



FACT SHEET

Proposed Project Construction Schedule

2009

- **SE Connector Bridges (over Des Moines River)**
Construction is underway
- **SE 4th to SE 9th**
SE 6th streets will remain open, as the construction will be concurrent with bridge construction (SE 4th will be closed temporarily in Fall 2009)

2010

- **SE Connector Bridges (over Des Moines River)**
Bridge work to be completed in Spring 2010
- **SW 2nd to Bridges, Bridges to SE 4th and SE 6th**
Construction will begin as construction of the bridges is completed (SE 4th will remain open before and throughout the SE 6th closures)
SE Connector expected to be open to SE 9th by the end of 2010

2011

- **SE 9th to SE 14th**
Construct a connection to SE 14th at the Maury Street intersection, likely using SE 12th Street

Future Phases

- **Extensions east of SE 14th**
Being evaluated in the DEIS; would connect U.S. 65 at Vandalia Interchange

The Southeast (SE) Connector, as it is being called, would create a multi-lane arterial roadway between Martin Luther King (MLK) Jr. Parkway at SE 14th Street to the Vandalia Road/U.S. 65 Bypass interchange. The roadway would serve as a safe, efficient and direct route to and from downtown Des Moines. The speed limit would be 35 to 40 miles per hour. A freeway is not proposed for this project.

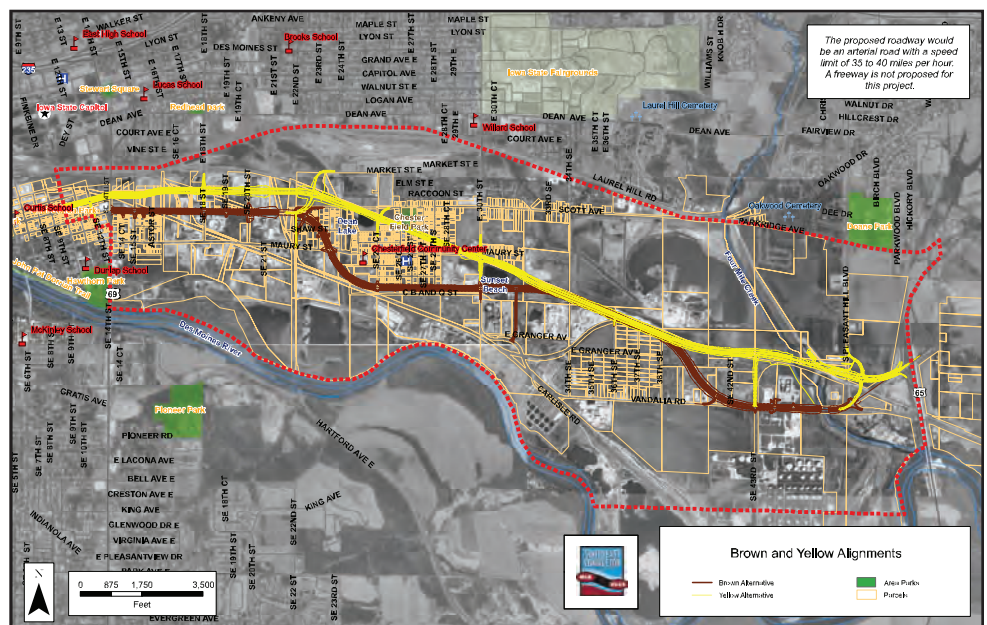
The proposed improvements would connect the improvements underway on MLK Jr. Parkway between SW 2nd Street and SE 14th Street. The bridge over the Des Moines River is already under construction, with an anticipated completion of Spring 2010. See the proposed construction schedule for a detailed timeline of improvements.

The Project Team developed several alternatives to address the issues and opportunities identified in the project's goals and objects. The alternatives were put through a screening process to determine reasonable alternatives and a preferred alternative. The screening process produced two corridor alignments, the Yellow Alternative and the Brown Alternative, that meet the purpose and need, screening criteria and preliminary environmental and engineering considerations.

The Yellow Alternative starts at SE 12th Street and travels along an alignment mid-block between Scott Avenue and E Market Street until it reaches the city-owned rail right of way. The alternative then follows the rail right of way southeast through the Chesterfield Neighborhood before turning east near Pleasant Hill Boulevard. From there, the alternative travels a short distance to the east where it reaches the existing U.S. 65 Bypass interchange at Vandalia Road. The Yellow Alternative was identified as the preferred alternative.

The Brown Alternative starts at SE 14th Street and travels east along Scott Avenue to CB&Q Street. It follows CB&Q Street east past the south side of Sunset Beach

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Benefits of the Yellow Alternative

- Addresses the project Purpose and Need effectively
- Provides a direct east-west route between downtown Des Moines and the U.S. 65 Bypass
- Allows for future business access and development on both sides of the corridor
- Does not require new right of way to be purchased along Scott Avenue because of the mid-block design between Scott Avenue and E Market Street
- Uses city-owned property (former rail corridor) that already intersects the Chesterfield Neighborhood
- Provides opportunities for economic development in the neighborhood
- Avoids most impacts to salvage yards and allows Vandalia Road to be an alternate route
- Improves emergency access to the project area by providing a continuous east-west connection with a reduced number of at-grade rail crossings and eliminating the possibility of a land-locked situation for the area

FACT SHEET

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Lake where it meets a city-owned rail right of way. The alternative follows the rail right of way southeast through a salvage yard to Vandalia Road. The Brown Alternative then runs east along Vandalia Road until it reaches the existing U.S. 65 Bypass interchange.

Project Q&A

Q: How will the final alignment be selected?

A: All comments received at the public hearing will be taken into consideration when deciding on the final alignment for the SE Connector. The final alignment may be a refined version of the Preferred Alternative, the Brown Alternative or a combination of the two. The final decision will be chosen in a Record of Decision issued by the Federal Highway Administration.

Q: When will construction begin and how will the project be funded?

A: If one of the build alternatives is selected, the project funding would likely be from federal, state and local sources similar to the Martin Luther King Jr. Parkway. The construction schedule will be developed as funding is committed.

Questions and comments related to the project can be submitted electronically, by phone or by mail and will be documented and responded to by a project team member.

Send mail to:
SE Connector
P.O. Box 8368
Des Moines, IA 50301

Call:
1-800-797-0565

Send e-mail to:
info@seconnector.com

Visit the website at:
www.seconnector.com

Los materiales del Southeast Connector de la ciudad de Des Moines están disponibles en español a su solicitud.