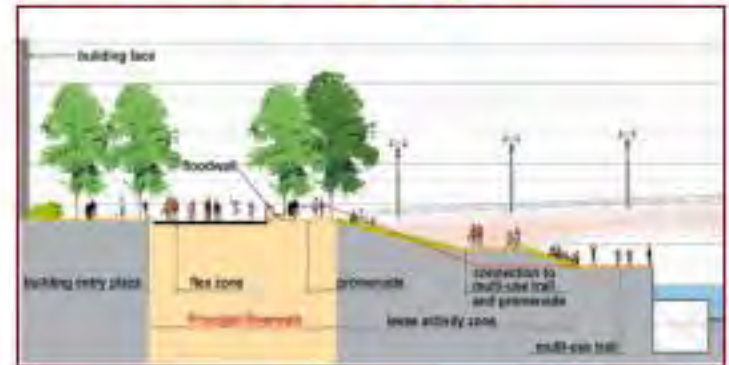




Phase 1 – Street and Bridge Design

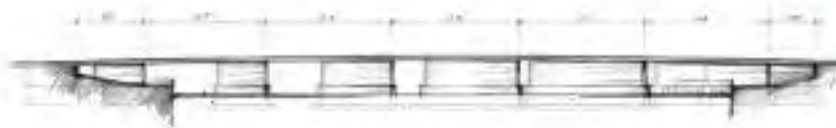
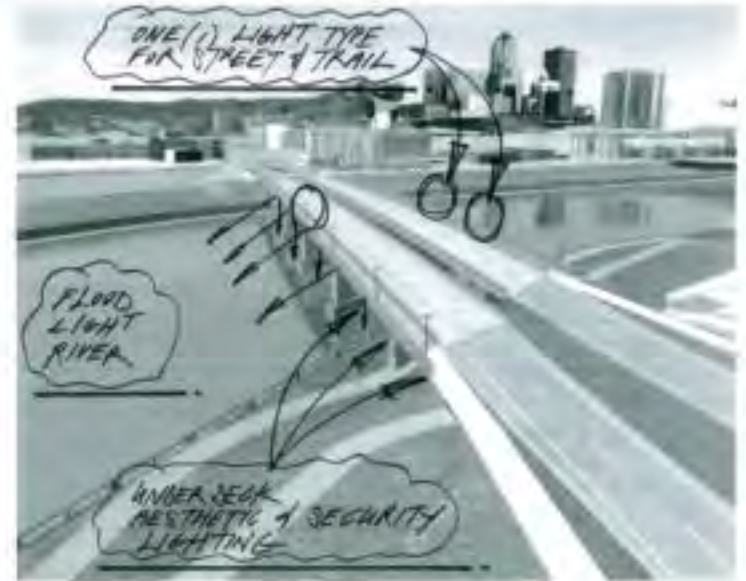
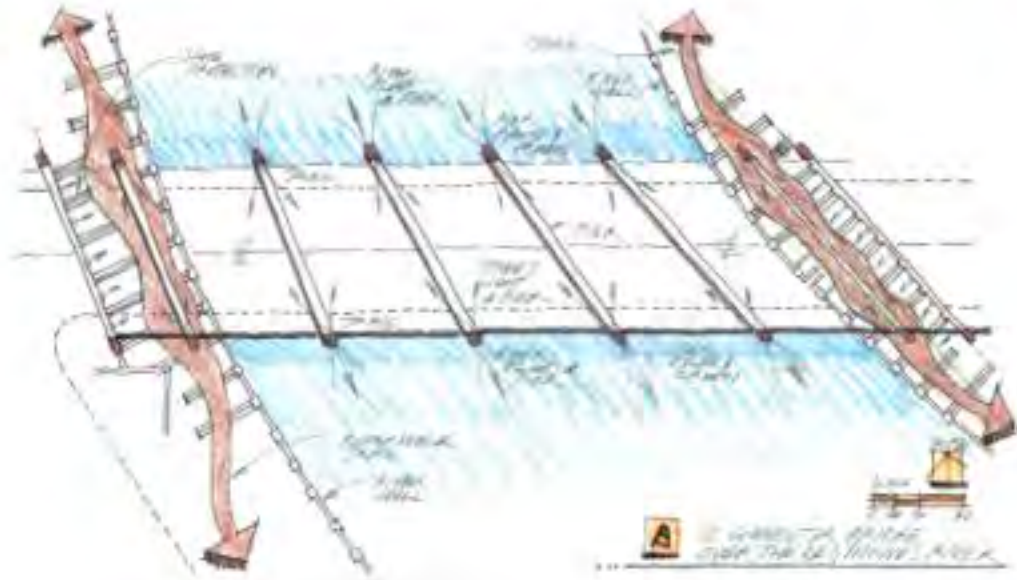
- Street Design Characteristics:
 - 4 traffic lanes basic section
 - Raised center median
 - Separate right-turn and left-turn lanes (maybe double turn lanes)
 - Signalized intersections
 - Bicycle / pedestrian lane along southerly edge – tied into City’s recreation trail system
 - Sidewalk along northerly edge
 - Lighting
 - Landscaping
 - Utility Upgrades
 - Extra width to accommodate utilities and future widening

