682983 - Delaware Street Extension RISE

Application Details

Funding Opportunity:	674564-RISE Local Development September 2026 Round
Funding Opportunity Due Date:	Sep 1, 2026 11:59 PM
Program Area:	Local Systems Bureau
Status:	Under Review
Stage:	Final Application
Initial Submit Date:	Aug 28, 2026 5:24 PM
Initially Submitted By:	Chris Cataldo
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Active User*:	Yes
Type:	External User
First Name*:	Chris (First Name) Middle Name Cataldo (Last Name)
Title:	Economic Development Specialist
Previous Name:	
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Address*:	705 North Ave
	Norwalk (City) Iowa (State/Province) 50211 (Postal Code/Zip)
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Agency:	

Organization Information

Status*:	Approved
Name*:	City of Norwalk
Organization Type*:	City Government
DUNS:	##-###-####
Tax Id:	

Organization Website: http://www.norwalk.iowa.gov

Unique Entity Identifier (UEI):

Address*: 705 North Ave

705 North Ave

Norwalk Iowa 50211
City State/Province Postal Code/Zip

Phone*: (515) 981-9530 Ext.
###-###-####

Fax: (515) 981-9530
###-###-####

Benefactor:

Vendor Number / ID:

Applicant Information

Contact Information

Applicant*: City of Norwalk
City or County of

Contact Name*: Wayne Schwartz Public Works Director
Name Title

Email Address*: wschwartz@norwalk.iowa.gov

Phone Number*: 515-981-9527

Street Address*: 2626 North Avenue Norwalk 50211
Address City Zip Code

Sub Applicant Information

Applicant: City or County of

Contact Name: Name Title

Email Address:

Phone Number:

Street Address: Address City Zip Code

Project Information

Project Information

Project Name:

Delaware Street Extension RISE Project

Proposed type(s) of road:

Select all that apply

City Street

This project involves:

Select all that apply

Development of a New Road

Has any part of the development or roadway project been started?

No

This application is for RISE funding as a:

Currently, RISE does not participate in loans. Please reach out to the RISE program manager if you would like that option to be considered.

Grant

Road Project Description

Roadway Name	Road Description (i.e. PCC, HMA)	Pavement Width (ft)	Length (ft)	ROW Width (ft)	Depth (in)	Improvement Type
Delaware Street	PCC	31	4635	140	9	Roadway reconstruction

Traffic Information

Roadway Name	Present AADT	AADT	%Trucks	Design Year AADT	AADT	%Trucks
Delaware Street	2028	930	8.00%	2048	3920	8.00%

Project Investment and Budget

Public Capital Investment Breakout

Description of Economic Development Activity	Dollar amount
Water Main Extension (In Project Limits)	$1,437,500.00
SW Trunk Sewer Phase 1 (Sewers #1 and #2)	$1,830,000.00
	$3,267,500.00

Private Capital Investment Breakout

Description of Economic Development Activity	Dollar amount
Land Purchase	$11,341,000.00
Franchise Utility Extension (Electric, Gas, and Fiber)	$50,000,000.00
Building Core and Shell Costs	$2,000,000,000.00
Engineering, Permitting, and Fees	$3,000,000.00
Building Equipment	$10,000,000,000.00
Financing	$200,000,000.00
RISE Roadway Project Match	$4,432,438.00
Water Main Extension (Offsite)	$5,100,000.00
	$12,273,873,438.00

Summary of Capital Investment

Public Capital Investment:	$3,267,500.00
Private Capital Investment:	$12,273,873,438.00
Total Capital Investment:	$12,277,140,938.00

Roadway Costs Category Breakout

Roadway Category	Dollar Amount

Right of Way		$225,000.00
Utilities		$0.00
Railroad		$0.00
Construction (Do NOT include engineering or contingency in this cost)		$6,866,900.00
	Total	**$7,091,900.00**

Summary of Roadway Costs

Subtotal*:	$7,091,900.00
Engineering*:	$1,063,785.00 15% of Subtotal
Contingency*:	$709,190.00 10% of Subtotal
Total Cost of Roadway Project*:	$8,864,875.00
RISE Funds Requested for Roadway (see narrative above, typically 50%)*:	$4,432,437.00

Itemized Breakdown

Description	File Name	Type	Size	Upload Date
Two Division Cost Opinion	CostOpinion_2026-08-19_Delaware_RISE Application.pdf	pdf	98 KB	08/19/2026 08:09 PM

Matching Funds

Source	Amount
Developer Match	$4,432,437.00
	$4,432,437.00

Development and Economic Information

Development Potential Information

What type of development does this project involve?

Select all that apply

Attracting a New Development

If "Other" was checked please describe.

Identify the type(s) of development to be supported with the RISE project:

Be as specific as possible

Data Center

Does the project involve the relocation of economic activity from elsewhere in Iowa?

No

What is the status of the economic development or activity to be supported by the RISE-funded roadway?

Check all that apply.

Firm commitment for a new economic development, or expansion or retention of an existing development.

If "Other" was checked please describe

Economic Impact Information

Current number of Employees: 0

Initial Jobs (within first three years): 12

Other future Jobs (beyond first three years): 68

Total Direct Jobs Created 80
Initial Jobs + Other Future Jobs
:

Total Direct Jobs Retained:

Acres directly served by RISE-funded roadway

Type of Development	Applies to the project	Acres Currently Developed	Total Usable Acres
Industrial/ Manufacturing	No	0.00	0.00
Professional Office	No	0.00	0.00
Commercial,/local office/ retail/ wholesale	No	0.00	0.00
Park/ tourist/ recreational	No	0.00	0.00
Research Park	No	0.00	0.00
Regional Airport/ Transportation Facility	No	0.00	0.00
Other (please describe below)	Yes	0.00	129.60
Total		**0.00**	**129.60**

Summary of Land Development

If other was checked above, please describe development.

Data Center

Total number of acres applicant is committing to RISE eligible development as part of the project.

Adjust "Total Usable Acres" above to match acres committed to RISE if needed.

130

Local Commitment and Initiative Information

Nonroadway Factor in Place

Land Assembled and Available for Sale or Lease

Yes

Zoning Suitable for Proposed Use

For example industrial, light industrial, manufacturing. Typically zoned for commercial, residential, agricultural would not be appropriate zoning for RISE eligible development.

Yes

Water

No

Provide an explanation on why it is not in place and a timeline on when it will be in place.

Water service supply is being extended by separate City project down 50th Avenue and will be looped to connect with existing water main at east project limits with the proposed RISE project. Water service for user demand is currently under design and will be available concurrent with Project Development schedule of the roadway project. Engineering contracts have been executed and design is proceeding.

Sanitary Sewer

No

Provide an explanation on why it is not in place and a timeline on when it will be in place.

Sanitary sewer is being extended by separate City project to serve this area, currently in City CIP. Sanitary sewer service is currently under design and will be available concurrent with Project Development schedule of the roadway project. Engineering contracts have been executed for this project component and design is proceeding.

Sewage Treatment Capacity

Yes

Electricity

Yes

Gas

Yes

Telephone

No

Provide an explanation on why it is not in place and a timeline on when it will be in place.

The telecommunications utilities are critical to data center operation and a very end user specific. Plans for fiber optic data utility will be provided with the definition of end use requirements.

Permits

Yes

Labor Force Training

Yes

Public Transit, Ride Share Availability (for projects expecting 50+ employees)

No

Provide an explanation on why it is not in place and a timeline on when it will be in place.

DART route availability has not been agreed to. Most full time employees will work in shifts for 24/7 coverage, making ride share programs less practical.

Rail Service

No

Provide an explanation on why it is not in place and a timeline on when it will be in place.

Not applicable and not needed for this type of development.

Are there other nonroadway factors not described above that are intrinsic to the success of the development?

No

Local Initiative Narratives

Transportation Need Information:

Is the need for the roadway improvement identified by local plans, capital improvement programs, or other adopted local priorities? (Please explain)

This segment of existing granular roadway is identified as part of the SW Connector route which connects IA 28, I-35 and I-80 with planning to extend east of IA 28. This route is currently being studied and is included in the DMAMPO Long Range Transportation Plan to improve system capacity as Delaware Street West (Project 1014). Other segments are identified in the Long Range Plan to connect I-35 through this segment of roadway to points east of IA-28 for the identified need of improving overall statewide transportation system capacity This roadway loop, once completed, would serve developing areas in the southwestern part of the greater Des Moines metropolitan area and link to technology campuses. Refer to maps in the Traffic Impact Letter.
This roadway extension project is critical for the development of this facility.
The developer requires large acreage of contiguous developable ground assembled, with appropriate zoning (M-2 Technology Park zoning), to be served by nearby and available utilities including water, sanitary sewer, and electricity. This site with all other factors in place or planned to be in place requires safe and adequate urban road access to the site for construction and operations.
The current roadway is granular surfaced (unpaved) and does not meet current design standards for roadway safety for shoulder width, clear zone, or vertical alignment. Improvement of this roadway will provide safe and basic access for development of the Tract Development Data Center complex and constructs 0.8 miles of ‘half boulevard’ two lane paved urban roadway that is part of the planned four-lane Southern Loop Connector.

Economic Development/Marketing Activity:

Please describe what economic development/marketing activities the applicant has been involved in within the recent past. For example, state whether the applicant has a local economic development organization or belongs to an area economic development organization. If so, state the name, address and contact person for each group. Also, describe the activities and accomplishments of the organization(s) such as the number of firms contacted, the volume of promotional materials mailed, the number of jobs or visitors attracted, and the number of dollars invested

Hollie Zajicek | **Economic Development Director**
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Marketing Initiatives & Strategy for the Southwest Development Corridor

Building upon the success of our first business park, the Economic Development Department has turned its strategic marketing focus toward the Southwest Developmer Corridor—a premier zone primed for large-scale, high-impact industrial, technology, and logistics development.
Our current marketing framework for this corridor relies on a multi-pronged attraction strategy:

- **Targeted Industrial Recruitment**
- **Digital & Shovel-Ready Promotion**
- **Strategic Infrastructure Positioning.**

Please refer to additional information in Economic Section.

Project Timeline

Roadway Development Phases

Anticipated Transportation Commission Approval*:	11/2026
Start Roadway Design*:	8/2026
Final Plans, Specifications, and cost estimate to DOT for review*:	09/1/2027
Advertise Roadway Project*:	10/15/2027
Let/Bid Roadway Project*:	11/2027
Start of Roadway Construction*:	12/2027
Construction End of Roadway Project*:	12/2028
Project closed with Iowa DOT*:	6/2029

Roadway Development Phases: Other

Other Roadway Development Phase(s)	Date
Water Extension	2027
Future Roadway Widening and South Loop	2035-2050
Sanitary Sewer Extension	2027

Economic Development Phases

Economic Development Phase	
Land Purchase	April 2026
Zoning and Annexation Complete	March 2026
Preliminary Plat and Site Plan Approval	December 2026
Site Development Building Area 1 Start	Spring 2030
Building Area 1 Complete	Spring 2032
Building Area 2 Complete	Spring 2033

Economic Narrative Questions

Economic Narrative

1. Current status of the economic development associated with the RISE-funded roadway.

Describe any businesses or development on or near the development area. Include development potential/inquires that could not be met due to not having a roadway/development ready land. If the applicant has industrial parks already, describe how much land remains for development and reason why additional economic development area is needed.

The corridor currently has two major businesses and a small business park.
· **Windsor Windows & Doors:** Constructed a 160,000+ square foot state-of-the-art manufacturing center for residential building products, at east limit of project.
· **Michael Foods (Post Holdings):** Built a 155,000 square foot food processing and distribution facility (which subsequently triggered a massive $146 million expansion, making them the current single largest taxpayer in Warren County), at east limit of roadway project.
· Other developments include office warehouses and some non-RISE eligible commercial/industrial enterprises. Vacant space offers some opportunity for RISE eligible businesses to locate in the area.
The City of Norwalk currently has no vacant M-2 Technology parks.

In addition to the businesses, major utility installations including a Mid American Energy substation and the wastewater treatment facility lie on the opposite side of IA 28 providing access to major utility service.

2. Potential for economic development associated with the RISE-funded roadway.

Explain the potential development area, number of acres and lots committed to the project, additional infrastructure to be built, potential development, type of development seeking, etc. DO NOT include information concerning land the applicant is not able to commit to RISE eligible development or not wanting to include as part the applicants commitment.

The success of the City's marketing framework is directly responsible for attracting the newest, high-value corporate partner: a premier data center development group, Tract, that has purchased a massive footprint within this corridor. This transformative project represents a historic influx of private capital investment that will yield immense utility, property, and indirect tax revenues benefiting Norwalk, Warren County, and local schools. The estimated assessed market value for the first phase of this project is around $400,000,000 with a $14-16,000,000 annual tax base, providing new revenues to the City, County, school district, and other local taxing entities.
The potential development area is a gross 280 acres, with 130 acres net, being committed to RISE approved uses. The 130 acres of net area being committed to the RISE project represent Building Area 1 and Building Area 2 on the Area Maps and Sketch Plan. The balance of the acreage will be devoted to a future Building Area 3, and 124 acres of undeveloped wetlands, floodplains, natural drainage ways, steep ravines and other environmentally sensitive areas. Three overall building areas are anticipated. Tract specializes in data center development and construction for a variety of end users across the United States and in Europe. Tract anticipates one end user to use the overall site as a technology park campus.
However, a project of this immense technological and physical scale cannot operate in isolation. The data center development strictly requires dedicated, heavy-duty public roadway access and associated infrastructure to serve the site during both its intensive multi-year construction phase and its long-term operational life cycle.
The requested Iowa DOT RISE grant funding is the critical mechanism required to unlock this site. By funding the necessary roadway network, the RISE grant will directly serve this major development group, ensure safe and efficient traffic flow, and seamlessly connect this massive new employment center to the regional highway system. Just as state-backed infrastructure paved the way for Michael Foods and Windsor Windows to flourish, this RISE grant will unlock the Southwest Corridor/Southern Loop Connector's next great economic engine.

3. Current zoning, platting.

Describe what the current zoning is for the land the applicant is committing to RISE eligible development. If project is currently not zoned for RISE eligible uses, please provide explanation when the zoning will be completed. If the project is not platted, explain how/what the process will be for that.

Current zoning for all noted parcels is M-2 Technology Industrial District. The M-2 Technology Industrial District includes the proposed data center as an approved use. Other approved uses in this zone include all uses allowed in the M-1 General Industrial District, as well as data centers, electrical substations, and other uses determined by the Zoning Administrator to be similar in nature.
The Developer has been working with the City staff on Preliminary Plat and site layouts. Platting is scheduled to be completed in December 2026.

4. Capital Investment and breakout of it.

Detail out how the applicant came to the capital investment number.

