

Project Readiness

Environmental Risk

Project Schedule

The project schedule ensures that BUILD funds will be obligated well in advance of September 30, 2029, as required for BUILD FY 2024 funds. As shown in **Figure 1**, BUILD funding assistance will enable construction to start in Spring 2029 and reach substantial completion by Winter 2031. All BUILD funds will be used before the deadline of September 30, 2034. All necessary acquisitions will be completed on time and in compliance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements.

Figure 1 Project Schedule

Month	2025				2026				2027				2028				2029				2030				2031			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
(Estimated) RAISE Awards Announced																												
USDOT Contract Agreement Executed																												
Preliminary Engineering & Design																												
Survey																												
NEPA Process (Expected Categorical Exclusion)																												
Interchange Modification Request																												
Iowa DOT Field Exam																												
Iowa DOT Determination of ROW Needs																												
Final Design and Plan Development																												
Public Engagement																												
Right of Way Acquisition																												
Iowa DOT Final Plans Review																												
Section 404 Permit																												
NPDES Permit																												
Contract Letting																												
Construction																												
Substantial Completion and Opening to Traffic																												

Required Approvals

The proposed project comprises a comprehensive reconstruction of the existing 73rd Street roadway surface from Center Street to University Avenue. Additionally, it includes the installation of a sidewalk on the east side of 73rd Street, extending from Center Street to Buffalo Road, as well as the construction of a pedestrian bridge over Walnut Creek, located south of I-235. According to the proposed conceptual design, the project is expected to require minimal additional right-of-way (ROW) acquisition, estimated at approximately 0.1 acres, for the complete reconstruction and sidewalk improvements. Given the small and peripheral nature of these land parcels, it is anticipated that their acquisition will not present significant challenges.

Windsor Heights expects to receive all required environmental approvals and permits on time for construction, as outlined in the project schedule to meet legal deadlines, including Federal, State, and local requirements and the NEPA process. The additional ROW area is cleared, and no environmental impacts are anticipated. Currently, none of these processes have formally begun or been completed.

Anticipated Federal and State agency approvals and permits are identified in **Table 1**

NEPA Class of Action & Status

Windsor Heights will enter into further discussions with the Iowa Department of Transportation (DOT) concerning the completion of project development, final design, and construction of the proposed project. To ensure compliance with the National Environmental Policy Act (NEPA) and/or the State Environmental Policy Act (SEPA), it is anticipated that these enhancements and improvements will necessitate the preparation of a Categorical Exclusion (CE) document for approval by the Iowa DOT and potentially the Federal Highway Administration (FHWA).

Agency	Action
US EPA	NEPA, Categorical Exclusion (CE)
US EPA	Section 404 Permit
US EPA	NPDES Permit
FHWA	Interchange Modification Report (IMR)
Iowa DNR	Floodplain Development Permit
Iowa DOT	Conceptual Design
Iowa DOT	Field Examination
Iowa DOT	Right of Way Plans
Iowa DOT	Work Within ROW Permit
Iowa DOT	Final Design
US ACE	404 Permit
City	Floodplain Permit

Table 1 Anticipated Permits and Approvals

Public Involvement

The project area includes low-income populations (80th to 90th national percentile) around 73rd Street and I-235, and a significant non-white population (60th to 80th national percentile) south of these locations. These demographics are shown in Figures 7 and 8. Their presence underscores the need for public involvement in the proposed improvements.

As a municipal partner of the Des Moines Area Metropolitan Planning Organization (MPO), Windsor Heights has commenced equitable and inclusive planning and public involvement initiatives concerning this proposed project. Furthermore, Windsor Heights will persist in engaging residents, business owners, DART, and other project partners as the project progresses towards construction.

The Des Moines Area MPO conducts a continuous, cooperative, and comprehensive (3-C) transportation planning process for the greater Des Moines metropolitan area. As part of this planning process, the MPO requests public review and comment on the proposed work, projects, and products. Residents of Greater Des Moines are encouraged to provide their feedback on which local transportation projects should receive funding from the Des Moines Area MPO.

The 73rd Street Multimodal Connector project was included in the MPO's public input process for the Surface Transportation Block Grant (STBG) Program in 2023. It received one comment from the public. Since then, the MPO Policy Board's Funding Subcommittee awarded the project \$700,000 in STBG funds to be allocated in federal fiscal year 2028.

