Appendix E -
Public Involvement Materials
POLK COUNTY, IOWA
NOTICE OF PUBLIC HEARING

N.W. 86th Street Corridor Project
Iowa Highway 141 to N.W. Beaver Drive

TO WHOM IT MAY CONCERN:

Notice is hereby given to all interested persons that an Open Forum Location Public Hearing will be held on Thursday, March 11, 1999, from 5:00 - 7:00 p.m., at Building No. 5, Des Moines Area Community College, 2006 S. Ankeny Blvd., Ankeny, Iowa, to discuss the proposed alternatives for N.W. 86th Street Corridor improvements between Iowa Highway 141 and N.W. Beaver Drive in Polk County, Iowa.

This public hearing will be conducted utilizing an open forum format. Polk County staff members will be present with displays and related information to discuss the project. Interested individuals are encouraged to attend the hearing anytime between 5:00 and 7:00 p.m. to review project materials, express their views and ask questions about the proposed alternatives. Oral and written statements will also be accepted at the public hearing. There will not be a formal presentation at the hearing.

The Preferred Alternative, as described in the Environmental Assessment, consists of a new 2-lane rural roadway, approximately 1.4 miles in length, located in an unincorporated area of Polk County, northwest of the Des Moines metropolitan area. The project would begin near the existing intersection of Iowa Highway 141 and N.W. 114th Street and would end at N.W. Beaver Drive, just south of the Mile-Long Bridge.

The Preferred Alternative also includes a new interchange at Iowa Highway 141, located near the existing intersection of N.W. 114th Street and Iowa 141. The proposed new roadway would overpass Iowa 141 on a new bridge in the vicinity of N.W. 114th Street. New ramps would be constructed in the northwest, southwest and southeast quadrants of the interchange.

The Preferred Alternative would provide access to existing properties on both sides of the new roadway. On Iowa Highway 141, no access would be permitted within the interchange area or within approximately 1,000 feet of the ramps. Existing driveways and side roads within these limits, including N.W. 114th Street and N.W. Rowe Drive, would be relocated outside of the interchange area.

Other alternatives in addition to the Preferred Alternative were evaluated as part of the Environmental Assessment and will be shown at the hearing. Pertinent information, including the Draft Environmental Assessment, which has been prepared by Polk County in the planning of this project, will be available for inspection at the hearing.

The Draft Environmental Assessment is available for review at your Public Library or at the Polk County Engineer’s Office, located at 5885 N.E. 14th Street, Des Moines, Iowa, 50313, telephone 515-286-3705. Please submit your comments regarding this document to Mr. Mark Wandro, Assistant County Engineer, at the above address. A deadline of March 22, 1999, has been established for receipt of comments to be considered in the final Public Hearing transcript.
Written statements and related exhibits, in place or in addition to oral statements made at the public hearing, will be accepted at the hearing or may be submitted to the Polk County Engineer’s Office, 5885 N.E. 14th Street, Des Moines, Iowa, 50313. All written material received by March 22, 1999, will be included in the hearing transcript.

All persons interested in the project are invited to attend this hearing. The meeting room is accessible for persons with disabilities. However, if you require special accommodations at the hearing, please notify Mr. Mark Wandro, Polk County Engineer’s Office, 515-286-3705, by March 4, 1999, so arrangements can be made.

Mark Wandro, Assistant County Engineer
Polk County, Iowa
PUBLIC MEETING

POLK COUNTY
will hold a
CORRIDOR PUBLIC HEARING
to discuss the proposed alternatives for
NW 86th Street Corridor between
Iowa Highway 141 and NW Beaver Drive.
on
Thursday, March 11, 1999, 5:00-7:00 p.m.
Building 5, Des Moines Area Community College
2006 S. Ankeny Blvd., Ankeny, Iowa

The Preferred Alternative for this project is a new 2-lane rural roadway, approximately 1.4 miles in length, connecting Iowa Highway 141 with the Mile-Long Bridge, including a new interchange at Iowa Highway 141, near N.W. 114th Street. Other alternatives in addition to the Preferred Alternative were evaluated as part of the Environmental Assessment and will be shown at the hearing.