Tract specializes in pre-positioning of planned data center sites, making a shovel ready opportunity for hyper-scaled end users. Information was provided by the developer for the site costs, which align with other site investments costs experienced in the Des Moines metro area.
Land purchase costs are actual costs paid by the Developer for the property. Utility and infrastructure costs are based on Engineering cost opinions developed by third parties. The Franchise Utility Extension costs are internal developer estimates for the onsite customer substation of the first project phase, and don't include costs attributed to transmission upgrades/utility substation upgrades on MidAmerican's system. The Building Core and Shell Costs are estimates for the real property including the onsite horizontal infrastructure, building shells, electrical systems, HVAC & mechanical equipment, and the building fit out for the first development phase. The Building Equipment includes the investment of personal property including IT equipment, servers, racks, etc. including equipment refreshment over the first 20 years of operation for the first project phase. The Building Core and Shell, and Building Equipment Costs were developed through an estimate prepared by Ernst & Young LLP. Financing was assumed to fund the construction of the total Building Core and Shell Costs at 10%.

5. RISE Eligible Development commitment.

Explain how the applicant is able to commit to RISE eligible development.

The City of Norwalk proposes to provide all necessary RISE match through funds from the developer, Tract Development, as required by an approved Development Agreement.

6. Future economic potential, not part of this request.

Describe any future phases that are not part of this request but planned for future growth as the area develops.

This RISE project completes a key segment of the Southwest Connector corridor.

With the future completion of the Southwest Connector, sites to the west and north are positioned well for development, particularly for technology campus and also for other M-2 and M-1 industrial uses. The completion of the connector will provide superior access for goods and services making their way to the Interstate system at I-35. This route will also increase accessibility for employees commuting from metro areas.

7. How will the applicant market the land for RISE eligible uses.

Describe how the applicant anticipates marketing the land and how they will focus on developing for RISE eligible uses during marketing.

Tract will have a key role in marketing the data center facility to end users and attracting these businesses to the area.
Importantly, the success of the development does not rely on Tract alone. The City's impressive track record of growth and their proactive, developer-ready philosophy. The extension of water and sewer and this initial segment of the SW Connector provide backbone infrastructure to fuel development.
The City's current marketing framework for this corridor relies on a multi-pronged attraction strategy:
· **Targeted Industrial Recruitment**: The City maintains direct, continuous outreach to national site selectors, industrial brokers, and technology development groups, positioning the Southwest Development Corridor's immediate proximity to Iowa Highway 28, Highway 5, Interstate 35, and the Des Moines International Airport. · **Digital & Shovel-Ready Promotion**: The city leverages cutting-edge GIS mapping, virtual drone corridor tours, and dedicated regional marketing campaigns to show real-time utility capacities, logistical routing, and conceptual mass-grading plans to corporate decision-makers. Available developments are also marketed through the department's specific website, as well as the Location One Information System (LOIS), a national database for site selectors.
· **Strategic Infrastructure Positioning**: A core element of the City of Norwalk's marketing pitch to high-value users is Norwalk's explicit commitment to partnering on critical infrastructure. The City markets the Southwest Development Corridor not as speculative dirt, but as a highly coordinated corporate campus where the city actively solves logistical and transportation access needs.

8. If previous RISE project in or near area, provide update on the development in the RISE development area.

Describe how much has been developed and how much has not been developed. For any development, provide explanation what the development is. If not a RISE eligible business, explain how the applicant will ensure RISE eligible development in new area.

The corridor has a previous RISE project on a Certified Site. This site was completely built out and houses the two businesses noted below.

- Windsor Windows and Door: Constructed a 160,000+ square foot state-of-the-art manufacturing center for residential building products, at east limit of project.
- Michael Foods (Post Holdings): Built a 155,000 square foot food processing and distribution facility (which subsequently triggered a massive $146 million expansion, making them the single largest taxpayer in Warren County), at east limit of roadway project.

9. Additional Comments.

(Optional) Include any additional comments that you would want included in the economic narrative that has not previously been clarified.

1. Overview of the Norwalk Economic Development Department & Track Record

The City of Norwalk's Economic Development Department operates with a proactive, developer-ready philosophy that actively accelerates private capital investment and job creation. By pairing targeted infrastructure investments with aggressive regional and national marketing through partners such as the Iowa Economic Development Authority and the Greater Des Moines Partnership, Norwalk has established itself as one of the fastest-growing commercial and industrial hubs in the Des Moines metropolitan area. Over the past decade, the department has successfully coordinated hundreds of millions of dollars in private investment, systematically expanding the city's commercial tax base and diversifying the regional economy. In the last eight years, the department has helped increase the local commercial/industrial tax base by more than 400%, adding 800 new full-time jobs to the market and over 100 new businesses to the area.

2. A Proven Model of Success: Iowa's First Certified Site to Reach Capacity

Norwalk's ability to successfully execute infrastructure-backed economic development is best demonstrated by its historical success with the Iowa Economic Development Authority (IEDA) Certified Sites program. Norwalk proudly holds the distinction of developing the **first Certified Site in the State of Iowa to completely reach capacity**.
By utilizing aggressive, target-marketed recruitment alongside state and regional partners like the Greater Des Moines Partnership, Norwalk utilized its shovel-ready positioning to secure two massive, national manufacturing and distribution anchors:

- **Windsor Windows & Doors:** Constructed a 160,000+ square foot state-of-the-art manufacturing center.
- **Michael Foods (Post Holdings):** Built a 155,000 square foot food processing and distribution facility (which subsequently triggered a massive $146 million expansion, making them the single largest taxpayer in Warren County).

This landmark achievement proved to the market and the State of Iowa that when Norwalk provides infrastructure-ready ground, premier industrial

users rapidly fill it, generating immediate, high-quality jobs and extensive Road Use Tax Fund (RUTF) multi-modal traffic benefits. The Certified Site success also spurred new industrial developments immediately south of the site and Delaware Street, called the Dunn Industrial Park, which holds a current taxable value of approximately $9,000,000.

3. Marketing Initiatives & Strategy for the Southwest Development Corridor

Building upon the success of our first business park, the Economic Development Department has turned its strategic marketing focus toward the Southwest Development Corridor—a premier zone primed for large-scale, high-impact industrial, technology, and logistics development.
Our current marketing framework for this corridor relies on a multi-pronged attraction strategy:

- **Targeted Industrial Recruitment:** We maintain direct, continuous outreach to national site selectors, industrial brokers, and technology development groups, positioning the Southwest Corridor's immediate proximity to Highway 28, Highway 5, Interstate 35, and the Des Moines International Airport.
- **Digital & Shovel-Ready Promotion:** The city leverages cutting-edge GIS mapping, virtual drone corridor tours, and dedicated regional marketing campaigns to show real-time utility capacities, logistical routing, and conceptual mass-grading plans to corporate decision-makers. Available developments are also marketed through the department's specific websitehttps://norwalkiaeconomicdevelopment.org/available-properties, as well as the Location One Information System (LOIS), a national database for site selectors. In addition, a dedicated website for the Southwest Development Corridor provides detailed information to interested parties and community members. https://norwalkiaswdevelopment.com/
- **Strategic Infrastructure Positioning:** A core element of our marketing pitch to high-value users is Norwalk's explicit commitment to partnering on critical infrastructure. We market the Southwest Corridor not as speculative dirt, but as a highly coordinated corporate campus where the city actively solves logistical and transportation access needs.

4. Transportation Relationship & The Proposed Data Center Development

The success of this marketing framework is directly responsible for attracting our newest, high-value corporate partner: a premier data center development group that has purchased a massive footprint within this corridor. This transformative project represents a historic influx of private capital investment that will yield immense utility, property, and indirect tax revenues benefiting Norwalk, Warren County, and local schools. The estimated full-buildout value of this project is around $400,000,000 with a $14-16,000,000 annual tax base, providing new revenues to the City, County, school district, and other local taxing entities.
However, a project of this immense technological and physical scale cannot operate in isolation. The data center development strictly requires dedicated, heavy-duty public roadway access and associated infrastructure to serve the site during both its intensive multi-year construction phase and its long-term operational lifecycle.
The requested IDOT RISE grant funding is the critical mechanism required to unlock this site. By funding the necessary roadway network, the RISE grant will directly serve this major development group, ensure safe and efficient traffic flow, and seamlessly connect this massive new employment center to the regional highway system. Just as state-backed infrastructure paved the way for Michael Foods and Windsor Windows to flourish, this RISE grant will unlock the Southwest Corridor's next great economic engine.

Transportation Narrative Questions

Transportation Narrative

1. Describe the current condition of the roadway.

Explain all current roadway features, what infrastructure may currently be in the road ROW, condition of current road or if new roadway, intersection features, etc. For road reconstruction requests, include photos of the deteriorated roadway.

The existing 31' B/B PCC roadway ends at the east project limits and continues through the project corridor as a 24'+/- wide granular roadway, with minimal shoulder, steep foreslopes in areas, steep longitudinal roadway grades (8.0%+) with sharp vertical curves, and a lack of pedestrian facilities and roadway lighting. Sight distance and clear zone deficiencies are currently present.

The current roadway right-of-way in the RISE project boundary contains only minor telecommunication utilities. High voltage electrical utilities are not in the roadway corridor but serve the site in a parallel installation. One sanitary sewer line crosses the roadway transversely, following natural drainage patterns. Some overhead utilities exist and cross the roadway, but do not have longitudinal installations. Utility coordination and relocation is anticipated to be required.

2. Proposed improvements, design features, roadway function being requested.

Make sure to breakout in detail each improvement (i.e north/southbound turn lane (s), each intersection improvements, each roadway, HMA, PCC, length of each roadway or turn lane, etc.)

Proposed improvements being requested for funding include: 4635 LF 31' B/B 9" PCC Pavement with modified subbase, subdrain, and subgrade preparation; earthwork and embankment; one 10' wide PCC trail, street lighting, related pavement markings and roadway signage; storm sewer

system to drain the right-of-way only, storm sewer outlets; roadway culverts to pass upstream drainage through the right-of-way in naturally occurring drainageways per IDNR and SUDAS hydraulic standards; related traffic control, erosion control, surface restoration, and other general site provisions. Length includes transitions on east and west ends to existing roadway alignment.
The roadway is planned to be improved to meet the following SUDAS Preferred Standards for an arterial for lane width, object setback, curb offset, and clear zone with a Design Speed of 40 mph. Vertical alignment will meet SUDAS Acceptable Standards for an industrial roadway with lighting for a 40 mph Design Speed. Roadway gradient is conceptually designed at 6.0% maximum, and will meet SUDAS Acceptable Standards for an industrial roadway with 40 mph Design Speed. Horizontal alignment will meet SUDAS acceptable criteria for the roadway alignment transitions back to existing roadway centerline alignment.
Grading limits do not include grading of the future roadway prism to accommodate future boulevard typical section.
No turn lanes or traffic signal improvements are recommended by the Traffic Impact Letter.
Ineligible items include sanitary sewer and water main improvements.

3. Distance of the city or county from interstate system and other major highways.

Summarize if roadway improvements are near an interstate system or highway. Applicant should already be in discussion with the DOT District Office if near or affected by the interstate or highway. Include any discussion with the District the applicant has had. A Traffic Impact Study may be required.

Location is in proximity to IA 28, lying approximately 2,000' east of the project limits. The applicant has been in discussion with District 1. District 1 has agreed that the Traffic Impact Letter is the appropriate level of traffic study for this development. Traffic Impact Letter has been approved without comment by Iowa DOT District 1.

No intersection or roadway improvements at or on IA 28 are recommended by the Engineer for the permanent development of the site. This recommendation was concurred with by Iowa DOT District 1.

This roadway is part of the planned Southern Loop Connector to provide connection from I-35 south of Cumming to IA 28 and areas east of The City of Norwalk. I-35 lies approximately 4 miles west of the project limits.

Temporary construction impacts may require separate review and analysis at the intersection of Delaware Street and IA 28 and other intersections and are not considered as part of this application.

4. Relationship of the project to connecting roads.

Describe any connecting roads and if the roadway improvements may or may not affect those roadways.

Delaware Street currently connects to IA 28 to the east, being the major north-south arterial in Norwalk. To the west lies a network of low volume granular roadways lying predominantly in unincorporated Warren County. Sixty percent of the site trip generation is anticipated to travel to or from the east on Delaware Street to IA 28, where 40% of the traffic will go north, and twenty percent south on IA 28. Trip generation is very modest at 350 ADT and 40 trips in the AM peak.
Forty percent of the site trip generation (140 trips) is anticipated to travel to/from the west on Delaware Street (unimproved) to 50th Avenue and north to G-14/Cumming Avenue. This is anticipated to prompt interim improvements. We will monitor and maintain this area as necessary to ensure a safe roadway. Maintenance will be undertaken by the City as authorized by Warren County. LIkely maintenance activities include grading and dust control applications. Weight restrictions could be implemented if construction traffic becomes an issue.
Currently, the improvements for Delaware Street to the east are not recommended for improvement due to this project. In the future, with roadway extension as part of the Southern Loop Connector, the current two lane PCC roadway will be improved to a boulevard section to match the ultimate typical section.
Refer to the *Future Land Use and Street Network* map on Page 12 of the Traffic Impact Letter, attached.

5. Anticipated total traffic related to land committed towards RISE eligible development.

Detail out as specific as possible the traffic anticipated for the land commitment and if there are future phases tied to this, include traffic anticipated for full build out. Explain the traffic flow coming in and out of the site.

The proposed technology park will ultimately include three data center building areas, constructed in phases. The anticipated start of building construction is in the year 2030. The time frame for completion is Building Area 1 in 2032/2033, Building Area 2 completed in 2033/203,4 and Building Area 3 completed in 2035/2036. Total site trips for the three phases is anticipated to be 350 ADT, with 40 trips in the AM Peak and 20 trips in the PM Peak. Construction traffic for the site is not included in this estimate.
Site access will be solely from Delaware Street, with the North River precluding street access from the south and 45th Avenue being a rural low-volume granular roadway lying to the west of the site.
Primary site access will be required to be developed near the west project limits to serve Building Area 1 and Building Area 2 as well as future Building Area 3 development. Provision of two access points will be required for a site of the large physical size (280 acres), topographical

constraints and to prevent overly long single access point roads, in conformance with International Fire Code and Norwalk City Development Code. Constructing the full length of Delaware Street to the project's western limits is essential to establish the primary access needed for construction traffic, equipment and material deliveries, and ongoing operations. This western access will connect directly to the main security entrance and logistics area, located just inside the project boundary. Given the property's geometric and topographical constraints, including streams, locating the primary entrance and these critical facilities at the western end is necessary to provide efficient internal circulation and to meet fire code requirements for all building areas. These facilities will be constructed with or prior to Phase 1 (Building Area 1).