Figure 7 US EPA Low Income Environmental Justice

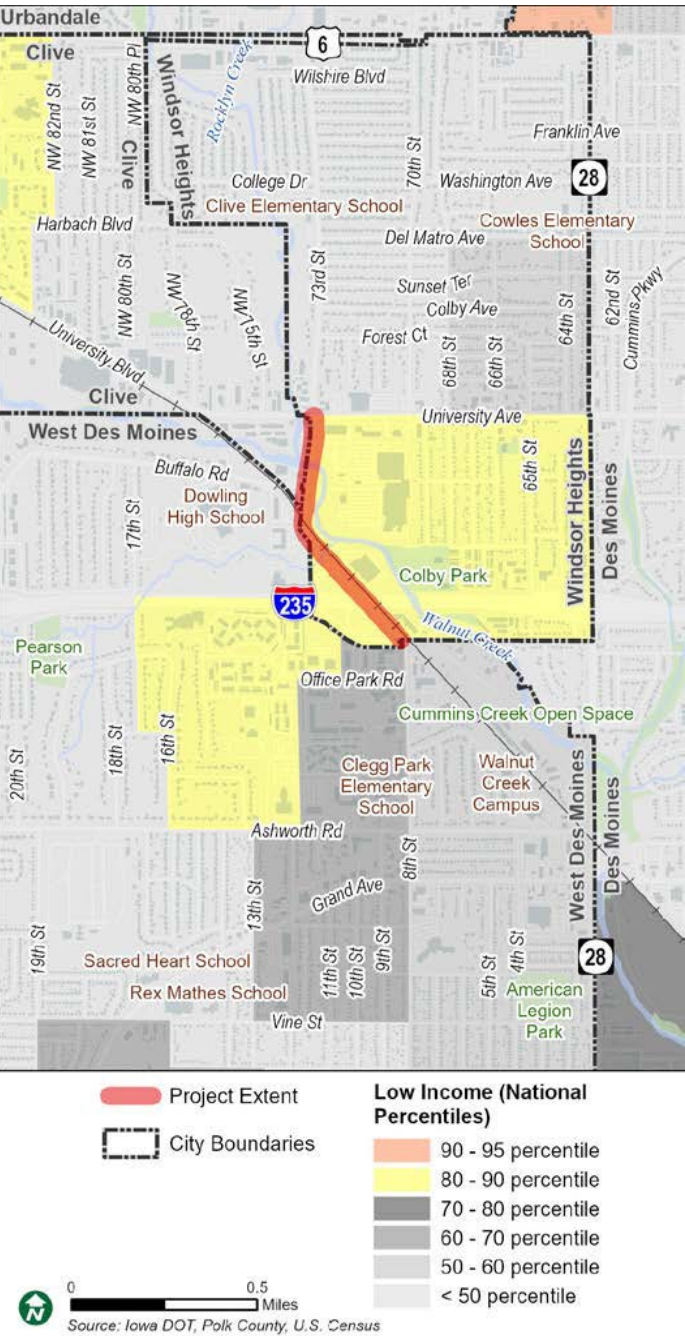
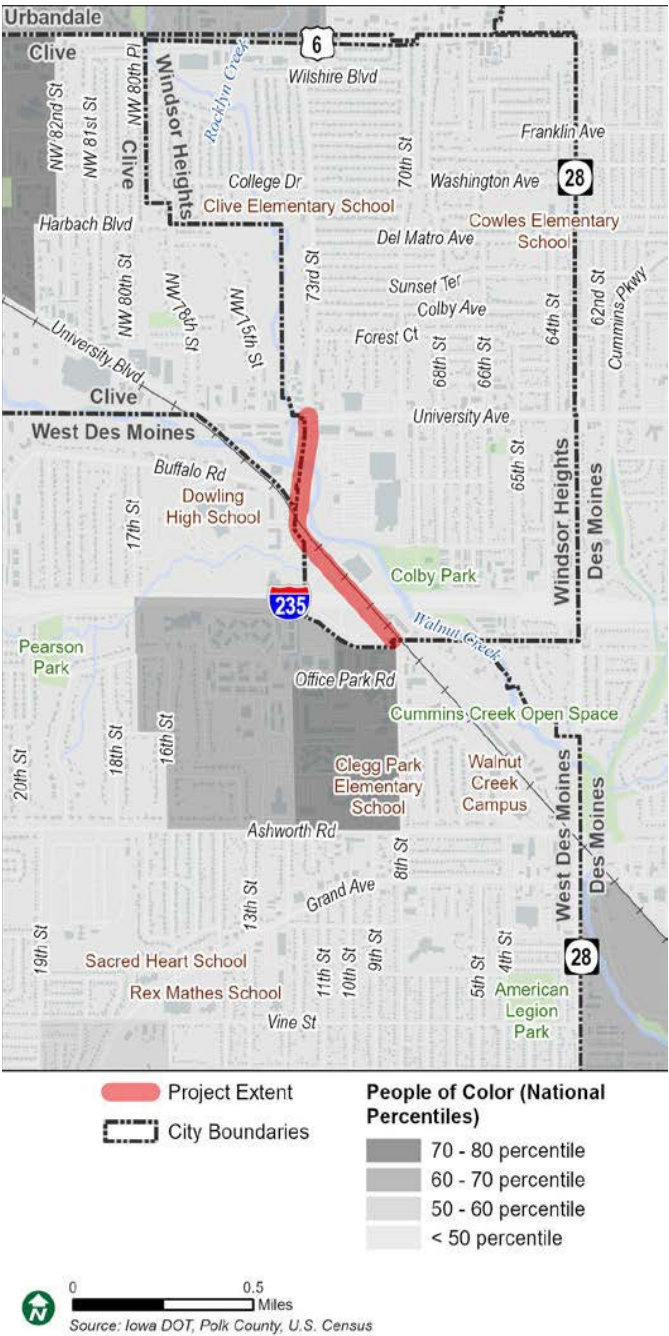