- Bridge Design Characteristics:
 - Standard Construction Techniques
 - Aesthetic Enhancements and Amenities
 - 700’ span, skewed to river, +/- 80’ width
 - At-grade street and trail connections - each end
 - Grade-separated trail crossings – each end
 - Height above water to convey Q_{500}





Phase 1 – Bridge Design



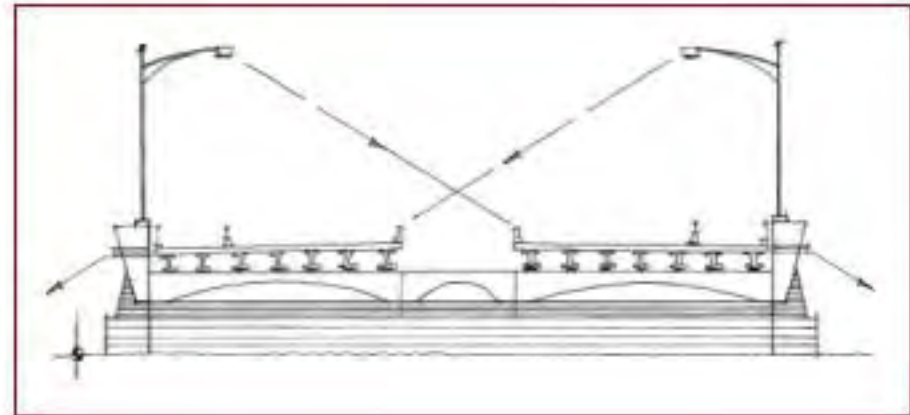
SOUTH ELEVATION

SCALE: 1"=20'



NORTH ELEVATION

SCALE: 1"=20'





Land Use Planning & Development

Purpose

Capacity

The proposed Southeast Connector needs to be built to serve the future needs of the area. **Anticipating and planning the land uses** allow for appropriate roadway capacity and future flexibility.

Opportunity

The Southeast Connector will serve as a **new entrance to the city core**. The adjacent land uses can enhance that entrance experience.

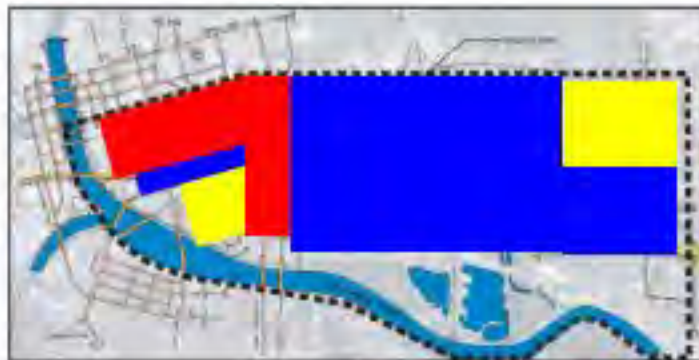
Ultimately, the potential **economic and development value** of this area is significant and deserves careful analysis, conceptualization, and overall concurrence.

