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## **RAISE Capital Grant:** Project Readiness

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## Project Readiness and Risk

The Enhancing Multimodal Connections in Dyersville project will improve connectivity and will be delivered in four separate phases with logical termini and independent utility. The project team envisions this to be managed under four separate contracts and multiple NEPA decisions. These actions have been bundled for resource and delivery efficiency and are expected to be phased as follows.

**Phase 1**, the East-West Connection, which includes construction of a roadway, multi-use trail, and bridge over the Maquoketa River's North Fork, currently has public involvement, NEPA review, and design underway. Next steps for Phase 1 include NEPA approval, final design, right-of-way (ROW) acquisition, and additional public involvement. Phase 1 is not bundled. The East-West Connection is anticipated to let in 2025.

**Phase 2**, the North-South Connection, which includes the 7th Street SW construction of a new roadway, multi-use trail, and bridge over Bear Creek, construction of a roundabout connecting Beltline Overpass, 7th Street SW, and 1st Avenue W, and the Beltline Road Overpass (construction of a new roadway and multi-use trail over Canadian National Railway), currently has public involvement, NEPA review, and design underway. Next steps for Phase 2 include NEPA approval, final design, ROW acquisition, and additional public involvement. Phase 2 is not bundled. The North-South Connection is anticipated to let in 2025.

**Phase 3**, bicycle and pedestrian connections and wayfinding enhancements, includes additional trails, wide sidewalks and buffered bike lanes to fill in 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 Field of Dreams. Phase 3 currently has planning and public involvement underway. Next steps will include preliminary design, NEPA review, ROW verification and acquisition, and additional public involvement. Phase 3 is bundled. Five trail segments from this phase are anticipated to be bundled for design, NEPA, ROW and delivery. This contract is anticipated to let in 2027.

**Phase 4**, electric vehicle (EV) charging infrastructure, includes installation of 150w EV Open Access NEVI chargers at a NEVI compliant site ready for a future-designated alternative fuel corridor. Phase 4 currently has planning and public involvement underway. Next steps include preliminary design, NEPA review, ROW verification, and additional public involvement. Phase 4 is not bundled. This will be an additional contract as it requires specialty design and skills to install. This contract is anticipated to let in 2027.