Figure 8 US EPA People of Color Environmental Justice



Project Risks and Mitigation Strategies

Table 7 identifies risk factors and associated mitigation strategies for the proposed project.

Table 7 Project Risks and Mitigation Strategies

Risk Description	Project Phase	Probability	Risk Assessment	Mitigation Strategy	Project Effect
ROW constraints	Prelim, Final, Construction	Low	Schedule	Strong communication with affected owners	May constrain/guide solutions
Cost increases	Preliminary	High	Budget & Schedule	QA/QC; Value engineering to ensure optimal design	Manage project costs and schedule
Detouring and access challenges	Preliminary, Construction	Medium	Budget & Schedule	Strong communications with stakeholders and partners	Effective traffic management plan and project phasing. May affect cost and duration
Addressing Stakeholder needs	Preliminary	Medium	Schedule	Public engagement strategies for stakeholders. Railroad coordination on proposed improvements within their R/W.	Stakeholder support
Environmental Issues	Preliminary, Final, Construction	Medium	Budget & Schedule	NEPA and required regulatory processes	May affect cost, staging, ped. bridge location and project duration
Utilities adding relocation/replacement costs	Preliminary, Design, Construction	Low	Schedule and Budget	Strong communications with affected owners	May affect cost, staging, and duration

Technical Capacity

Windsor Heights is the applicant for the BUILD grant funding and will contribute a minimum of 20% of the non-federal funding match toward the 73rd Street Multimodal Connector project described in this application. In partnership with Iowa Department of Transportation, Windsor Heights will conduct all necessary natural and human environment analysis in accordance with NEPA requirements. Windsor Heights will continue the public engagement process initiated as part of the Des Moines Area MPO outreach.

Throughout the course of project development, Windsor Heights has the resources to complete this project with minimal ROW acquisition and will continue to coordinate with the Iowa DOT

to ensure compliance with their Complete Streets Policy and others as necessary to obtain the Federal and State permits and approvals needed prior to construction.

Windsor Heights has experience utilizing federal discretionary funding in the delivery of transportation infrastructure improvement projects, such as a recent grant from US DNR for a new bicycle and pedestrian trail on University Avenue. Windsor Heights appreciates and sincerely thanks the many parties and partners who have pledged support to the 73rd Street Multimodal Connector including State and Local representatives, businesses, who unanimously support this proposed project. A letter from the Windsor Heights Council expressing unanimous support for the project and support letters from the MPO and other partners who have expressed support for the project can be found in on the [project website](#).

Financial Completeness

At least \$700,000 in matching funds will be received from Des Moines MPO STBG funds, \$50,000 from adjoining City of Des Moines, \$50,000 from the adjoining City of West Des Moines and a minimum of a \$2,214,000 match directly from the City of Windsor Heights. Any cost overruns incurred beyond the budget stated in this application will be addressed by the City of Windsor Heights. Other non-federal funding sources may be sought out to help cover any overruns as well. Also, the project cost includes a contingency to help cover any overruns on project costs.