asphalt overlay to extend the service life of the street pavement.

Justification

Approximately 30,000 vehicles travel on SE Delaware Avenue north of SE Oralabor Road each day (24-hour traffic count in 2025). The corridor is the site of the City's primary 'big box' shopping area, as well as numerous offices, banks, small businesses, and restaurants. At most intersections and commercial accesses, right-turns off the arterial street are completed from a thru-travel lane, slowing all other vehicles, exacerbating queues and delays, and contributing to rear-end and sideswipe crash incidence (which constitutes nearly 60% of all crashes within the corridor). Adding right-turn lanes at select intersection approaches will benefit both traffic flow and safety. This project will also address the 2023 Pavement Management Study & Master Plan recommendation for completing a combination of pavement preservation treatments (full-depth repairs, joint refilling and HMA overlay) on SE Delaware Avenue within the project limits. The project schedule includes concept study and survey in 2027; preliminary design in 2028; final design, property acquisition, purchase of traffic signal poles, and utility relocations in 2029; and construction (estimated at approximately \$4,000,000) with consultant inspection services in 2030-2031.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	0	0	2,500,000	2,500,000
Engineering - Design	0	50,000	300,000	200,000	0	550,000
Engineering - Construction Services	0	0	0	0	250,000	250,000
Other Costs	0	0	0	150,000	0	150,000
Land/ROW Acquisition	0	0	0	75,000	0	75,000
Survey/Preliminary Analysis	0	50,000	0	0	0	50,000
Total	0	100,000	300,000	425,000	2,750,000	3,575,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	100,000	300,000	425,000	2,750,000	3,575,000
Total	0	100,000	300,000	425,000	2,750,000	3,575,000

Budget Impact

Widening for right-turn lanes will increase time for snow-removal operations. Completion of the pavement preservation treatments will reduce the frequency for pavement repairs.

Capital Improvement Plan

City of Ankeny

Project #

STR-25-002

Contact

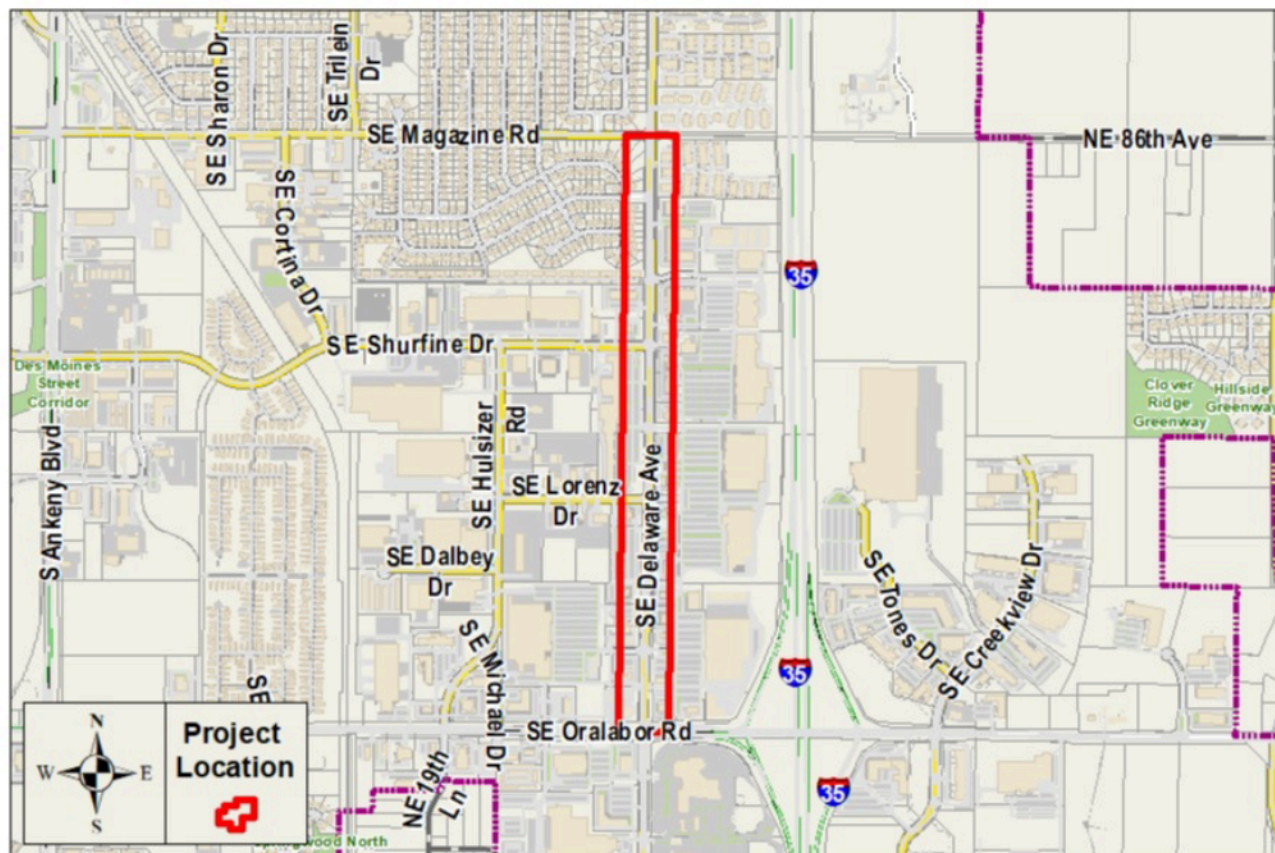
City Engineer

Project Name

SE Delaware Avenue Capacity
Improvements

Department

Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-25-003
Project Name	NW State Street Widening and Pavement Rehabilitation - West 1st Street to NW 18th Street

Total Project Cost	\$4,675,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Widening and pavement rehabilitation of NW State Street from West 1st Street to NW 18th Street. The project will widen NW State from a 4-lane street to a 5-lane street. The project also includes complete reconstruction of the intersections along NW State Street at NW 4th Street, NW 9th Street, and NW Prairie Ridge Drive; full depth repair of the transverse joints from NW Prairie Ridge Drive to NW 18th Street; a northbound right turn lane at the NW Prairie Ridge Drive intersection; storm sewer improvements at the intersections of NW State Street with NW 4th Street and NW 9th Street; new traffic signals at the intersections of NW State Street with NW 9th Street and NW Prairie Ridge Drive; and an asphalt overlay of the entire project area.