6. Anticipated large truck traffic related to land committed towards RISE eligible development.

Detail out as specific as possible the truck traffic anticipated for the land commitment and if there are future phases tied to this, include truck traffic anticipated for full build out. Explain the traffic flow coming in and out of the site.

Post construction, truck traffic related to the permanent development is anticipated to remain the same, with 8% trucks, or about twenty-eight (28) truck trips per day.
Truck traffic distribution will be to the east to IA 28 until the Southern Loop Connector is completed. Truck traffic distribution at IA 28, without the Southern Loop Connector, will be approximately 80% to the north. No truck traffic will be permitted from the site on granular roadways to the west. Impacts of truck traffic for the temporary construction phase is not considered as part of this application. Mitigations for these impacts will be addressed with construction permitting of the site.

7. How are the roadway improvements identified as a transportation need in local plans or programs.

Explain how the roadway improvements are identified in any future plans and/or how it resolves current transportation issues. Please note, that the roadway improvements need to directly relate to the land the applicant is committing to but use this narrative to explain other items the roadway improvements may resolve.

This roadway improvement constructs a half boulevard segment of the planned Southern Loop Connector, identified in MPO plans. The half boulevard section will allow for construction of the northern half and extension of the Southern Loop Connector without disruption of traffic in this area. The final route of the Southern Loop Connector has not been determined but all alignment alternatives use this roadway segment. Construction of a paved roadway opens additional land up for development with the extension of urban roadway infrastructure, water, sewer and other utilities to the area.
Refer to maps provided in Area Map section of the report and in the Traffic Impact Letter.

8. Reason proposed alternative was selected over other available alternative.

Include alternatives and why those were not selected. This is especially important for access issues, roundabouts vs signals and traffic flow concerns.

The developer was seeking to aggregate large parcels near available utilities, position the campus near complementary technology centers and where the property would have good access to the transportation system, primarily to facilitate construction of the massive campus. This site only has access to one public roadway, being Delaware Street, just west of IA 28. site is positioned for more direct access to I-35 in the future with planned roadway connections.
This route coincides with the planned routing of this segment of the Southern Loop Connector.
The roadway construction limits provide access to the west and east portions of the overall site. The site is bifurcated by a major drainageway. While the site will have a private internal road network, that network of streets will need to provide access per International Fire Code and other City requirements.
The City and the Engineer have been working to develop the most suitable alternative for the roadway cross section, considering needs for future expansion. This alternative provides two lanes of access for the site development and provides, with the construction of the offset, a "Half Boulevard" section for the future Southern Loop Connector. Other options would not provide the ability to widen and improve the street, with future roadway improvement or continued development of the area.

9. (Optional) Attach a Traffic Impact Study (TIS) directly related to the land committed to RISE eligible development.

For any improvements that affect the primary road, the district will need to be contacted to determine if one is required. Improvements such as turn lanes, intersection improvements and more than 2 lanes may also require a TIS to justify the improvements.

RPT_2026-07-08_TILDelawareRISE.pdf
If more than document, please combine all documents as one pdf and then attach.

10. (Optional) Additional Comments.

Include any additional comments that you would want included in the transportation narrative that has not previously been clarified.

The improvement of the Delaware Street roadway to meet two lane industrial urban road requirements provides basic access for the development of over 281 acres of land (gross) and a $12B investment in the Norwalk community and the State of Iowa. The two access points being over 1700 LF apart points to the large physical size of this development. Additionally, it should be considered that currently there are no other public road

accesses to the entire property besides Delaware Street. River and environmental constraints limit access from the south. Additional access to the east, towards Madison Street and IA 28 seems unlikely with current develop pattern. Extension of Delaware Street also completes an important segment of roadway that will become a part of a larger planned roadway connection to I-35.

11. (Optional) Additional Attachments.

Include any photos, reports, etc. that you would like to include as part of the Transportation Narrative.

PhotosLetterofSupport.pdf

Certified Site Questions

Certified Site Questions

Is this application associated with an Iowa Certified Site or a potential Iowa Certified Site through IEDA?

No

Associated Economic Development and Jobs Questions

Associated Economic Development and Jobs

Is an immediate, nonspeculative opportunity for permanent job creation or retention associated with this application?

No

Tourism or Recreational Development Questions

Tourism or Recreational Development Questions

Is this application associated with a tourism or recreational development?

No

Transportation Facility Questions

Transportation Facility Questions

Is this application associated with a transportation facility (i.e. regional airport)

No

Business Relocation & Job Retention Questions

Business Relocation & Job Retention RISE Local Development applications

Are you applying as a Business Relocation & Job Retention Local Development application?

No

University Research Park Questions

University Research Park RISE Local Development applications

Are you applying as a University Research Park Local Development application?

No

Maps

Roadway Maps

Attach an **Area Map** that includes details of the roadway being requested and land committing to RISE eligible development.

The AREA MAP needs the following: Identify the roadway project in red, the land being committed to RISE eligible development outlined with the lots identified and number of acres written in each lot, approximately to scale, and show existing corporate limits.

AreaMap.pdf
If more than one document, please combine all documents as one pdf and then attach.

Attach a **Sketch Plan** of the roadway project with sufficient detail to allow preliminary cost estimates to be made.

Roadway improvements need to be reflected in red and land commitment highlighted in yellow, with lots showing the acres for each lot.

SketchPlanCombined.pdf
If more than one document, please combine all documents as one pdf and then attach.

A map identifying the **Subdivision Boundaries**.

If the subdivision has not yet been recorded, provide a preliminary plat map or preliminary layout of the proposed land development. Land that will be committed to RISE eligible development will need to be highlighted and acres for each lot written clearly within each lot.

EXH_2026-08-20_Delaware-RISE_Subdivision.pdf
If more than one document, please combine all documents as one pdf and then attach.

A current **Zoning Map** of the proposed land development with the land circled or highlighted.

EXH_2026-07-20_Delaware-RISE_Zoning.pdf
If more than one document, please combine all documents as one pdf and then attach.

A **Utility Map** identiying utilities current in the area and potential utilities that will be added.

EXH_2026-08-20_Delaware-RISE_Utility.pdf
If more than one document, please combine all documents as one pdf and then attach.

Is the project within a floodplain and/or potentially be affected by flooding?

Yes

If yes, please explain how the community will be able to prevent flooding in the area and why this location was choosen if flooding could be a potential issue.

Roadway project is not within a mapped floodplain. Topography naturally excludes the roadway project from floodplain impacts. The roadway will require culvert replacement and extension in two locations to carry drainage across the roadway and south the the North River. The box culverts will be designed to SUDAS and DNR requirements.
Portions of the *development parcels* lie within the floodway and mapped floodplain of the North River. Portions of the development parcels are in the floodplain or are in wetlands or other sensitive areas. These areas are excluded from the planned development area and will remain protected areas. All structures will be elevated out of the floodplain and development will comply with all local, state, and federal development guidelines.

Attach a **Floodplain Map** with the development area and potential roadway improvements location circled or highlighted.

EXH_2026-07-16_Delaware-RISE_Floodplain.pdf
If more than one document, please combine all documents as one pdf and then attach.

Is an airport within close proximity of the potential roadway and/or land development?

No

Attach a **Cross Section** for each roadway and improvement identified as part of the project.

Multiple roadways and multiple improvements require a cross section for each one.

Plans_2026-08-19_TypicalSection_RISEApplication.pdf
If more than one document, please combine all documents as one pdf and then attach.

MPO RPA Letter

MPO RPA Letter

Attach a letter from the regional or metropolitan area stating that the proposed road project and economic development are consistent with any regional or metropolitan area long-range transportation plans in effect for the RISE project location.

A letter(s) from the regional or metropolitan planning organization(s).

Norwalk RISE.pdf
If more than one document, please combine all documents as one pdf and then attach.

Brownfield Site

Brownfield Site

Does this project involve the remediation or redevelopment of a brownfield site?

No

Minority Impact Statement

Minority Impact Statement

Does the proposed grant program or policy have a disproportionate or unique positive impact on minority persons? *: Yes

Describe the positive impact expected from this project.:

The construction of the project will provide job opportunities with construction and operation of the facility that are open to all persons.

Detail the rationale for the existence of the proposed program or policy.:

The public roadway presents travel opportunities for everyone. The site will employ many construction personnel and operational staff, with opportunities benefitting all groups.

Indicate the group(s) positively impacted.: Latinos,Persons with a Disability,Women

Could the proposed grant program or policy have a disproportionate or unique negative impact on minority persons? *: No

I hereby certify the information above is complete and accurate to the best of my knowledge.*: Yes

Mayor	Tom	Phillips
Title	First Name	Last Name

Resolution

Resolution of Applicant

Attach a resolution approved by the community applying for the RISE funds.

Attach Resolution*: Resolution Endorsing Application to IDOT for RISE Funding for Delaware Street Extension Project.pdf
If more than one document, please combine all documents as one pdf and then attach.

Additional Resolutions

City or County Name	Attach Resolution
Warren	CountyResolutionpproved.pdf
Warren	WarrenCountyResolutionAttested.pdf

Application Certification

Application Certification

Completed Certification Form

RISE app cert. signature page_ Sept. 2026 Norwalk application.pdf
If more than one document, please combine all documents as one pdf and then attach.

MAGNITUDE OPINION OF PROBABLE PROJECT COSTS

SNYDER & ASSOCIATES

Delaware Street Extension RISE
8/19/2026
Concept Only / with Funding
Norwalk, Iowa
Division 1: City RISE Eligible | Division 2: Not RISE Eligible

Project Length (FT): 4650
Paving Width (FT): 31

ITEM #	ITEM CODE	DESCRIPTION		UNIT	UNIT PRICE	DIV 1 ELIGIBLE QUANTITY	DIV 2 INELIGIBLE QUANTITY	DIV 1 ELIGIBILE EXTENDED PRICE	DIV 2 INELIGIBLE EXTENDED PRICE
1	2102-0425071	CLEARING AND GRUBBING		ACRE	$ 37,000	3	0	$ 111,000	$ -
2	2102-0425071	EARTHWORK, CLASS 10		CY	$ 6.00	31000	0	$ 186,000	$ -
3	2102-0425071	EARTHWORK, EMBANKMENT IN PLACE		CY	$ 18	53000	0	$ 954,000	$ -
3	2102-2625000	TOPSOIL, STRIP, SALVAGE AND SPREAD		CY	$ 15	10600	0	$ 159,000	$ -
4	2109-8225100	SPECIAL COMPACTION OF SUBGRADE		SY	$ 6.00	18100	0	$ 108,600	$ -
5	2115-0100000	MODIFIED SUBBASE, 12"		CY	$ 65	6100	0	$ 396,500	$ -
6	2121-7425010	GRANULAR SHOULDERS, TYPE A		TON	$ 60	112	0	$ 6,720	$ -
7	2301-1033080	PCC CONCRETE PAVEMENT, 9"		SY	$ 82	16017	0	$ 1,313,394	$ -
8	2301-1033080	PCC CONCRETE TRAIL/SIDEWALK		SY	$ 50	5167	0	$ 258,350	$ -
9	2402-2720000	REMOVAL OF EXISTING CULVERT, CMP		LF	$ 65	200	0	$ 13,000	$ -
10	2402-2720000	EXCAVATION, CLASS 20		CY	$ 30	3056	0	$ 91,680	$ -
11	2416-0100015	APRONS, CONCRETE		EA	$ 3,500	5	0	$ 17,500	$ -
12	2416-1180024	CULVERT, CONCRETE ROADWAY PIPE		LF	$ 100	200	0	$ 20,000	$ -
13	2416-1190224	BOX CULVERT, PRECAST, WEST LOCATION		LF	$ 1,500	200	0	$ 300,000	$ -
14	2416-1190224	BOX CULVERT, PRECAST, EAST LOCATION		LF	$ 1,900	260	0	$ 494,000	$ -
15	2416-1190224	BOX CULVERT END SECTION, PRECAST, WEST LOCATION		EACH	$ 30,000	2	0	$ 60,000	$ -
16	2416-1190230	BOX CULVERT END SECTION, PRECAST, EAST LOCATION		EACH	$ 39,000	4	0	$ 156,000	$ -
17	2402-2720000	CULVERT BACKFILL		CY	$ 55	1200	0	$ 66,000	$ -
18	2402-2720000	GRANULAR BLANKET		CY	$ 90	500	0	$ 45,000	$ -
19	2402-2720000	STREAM DIVERSION		EACH	$ 16,000	2	0	$ 32,000	$ -
20	2502-8212034	SUBDRAIN, LONGITUDINAL		LF	$ 20	4650	0	$ 93,000	$ -
21	2502-8221306	SUBDRAIN OUTLET		EA	$ 550	30	0	$ 16,500	$ -
22	2503-0110015	SANITARY SEWER, FORCEMAIN MANHOLE ADJUSTMENT		EA	$ 60,000	0	1	$ -	$ 60,000
23	2503-0110015	STORM SEWER GRAVITY MAIN, TRENCHED		LF	$ 105	3900	0	$ 409,500	$ -
24	2503-0116318	STORM SEWER INTAKE		EACH	$ 8,000	15	0	$ 120,000	$ -
25	2503-0116318	STORM SEWER MANHOLE		EACH	$ 10,000	5	0	$ 50,000	$ -
26	2503-0116318	WATER MAIN, 16"		LF	$ 170	0	4600	$ -	$ 782,000
27	2503-0116318	WATER MAIN, FIRE HYDRANTS		EACH	$ 9,000	0	9	$ -	$ 81,000
27	2503-0116318	WATER MAIN, VALVE, 16"		EACH	$ 12,000	0	5	$ -	$ 60,000
28	2503-0116318	WATER MAIN, FITTING AND OTHER APPURTENANCES		LS	$ 60,000	0	1	$ -	$ 60,000
26	2507-6800061	REVETEMENT, CLASS E		TON	$ 90	600	0	$ 54,000	$ -
27	2515-2475008	DRIVEWAY, P.C. CONCRETE		SY	$ 75	1250	0	$ 93,750	$ -
28	2519-3280000	FENCE, FIELD		LF	$ 10	9300	0	$ 93,000	$ -
29	2519-4200110	REMOVAL OF FENCE, BARBED WIRE		LF	$ 5	9300	0	$ 46,500	$ -
30	2526-8285010	CONSTRUCTION SURVEY		LS	$ 75,000	0.86	0.14	$ 64,500	$ 10,500
31	2527-9263143	PAVEMENT MARKINGS		LS	$ 25,000	1.00	0.00	$ 25,000	$ -
32	2528-8445110	TRAFFIC CONTROL		LS	$ 35,000	0.86	0.14	$ 30,100	$ 4,900
33	2528-8445110	TRAFFIC SIGNAGE		LS	$ 25,000	0.86	0.14	$ 21,500	$ 3,500
33	2533-4980005	MOBILIZATION		LS	$ 500,000	0.86	0.14	$ 430,000	$ 70,000
34	2601-2634105	EROSION CONTROL BMP		LS	$ 130,000	0.86	0.14	$ 111,800	$ 18,200
35	2601-2636043	SURFACE RESTORATION		ACRE	$ 6,000	11	0	$ 66,000	$ -
36	2601-2636043	STREET LIGHTING (200' SPACING)		EACH	$ 11,000	23	0	$ 253,000	$ -
37		STREAM IMPACT MITIGATION		LS	$ 100,000	1		$ 100,000	$ -
							SUBTOTAL CONSTRUCTION ESTIMATE (ROUNDED):	$ 6,866,900	$ 1,150,000
							Right-of-Way	$ 225,000	
							Utility Relocation:	$ -	$ -
							Railroad:	$ -	$ -
							SUBTOTAL ROADWAY COSTS:	**$ 7,091,900**	**$ 1,150,000**
							CONTINGENCY (**MAX ALLOWED FOR RISE IS 10%**)	$ 709,190	$ 115,000
							TOTAL CONSTRUCTION COST ESTIMATE:	**$ 7,801,090**	**$ 1,265,000**
							Preliminary and Construction Engineering (**Max Allowed for RISE is 15%**):	$ 1,063,785	$ 172,500
							Subtotal Other Project Costs:	$ 1,063,785	$ 172,500
							Total Magnitude Opinion of Probable Project Costs:	**$ 8,864,875**	**$ 1,437,500**
								86.0%	14.0%
							RISE Request	$ 4,432,437	
							Cost Share (City/Tract)	$ 4,432,438	$ 1,437,500