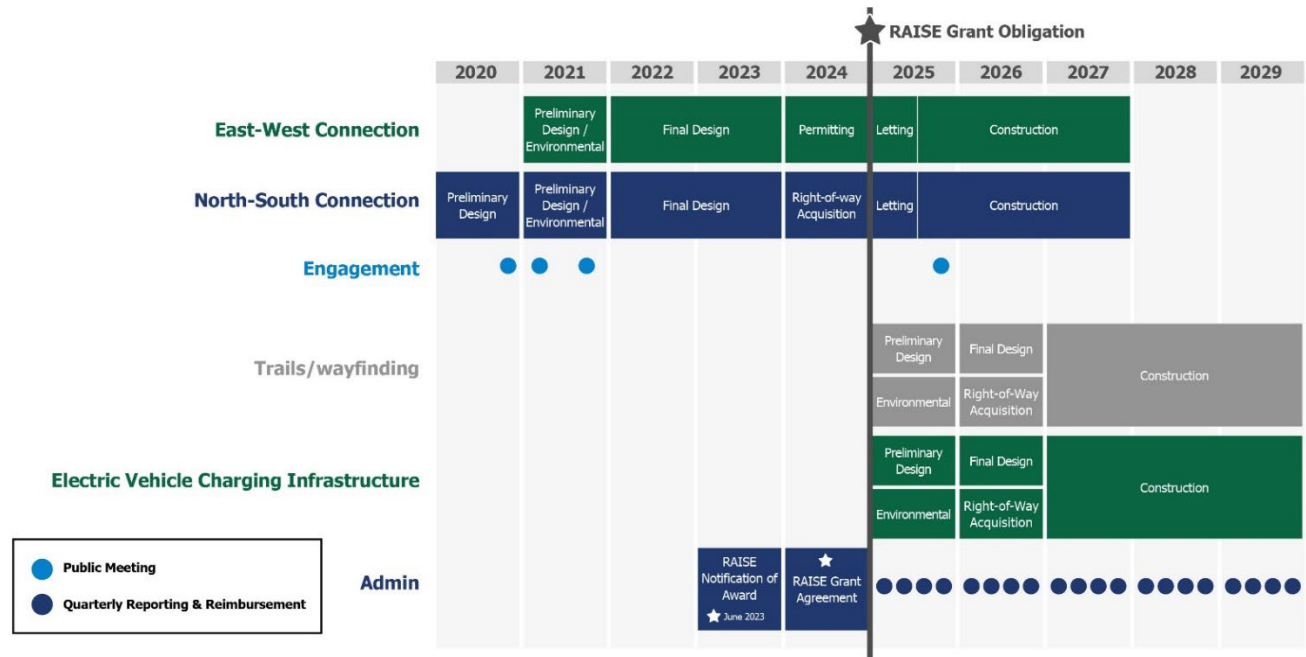
## Environmental Risk

### Detailed Project Schedule

Dyersville is committed to meeting the June 30, 2027, statutory deadlines for funding obligation, and the September 30, 2032, expenditure deadline. The proposed project

can begin quickly upon award of RAISE grant funding, as indicated in **Figure 11**. The project includes flexibility to allow unexpected delays of up to 11 months without putting the funding at risk.

**Figure 11: Project Schedule**



The City of Dyersville has sought meaningful community input through presentations and public discussion at a December 21, 2020, City Council meeting and two public meeting presentations and public hearings on March 15, 2021, and September 22, 2021. Dyersville City Council invited the public to attend the public meetings and public hearings and offered an opportunity for the public to provide comments on the project, which would be integrated in further design documents. Related agendas can be found in the document center on the City's website located [here](#). There is broad public backing for this project to move forward, as is demonstrated by the [letters of support](#).

## Required Approvals

Dyersville is in the process of receiving 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 habitat and will not impose adverse impacts on environmental or historic resources. The project poses no risk to cultural resources and no federally- or state-listed plant or animal species have been observed along any of the project corridors.

Dyersville coordinated with Iowa DOT and received a NEPA Categorical Exclusion (CE) for the 7th Street SW extension and the Beltline Road Overpass in February 2022. The 13th Avenue SE connection requires a more thorough environmental analysis because

it will require channel realignment. The NEPA process is underway and anticipated to be completed in 2024. Before Iowa DOT receives a NEPA CE, the State Historic Preservation Office (SHPO) must formally confirm that historic resources will not be affected, and the US Fish and Wildlife Service (USFWS) needs to uphold that no rare or endangered species will be harmed. It is expected that the SHPO and USFWS reviews will be completed in 2024. CEs are also anticipated for the trail connections and the EV charging station. **Table 3** summarizes all permits or reviews and their anticipated timelines.

**Table 3: Required Permits/Reviews and Status**

Agency	Permit/Review	Status	Date Issued or Expected			
			E-W Connection	N-S Connection	Trail Connection	EV Charging
<b>Iowa DOT</b>	Work in ROW	Concurrence with Iowa DOT	N/A	N/A	9/2024	N/A
<b>Iowa DNR</b>	NPDES	Pending Construction Date	9/2024	9/2024	4/2025	N/A
	Construction in Floodplain	In-Design: Received Concurrence from DNR on Design	6/2024	4/2024	11/2024	N/A
<b>FEMA / DNR</b>	CLOMR	In-Design: Concurrence with DNR on Approach	6/2024	4/2024	N/A	N/A
<b>SHPO</b>	Historic Resources Review	In-Design: Phase Ia Complete	4/2024	3/2024	8/2024	8/2024
<b>USACE</b>	404/401	In-Design: Phase Ia Complete	6/2024	4/2024	11/2024	N/A
<b>US EPA</b>	NEPA	Pending NEPA Start	EA – 4/2024	CatEx – 11/2023	CatEx – 8/2024	CatEx – 8/2024
<b>CN Railway</b>	Work on Railway ROW	Concurrence with CN on Approach	N/A	6/2023	N/A	N/A