Process

- City coordination
- Market and economic development discussions
- Concept development and feedback
- **Preferred concept review with Public**
- Finalize preferred concept
- Planning and Zoning long range concurrence

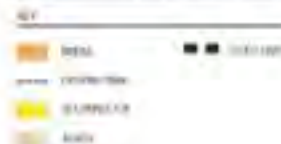
Limits

Shown below are the limits for this **planning effort**. Also shown is an assumed alignment for the Southeast Connector.



Existing Land Use

Commercial ■
 Industrial ■
 Residential ■





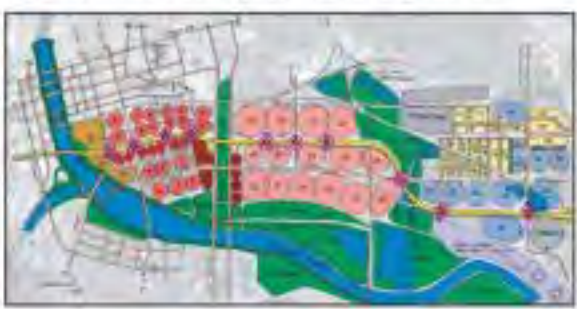
Land Use Planning & Development

Preferred Concepts

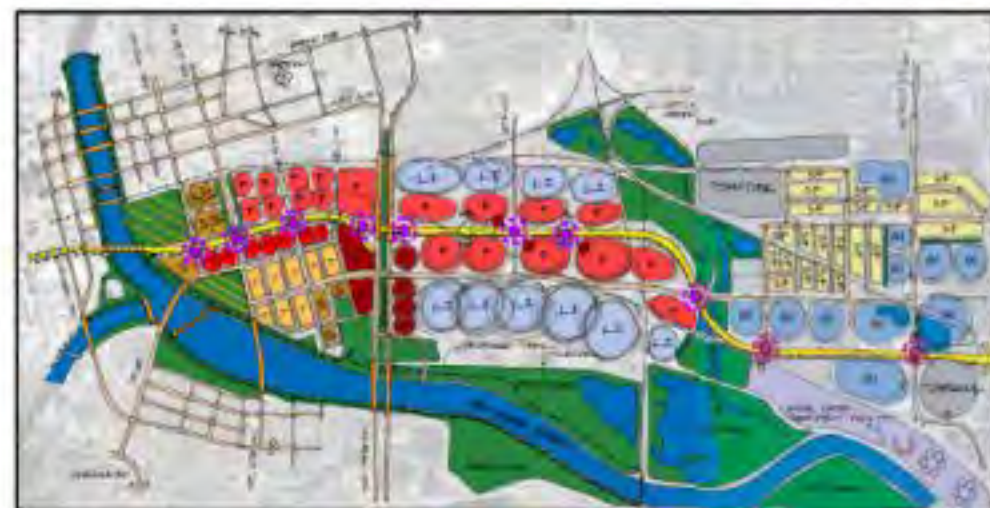
Preliminary Concept Evaluated by Team



Preliminary Concept Evaluated by Team



REVISED OPTION 1



OPTION 2

These graphics show the SE Diagonal street alignment, from the city's 1999 study. Actual alignment of the Southeast Connector east of East 15th will not be established until the environmental process is complete.