It is anticipated that the project will also include approximately 2,800 linear feet of 12-inch distribution water main on the west side of NW State Street from West 1st Street to NW 10th Street. The Water Fund will provide the estimated \$900,000 for the water main design and construction costs and is not included in this estimate. The water main design and construction costs are included in the Municipal Utilities Department's NW State Street Water Main Improvements project request form. The project will receive \$42,000 of developer contributions for the construction of a northbound left turn lane on NW State Street at the Faith Drive intersection.

Justification

It is anticipated that traffic volumes will necessitate widening NW State Street from West 1st Street to NW 18th Street within the next five years. The NW State Street Corridor Improvements Study will determine the specific capacity improvements and pavement rehabilitation needed for the project. Survey and preliminary design are planned for 2028; final design, right-of-way acquisition, and utility relocations are planned for 2029; and construction and construction engineering are planned for 2030 and 2031. The construction, construction engineering, and streetlight costs are estimated at \$3,525,000 in each of the two years. Federal STBG funding in the amount of \$2,500,000 has been obtained through the Des Moines Area MPO. It is anticipated that the City will apply for more STBG funding. It is also anticipated that the City will apply for \$500,000 of Traffic Safety Improvement Program (TSIP) funding through the Iowa DOT.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	0	0	0	3,075,000	3,075,000
Engineering - Design	0	0	400,000	500,000	0	900,000
Engineering - Construction Services	0	0	0	0	300,000	300,000
Land/ROW Acquisition	0	0	0	250,000	0	250,000
Street Lighting	0	0	0	0	150,000	150,000
Total	0	0	400,000	750,000	3,525,000	4,675,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	400,000	750,000	2,108,000	3,258,000
MPO/STBG Grants	0	0	0	0	1,125,000	1,125,000
FHWA/IDOT Grants	0	0	0	0	250,000	250,000
Private Contributions	0	0	0	0	42,000	42,000
Total	0	0	400,000	750,000	3,525,000	4,675,000

Budget Impact

Additional street pavement will increase maintenance costs for the City due to additional winter maintenance and street sweeping. In the long-term, an asphalt overlay will reduce annual maintenance costs as Public Works will need to do less preventative maintenance. The additional storm sewer infrastructure will add annual maintenance costs for Public Works and Municipal Utilities, and the new traffic signals will add electric power costs to the City.

Capital Improvement Plan

City of Ankeny

Project #

STR-25-003

Contact

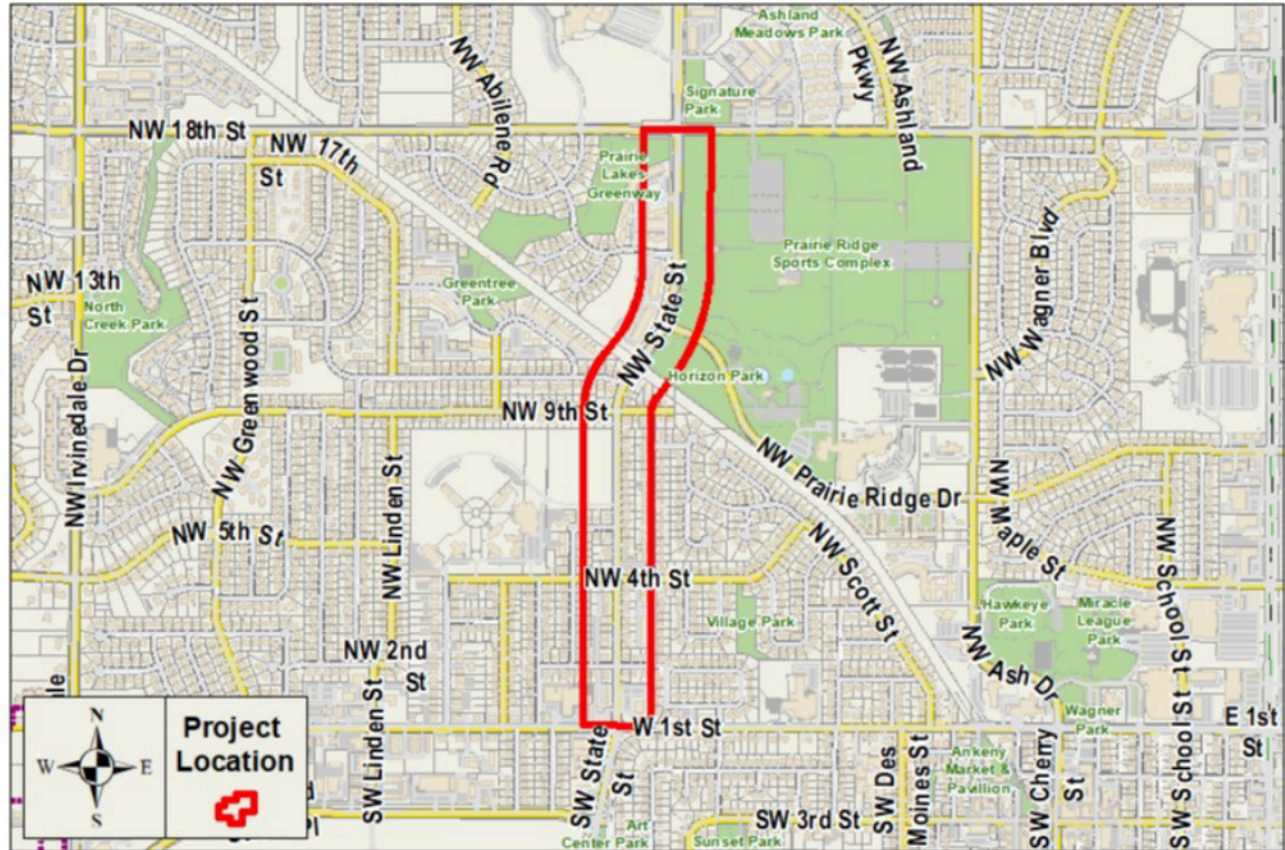
City Engineer

Project Name

NW State Street Widening and Pavement
Rehabilitation - West 1st Street to NW 18th
Street

Department

Public Works



2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #	STR-25-004		
Project Name	Local Public Streets Enhanced Pavement Design Standards		
Total Project Cost	\$4,500,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

Reimbursements to developers for the cost of constructing subdrains on both sides of the street and rock subbase under the pavement for all local public streets constructed with development projects.

