

## Environmental Impact Statement *(continued from page 1)*

turning east near Pleasant Hill Boulevard. From there, the alignment travels a short distance to the east where it reaches the existing U.S. 65 Bypass interchange at Vandalia Road.

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 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.

Although the Project Team has identified the Yellow Alternative as the preferred alternative, this does not mean that it has been formally selected. The alternatives will be presented at a public hearing on February 18. The public hearing will be conducted using an open house style format. Participants may stop by anytime during the scheduled hours to view displays and talk one-to-one with project team members regarding environmental, engineering, traffic, real estate, and other issues.

A court reporter will be available to take comments in private for inclusion in the public hearing transcript. Citizens also may complete a written comment form at the hearing or mail, fax, or e-mail their comments to: City of Des Moines, c/o Pamela Cooksey, 400 Roberts D. Ray Drive, Des Moines, IA 50309; Fax: (515) 283-4112; or e-mail: [pscooksey@dmgov.org](mailto:pscooksey@dmgov.org). Comments must be e-mailed, faxed, or postmarked on or before March 15 (Chris) / 16 (Pam), 2009. For more information on this public hearing, or to find out more about the DEIS, write to the above address or call (515) 283-4920.

A Final EIS will be developed based on comments received at the hearing and the final alternative will be chosen in a Record of Decision. The final alternative may be a refined version of the Preferred Alternative, the other Build Alternative or a compilation of the two.



P.O. Box 8368  
Des Moines, IA 50301

### Please Contact Us:

• **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](mailto:info@seconnector.com)

• **Visit the website at:**  
[www.seconnector.com](http://www.seconnector.com)

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.

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



# The Connector

Winter 2009, Issue #4

### Tell Us What You Think

You're invited to share your thoughts about the proposed alternatives at a public hearing.

**Wednesday,  
February 18, 2009  
6-8 p.m.  
Chesterfield (Southeast)  
Community Center  
2501 Maury Street**

### Why is the Yellow Alternative "Preferred"?

The Project Team recommends the Yellow "Preferred" Alternative for the following reasons:

- Addresses the project Purpose and Need most effectively.
- Provides a more 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 and does not require new right of way 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 landlocked situation for the area south of Vandalia Road.

## City and Project Team Finalizing Environmental Impact Statement

After months of reviewing possible alternatives, The City of Des Moines, Iowa Department of Transportation and a team of consultants, have identified the final two alternatives for a proposed roadway connecting SE 14th Street and U.S. 65 in southeast Des Moines. The Project Team completed a Draft Environmental Impact Statement (EIS), which has been evaluated by the Iowa DOT and the Federal Highway Administration (FHWA).

The Draft EIS describes the process used to develop, evaluate and eliminate potential alternatives for the project and outlines the impacts the proposed project will have on the surrounding area. The Draft EIS and the two alternatives will be presented to the community at a public hearing.

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.