<ul style="list-style-type: none"> 1. SUBDIVISION 2. CORRIDOR 3. COMMERCIAL 4. OFFICE USE 5. HIGH DENSITY 6. LOW DENSITY 7. INDUSTRIAL 8. CONSERVATION 	<ul style="list-style-type: none"> 9. BOND 10. LANDFILL 11. COMMUNITY 12. BOND 	<ul style="list-style-type: none"> 13. CONTROLLED INTERSECTION 14. CONTROLLED INTERSECTION 15. CONTROLLED INTERSECTION 16. CONTROLLED INTERSECTION 17. CONTROLLED INTERSECTION 18. CONTROLLED INTERSECTION 19. CONTROLLED INTERSECTION 20. CONTROLLED INTERSECTION 21. CONTROLLED INTERSECTION 22. CONTROLLED INTERSECTION 23. CONTROLLED INTERSECTION 24. CONTROLLED INTERSECTION 25. CONTROLLED INTERSECTION 26. CONTROLLED INTERSECTION 27. CONTROLLED INTERSECTION 28. CONTROLLED INTERSECTION 29. CONTROLLED INTERSECTION 30. CONTROLLED INTERSECTION 31. CONTROLLED INTERSECTION 32. CONTROLLED INTERSECTION 33. CONTROLLED INTERSECTION 34. CONTROLLED INTERSECTION 35. CONTROLLED INTERSECTION 36. CONTROLLED INTERSECTION 37. CONTROLLED INTERSECTION 38. CONTROLLED INTERSECTION 39. CONTROLLED INTERSECTION 40. CONTROLLED INTERSECTION 41. CONTROLLED INTERSECTION 42. CONTROLLED INTERSECTION 43. CONTROLLED INTERSECTION 44. CONTROLLED INTERSECTION 45. CONTROLLED INTERSECTION 46. CONTROLLED INTERSECTION 47. CONTROLLED INTERSECTION 48. CONTROLLED INTERSECTION 49. CONTROLLED INTERSECTION 50. CONTROLLED INTERSECTION
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OPTION 2
SOUTHEAST CONNECTOR
LAND USE PLANNING

APRIL 11, 2008



MLK Parkway EIS Re-evaluation Process

Decisions guiding Phase I of the Southeast Connector were originally made in 1987, when the City completed the Final Environmental Impact Statement (FEIS) for the Des Moines Central Business District (CBD) Loop Arterial study. The FEIS was required by the National Environmental Policy Act. It provided environmental clearance for the planned transportation facilities encompassed in the CBD Loop Arterial Study. The CBD Loop Arterial is now known as the Martin Luther King, Jr. Parkway (MLK Parkway).

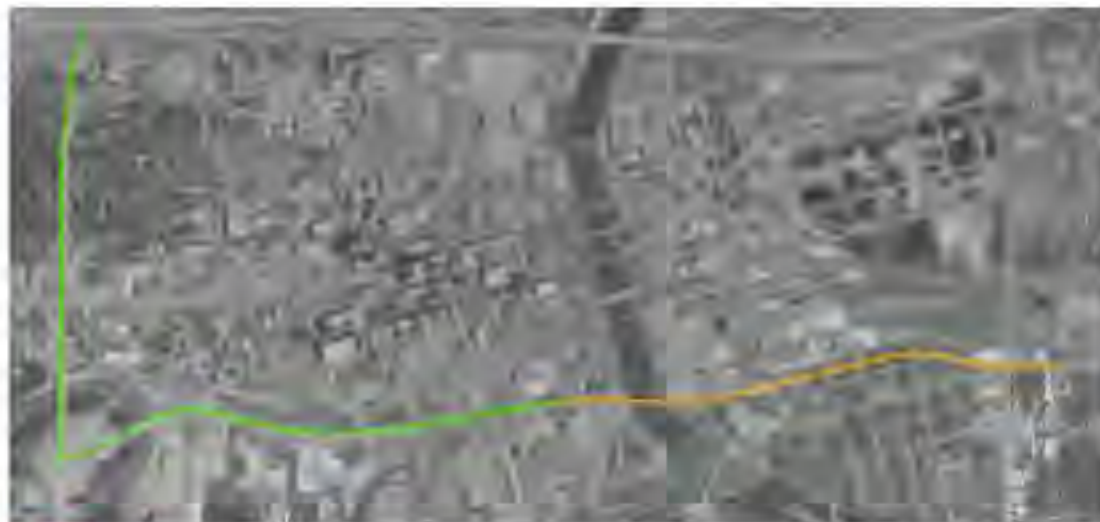
This final segment of the MLK Parkway has since been designated Phase I of the Southeast Connector.