For additional information, contact Mr. Mark Wandro, Assistant County Engineer, Polk County Engineering Office, 5885 NE 14th Street, Des Moines, Iowa, 50313. Telephone 515-286-3705 All persons interested in the project are invited to attend this hearing. The meeting room is accessible for persons with disabilities. However, if you required special accommodations at the meeting, please notify Mr. Mark Wandro, at 515-286-3705.
PROJECT STATEMENT

LOCATION PUBLIC HEARING

N.W. 86TH STREET CORRIDOR
IOWA HIGHWAY 141 TO N.W. BEAVER DRIVE
POLK COUNTY, IOWA

HEARING LOCATION:
DES MOINES AREA COMMUNITY COLLEGE
BUILDING 5
2006 SOUTH ANKENY BOULEVARD
ANKENY, IOWA 50021

MARCH 11, 1999

Prepared by:
POLK COUNTY, IOWA
INTRODUCTION

Polk County is conducting this Location Public Hearing to acquaint the citizens of Polk County and surrounding areas with the proposed location of a new roadway between Iowa Highway 141 and N.W. Beaver Drive, located just southwest of the AMile-Long Bridge.@This project is referred to as the AN.W. 86th Street Corridor.@

This public hearing offers mutual benefits. It gives the County an opportunity to explain the project, and allows the public to express their opinions regarding the proposed improvement. Consideration will be given to all suggestions.

This is your opportunity to express views either as an individual or a group representative. The County encourages oral and written statements pertinent to the project. Written statements and exhibits may be given to the hearing moderator or mailed to Mark Wandro at the above address. Deadline for receipt of statements or exhibits for inclusion in the printed transcript is March 22, 1999; however, all correspondence received after this date will be included in the project file and reviewed as this project is developed. Information regarding the proposed project is available for public inspection.
This hearing satisfies the public involvement required by federal and state regulations and helps assure that social, economic and environmental effects are identified. For this reason, we will provide a tape recording station to receive oral comments at the hearing.

Hearing transcripts are provided to County staff and elected officials and to the Federal Highway Administration for their review before the project is approved for development. A copy will be available at the County Engineer’s office for inspection.

HEARING FORMAT

This public hearing is used to present factual information about the proposed project, to hear the views of the public and to correlate this information into a final highway improvement that will best serve the public.

The following procedure will be used in the public hearing:

1. Individual discussion with County staff. Display maps will be available at the hearing to review specific questions about the project.

2. Acceptance of oral and written statements from citizens at the hearing. Oral statements will be accepted at the tape recording station. Written statements should be presented to the staff person near the entry.

3. Submittal of written statements following the hearing. Those received by March 22, 1999, will become a part of the public hearing transcript.
PROJECT DESCRIPTION

The proposed project consists of a new 2-lane rural roadway, approximately 1.4 miles in length, located in an unincorporated area of Polk County, northwest of the Des Moines metropolitan area (Figure 1). The project would begin near the existing intersection of Iowa Highway 141 and N.W. 114th Street and would end at N.W. Beaver Drive, just south of the Mile-Long Bridge (Figure 2).

The new roadway would consist of a 2-lane rural cross section with a 24-foot wide pavement and 10-foot wide granular shoulders. The roadway would include side ditches and culverts as needed to accommodate drainage.

The proposed project also includes a new interchange at Iowa Highway 141, located in the vicinity of the existing N.W. 114th Street/Iowa 141 intersection.

The new roadway would overpass Iowa 141, and new ramps would be constructed in the northwest, southwest and southeast quadrants of the interchange (Figure 2).

The project would include relocation of three side roads to facilitate construction of the interchange.

$ N.W. 114th Street would be relocated approximately 260 feet to the east of its present location.

$ N.W. Rowe Drive would be relocated approximately 690 feet to the south of its present location.

$ N.W. 121st Street would be relocated approximately 450 feet to the west of its present location.
The proposed project would provide access to existing properties on both sides of the new roadway. On Iowa Highway 141, no access would be permitted within the interchange area or within approximately 1,000 feet of the ramps. Existing side roads and driveways within these limits would be relocated outside of the interchange area.

NEED FOR THE PROJECT

The purpose of the N.W. 86th Street Corridor project is to provide an improved traffic route between I-35/80 and the Mile-Long Bridge and to serve growing traffic volumes in the northwest portion of Polk County. The proposed roadway will also improve roadway continuity in this portion of the county, improve traffic safety for the increasing traffic volumes in this area, and provide local access along the route.