### 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 Dyersville has been planning these projects for several years, originally, no state or federal funding was anticipated. Given the project's high

priority status and anticipated regional impact, this project was incorporated into the FFY 2022-2025 Transportation Involvement Plan (TIP) and Statewide Transportation Improvement Program (STIP) and will be updated to include the RAISE 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 the TIP and STIP. The project design is compliant with all Iowa DOT standards and all FHWA requirements. The project is also included in the Dyersville Comprehensive Plan and Regional Planning Affiliation 8's 2040 Long-Range Transportation Plan. 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 that is part of the North- South Connector across their 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, Dyersville has identified several risks that could hinder project progress and associated mitigation strategies to minimize any potential impacts. These include:

- **NEPA delays:** The project is expected to have no issues with the NEPA review process, pending SHPO documentation that historic resources will not be affected and USFWS confirmation that no rare or endangered species will be harmed. Dyersville received a CE for the North-South Connections in February 2022 and does not have any concerns about securing a final environmental decision for the East-West Connection by mid-2023. CEs are also expected for the trail connections and EV charging elements in 2025.
- **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, so the project team is committed to continued communication with the public and local officials as the project progresses. Project communication is led by the City in the form of an executive committee, which is comprised of the mayor, city manager, city administrator and public works director. The City's project manager engages with residents, business owners, other stakeholders, and the design teams. The City's project manager communicates the project's intents to the public in designated public meetings specific to the project, through required public hearings for matters regarding the project, and by creating public comment items within the bi-weekly 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 which tend to have a long delay can be purchased ahead of time and stored so that materials are already on site. Additionally, the contractor will be required

to show material source locations and provide accurate material lead times once selected. The construction administration team will also track material lead times.

- **Lack of affordable bids:** If no affordable bids are received by Iowa DOT bidding guidelines, an engineering evaluation will be performed, plan adjustments will be made (as necessary), and the project will be rebid along with sending 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 of Dyersville has also provided commitment to cover any cost overruns.
- **Construction delays:** The project is scheduled to be fully constructed by 2029. Even if there are delays in funding obligation or labor or materials shortages that impact construction, Dyersville is confident that there will be no issues meeting the funding obligation date of June 30, 2027, or the September 30, 2032, expenditure deadline.

### Technical Capacity

Through past transportation network improvement projects, the City of Dyersville has worked with local residents to ensure community support surrounding these projects and to acquire right-of-way (ROW) when necessary. City Administrator Mick Michel is a professional administrator with more than 25 years of experience administering grant funds and will serve as “in responsible charge” of the project. The City’s designated public works director is also a licensed engineer and will offer his expertise during construction of the Enhancing Multimodal Connections in Dyersville Project as well as during 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 the Iowa DOT’s Local Systems Bureau. The City is currently working on implementing a \$13.5 million water and sewer project in the upcoming year, and \$55 million of improvements at the Field of Dreams site in the next 24 months and anticipates on time and on budget delivery. Additional resources the City of Dyersville has dedicated to the project include matched funds and resources, which was approved by the City of Dyersville City Council. These resources are all readily available and are critical to project delivery.

The City of Dyersville will follow Iowa DOT’s Instructional Memorandums to ensure regulatory compliance with all four phases of the Enhancing Multimodal Connections in Dyersville Project. This includes but is not limited to Buy America provisions, ADA regulations, Civil Rights requirements, procurement, Davis Bacon, NEPA, and the Uniform Act.