Justification

The City's 2023 Pavement Management Study and Master Plan, which was received and filed by the City Council on December 18, 2023, provided recommendations for improving the current pavement design standards for public streets constructed with development projects in order to maximize the performance and service life of streets.

The City Council approved a Policy on the Pavement Design Standards for Public Streets Constructed with Development Projects on December 16, 2024. The policy defines the requirements for the design and construction of public streets constructed with development projects in the City. The policy is based on the City's desire to deliver on the expectations created with the City Council's adopted strategic plan goal to "Upgrade Essential Infrastructure" and the accompanying strategy to "[i]dentify, present, and implement enhanced engineering standards for public infrastructure". In summary, the policy requires C-SUD concrete mix to be used for all new public streets (locals, collectors and arterials) constructed with development projects. The policy also requires, in addition to subgrade preparation, subdrains on both sides of the street and rock subbase under the pavement for all local, collector and arterial public streets constructed with development projects.

The City will reimburse developers for the cost of constructing subdrains on both sides of the street and rock subbase under the pavement for local public streets. The quantity of local public streets constructed with development projects varies each year. The \$1,500,000 per year amount shown in the table is an average based on City development data from 2021 through 2023. It is anticipated that the reimbursements will end in December 2028.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	1,500,000	1,500,000	1,500,000	0	0	4,500,000
Total	1,500,000	1,500,000	1,500,000	0	0	4,500,000
Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	1,500,000	1,500,000	1,500,000	0	0	4,500,000
Total	1,500,000	1,500,000	1,500,000	0	0	4,500,000

Budget Impact

Implementing the enhanced pavement design standards for all local public streets constructed with development projects will reduce the long-term street pavement repair and maintenance costs for the City.

Capital Improvement Plan
City of Ankeny

Project #	STR-25-004	Contact
		City Engineer
Project Name		Department
Local Public Streets Enhanced Pavement		Public Works
Design Standards		



Capital Improvement Plan

City of Ankeny

Project #	STR-26-001		
Project Name	NW Irvinedale Drive Reconstruction - NW 9th Street to NW 18th Street		
Total Project Cost	\$550,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

The project will reconstruct and widen NW Irvinedale Drive from south of NW 9th Street to south of NW 18th Street and convert the roadway from a rural section to an urban section. Following a study of the corridor to determine the appropriate lane configuration and cross section, the reconstruction would likely include dedicated left turn lanes, right turn lanes, storm sewer, pedestrian improvements and a traffic signal at NW 9th Street.

Justification

Widening and reconstructing the roadway will allow for improved traffic mobility and safety in the NW Irvinedale Drive corridor, as the City continues to grow. The proposed project schedule is concept study, survey and preliminary design in 2030; property acquisitions and final design in 2031; and construction beginning in 2032.

Expenditures	2026	2027	2028	2029	2030	Total
Engineering - Design	0	0	0	0	400,000	400,000
Planning Study	0	0	0	0	150,000	150,000
Total	0	0	0	0	550,000	550,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	0	0	550,000	550,000
Total	0	0	0	0	550,000	550,000

Budget Impact

The additional street pavement will increase maintenance costs for the City due to the additional winter maintenance and street sweeping that will be required. In the long-term, the additional pavement and storm sewer infrastructure will add maintenance costs for the City's Public Works Department. The additional streetlights will increase electric power costs for the City.