TRAFFIC FORECASTS

A major consideration in designing transportation improvements is the volume of traffic expected to use the facility. Average daily traffic volumes are used to measure present-day traffic and to forecast future traffic volumes.

In 1997, the Mile-Long Bridge carried an annual average daily traffic volume of 4,200 vehicles per day. These traffic volumes increased 6 percent between 1996 and 1997 and are forecast to continue increasing. By 2020, the average daily volume is expected to reach 7,900 vehicles per day.

Most of the traffic from the Mile-Long Bridge is expected to use the proposed new roadway. Other local traffic would also use the new road. The total traffic on the proposed new roadway is estimated to reach 8,200 vehicles per day by the year 2020.
**ALTERNATIVES CONSIDERED**

Several alternatives were evaluated for the N.W. 86\textsuperscript{th} Street Corridor project. These alternatives are illustrated in Figure 3 and included several possible alignments connecting with Iowa Highway 141, N.W. 100\textsuperscript{th} Street, N.W. 86\textsuperscript{th} Street and N.W. Beaver Drive.

**SCHEDULE**

The N.W. 86\textsuperscript{th} Street Corridor project is included in Polk County’s current 5-year plan, with initial construction planned for the year 2001. Right-of-way acquisition is anticipated in the year 2000, prior to construction. The proposed schedules are reviewed annually and may be revised by Polk County officials.

**ENVIRONMENTAL CONSIDERATIONS**

A Draft Environmental Assessment (EA) has been written for this improvement. The Draft EA was made available for review to state and local planning agencies and the public on November 20, 1998. The review period for the Draft EA ends on March 22, 1999, which corresponds to the public hearing comment period.

Summary of Environmental Effects

The Draft EA presents a written evaluation of the expected social, economic and environmental effects of the proposed project. Some of the significant impacts which have been identified in the Draft EA are as follows:

$\>
- Right-of-way would be required from approximately eight properties.
Two homes are expected to be displaced.
Approximately 40 acres of farmland would be acquired. Some farm properties would be affected by a diagonal severance due to the new roadway.
Traffic noise at some nearby properties would increase.
Approximately 0.4 acres of wetlands would be affected.

Public Comment
Copies of the written Draft EA are available at this hearing for your inspection. All persons are invited to review the Draft EA and submit their written comments.

RIGHT-OF-WAY
Polk County’s policy provides for appraisal of property and/or property rights needed for each project. These appraisals use professional techniques and methods to determine just compensation in accordance with federal and state constitutions, laws and regulations. The appraisals are prepared to assure fair treatment for both the property owner and the public.

After the appraisals are completed, each owner is contacted by a right-of-way agent for the purpose of explaining the plans and appraisals and for contracting the required right-of-way. In instances where an agreement cannot be reached through negotiations, the property may be acquired by the laws of eminent domain.
RELOCATION ASSISTANCE

Polk County’s acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and provides relocation resources to all residential and business relocatees without discrimination.

If you are required to move as a result of a highway construction project, whether an owner or tenant, you will be eligible for relocation assistance advisory services. You may be eligible for moving assistance, supplemental replacement housing payments and reimbursement for certain expenses incurred in purchasing replacement housing.

It is the intent of Polk County to ensure that displaced individuals receive fair and equitable treatment and do not suffer disproportionately from highway programs designed for the whole public. Any person, family, business or farm displaced by a highway project shall be offered relocation assistance services for locating suitable replacement property. Relocation payments and advisory assistance are offered in addition to the county’s purchase of your property.

Questions or problems concerning relocation assistance should be directed to Mark Wandro, Assistant County Engineer, Telephone - 515-286-3705.

PUBLIC PARTICIPATION

If you have any comments on the proposed project or questions about its development, please make your comments known at this hearing or
forward them on the attached Citizen Comment form. All comments received by March 22, 1999, will be included in the public hearing transcript.

Thank you for your participation in this hearing.
CITIZEN COMMENT FORM

TO:    Mark Wandro, Assistant County Engineer  
       5885 N.E. 14th Street  
       Des Moines, Iowa  50313

RE:    N.W. 86th Street Corridor  
       Location Public Hearing  
       March 11, 1999

Comments: ____________________________________________________________

_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________
_____________________________________________________________________

Please Print

I (do G do not G)

desire a response.

Written statements received by March 22, 1999,
will be included in the public hearing transcript.

Name: _________________________________

Address: _______________________________

Phone: ________________________________