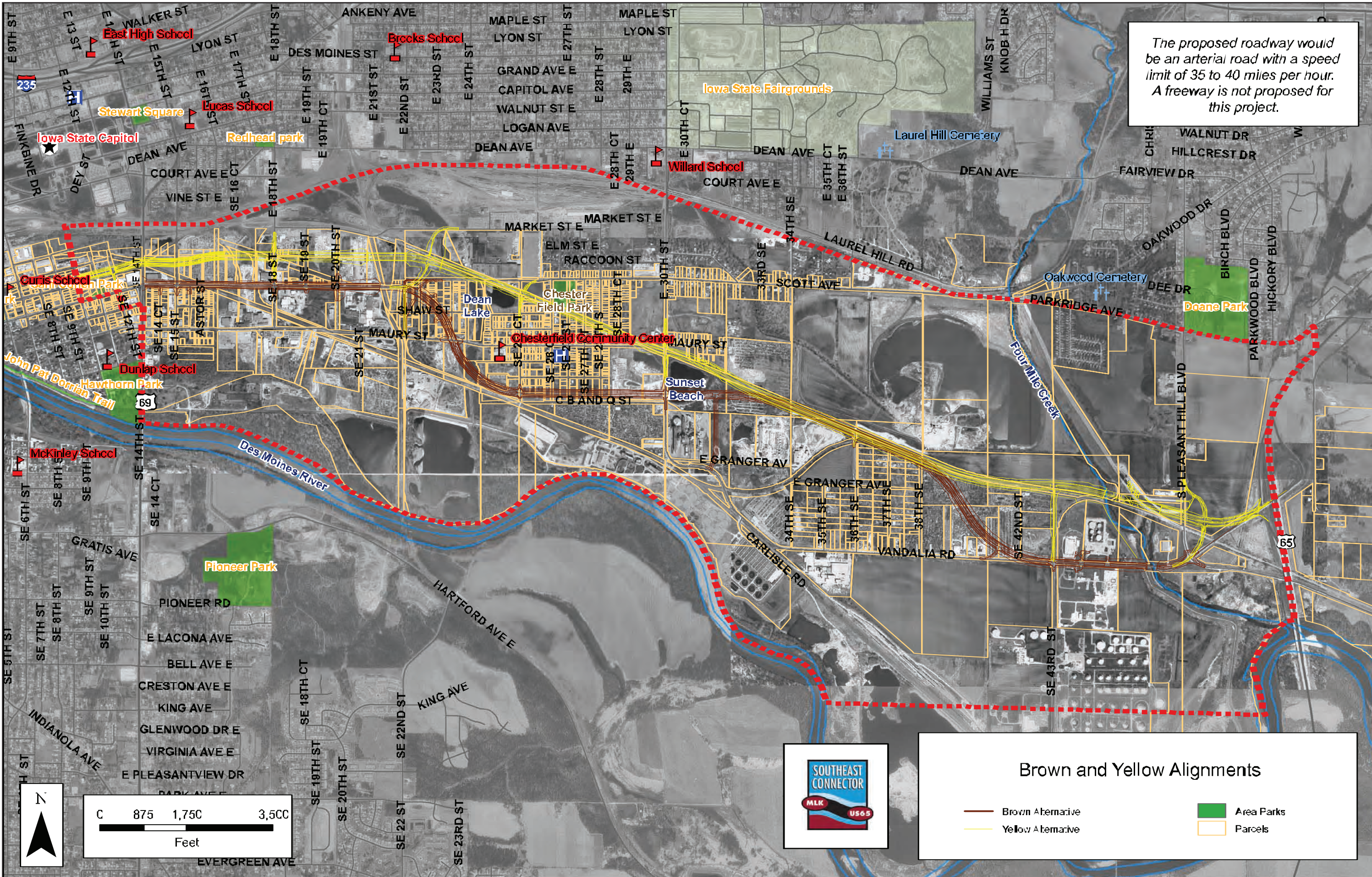
The Project Team developed several alternatives to address the issues and opportunities identified in the project's goals and objects. The alternatives were put through a screening process to determine reasonable alternatives and a preferred alternative. The screening process produced two corridor alignments,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

The Yellow Alternative was identified as the preferred alternative for the corridor. This 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 *(continued on page 4)*

### Proposed Project Construction Schedule

2009	2010	2011	Future Phases
<ul style="list-style-type: none"><li>• <b>SE Connector Bridges (over Des Moines River)</b> Construction is underway</li><li>• <b>SE 4th to SE 9th</b> SE 6th street will remain open, as construction will be concurrent with bridge construction (SE 4th will be closed temporarily in Fall 2009)</li></ul>	<ul style="list-style-type: none"><li>• <b>SE Connector Bridges (over Des Moines River)</b> Bridge work to be completed in Spring 2010</li><li>• <b>SW 2nd to Bridges, Bridges to SE 4th and SE 6th</b> Constructed as bridges are being complete (SE 4th will remain open before and throughout the SE 6th closures)</li></ul>	<ul style="list-style-type: none"><li>• <b>SE 9th to SE 14th</b> Construct a connection to SE 14th at the Maury Street intersection, likely using SE 12th Street</li></ul>	<ul style="list-style-type: none"><li>• <b>Extensions east of SE 14th</b> Being evaluated in the Draft EIS; would connect U.S. 65 at Vandalia Interchange</li></ul>

The proposed roadway would be an arterial road with a speed limit of 35 to 40 miles per hour. A freeway is not proposed for this project.



**Brown and Yellow Alignments**

- Brown Alternative
- Yellow Alternative
- Area Parks
- Parcels