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

STR-26-001

Contact

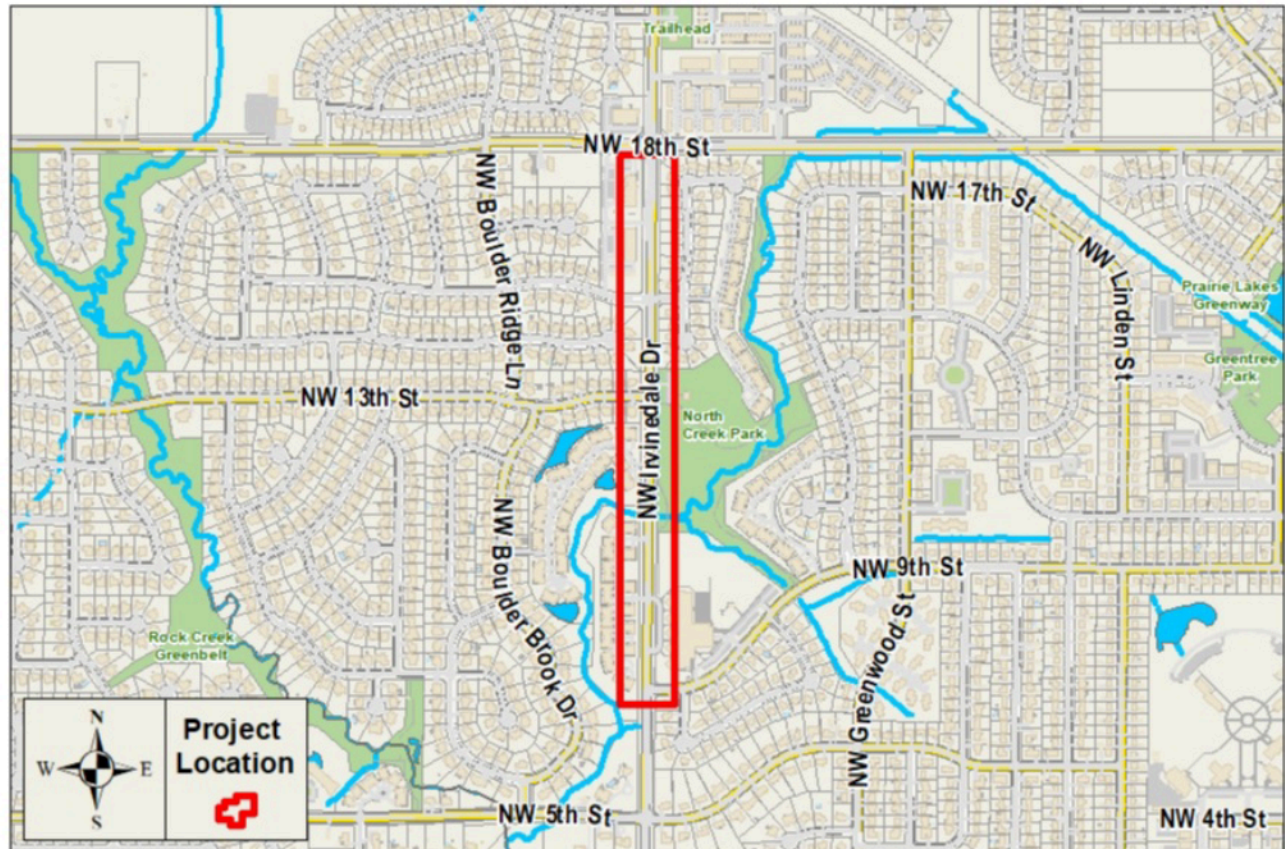
City Engineer

Project Name

NW Irvinedale Drive Reconstruction - NW
9th Street to NW 18th Street

Department

Public Works



Capital Improvement Plan**City of Ankeny**

Project #	STR-26-002
Project Name	SW 4th Street Reconstruction and Uptown Parking Improvements

Total Project Cost	\$1,300,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Streets	Status	Active
Useful Life	40 years	Council Goals:	Upgrade Essential Infrastructure

Description

The project will include reconstruction of SW 4th Street from approximately 150 feet west of SW Maple Street to Cherry Street. The project length is approximately 500 feet. The improvements will include reconstruction of the pavement and sidewalk, new storm sewer, and street lighting. Some water main and sanitary sewer main replacement may be needed to consolidate infrastructure and bring public utilities up to current standards. The project will also include adding diagonal parking stalls on the north side of SW 4th Street.

The project will also include additional street and sidewalk construction to add diagonal parking stalls on the west side of SW Cherry Street, north and south of the High Trestle Trail crossing, at areas identified as "A" and "C", respectively, in the Uptown Parking Study. Diagonal parking stalls will also be added on the west side of SW Cherry Street, between SW 2nd Street and West 1st Street; and on the south side of SW 2nd Street, immediately east of SW Cherry Street. The latter two (2) areas are identified as "N" and "M", respectively, in the Uptown Ankeny Parking Study.

Justification

The older sections of Ankeny have streets that are deteriorating due to their advanced age. Many of these older streets have significant cracks, spalls, poor subgrade, etc. SW 4th Street is in an older section of Ankeny, and the pavement is in poor condition. The area north of SW 4th Street is redeveloping as Uptown Ankeny continues to grow. As such, more on-street parking is needed. It is assumed the developer of the property on the north side of SW 4th Street will cost-share with the City on the construction of the on-street parking stalls on the north side of SW 4th Street.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	1,100,000	0	0	0	1,100,000
Engineering - Design	150,000	0	0	0	0	150,000
Engineering - Construction Services	0	50,000	0	0	0	50,000
Total	150,000	1,150,000	0	0	0	1,300,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds - TIF Abated	150,000	1,080,000	0	0	0	1,230,000
Private Contributions	0	70,000	0	0	0	70,000
Total	150,000	1,150,000	0	0	0	1,300,000

Budget Impact

The operating impact includes additional snow removal from the additional on-street parking stalls and long-term maintenance of traffic signs, pavement markings and street pavement.

Budget Items	2026	2027	2028	2029	2030	Total
Maintenance Costs	0	0	1,000	1,000	1,000	3,000
Total	0	0	1,000	1,000	1,000	3,000

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

STR-26-002

Contact

City Engineer

Project Name

SW 4th Street Reconstruction and Uptown
Parking Improvements

Department

Public Works



Capital Improvement Plan**City of Ankeny**

Project #	TRF-00-001
Project Name	Annual Traffic Signal Improvement Program

Total Project Cost	\$8,450,000	Contact	City Engineer
Department	Public Works	Type	New Construction
Category	Traffic Control	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

Proposed locations for new or upgraded traffic signals and minor fiber optic network expansions and upgrades (listed in order of priority):

2026 – SE Oralabor Road and SE Four Mile Drive Traffic Signal - \$900,000 (construction & construction services)

2026 – Detection Upgrades: NE 36th Street and NE Trilein Drive; NE 36th Street and NE Delaware Avenue; SW Irvinedale Drive and SW 3rd Place; South Ankeny Boulevard and SE Lorenz Drive; \$170,000 (materials & installation)

2026 – East 1st Street and Trilein Drive Traffic Signal Upgrades - \$160,000 (materials & construction)

2026-2027 – North Ankeny Boulevard and NW Reinhart Drive Traffic Signal - \$190,000 (design & equipment in 2026), \$560,000 (construction & construction services in 2027)

2026-2030 – Trail, Pedestrian, Bicycle, School Crossing Upgrades - \$50,000 per year

2026-2030 – Miscellaneous Traffic Control or Fiber Optic Upgrades - \$40,000 per year

2027-2030 – New Traffic Signal: locations TBD - \$190,000 (design & materials) in 2027-2030; \$560,000 (construction & administration) in 2028-2030

2027-2030 – Traffic Signal Equipment Upgrades: locations TBD - \$115,000 per year

2027 – Traffic Signal Replacement: South Ankeny Boulevard and SE 8th Street - \$335,000 (design & limited construction services, materials & construction)

2028 – Traffic Signal Replacement: South Ankeny Boulevard and SE Lorenz Drive - \$335,000 (design & limited construction services, materials & construction)

2029-2030 – Traffic Signal Replacement: locations TBD - \$335,000 per year

2027-2030 – Fiber Optic Network Expansions and Upgrades: locations TBD - \$220,000 per year

2026-2030 – Reimbursement for Development-related Traffic Signals - \$180,000 per year; anticipated in 2026 - SW State Street and SW Plaza Parkway

Justification

An effective and efficient transportation system improves traffic safety and mobility, reduces energy costs and enhances the quality of life for residents. A robust and dependable communication system is key to management of the street network. The proposed locations of traffic signals and fiber optic upgrades are reviewed annually and planning level costs are used.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	1,120,000	1,245,000	1,245,000	1,245,000	1,245,000	6,100,000
Other Costs	450,000	290,000	290,000	290,000	290,000	1,610,000
Engineering - Design	120,000	155,000	155,000	155,000	155,000	740,000
Total	1,690,000	1,690,000	1,690,000	1,690,000	1,690,000	8,450,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	1,690,000	1,690,000	1,690,000	1,690,000	1,690,000	8,450,000
Total	1,690,000	1,690,000	1,690,000	1,690,000	1,690,000	8,450,000

Budget Impact

In the long-term, additional traffic signal infrastructure will add annual maintenance costs for the City's Public Works Department; however, replacing old traffic signal infrastructure should reduce some of the annual maintenance costs. New traffic signals will result in additional electric power costs for the City.