Before the City can proceed with constructing Phase I, it must first re-evaluate the original 1987 decisions. The Federal Highway Administration requires this re-evaluation to ensure that no significant environmental changes have occurred in the project area since the 1987 decision. For the MLK re-evaluation, the study team is reviewing potential changes or new impacts that may be caused by the new design. It includes the following categories:

- Floodplains and wetlands
- Parkland impacts, Section 4(f) & 6(f)
- Historic architecture
- Archaeological sites
- Hazardous materials – new sites or cleaned up locations
- Environmental Justice
- Displacements, new or different caused by the new design
- Economic growth and new development in the area
- Outstanding compliance – issues affecting design & construction

The decisions made in 1987 are still valid today because design and construction of the MLK Jr. Parkway has been ongoing since completion of the original EIS. *(shown in green)*

The City is implementing the project from SW 2nd St. to SE 15th St. This portion of the project is now referred to as Phase 1 of the SE Connector. *(shown in gold)*



MLK Parkway EIS Re-Evaluation

Legend

- SE Corridor Phase I
- MLK Parkway





**MLK Parkway EIS Re-Evaluation
Potential Historic Sites
& Publicly Owned Lands**

Legend

- Potential Historic Sites
- Parkland

- Study Corridor
- John Pat Dorian Trail
- Des Moines River Walls





Cultural Resources and Publicly Owned Lands

The City of Des Moines must consider how the Southeast Connector might impact the surrounding environment. A number of federal laws are in place concerning environmental factors in transportation projects. Several state and federal agencies work to uphold those laws.

Two key environmental factors that must be considered are **cultural resources** and **publicly owned lands**. The study team uses a systematic process to identify these resources, analyze potential impacts on them, and determine what action will be taken to eliminate or mitigate those impacts.

For cultural resources, this is commonly referred to as the "**Section 106 Process**." Section 106 is named after the portion of the National Historic Preservation Act that requires agencies to take into account the effects of their actions on historic properties.

Cultural resources are defined as:

Any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion on the National Register.

This includes artifacts, records, and material remains related to such property. Some examples include national and local historic landmarks, Native American and pioneer cemeteries, prehistoric settlements, and architecturally significant structures.

For publicly owned lands, it is the specific policy of the U.S. government that:

special efforts be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites of the United States.

Section 4(f) of the Department of Transportation (DOT) Act of 1966 established the process for evaluating publicly owned lands. This is referred to as the "**Section 4(f) Process**."

1



Establish Area of Potential Effect (APE)

This is an outline around the Southeast Connector where improvements could be made. This establishes the area in which the route might have an impact on the environment.

2



Identify Resources and their Significance

Data and field research is conducted to identify cultural resources within the APE. Their significance or potential significance is documented and discussed with the **State Historic Preservation Officer (SHPO)**.

3



Determination of Effect

The study team determines how the Southeast Connector might affect cultural resources within the APE. If a resource is adversely affected, options for eliminating or mitigating those effects are proposed. This could include changing the location of the roadway to avoid the resource, or making adjustments in the design to lessen the impact.

4



Resolve Adverse Effects

The study team works with the SHPO, other relevant state and federal agencies, and consults with the public to determine the best course of action. This is documented in a **memorandum of agreement (MOA)**, which is made part of the study's official documentation.



Timeframe for Phase I Activities



2005

2006

2007

2008

2009

- 2005
 - Re-evaluate existing EIS
 - Pre-design studies

- 2007
 - Start bridge construction
 - SE 6th to SE 15th
 - Street design
 - Right of way
 - Utility relocations

2009 – 2012
 Complete bridge
 Complete roadway to SE 15th

- 2006 – SW 2nd to SE 6th
 - SW 2nd to SE 6th
 - Bridge concept
 - Street design
 - Bridge design
 - Right of way
 - Utility relocations

- 2008
 - SW 2nd to SE 6th
 - Continue bridge construction
 - Street construction
 - SE 6th to SE 15th
 - Street design
 - Right of Way
 - Utility relocations

