



BUILD Capital Grant: Project Readiness

Project Readiness and Risk

The Enhancing Multimodal Connections in Dyersville Project will improve connectivity throughout the city. The project will be delivered in three separate components with logical termini and independent utility and in all likelihood managed under four separate contracts and four separate National Environmental Policy Act (NEPA) decisions. These actions have been bundled for resource and delivery efficiency and are expected to be delivered as follows.

Component 1, the North-South Connection, includes the 7th Street SW construction of a new roadway, multiuse trail, and bridge over Bear Creek; construction of a roundabout connecting the Beltline Overpass, 7th Street SW, and 1st Avenue W; and the Beltline Overpass (which involves the construction of a new bridge and multiuse trail over the Canadian National [CN] Railway). Public involvement, NEPA review, and design for Component 1 are currently underway. The next steps include NEPA approval, final design, ROW acquisition, and additional public involvement. This project component is anticipated to let in 2027 as a single contract package.

Component 2, the East-West Connection, includes the construction of a roadway, multiuse trail, and bridge over the Maquoketa River's North Fork. Public involvement, NEPA review, and design for Component 2 are currently underway. The next steps include NEPA approval, final design, ROW acquisition, and additional public involvement. This project component is anticipated to let in March 2027, assuming an agreement can be executed, and final design begins in August 2025.

Component 3, Community Trail Connections, includes additional trails, wide sidewalks, and buffered bike lanes to fill gaps and create a cohesive, connected, accessible, and safe pedestrian and bicycle infrastructure network. Directional wayfinding will also be incorporated to guide users to parks, business districts, the larger regional trail system, and the iconic "Field of Dreams" movie site. Planning and public involvement for Component 3 are currently underway. The next steps include preliminary design, NEPA review, ROW verification and acquisition, and additional public involvement. This project component bundles five trail segments into a single project package for design, NEPA review, ROW verification and acquisition, and delivery. This contract package is anticipated to let for construction in 2027.

Environmental Risk

Detailed Project Schedule

The City of Dyersville (City) is committed to meeting the June 30, 2029, statutory deadline for funding obligation, as well as the September 30, 2034, expenditure deadline. The proposed project can begin quickly upon award of BUILD grant funding, as indicated in **Table 1**. The project includes flexibility to allow unexpected delays of up to 11 months without putting the funding at risk.

The City has sought community input through a presentation and public discussion at a December 21, 2020, City Council meeting and two public meeting presentations and hearings on March 15 and September 22, 2021. The City Council invited the public to attend the public meetings and hearings and offered an opportunity for the public to provide comments on the project, which would be integrated in further design documents. Agendas for these meetings and hearings can be found in the document center on the City's website, located [here](#).

Table 1. Detailed Project Work Plan and Schedule

Project Phase		North-South Connection (1)	East-West Connection (2)	Community Trail Connections (3)
NEPA/Permitting Status	Class of Action	CE (Anticipated)	CE (Anticipated)	CE (Anticipated)
	Status	Underway	Field studies underway	Not started
	NEPA Start	Jun-26	Jun-26	Jun-26
	NEPA End	Mar-27	Mar-27	Mar-27
	Permits Start	Sep -26	Mar -27	Mar -27
	Permits End	Sep-27	Sep-27	Jun-27
Funding Status	Currently in STIP?	Yes	Yes	Yes
	Phases Funded with BUILD	Construction	Construction	Construction
	Contingency Applied	Yes	Yes	Yes
	Other Funding Secured?	Yes	Yes	Yes
Design Status	Concept Planning and Estimating	Complete	Complete	Complete
	Preliminary Design Start	Jun-26	Jun-26	Jun-26
	Preliminary Design End	Dec-26	Dec-26	Dec-26
	Final Design Start	Mar-27	Mar-27	Mar-27
	Final Design End	Mar-28	Mar-28	Sep-27
	Current Design % Complete	20%	30%	10%
	Bid Prep Package Type	Design, Bid, Build	Design, Bid, Build	Design, Bid, Build
Right-of-Way Status	ROW Start	Mar-27	N/A	Mar-27
	ROW End	Sep-27	N/A	Sep-27
	Acquisition Needed?	Yes	No	Yes
	Relocation Needed?	No	No	No
	Agreement Type	Standard through Iowa Department of Transportation (Iowa DOT)		
	Anticipated Finalization of BUILD Grant Agreement	Agreement Feb-26		
	Letting (BUILD Grant Funds Obligation)	Jun-28	Jun-28	January-28
Construction Status	Construction Start	Aug-28	Aug-28	Apr-28
	Construction End	Dec-29	Oct-29	Dec-28