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	6,900	7,600	8,300	9,000	9,700	41,500
Total	6,900	7,600	8,300	9,000	9,700	41,500

Project #	TRF-00-001	Contact
		City Engineer
Project Name		Department
Annual Traffic Signal Improvement Program		Public Works



Capital Improvement Plan
City of Ankeny

Project #	TRF-23-001		
Project Name	Fiber Optic Network Upgrade		
Total Project Cost	\$470,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Traffic Control	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

This project implements the master fiber optic redundancy needed for both the traffic signal communication network utilized by the Public Works Department, and the overall City operations network managed by the Information Technology (IT) Department. The project will place approximately 180,000 feet of fiber optic cable, 24,000 feet of conduit, and 80 splice enclosures to implement efficient path-diverse fiber optic rings for primary and secondary communications between traffic signals and between City facilities.

Justification

The Fiber Optic Network Upgrade implements Phase 1 of the ultimate fiber optic network build-out identified in the Fiber Optic Network Master Plan. The Plan's purpose is to provide a more reliable and maintainable network while allowing flexibility and scalability to support future growth and expanded use of technology. This project will also replace much of the fiber optic infrastructure construction or relocation included with other future capital improvement projects, except as needed for expansion to new areas or facilities. Construction began in March 2025 and is currently on schedule for planned completion in late 2026.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	300,000	0	0	0	0	300,000
Engineering - Construction Services	150,000	0	0	0	0	150,000
Other Costs	20,000	0	0	0	0	20,000
Total	470,000	0	0	0	0	470,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	470,000	0	0	0	0	470,000
Total	470,000	0	0	0	0	470,000

Budget Impact

The project upgrades the City's existing fiber optic system to provide more reliable service and reduce outages, so a minimal impact to operating costs is expected.

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

TRF-23-001

Contact

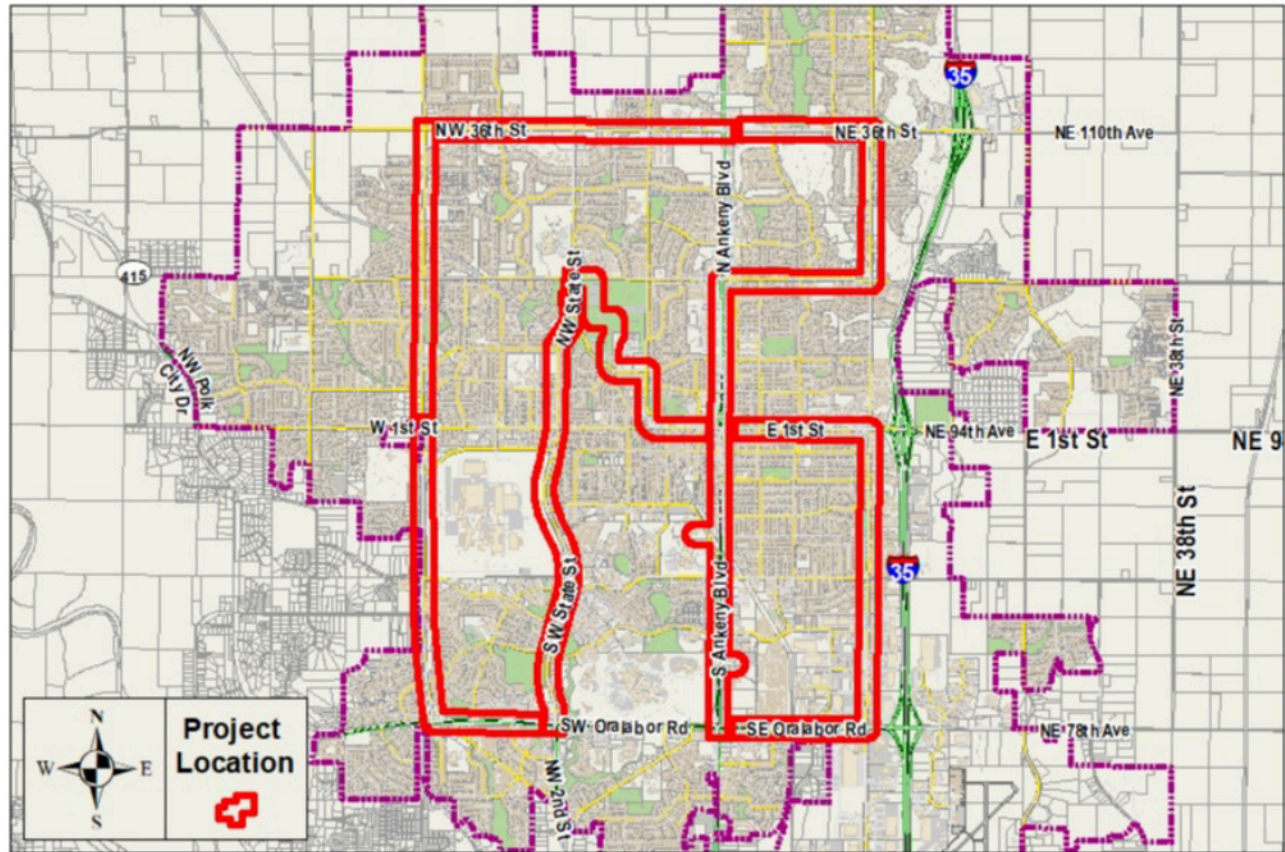
City Engineer

Project Name

Fiber Optic Network Upgrade

Department

Public Works



Capital Improvement Plan
City of Ankeny

Project #	TRF-25-002		
Project Name	SW Magazine Road Intersection Improvements		
Total Project Cost	\$1,610,000	Contact	City Engineer
Department	Public Works	Type	New Construction
Category	Traffic Control	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

The project includes design of intersection improvements on SW Magazine Road between SW State Street and SW Westview Drive in 2026, and construction in 2027.