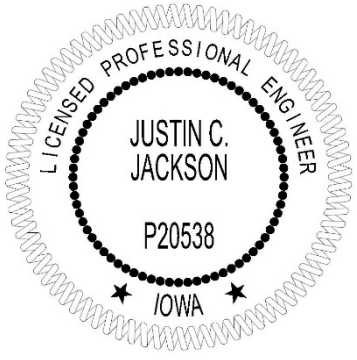
NORWALK TECHNOLOGY PARK
TRAFFIC IMPACT LETTER

Norwalk, Iowa | July 8, 2026

Prepared for:
City of Norwalk

Snyder & Associates, Inc. Project No. 126.0385

Prepared by:



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

7/08/2026

Justin C. Jackson, P.E. Date
License Number P20538
My License Renewal Date is December 31, 2026
Pages or sheets covered by this seal:
All pages within PDF

1. INTRODUCTION

Tract is planning to develop a technology park site with data centers in the southwest area of Norwalk on parcels of land south of Delaware Street. The site access will be from Sunset Drive (IA 28) and 50th Avenue. The entire site is 281 acres with estimated ultimate building size potential of 1.2 to 1.4 million square feet. The site has been identified for potential development in three phases. The first phase includes construction of 480,000 to 560,000 square foot data center and is estimated to be completed by 2033. The second phase includes an additional 480,000 to 560,000 square foot data center and is estimated to be completed by 2035. The third and final phase includes an additional 240,000 to 280,000 square foot data center is estimated to be completed by 2036. This Traffic Impact Letter (TIL) was prepared in accordance with Iowa DOT January 2025, *Guidelines for Traffic Impact Analysis* and does include estimates of construction traffic. The TIL is also being used for traffic planning support in the Delaware Street RISE Application to the Iowa DOT by the City of Norwalk.

2. ANALYSIS OF EXISTING CONDITIONS

The study area of the planned site and study intersection locations are shown in Figures 1 & 2. The study intersections include 50th Avenue and North Avenue, North Avenue and Sunset Drive/IA 28, and Delaware Street and Sunset Drive.

Delaware Street is a paved two-lane urban roadway that serves two industrial production facilities and a few commercial properties. At the intersection of Sunset Dr, Delaware Street is stop controlled with eastbound dedicated left turn and right turn lanes. Delaware Street transitions into a granular rural cross section west of Madison Street and continues west to connection with 50th Avenue. Sunset Drive/IA 28 is paved two-lane rural roadway near Delaware Street with a posted speed limit of 55 mph. Sunset Drive has a dedicated southbound right turn lane at Delaware Street. 50th Avenue is a two lane rural roadway that is paved north of Dakota Street and unpaved south of Dakota Street to Delaware Street. The posted speed limit on 50th Avenue is 40 mph. 50th Avenue is stop controlled at the intersection with North Avenue. North Avenue/G14 is paved rural two-lane rural with a posted speed limit of 45 mph. North Avenue connects to I-35 and Sunset Drive/IA 28.

The Iowa DOT conducted traffic counts at the study intersections on July 1, 2024. The peak hour intersection movement volumes and daily volumes at the study intersections are shown in Figure 2. The peak hours of traffic were determined to be 7:00-8:00 AM and 5:00-6:00 PM. The daily truck percentage on North Avenue near 50th Avenue is 5% and on Sunset Drive near Delaware Street is 3%. Table 1 lists historic daily traffic volumes for the study area. The City of Norwalk has experienced significant growth within the last five years.

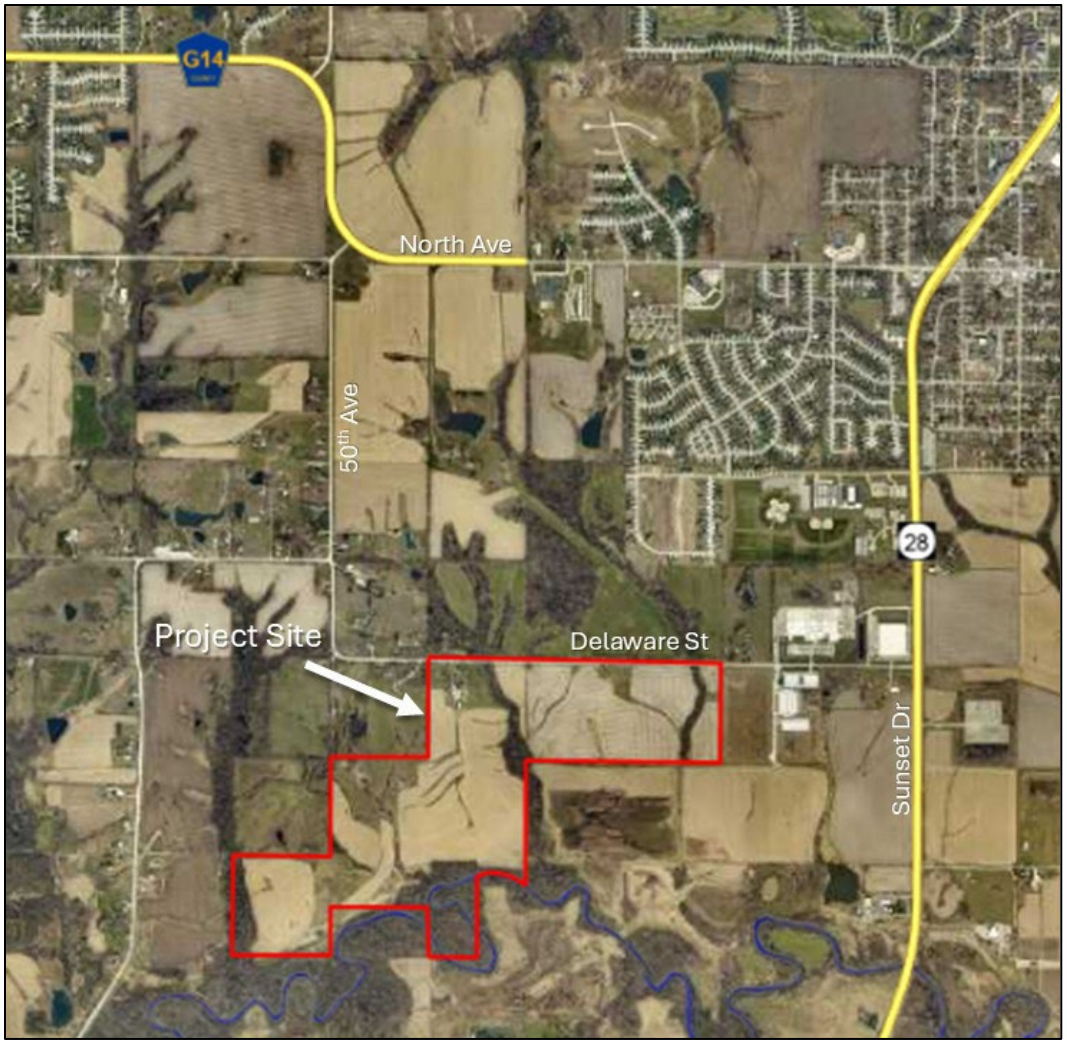


Figure 1: Development Location *(Source: Warren County Beacon)*

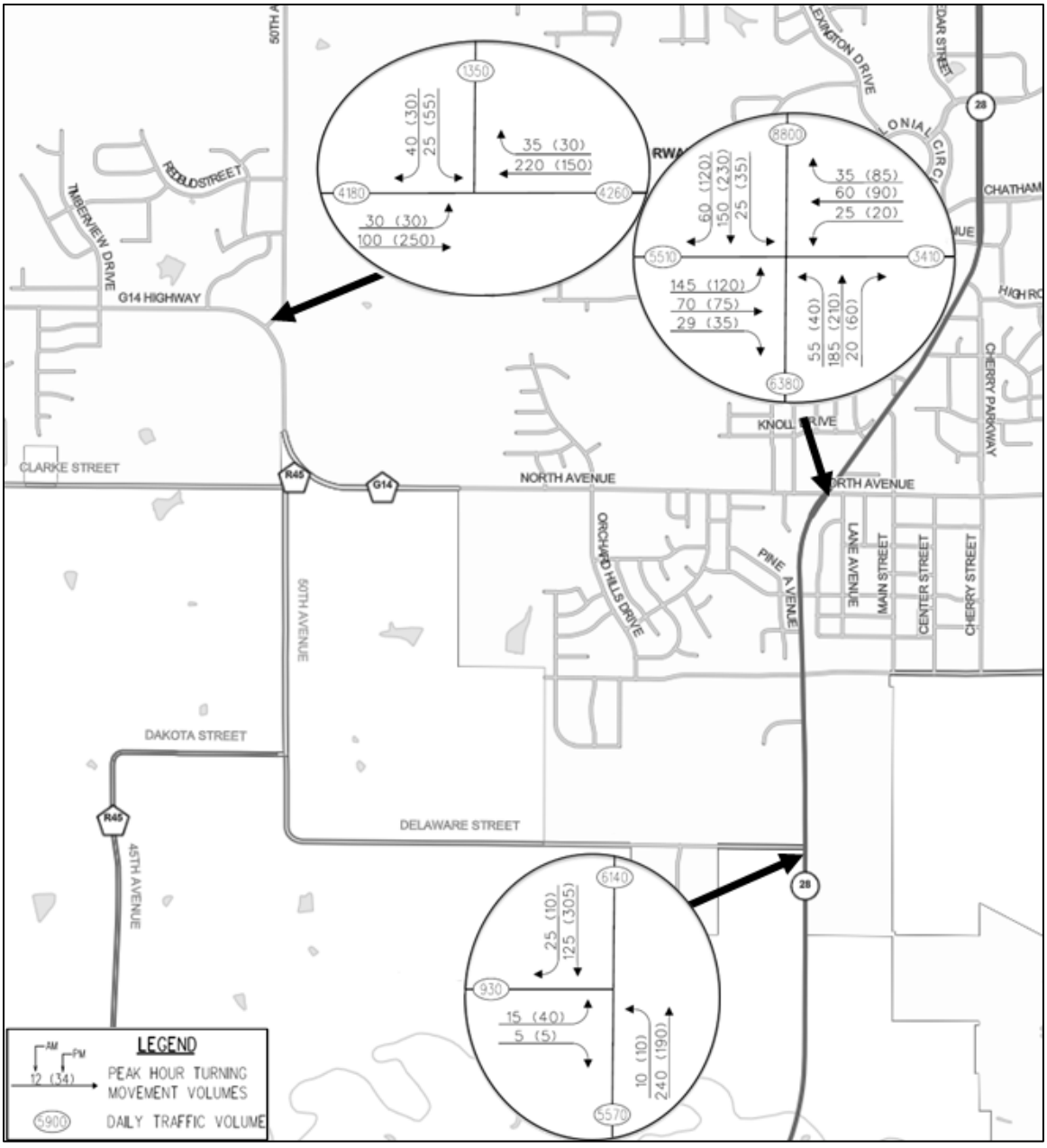
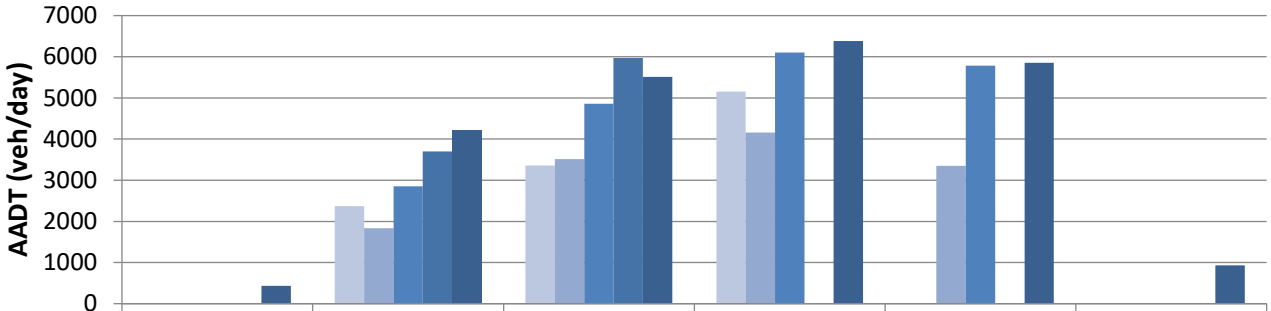


Figure 2: 2024 Daily and Peak Hours Traffic Volumes *(Map: Iowa DOT)*



	50th Ave south of North Ave	North Ave near 50th Ave	North Ave west of IA 28	IA 28 south of North Ave	IA 28 near Delaware St	Delaware St
2008		2370	3360	5150		
2012		1830	3510	4160	3350	
2016		2850	4860	6100	5780	
2019		3700	5970			
2024	430	4220	5510	6380	5850	930

Table 1: Daily Traffic Volumes Study Area Roadways

3. PROPOSED DEVELOPMENT

The proposed technology park will ultimately include three data centers built in phases with each data center building constructed one per phase. Figure 3 is conceptual site plan for the total development noting building size and land size by phase. The anticipated start of building construction is anticipated to be year 2030. The timeframe for each phase is projected as the following: Phase One completed 2032/2033, Phase Two completed 2034/2035, and Phase Three completed 2035/2036. Thus in terms of traffic generation scenarios, construction phase will be until the completion of Phase Three approximately 2036. The site access will be from Delaware Street as shown in Figure 3. Delaware Street is anticipated to be reconstructed from the Madison Street west to the development site primary access point extending the urban two-lane paved section.

