



# Neighbor Notes

*A discussion of project issues of importance to your neighborhood.*

## SCHEDULE UPDATE

Development of the Southeast Connector is moving forward. Here is a current summary of projects that are or will be underway.

### Oct. to Nov. 2006 Geotechnical Investigations

Drilling and laboratory analysis to determine soil conditions throughout the planned construction area (see “Did You Notice” article on drilling in the Des Moines River).

### Nov. 2006 to May 2007 Elm Street Archaeological Investigations and Levee Reconstruction

Spot excavations to locate archaeological resources that would be disturbed by construction of the Southeast Connector on Water Street, Elm Street and the parking area south of Elm Street. Reconstruction of the flood levee along the south side of Elm Street to provide space for the new street. (See notes on back.)

### Dec. 2006 to May 2009 Acquire Right-of-Way

Appraisal, negotiations, and purchase of properties as needed to construct the planned street and related facilities to SE 14th.

### Aug. to Dec. 2007 Relocate East Side Levee and Utilities

Reconstruction of the levee on the east side of the river to improve river hydraulics and create space for a pedestrian pathway alongside the river, to pass below the new bridge. Relocation of public utilities from within the east levee footprint.

### Nov. 2007 to Dec. 2009 Construct SE Connector Bridges

across the Des Moines River.

### May 2009 to June 2010 Construct SW 2nd to SE 6th

New street, bike paths, sidewalks, lighting, landscaping, utility relocations, and related improvements.

### Spring 2010 Construct SE 6th to SE 14th Utilities

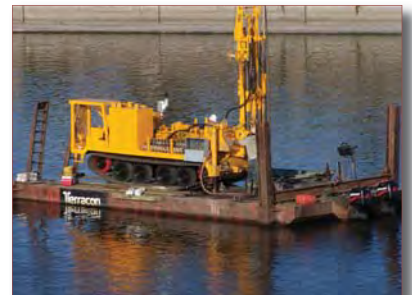
Storm sewer facilities and relocation of other utilities as required to accommodate construction of the new street.

### 2010 to 2012 Construct SE 6th to SE 14th

New street, bike paths, sidewalks, lighting, landscaping, utility relocations, and related improvements.

## DID YOU NOTICE?

In mid-October, 2006 our consultant team lifted a barge into the Raccoon River, and then piloted it up the Des Moines River to the planned Southeast Connector crossing. The barge, owned and operated by Terracon Inc., carried a drill rig that is used to obtain soil samples for analysis prior to construction. The operation was conducted for about four consecutive days, then the drill rig was piloted back down the river, and lifted back out onto the trucks that would transport it to its next project. This short, two-way trip was one of very few made by navigable vessels on this section of the Des Moines River.



Drilling was conducted at pre-selected locations where piers will be constructed for the Southeast Connector bridges. Soil samples obtained from the drilling were evaluated as they were drawn up, classified in engineering terms, and logged onto records for use later by the bridge design team. A representative subset of soil samples from the drilling were put aside and stored by the drill crew as they were obtained. These samples were then transported back to Terracon’s labs for more extensive testing of soil properties to define how the bridges need to be constructed.

All exploration on the river was coordinated in advance with regulatory agencies, and conducted using equipment and techniques that are specifically designed to minimize loss of soil into the flowing river.

## ELM STREET PROJECT NOTES

### THE DESIGN

The figure on this sheet illustrates how the Southeast Connector will be situated from its connection to Martin Luther King Junior Parkway (MLK) at SW 2nd Street, to the Des Moines River Bridge. The new street is aligned with MLK at SW 2nd, then angles to the southeast as it approaches the river. The new street will match existing street grades at SW 2nd, then climb slightly toward the east until it is approximately one foot above the top of the existing levee along the Des Moines River. For reference, the new pavement will be approximately 2.5 feet higher than the existing pavement at the Water Street intersection, at the spot shown on the photo on this sheet.

The new street will have two travel lanes plus an on-street bicycle lane in each direction, with a raised and landscaped median in the center, similar to adjacent sections of MLK. Outside the curbed street, the new design will include grassed areas, sidewalks, and other landscaping or architectural elements. The existing levee berm that parallels Elm Street along its southerly edge will be reconstructed as a levee wall, located slightly farther to the south than the existing berm.

The Southeast Connector will include right-in / right-out connections to Water Street to the north and the south (vehicles can only turn right between the streets – Water Street traffic will not be able to cross the Southeast Connector, nor turn left onto or off of the Southeast Connector). Pedestrians will be able to cross the Southeast Connector at street-level at SW 2nd Street, and at Water Street. Pedestrians will also be able to cross the corridor beneath the new bridges, alongside the Des Moines River.

- Non-destructive archaeological investigations along Elm Street have already begun.
- The contractor will move equipment onto the project site in early November. Northerly portions of the Principal Park parking lots will be used for construction staging throughout the project.
- Kirkham Michael will monitor vibrations during construction in order to detect potential impacts to nearby structures and take preventative action before damage occurs.
- Spot excavations will occur as the archaeologists need them, starting in mid-November.
- Parking restrictions and temporary street closures may occur on Elm and Water Streets throughout the project. Elm Street will be closed in late December or January for pavement removal prior to investigations, and then repaved early in the spring.
- Construction of the new levee wall is anticipated to begin in early January, to be complete in late winter.
- Kirkham Michael will have an engineering representative on site throughout the construction. Contact us at 270-0848.