Justification

The project was initiated to fulfill the City's commitment established in the development agreement with DRA Properties, LC (developer) in February 2023, to construct a traffic signal at the intersection of SW Magazine Road and SW District Drive when needed. In 2025, Public Works began a traffic and concept study to evaluate alternatives to best meet the desired operational and safety conditions in the section of SW Magazine Road between SW State Street and SW Westview Drive. Widening, signalization, roundabout, and access management are among the considered strategies, and improvements may be recommended at two intersections on SW Magazine Road rather than only SW District Drive. This 2026 request has been updated from the 2025 request to encompass the potential updated scope and schedule of the project.

Expenditures	2026	2027	2028	2029	2030	Total
Construction Costs	0	1,220,000	0	0	0	1,220,000
Engineering - Design	160,000	0	0	0	0	160,000
Other Costs	120,000	0	0	0	0	120,000
Engineering - Construction Services	0	100,000	0	0	0	100,000
Land/ROW Acquisition	0	10,000	0	0	0	10,000
Total	280,000	1,330,000	0	0	0	1,610,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	280,000	1,240,000	0	0	0	1,520,000
Private Contributions	0	90,000	0	0	0	90,000
Total	280,000	1,330,000	0	0	0	1,610,000

Budget Impact

A new traffic signal will add power costs and annual maintenance costs for the City's Public Works Department. Widening or access management may increase time needed for snow removal operations.

Budget Items	2026	2027	2028	2029	2030	Total
Utilities	0	0	300	300	300	900
Total	0	0	300	300	300	900

Capital Improvement Plan

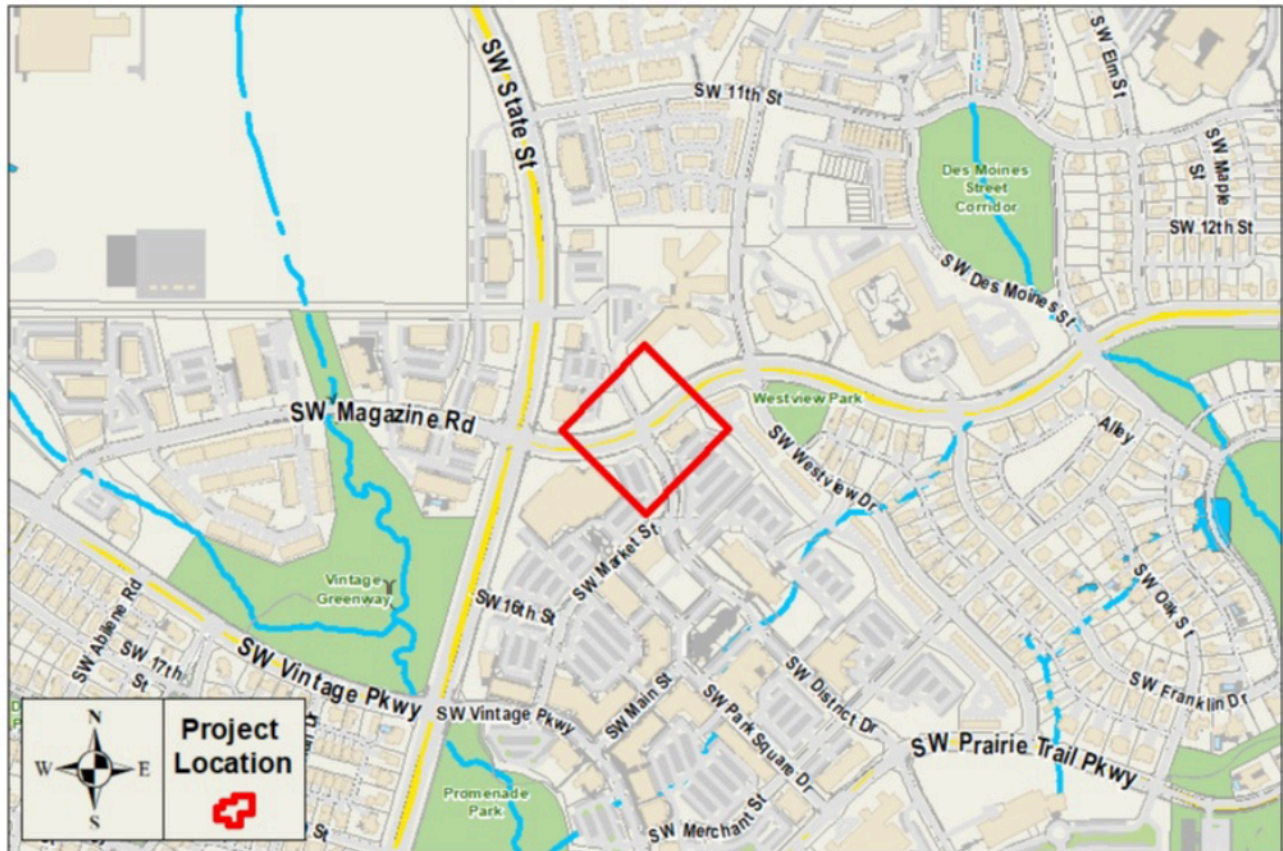
City of Ankeny

Project # TRF-25-002

Contact
City Engineer

Project Name
SW Magazine Road Intersection
Improvements

Department
Public Works



Capital Improvement Plan

City of Ankeny

Project #	TRF-25-003		
Project Name	Adaptive Traffic Signal Control Systems		
Total Project Cost	\$600,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Traffic Control	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

Adaptive traffic control systems (ATCS) is a technology that captures real-time traffic demand data and uses it to adjust traffic signal timings along a specified corridor to optimize traffic flow in coordinated systems. This project is planned for deployment at 10 to 12 intersections on SE Oralabor Road (centered on the I-35 interchange and the intersection with SE Delaware Avenue) and on SE Delaware Avenue north of Oralabor Road. Depending on the ATCS selected, deployment will include upgrade of vehicle detection systems at 4 to 5 intersections, and upgrade of traffic signal cabinets and controllers at 2 to 3 intersections.

