



BUILD Capital Grant: Project Readiness

Project Readiness and Risk

The City of Dyersville (City) is ready to advance the Project upon receipt of a Better Utilizing Investments to Leverage Development (BUILD) grant. The following discussion summarizes the City’s readiness to deliver the Connections for Economic Freedom project (Project), including schedule, budget, and risk considerations. Together, these elements demonstrate that the Project can move forward efficiently and meet all federal obligations and delivery requirements.

Planning and Constructability

Regional and Statewide Planning Documentation

The Project is currently listed in the [Regional Planning Affiliation \(RPA\) 8 Transportation Improvement Program \(TIP\) Federal Fiscal Year \(FFY\) 2026–2029](#) and the [Statewide Transportation Improvement Program \(STIP\) 2026–2029](#). The Project design is compliant with all Iowa Department of Transportation (Iowa DOT) standards and all Federal Highway Administration (FHWA) requirements. There are no additional State or local planning requirements for the Project to progress.

Figure 1. Iowa DOT STIP 2026-2029 Inclusion

Project ID	Project Number	Approval Level		2026	2027	2028	2029	Totals
Sponsor	Location	Letting Date						
STIP ID	Work Codes							
48369	ILL-2160()-93-31	FHWA Approved	Total	\$19,900,000				\$19,900,000
Dyersville	In the city of Dyersville, On 1ST ST SW, Over SMALL STREAM		Federal Aid					
	Pavement Widening, Bridge New		Local	\$3,900,000				\$3,900,000
			Other	\$16,000,000				\$16,000,000

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 RPA 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 FFY 2022–2025 TIP and STIP and will be updated to include BUILD funding upon award notification. Preliminary plans (30% design) for Component 2 are linked in [Appendix D](#). No additional State or local approvals are required for construction. A letter detailing the City’s local commitment to funding this project is provided in the Funding Commitment attachment.

Railroad Coordination

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

Property Acquisition and Right-of-Way

Components 1 and 3 will require some land acquisition for right-of-way (ROW) needs. No buildings will be affected and no relocations will occur. Component 2 will not require any additional ROW or acquisitions. **Table 1** outlines the ROW schedule.

Proposed Schedule

The City is committed to meeting the September 30, 2030, statutory deadline for funding obligation and the September 30, 2035, 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.

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-27	Jun-27	Jun-27
	NEPA End	Mar-28	Mar-28	Mar-28
	Permits Start	Sep-27	Mar-28	Mar-28
	Permits End	Sep-28	Sep-28	Jun-28
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-27	Jun-27	Jun-27
	Preliminary Design End	Dec-27	Dec-27	Dec-27
	Final Design Start	Mar-28	Mar-28	Mar-28
	Final Design End	Mar-29	Mar-29	Sep-28
	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-28	N/A	Mar-28
	ROW End	Sep-28	N/A	Sep-28
	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-27		
	Letting (BUILD Grant Funds Obligation)	Jun-29	Jun-29	Jan-29
Construction Status	Construction Start	Aug-29	Aug-29	Apr-29
	Construction End	Dec-30	Oct-30	Dec-29

NEPA and Permitting

NEPA

The Project will be delivered in three separate components with logical termini and independent utility and likely managed under four separate contracts and four separate National Environmental Policy Act (NEPA) decisions, anticipated to be Categorical Exclusions (CE). These actions have been bundled for resource and delivery efficiency and are expected to be delivered as follows.

Component 1, North-South Connection, includes the construction of a new roadway, multiuse trail, and bridge over Bear Creek that aligns with 7th Street SW; the Beltline Overpass (which involves the construction of a new bridge and multiuse trail over the CN Railway); and construction of a roundabout connecting the Beltline Overpass, 7th Street SW, and 1st Avenue W. Public involvement, NEPA field studies, 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 June 2029 as a single contract package.

Component 2, East-West Connection, includes the construction of a roadway, multiuse trail, and bridge over the North Fork Maquoketa River. Public involvement, NEPA field studies, 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 June 2029.

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 2029.

The 13th Avenue SE connection requires a more-thorough environmental analysis because channel realignment will be required. A qualitative environmental analysis is linked in [Appendix D](#). The NEPA process is anticipated to be completed in 2028. 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 threatened or endangered species will be harmed. It is expected that SHPO and USFWS reviews will be completed in 2028. A CE is also anticipated for the Community Trail Connections.

Permitting

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. **Table 2** summarizes all permits and reviews and their anticipated timelines.

Table 2. Required Permits, Reviews, and Status

Agency	Permit/Review	Status	Date Issued or Expected		
			Component 1: North-South Connection (7th)	Component 2: East-West Connection (12th)	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-28	Sep-28	Sep-28
	Construction in Floodplain	In-design: Received concurrence from DNR on design	Sep-28	Sep-28	Sep-28
Federal Emergency Management Agency/DNR	Conditional Letter of Map Revision	In-design: Concurrence with DNR on approach	Sep-28	Sep-28	Sep-28
SHPO	Historic Resources Review/4(f)	In-design: Phase 1 complete	Mar-28	Mar-28	Mar-28
U.S. Army Corps of Engineers	404/401	In-design: Phase 1 complete	Sep-28	Sep-28	Jun-28
Federal Highway Administration (FHWA)/Iowa DOT	NEPA	Pending NEPA start Approval anticipated	Mar-28	Mar-28	Mar-28
CN Railway	Work on railway ROW	Concurrence with CN on approach	Sep-28	N/A	N/A

Project Support

The City 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 on the [City's website](#).

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's design. The Demographic Profile and Transportation Access Impacts Report is linked in [Appendix C](#). Contacts established through this process and the City's construction communication strategy will ensure consistent communication with residents throughout the Project. **Letters of Support demonstrate broad public backing for the Project.**

Risks and Mitigation

The 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 developed associated mitigation strategies to minimize impacts, including the following:

- **NEPA process delays:** Schedule risk is minimal based on Project progress and experience with similar projects. Adequate schedule contingency has been included.

- **Component 1** – Dyersville anticipates a CE for Component 1, North-South Connections.
- **Component 2** – CE completion pending SHPO confirmation of no historic resource impacts and USFWS concurrence that no threatened or endangered species will be affected; both determinations are expected within a reasonable timeframe, allowing NEPA completion in 2028.
- **Component 3** – Anticipated to be processed as a CE, supporting NEPA completion in 2028.
- **Political or public opposition:** The Project is widely supported and has received strong approval from the Dyersville City Council. While conditions may evolve, the City is committed to ongoing communication with the public and local officials. Project outreach is led by an executive committee and supported by the City’s project manager through public meetings, required hearings, and regular public comment opportunities at biweekly City Council meetings.
- **Delays in procurement:** Contracts will require material procurement within 4 months of execution. Long-lead materials will be purchased early and stored through a dedicated bid item. Contractors must identify material sources and lead times, which will be actively tracked by the construction administration team.
- **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 for completion by 2030, with built-in schedule float to address potential funding, labor, or material delays. The City is confident the Project will meet the September 30, 2030, obligation deadline and the September 30, 2035, expenditure deadline.

Applicant Capacity Review

The City has worked with residents on past transportation network improvement projects 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 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 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 three project components, including but not limited to, Buy America provisions, Americans with Disabilities Act regulations, Civil Rights requirements, procurement, the 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 not-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 Connections for Economic Freedom project, the City Council has approved matching funds to support the successful delivery of this critical infrastructure.