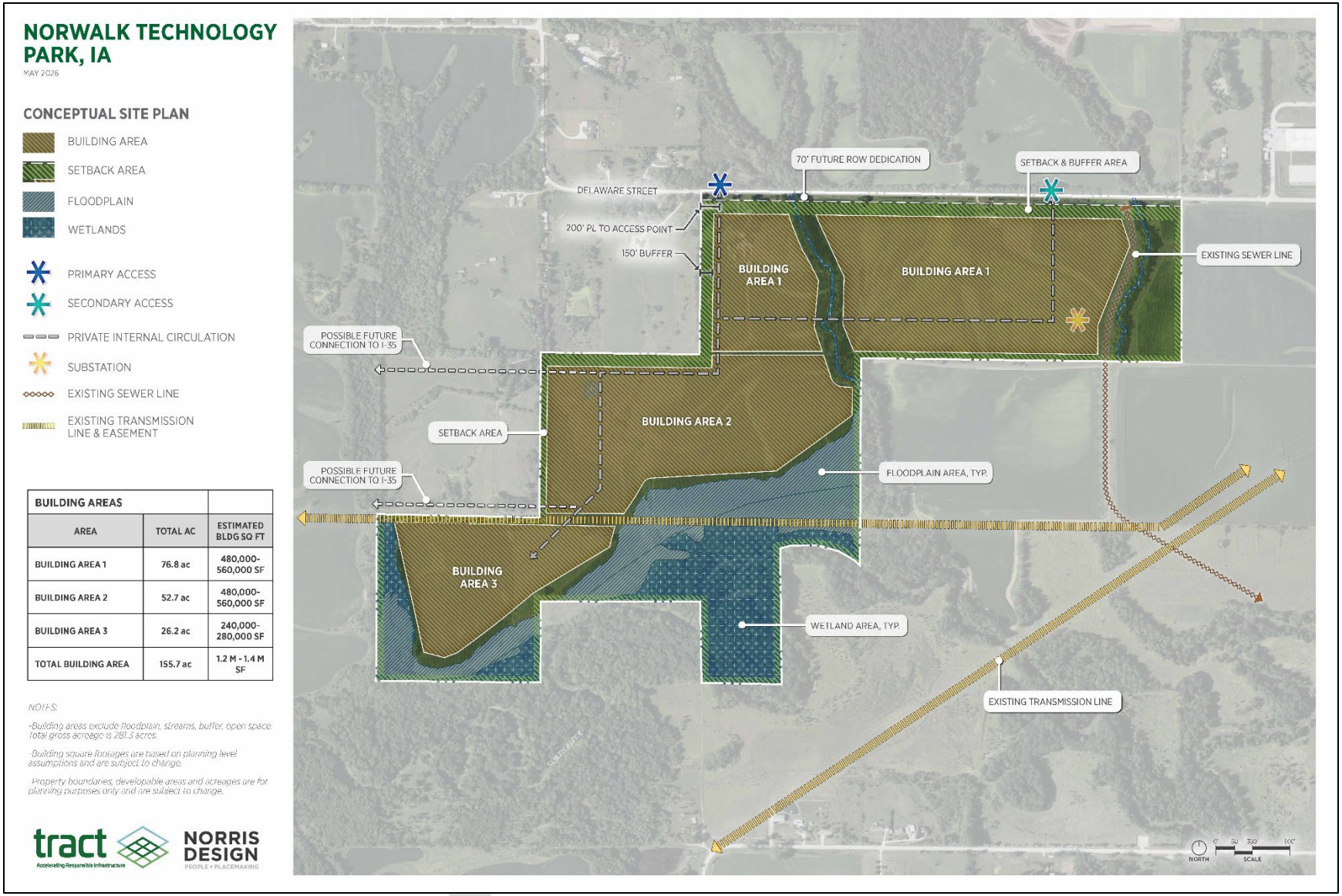


Figure 3: Conceptual Site Layout

4. ANALYSIS OF FUTURE CONDITIONS

a. Trip Generation

ITE Trip Generation Manual does include land type for data centers but trip generation data and rates are only for post construction when the facility is operating. Due to the high number of trips generated from construction activities and long duration of construction, construction generated trips are included in the evaluation along with the post construction operations trip generation to document the number of trips generated during and post construction. The developer provided employment numbers and projected number of trips derived from that employment force as listed in Table 2. Per the developer, the construction work force arrives and dismisses during different shift times with workers arriving from 4 AM to 7 AM and depart between 2 PM and 5 PM with the estimated number of workers arriving and departing during the adjacent roadway peak hour listed in Table 2. The *ITE Trip Generation Manual, 12th Edition* trip generation rates for Land Use 160 (Data Center) post construction only are listed in Table 3 and were compared to the developer's trip projections. The estimated average building size per phase is listed in Tables 2 and 3. The developer's trip estimation listed in Table 2 will be used for traffic impact evaluation.

Table 2: Trip Generation for Proposed Site including Construction

Scenario	Completion Estimated Year	Building Size, sq ft	Workforce #		Vehicle Trips		
			Construction	Data Center	Daily	AM Peak	PM Peak
Phase 1	2033	520,000	800	0	1,600	400	400
Phase 2	2035	520,000	800	80	1,950	440	420
Phase 3	2036	260,000	800	80	1,950	440	420
Post Construction			0	80	350	40	20

Source: Tract

Table 3: Trip Generation per Completed Phase (post-Construction)

Completed Phase	Constructed Building Size, sq ft	Daily		AM Peak				PM Peak			
		Rate	Trips	Rate	Trips	Entering	Existing	Rate	Trips	Entering	Existing
Phase 1	520,000	0.73	380	0.07	40	30	10	0.05	30	10	20
Phase 2	1,040,000	0.73	760	0.07	70	50	20	0.05	50	10	40
Phase 3	1,300,000	0.73	950	0.07	90	60	30	0.05	70	10	60

Source: ITE Trip Generation Manual 12th Edition

b. Trip Distribution

Trip distribution for construction and post construction trips was estimated by attractiveness of routes originating within the greater Des Moines metro area and beyond as skilled trade jobs created during construction and post construction will attract employees from around the Des Moines metro and beyond. The trip distribution is assumed to be the same during construction and post construction. It is estimated that 40% of the trips generated will originate from the west and route from Interstate 35 traveling to the project site via North Avenue and 50th Avenue. The estimated trips originating from the east and north is 40% and will route to the project site via Sunset Drive/IA 28 to Delaware Street. Twenty percent of the trips will originate from the south and route via IA 28. The trip distribution is shown in Figure 4.

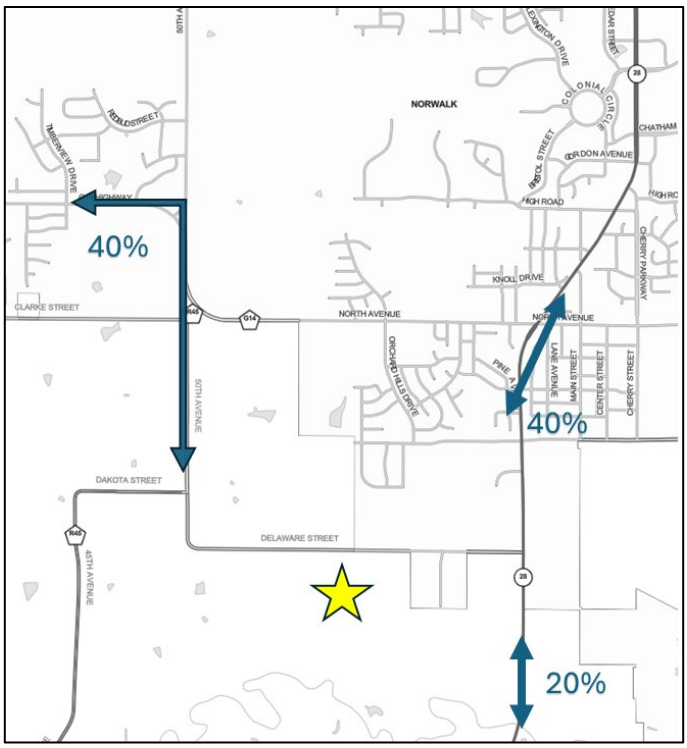


Figure 4: Trip Distribution *(Map: Iowa DOT)*

Figure 5 includes the construction phase site generated traffic for the AM and PM peak hours. Figure 6 shows the total AM and PM peak hour traffic volumes for the construction phase. Figure 7 shows the design year 2048 total AM and PM peak hour traffic volumes for post construction phase. For design year post construction traffic volumes, the existing traffic volumes were increased with an annual growth rate of determined from the 2050 Des Moines MPO projected traffic forecasts. The annual growth rate on Delaware Street and 50th Avenue was calculated at 6% and the annual growth rate on Sunset Drive near Delaware Street and North Avenue was calculated at 2%. The higher growth rates indicate the potential for large area development along the corridor within the next 30 years. The site generated post construction traffic volumes were increased for design year as it is anticipated that the work force will not grow from the initial work force number at the completion of phase 3. Site generated post construction figure was not provided due the low number of trips occurring the AM and PM peak hours.