Justification

The purpose of an adaptive traffic control system is to reduce traffic delay, improve travel times, and decrease travel time variability. They can also decrease air pollutant emissions, which helps the environment. Compared to traditional time-of-day coordination systems, adaptive traffic signal control technologies can react in real time to traffic accidents, special events, road construction, and other occurrences. An application for partial funding through Iowa's Clean Air Attainment Program (ICAAP) will be considered. If awarded, a systems engineering analysis will be required and will begin in 2026. Potential future phases of the system will be considered for Oralabor Road, Ankeny Boulevard, 36th Street and/or State Street.

Expenditures	2026	2027	2028	2029	2030	Total
Other Costs	0	0	320,000	0	0	320,000
Construction Costs	0	0	180,000	0	0	180,000
Survey/Preliminary Analysis	50,000	50,000	0	0	0	100,000
Total	50,000	50,000	500,000	0	0	600,000
Funding Sources	2026	2027	2028	2029	2030	Total
FHWA/IDOT Grants	0	0	400,000	0	0	400,000
G.O. Bonds	50,000	50,000	100,000	0	0	200,000
Total	50,000	50,000	500,000	0	0	600,000

Budget Impact

Depending on the ATSC selected, annual funding may be needed for cloud-based storage and/or engineering services for adjustments. This will be determined during the project's planning stage.

Capital Improvement Plan

City of Ankeny

Project #

TRF-25-003

Contact

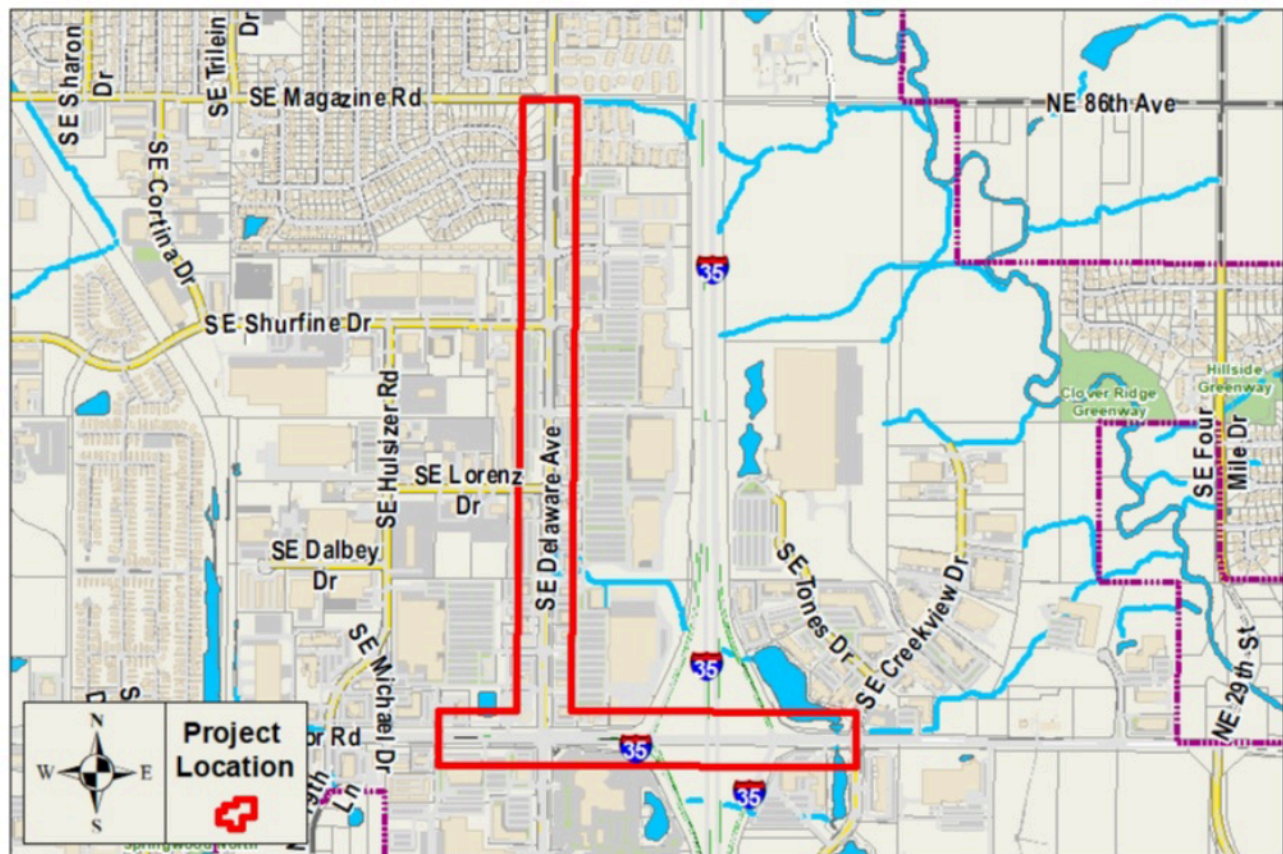
City Engineer

Project Name

Adaptive Traffic Signal Control Systems

Department

Public Works



Capital Improvement Plan
City of Ankeny

Project #	TRF-25-004		
Project Name	SE Four Mile Drive Corridor Traffic Study		
Total Project Cost	\$175,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Traffic Control	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

Traffic study of the SE Four Mile Drive corridor from SE Corporate Woods Drive to the south corporate limit to evaluate potential future street and intersection improvements. The study will analyze needed capacity (number of lanes), access management, and intersection traffic control treatments (traffic signals, roundabouts, etc.).

Justification

The Transportation Master Plan (TMP) developed a methodology to prioritize future capital improvement projects for the existing and planned street network, and also identified several corridor traffic studies needed to further analyze improvement needs. These studies will inform the Capital Improvement Program (CIP) by defining the scope of corridor projects earlier, supporting coordination among construction impacts, timely applications for outside funding, additional time for property acquisition and utility coordination, and streamlined design processes. Traffic study for the SE Four Mile Drive corridor was the highest-prioritized among all studies recommended by the TMP in the next five years, due to the on-going, planned and anticipated economic growth of multiple light industrial properties and associated developments that will depend on the arterial street for access to the regional highway system.