In addition to traditional input methods, the City contracted with a professional public involvement consultant to conduct demographic analysis and targeted outreach to understand travel patterns and unique challenges to inform the project design. The Demographic Profile and Transportation Access Impacts Report is included as Appendix C. The contacts made through this process and the City's commitment to developing a construction communication strategy will ensure that ongoing

communication with residents is maintained throughout the project. **There is broad public backing for this project to move forward, as demonstrated by the letters of support.**

Required Approvals

The City is in the process of obtaining all required approvals. Though not all documentation is complete, all permitting processes can be accommodated within the project schedule.

Environmental Permits and Reviews

The improvements planned as part of the project will not affect wetlands or habitats and will not impose adverse impacts on environmental or historic resources. The project poses no risk to cultural resources and no federal- or state-listed plant or animal species has been observed along any of the project corridors.

Agency	Permit/Review	Status	Date Issued or Expected		
			Component 1: North-South Connection (7 th)	Component 3: East-West Connection (12 th)	Component 3: Community Trail Connections
Iowa DOT	Work in ROW	Concurrence with Iowa DOT	N/A	N/A	Sept-24
Iowa Department of Natural Resources (DNR)	National Pollutant Discharge Elimination System	Pending construction date	Sep-27	Sep-27	Sep-27
	Construction in Floodplain	In-design: Received concurrence from DNR on design	Sep-27	Sep-27	Sep-27
Federal Emergency Management Agency/DNR	Conditional Letter of Map Revision	In-design: Concurrence with DNR on approach	Sep-27	Sep-27	Sep-27
SHPO	Historic Resources Review/4(f)	In-design: Phase 1 complete	Mar-27	Mar-27	Mar-27
U.S. Army Corps of Engineers	404/401	In-design: Phase 1 complete	Sep-27	Sep-27	Jun-27
Federal Highway Administration (FHWA)/Iowa DOT	NEPA	Pending NEPA start	Mar-27	Mar-27	Mar-27
		Approval anticipated			
CN Railway	Work on railway ROW	Concurrence with CN on approach	Sep-27	N/A	N/A

Table 2. Required Permits, Reviews, and Status

The 13th Avenue SE connection requires a more thorough environmental analysis because channel realignment will be required. The NEPA process is underway and anticipated to be completed in 2027. Before Iowa DOT issues a NEPA CE, the State Historic Preservation Office (SHPO) must formally confirm that historic resources will not be affected, and the U.S. Fish and Wildlife Service (USFWS) needs to concur that no rare or endangered species will be harmed. It is expected that SHPO and USFWS reviews will be completed in 2025. A CE is also anticipated for the Community Trail Connections. **Table 2** summarizes all permits and reviews and their anticipated timelines.

State and Local Approvals

The proposed improvements are consistent with local and regional plans to maintain transportation facilities and systems in a state of good repair, including the Dyersville Comprehensive Plan and Regional Planning Affiliation 8's 2040 Long-Range Transportation Plan. While the City has been planning these projects for several years, no state or federal funding was originally anticipated. Given the project's high-priority status and anticipated regional impact, it was incorporated into the federal fiscal Year 2022–2025 Transportation Involvement Plan (TIP) and Statewide Transportation Improvement Program (STIP) and will be updated to include BUILD funding upon award notification. No additional state or local approvals are required for construction.

Federal Transportation Requirements Affecting State and Local Planning

The project is currently listed in TIP and STIP. The project design is compliant with all Iowa DOT standards and all FHWA requirements. There are no additional state or local planning requirements for the project to progress.