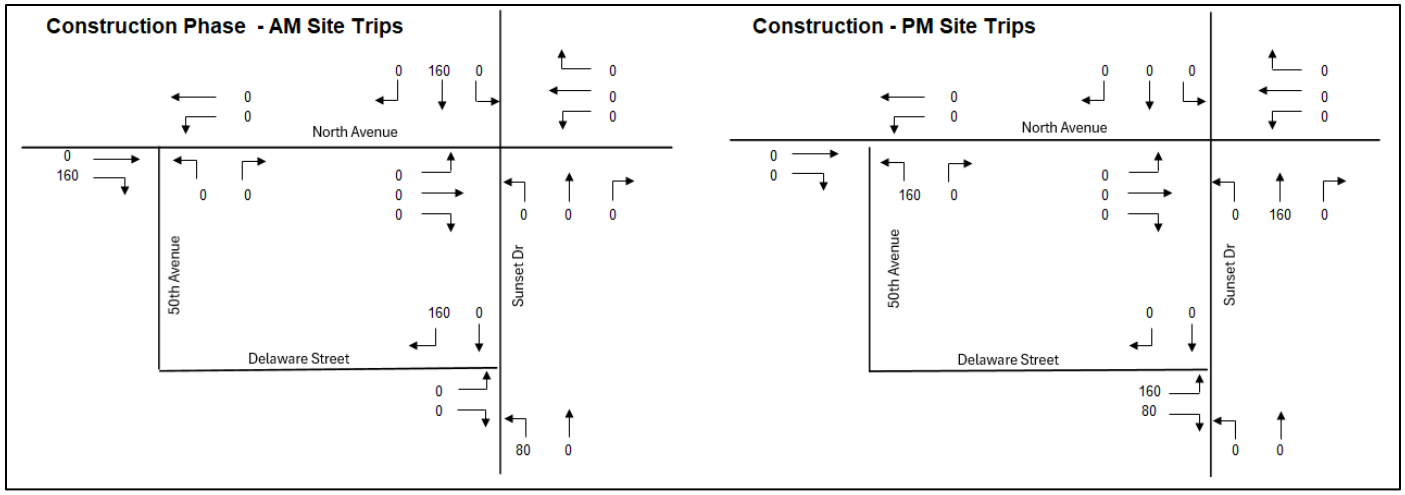


Figure 5: Construction Phase Site Generated AM & PM Peak Hour Traffic Volumes

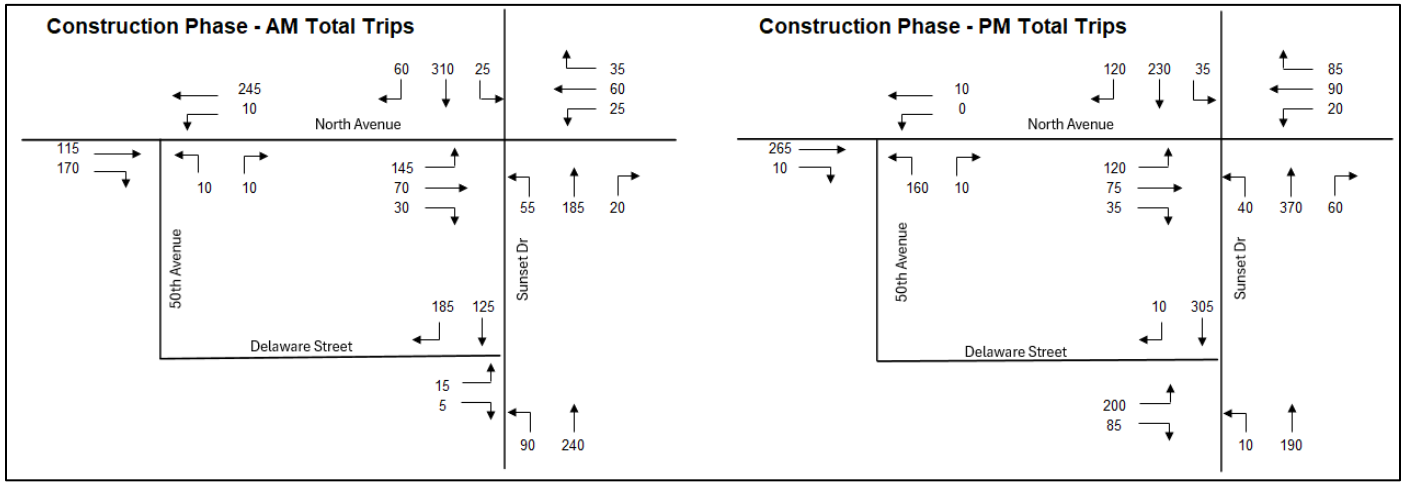


Figure 6: Construction Phase Total AM & PM Peak Hour Traffic Volumes

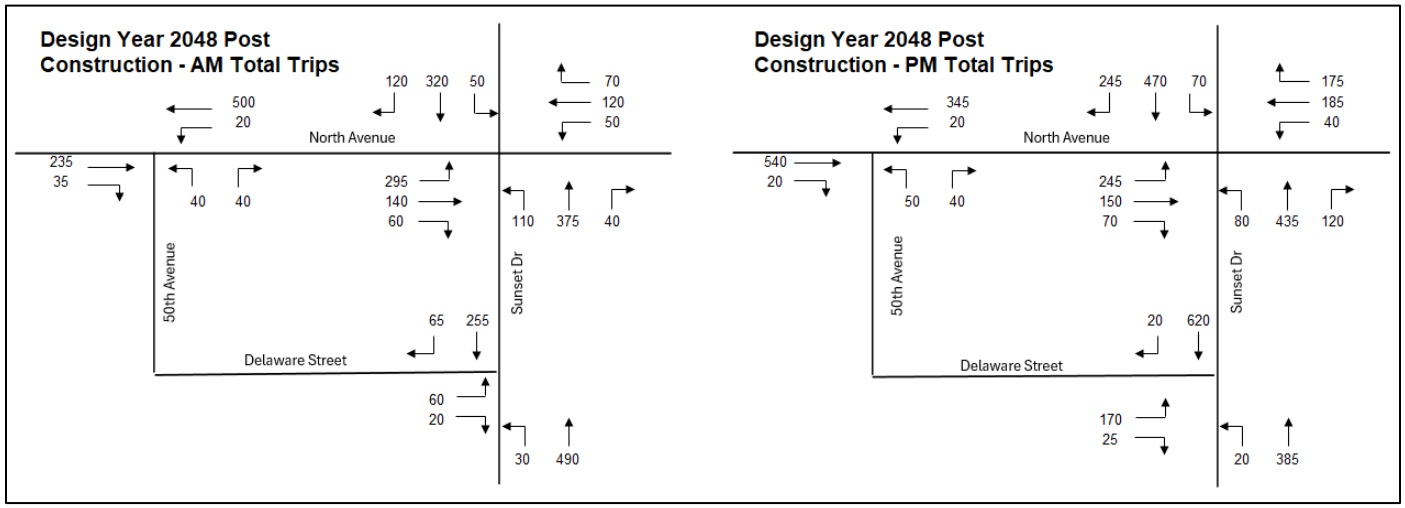


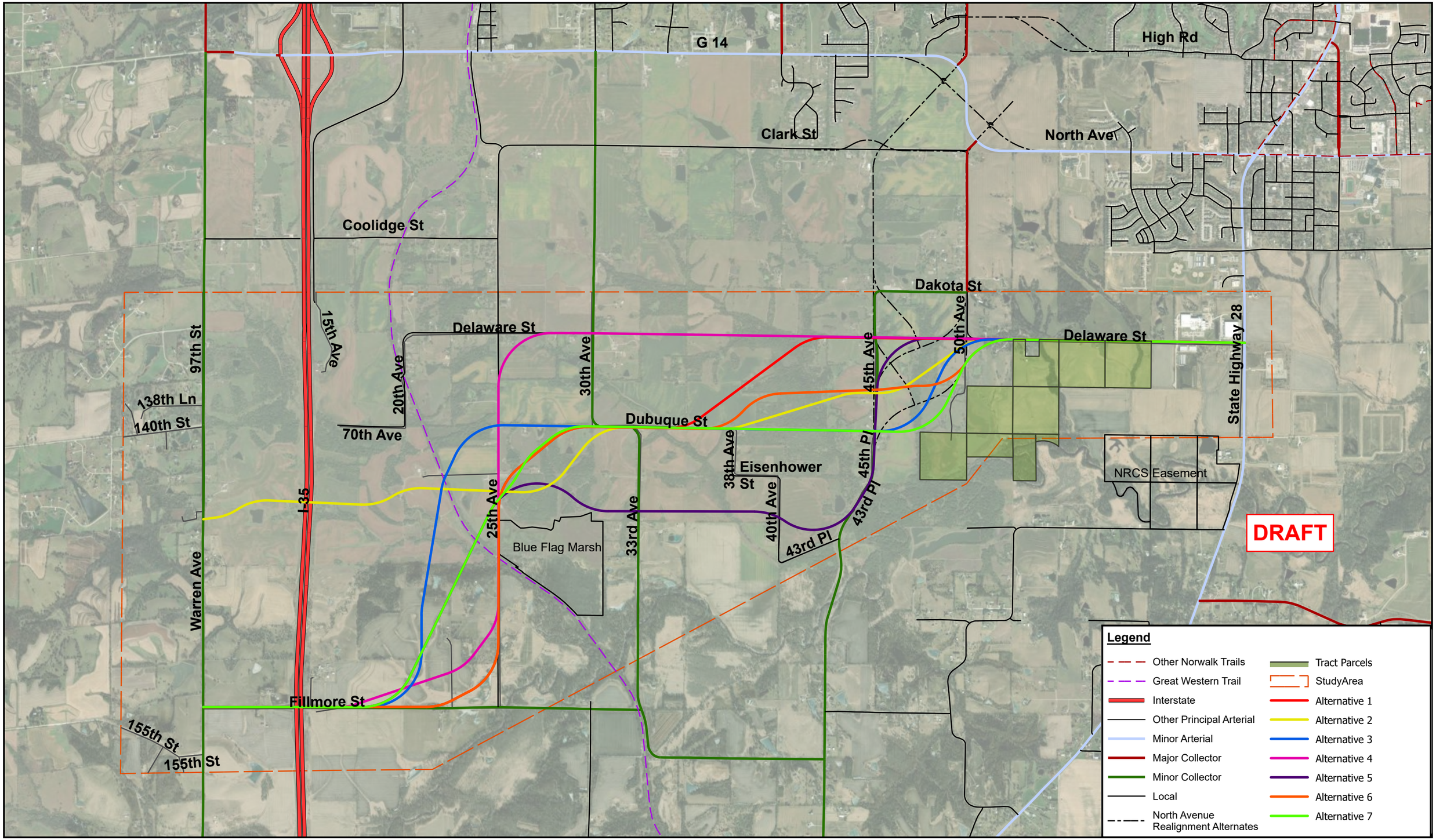
Figure 7: Design Year 2048 Total AM & PM Peak Traffic Volumes

5. CONCLUSIONS

The proposed data center post construction with operating work force will have a very small number of trips generated. The low number of trips generated will have a very minimal impact to study intersections and current capacity and traffic control will be able to handle post construction site generated traffic. However, construction generated traffic will probably impact traffic operations at the study intersections especially if the arrival and dismissal of the work force occurs in a relatively short period of time. Prior to start of construction, the development site plan and work force numbers will need to be verified to determine if the impacts of construction related traffic aligns with this TIL or if further evaluation is needed. Based on the current workforce numbers, the intersections of 50th Avenue with North Avenue and Delaware Street with Sunset Drive will possibly need short-term temporary remediation for construction related impacts. Possible temporary remediation may include change in intersection control type but is not expected to include any changes to intersection geometry. Additionally, the roadway surface for the unpaved portion of 50th Avenue and Delaware Street will need a plan for maintenance during the construction phase.

Per the recently completed Comprehensive Plan and additional planning efforts by the City of Norwalk, the Delaware Street corridor is not only being planned for these near term data center improvement needs, but also identified as the likely corridor for a much lengthier east/west arterial that may traverse southwesterly past 50th Avenue with eventual connection to I-35, and for extension past Sunset Drive/IA 28 eastward towards R57/80th Avenue at a minimum. The attached maps show draft alignment of Delaware Street extension and draft City Future Land Use with future roadway network. The continuation of the paving Delaware Street is the first stages of continued planning and implementation of this possible arterial corridor that could be well beyond the near-term impacts within this TIL, but additional consideration in the importance of corridor improvements.

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SOURCES: World Imagery: Earthstar Geographics



SNYDER & ASSOCIATES

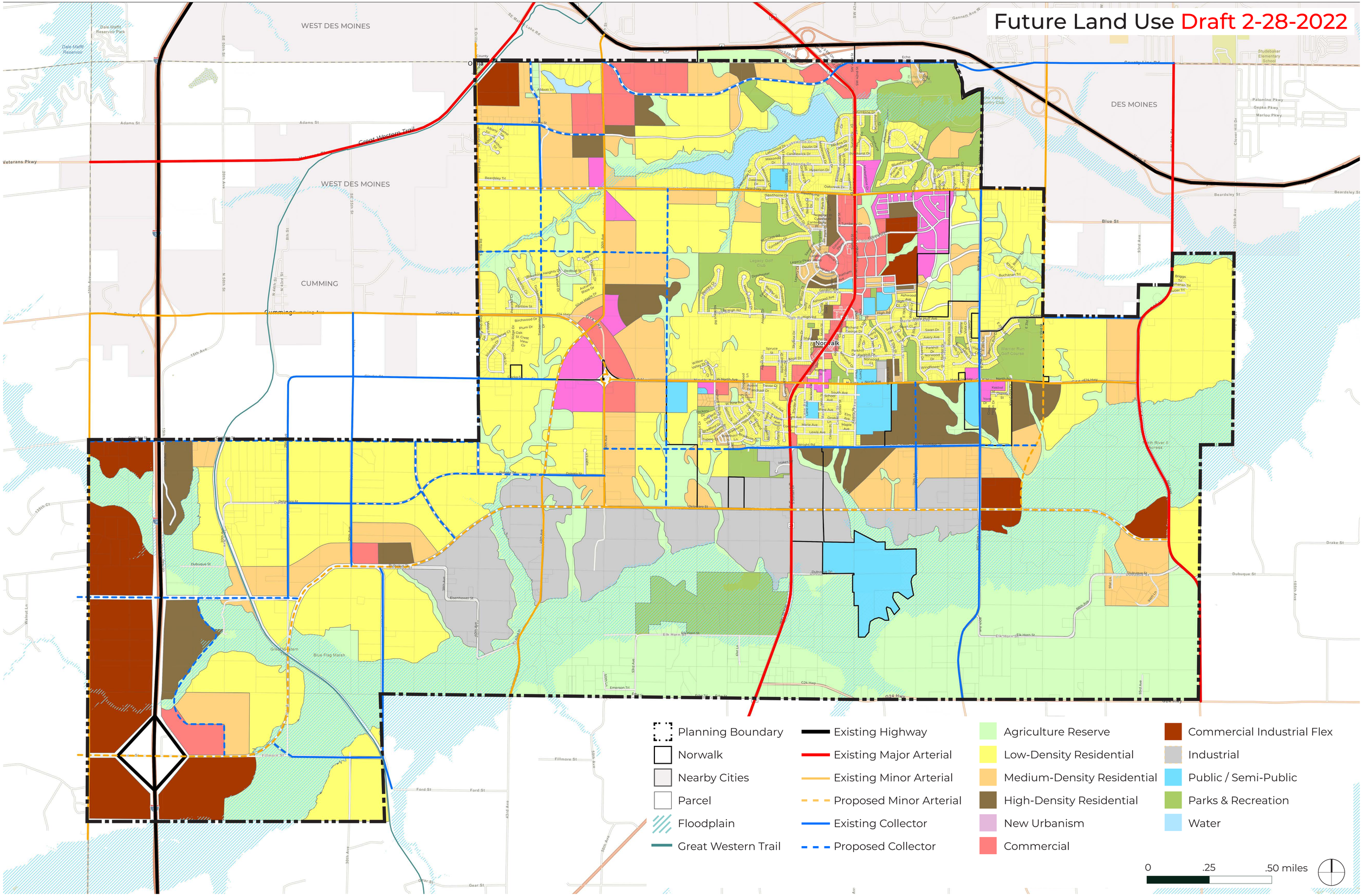
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Exhibit 4 - Concept Alignment Alternatives Relative To Existing Transportation System

Southern Loop Connector | Norwalk, Iowa | 2/25/2026

Future Land Use Draft 2-28-2022



Transportation Narrative.

Existing Delaware Avenue looking east.



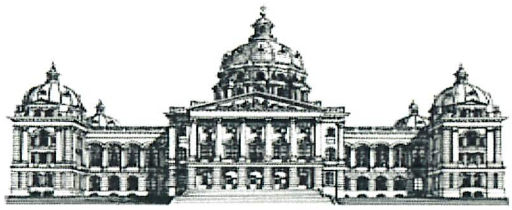
Existing Delaware Avenue east project limit looking east.



Existing Delaware Avenue east project limit looking west.



House of Representatives
STATE OF IOWA
SAMANTHA FETT
STATE REPRESENTATIVE
House District 22



Iowa Transportation Commission

800 Lincoln Way

Ames, IA 50010

RE: Support for Norwalk's Delaware St. Paving Project

Dear Members of the Iowa Transportation Commission:

As the State Representative for House District 22, I strongly support the City of Norwalk's request for RISE funding to extend Delaware Street.

My constituents often share their concerns regarding the rising property tax burden. Infrastructure projects like the Delaware Street extension are the primary solution to this challenge. By paving the way for industrial and commercial expansion, Norwalk can diversify its revenue streams and ensure the community remains affordable for families and local small businesses.

This project aligns with our state's goals of fostering a "Revitalized Sound Economy" and has my full endorsement.

Thank you for your consideration of this important project.

Sincerely,

Samantha Fett
Samantha Fett (Apr 28, 2026 13:27:49 CDT)

Representative Samantha Fett
Iowa House District 22

Letter of Support to Iowa Transportation Commission

Final Audit Report 2026-04-28

Created:	2026-04-23
By:	Emily Donahue (edonahue@norwalk.iowa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAFnEpPbUhc05mnR0rfsFFcwpBNIa15eqv

"Letter of Support to Iowa Transportation Commission" History

Document created by Emily Donahue (edonahue@norwalk.iowa.gov)
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Email viewed by samantha.fett@legis.iowa.gov
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Signer samantha.fett@legis.iowa.gov entered name at signing as Samantha Fett
2026-04-28 - 6:27:47 PM GMT

Document e-signed by Samantha Fett (samantha.fett@legis.iowa.gov)
Signature Date: 2026-04-28 - 6:27:49 PM GMT - Time Source: server

Agreement completed.
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Iowa Transportation Commission
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 40010

RE: City of Norwalk, Rveitalizing Iowa's Sound Economy (RISE) Grant Application

Dear Commissioners,

Please accept this letter of support for the City of Norwalk's RISE grant application for the Delaware Street Extension project. This project aims to improve Delaware Street to serve future development in this growing area of the City. In the near term, these improvements will support the 281-acre Norwalk Technology Park campus, which is projected to provide over 1 million square feet of high-quality data center development. The planned roadway improvements will accommodate construction traffic, as well as the traffic generated by the permanent data center operations.

This project represents a significant economic development investment for Norwalk and Warren County. This project is expected to generate $12 Billion in capital investment and will act as a catalyst for additional investment in this area. This project is expected to support 80 high quality permanent jobs in the first phase of development, as well as hundreds of construction jobs over the build out of the campus.

Funding from the RISE grant will support critical roadway improvements needed to serve not only the Norwalk Technology Park, but other future economic development opportunities in this emerging industrial area of the City. We appreciate your thoughtful consideration of this important infrastructure project and your continued support for economic development in this region.