Expenditures	2026	2027	2028	2029	2030	Total
Survey/Preliminary Analysis	0	0	0	175,000	0	175,000
Total	0	0	0	175,000	0	175,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	0	175,000	0	175,000
Total	0	0	0	175,000	0	175,000

Budget Impact

This project is a study; therefore, there are no operating impacts.

2026 thru 2030

Capital Improvement Plan

City of Ankeny

Project #

TRF-25-004

Contact

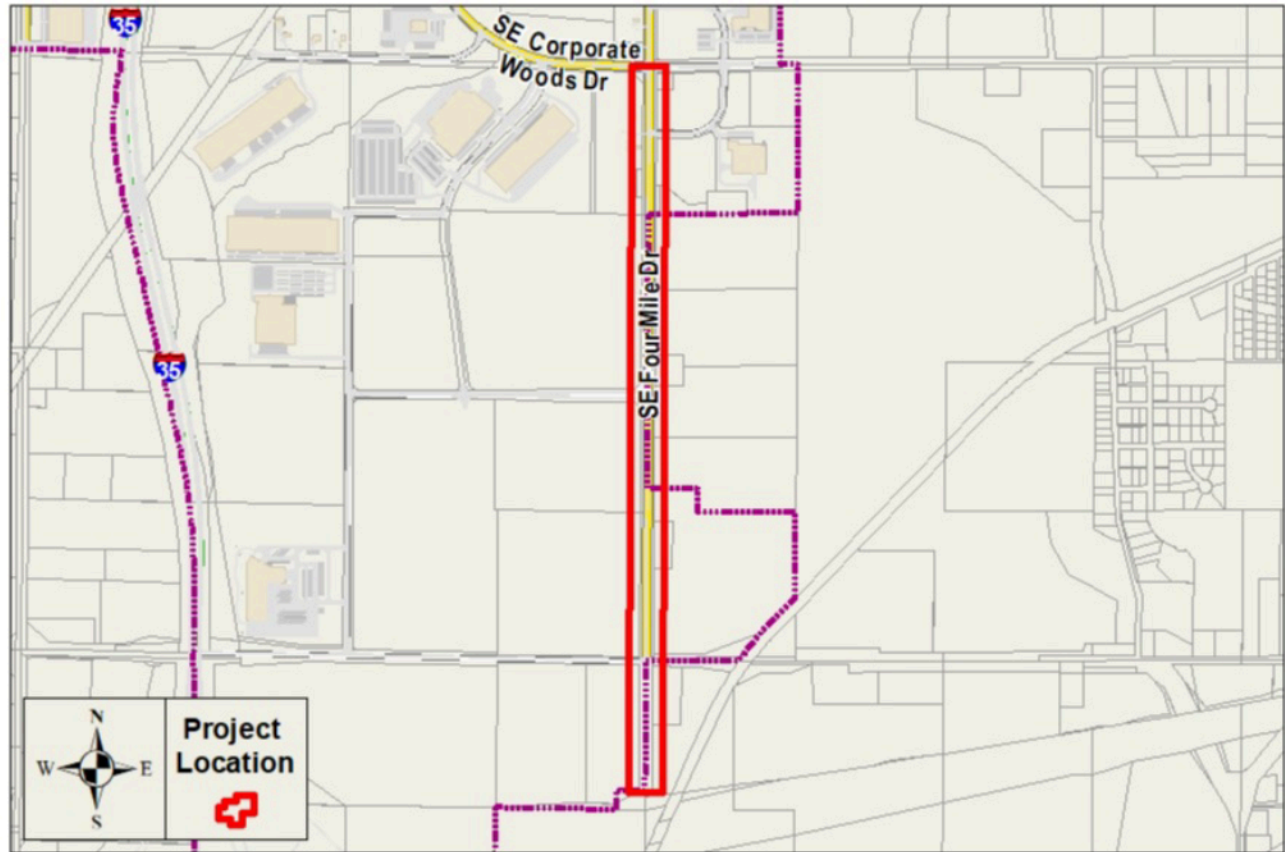
City Engineer

Project Name

SE Four Mile Drive Corridor Traffic Study

Department

Public Works



Capital Improvement Plan

City of Ankeny

Project #	TRF-26-001
Project Name	SE Delaware Avenue Corridor Traffic Study

Total Project Cost	\$200,000	Contact	City Engineer
Department	Public Works	Type	Improvement
Category	Traffic Control	Status	Active
Useful Life	20 years	Council Goals:	Upgrade Essential Infrastructure

Description

Traffic study of the SE Delaware Avenue corridor from SE Magazine Road to East 1st Street to evaluate potential future street and intersection improvements. The study will analyze needed capacity (number of lanes), access management, pedestrian accommodations, and intersection traffic control treatments (traffic signals, roundabouts, etc.).

Justification

The Transportation Master Plan (TMP) developed a methodology to prioritize future capital improvement projects for the existing and planned street network, and also identified several corridor traffic studies needed to further analyze improvement needs. These studies will inform the Capital Improvement Program (CIP) by defining the scope of corridor projects earlier, supporting coordination among construction impacts, timely applications for outside funding, additional time for property acquisition and utility coordination, and streamlined design processes. Traffic study for the SE Delaware Avenue corridor was highly prioritized among the studies recommended by the TMP in the next five years, due to the continued steady growth in traffic volumes and the safety concerns documented in the recent DMAMPO Comprehensive Safety Action Plan.

Expenditures	2026	2027	2028	2029	2030	Total
Planning Study	0	0	0	0	200,000	200,000
Total	0	0	0	0	200,000	200,000

Funding Sources	2026	2027	2028	2029	2030	Total
G.O. Bonds	0	0	0	0	200,000	200,000
Total	0	0	0	0	200,000	200,000

Budget Impact

This project is a study; therefore, there are no operating impacts.

Capital Improvement Plan
City of Ankeny

Project # TRF-26-001
Project Name
SE Delaware Avenue Corridor Traffic Study

Contact
City Engineer
Department
Public Works