Railroad Coordination

The City has received approval from CN Railway to build the Beltline Overpass, which is part of the North-South Connection, across its tracks, creating a grade separation.

Assessment of Project Risks and Mitigation Strategies

The Enhancing Multimodal Connections in Dyersville Project is both timely and low risk; however, no project is risk free. As such, the City has identified several potential risks that could hinder project progress and has developed associated mitigation strategies to minimize any potential impacts, including the following:

- **NEPA process delays:** Based on progress to date and the anticipated level of environmental reviews to be completed, the risk to schedule delays due to the NEPA review process is considered minimal because time has been built into the schedule to accommodate delays based on experiences with similar projects.
 - **Component 1** – Dyersville anticipates a CE for Component 1, North-South Connections.
 - **Component 2** – Completion of the CE document is pending SHPO documentation that historic resources will not be affected and USFWS confirmation that no rare or endangered species will be harmed. Determinations from these two resource agencies are anticipated within a reasonable time, allowing for completion of the NEPA review process in 2027.
 - **Component 3** – The NEPA process is anticipated to be completed as a CE, allowing for a timely completion of the NEPA review in 2027.
- **Political or public opposition:** The project is widely popular and has received strong votes of approval from the Dyersville City Council. Despite this commitment, it is always possible that conditions may change. As such, the project team is committed to continued communications with the public and local officials as the project progresses. City project communications are led by an executive committee, which is comprised of the mayor, City Council members, city administrator, and public works director/city engineer. The City's project manager also engages with residents, business owners, other stakeholders, and design teams and communicates the project's intent to the public in public meetings specific to the project, through required public hearings for matters regarding the project, and by including public comment items on the biweekly council agenda.

- **Delays in procurement:** The contract will require that materials be secured within 4 months of the contract being executed with the contractor to avoid delays when obtaining construction materials. A bid item will be created for stored materials so that all materials that tend to have a long delay can be purchased soon after the execution of a contract and stored on or near the project site(s). Additionally, once selected, the contractor will be required to show material source locations and provide accurate material lead times. The construction administration team will also track material lead times.
- **Lack of affordable bids:** Per Iowa DOT bidding guidelines, if no affordable bids are received, an engineering evaluation will be performed, plan adjustments will be made (as necessary), and the project will be rebid along with sending a notice of bid opportunity to a larger area to draw additional interest from outside the regional area.
- **Cost overruns:** Appropriate contingency costs have been built into the budget. The City has also committed to covering cost overruns as deemed appropriate.
- **Construction delays:** The project is scheduled to be fully constructed by 2029. If delays in funding obligation or labor or materials shortages impact the construction schedule, the overall delivery schedule includes adequate schedule contingency or float to accommodate unanticipated delays. The City is confident that there will be no issues meeting the June 30, 2029, funding obligation date or the September 30, 2034, expenditure deadline.

Technical Capacity

Through past transportation network improvement projects, the City has worked with residents to garner community support and to acquire ROW when necessary. City Administrator Mick Michel is a professional administrator with more than 28 years of experience administering grant funds and will serve as “in responsible charge” of the project. City Public Works Director/City Engineer John Wandsnider is also a licensed engineer and will offer his expertise during project construction and subsequent asset management and maintenance of this critical transportation infrastructure for years to come.

The City is a certified Local Public Agency and will choose to administer this project through Iowa DOT’s Local Systems Bureau. The City will follow Iowa DOT’s Instructional Memorandums to ensure regulatory compliance with all four project components, including but not limited to Buy America provisions, Americans with Disabilities Act regulations, Civil Rights requirements, procurement, Davis-Bacon Act, NEPA, and the Uniform Act.

The City has completed a \$13.5 million water and sewer project and is partnering with a non for profit organization to construct a \$55 million professional baseball park at the “Field of Dreams” movie site. Both projects are anticipated to be delivered on time and on budget. The City is also in the process of administering a Building Resilient Infrastructure and Communities grant-funded project. In anticipation of the Enhancing Multimodal Connections in Dyersville Project, the City Council has approved matching funds and additional staff resources to support the successful delivery of this critical infrastructure.