Sincerely,

Erin Fosdick

Erin Fosdick, AICP
Director of Entitlements

cc: Hollie Zajicek, City of Norwalk Economic Development Director

3200 Cherry Creek Dr. South, Suite 700
Denver, CO 80206
www.tract.com

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SOURCES: Hybrid Reference Layer, Sources: Esri, Maxar, Earthstar Geographics, and the GIS User Community
World Imagery: Vantor

Dakota St
Dakota Street
45th Ave
50th Ave
45th Avenue
45th Ave
Delaware Street
Delaware St
Madison Street
28
Highway 28
Highway 28
Highway 28
Dubuque Street
Building Area 1
56.2 Acres
Building Area 2
73.4 Acres
Future Building Area
26.2 Acres
Undeveloped
155.7 Acres
North River
North River
North River

Legend

- Proposed Project Limits
- Building Area 1
- Building Area 2
- Future Building Area
- Undeveloped
- Corporate Limits
- Parcels

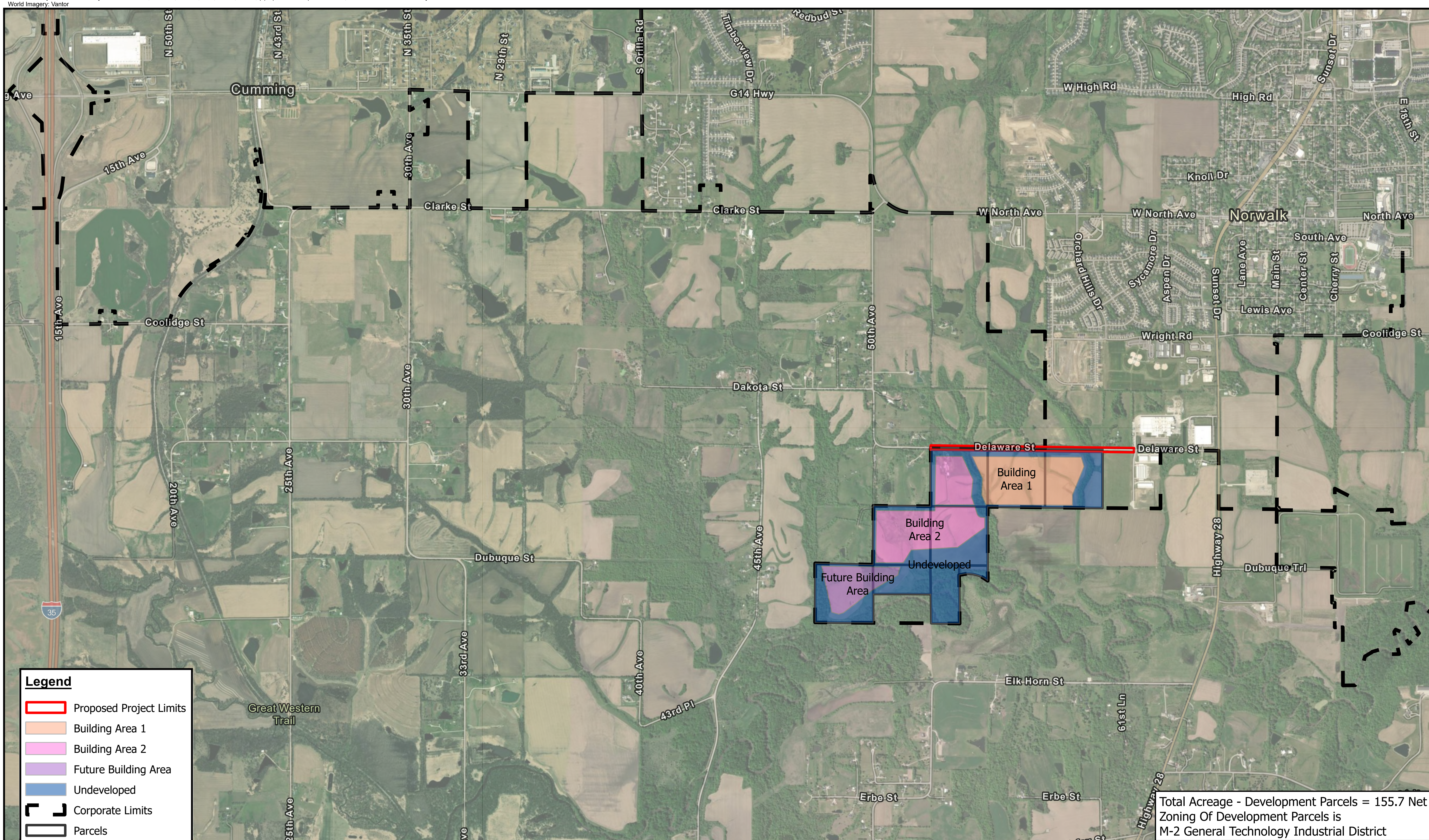
Total Acreage - Development Parcels = 155.7 Net
Zoning Of Development Parcels is
M-2 General Technology Industrial District

city of norwalk
SNYDER & ASSOCIATES

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Area Map

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SOURCES: Hybrid Reference Layer: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community
World Imagery: Vantor



city of norwalk

SNYDER & ASSOCIATES

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Area Map

NORWALK TECHNOLOGY PARK, IA

AUGUST 2026

CONCEPTUAL SITE PLAN

- BUILDING AREA
- SETBACK AREA
- FLOODPLAIN
- WETLANDS
- PRIMARY ACCESS
- SECONDARY ACCESS
- PRIVATE INTERNAL CIRCULATION
- SUBSTATION
- EXISTING SEWER LINE
- EXISTING TRANSMISSION LINE & EASEMENT

BUILDING AREAS		
AREA	TOTAL AC	ESTIMATED BLDG SQ FT
BUILDING AREA 1	56.2 ac	480,000-560,000 SF
BUILDING AREA 2	73.4 ac	480,000-560,000 SF
BUILDING AREA 3	26.2 ac	240,000-280,000 SF
TOTAL BUILDING AREA	155.7 ac	1.2 M - 1.4 M SF

NOTES:

1. Building areas exclude floodplain, streams, buffer, open space. Total gross acreage is 281.3 acres.

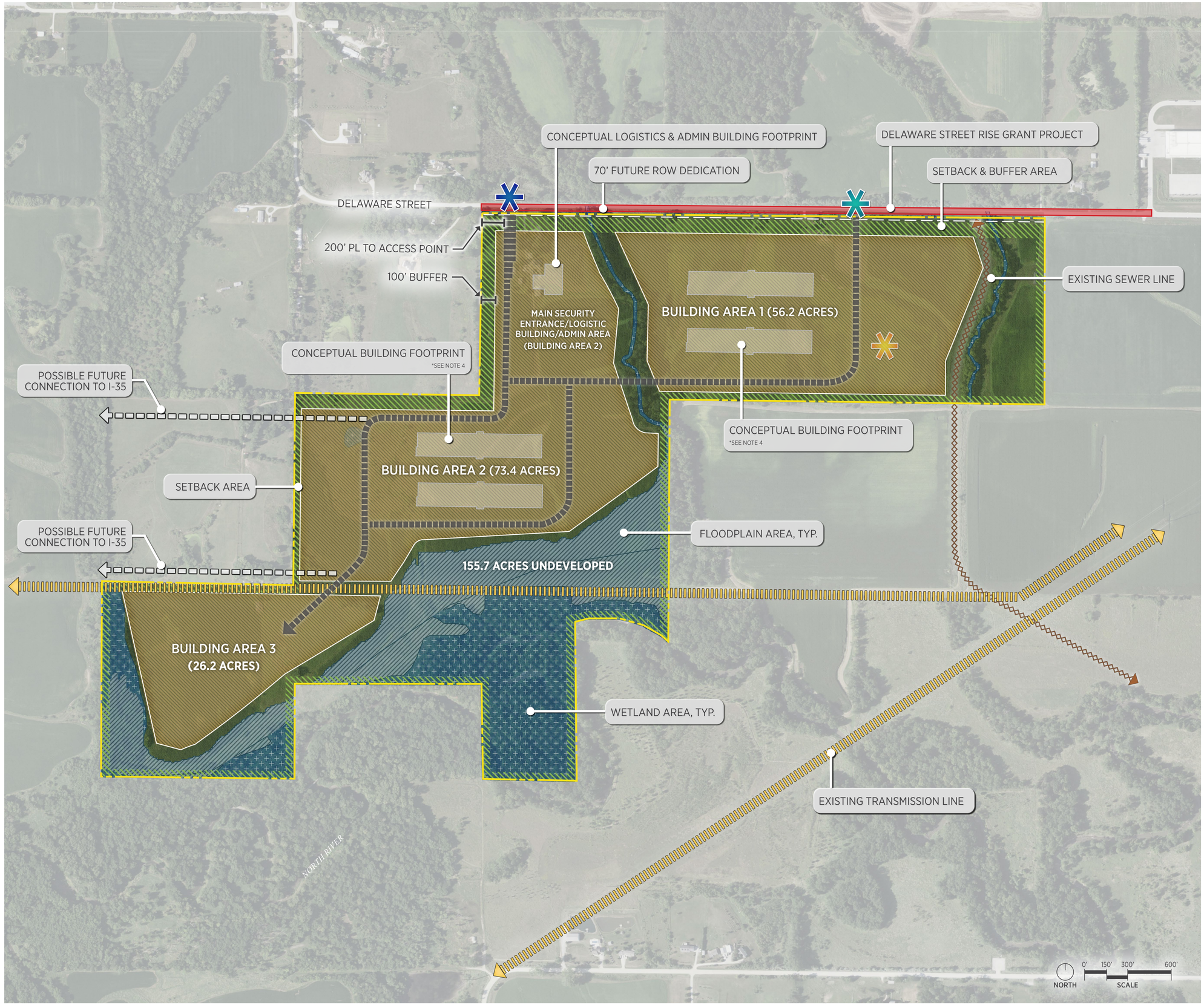
2. Building square footages are based on planning level assumptions and are subject to change.

3. Property boundaries, developable areas and acreages are for planning purposes only and are subject to change.

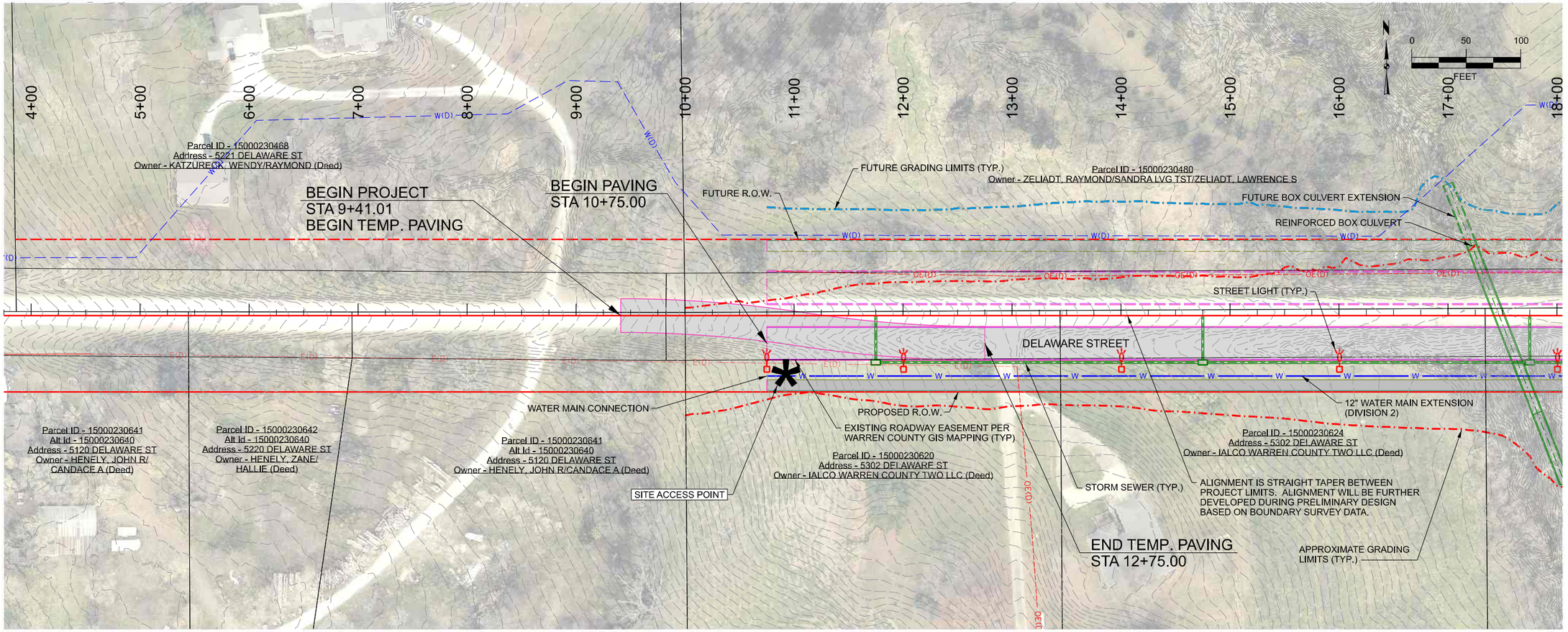
4. Building footprint locations and sizes are conceptual only and subject to change. The actual building design will be determined during the site planning process.

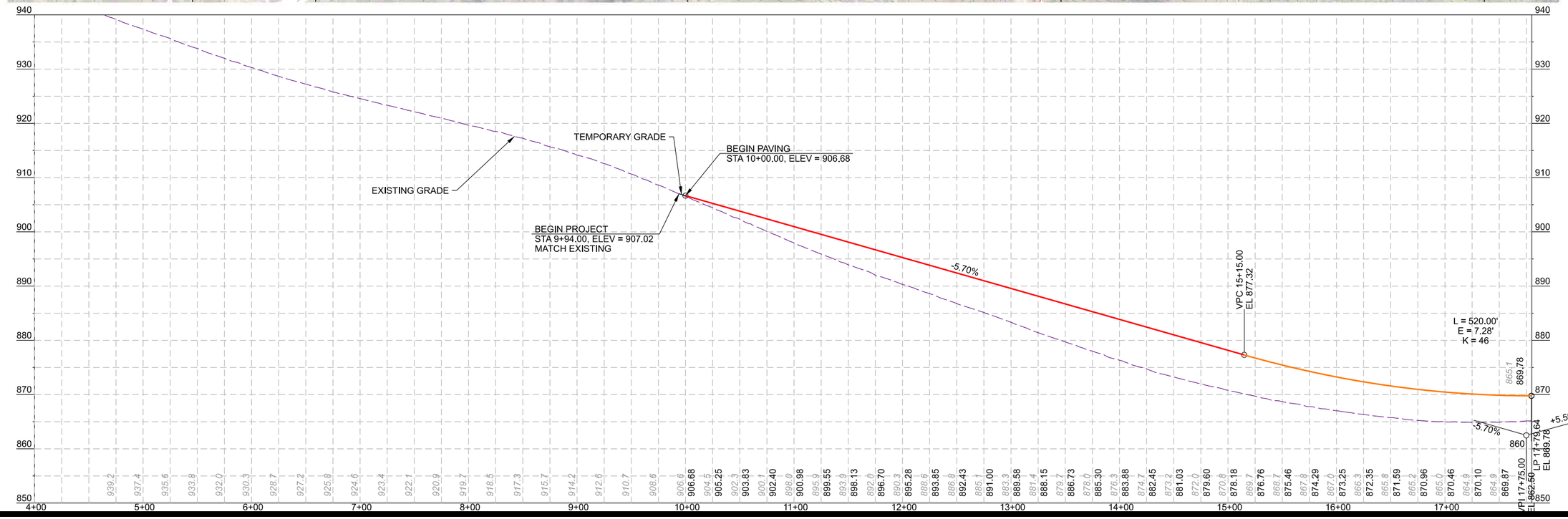
tract
Accelerating Responsible Infrastructure

NORRIS DESIGN
PEOPLE + PLACEMAKING



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MARK	REVISION	DATE	BY
Engineer: AGB	Checked By: LAH		T-R-S:
Technician: DSS	Date: 7/14/2026		

DOT #
Project No: 126.0385.01

Sheet D.1

DELAWARE STREET EXTENSION RISE

MAINLINE PLAN AND PROFILE

NORWALK, IA

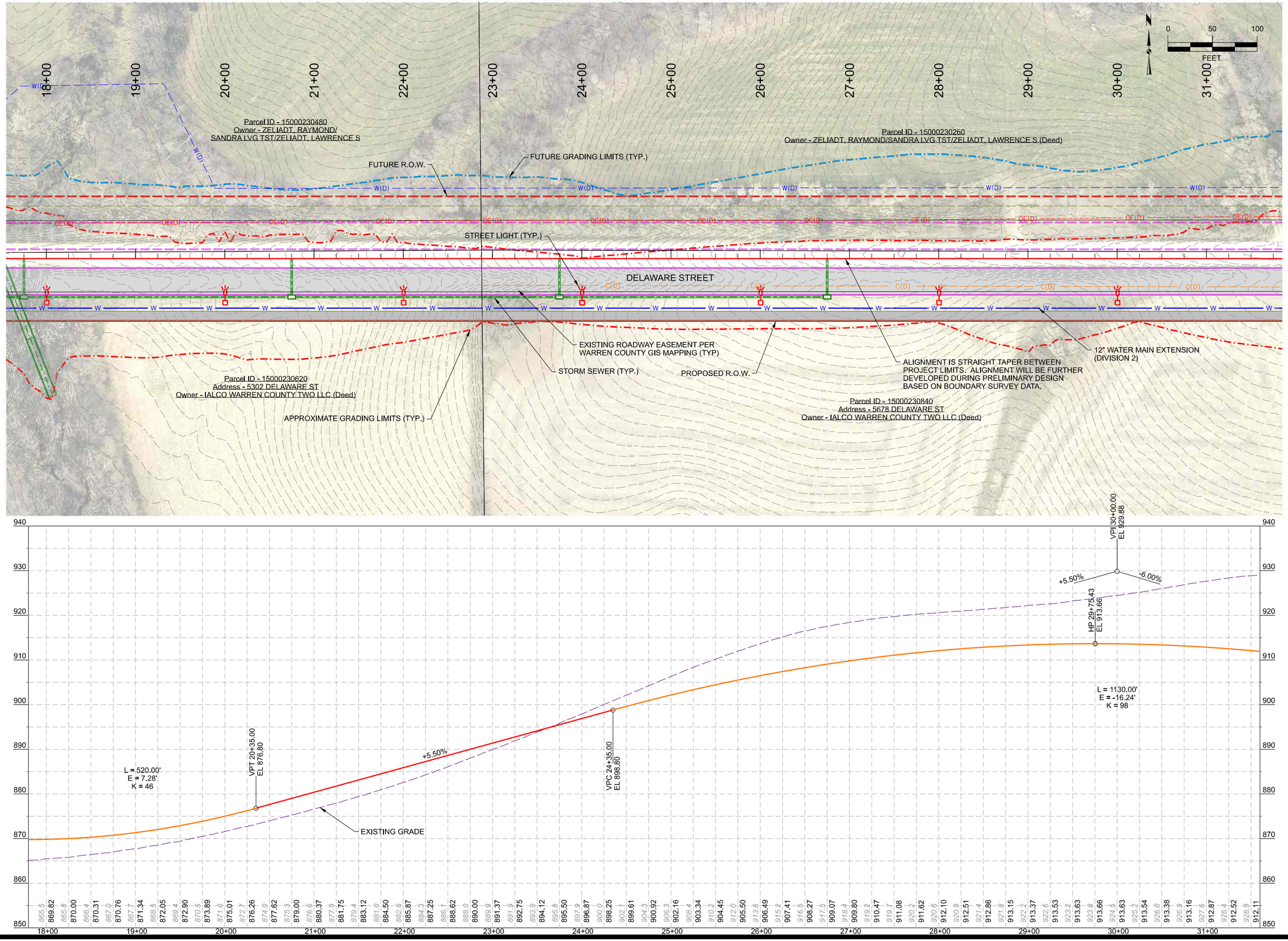
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2727 SW SNYDER BLVD
ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

SNYDER & ASSOCIATES

Project No: 126.0385.01

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Technician: DSS	Date: 7/14/2026		

DOT #
Project No: 126.0385.01

Sheet D.2

DELAWARE STREET EXTENSION RISE

MAINLINE PLAN AND PROFILE

NORWALK, IA

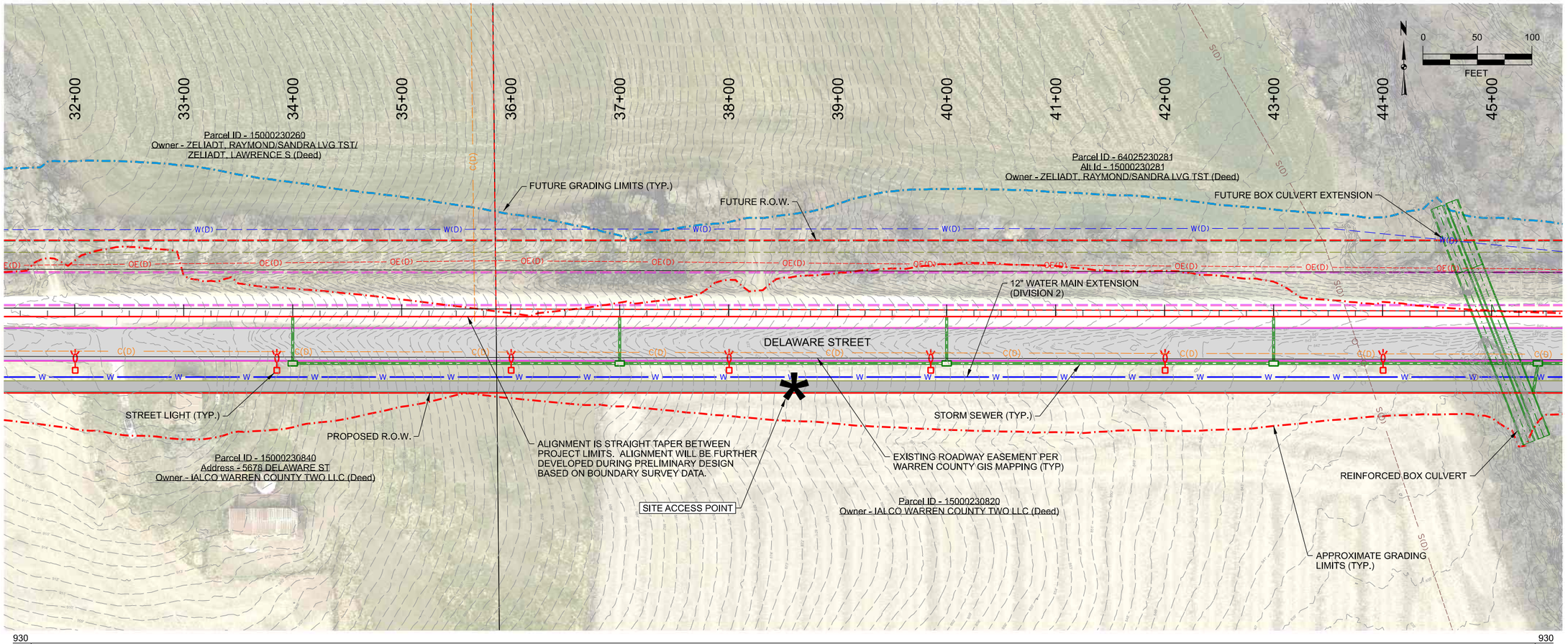
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515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

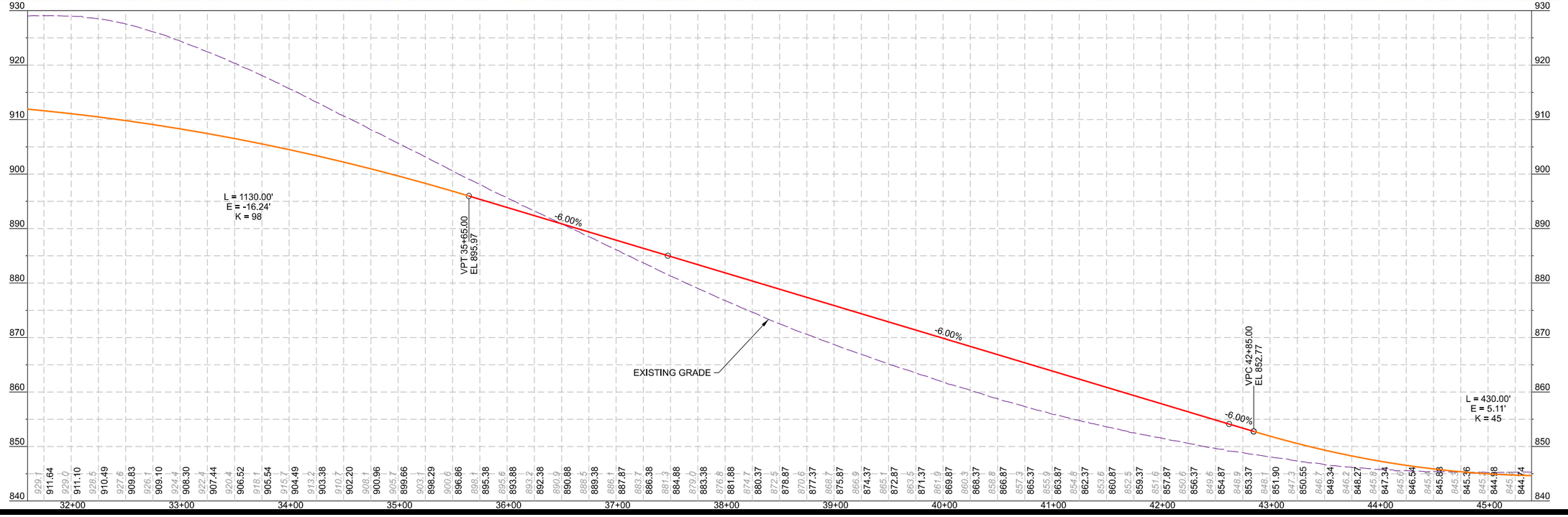
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Technician: DSS	Date: 7/14/2026		

DOT #
Project No: 126.0385.01

Sheet D.3

NORWALK, IA

DELAWARE STREET EXTENSION RISE

MAINLINE PLAN AND PROFILE

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2727 SW SNYDER BLVD
ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

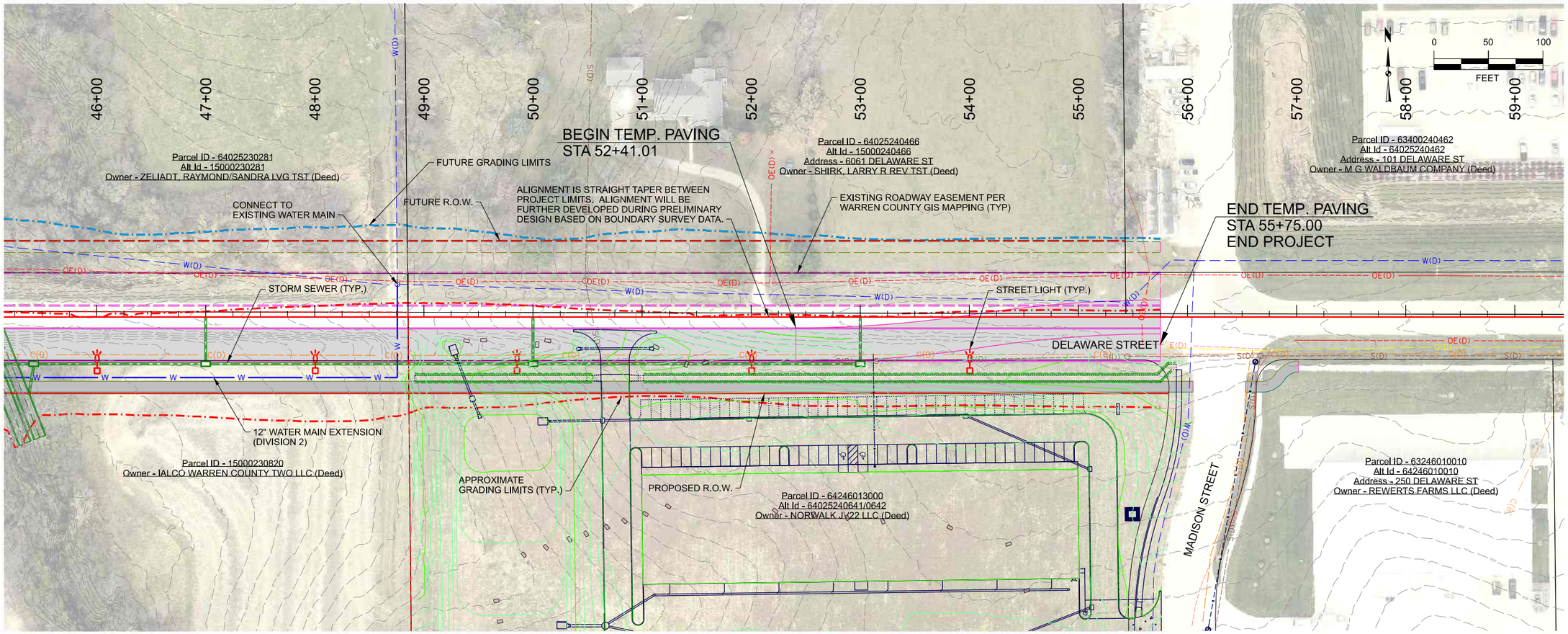
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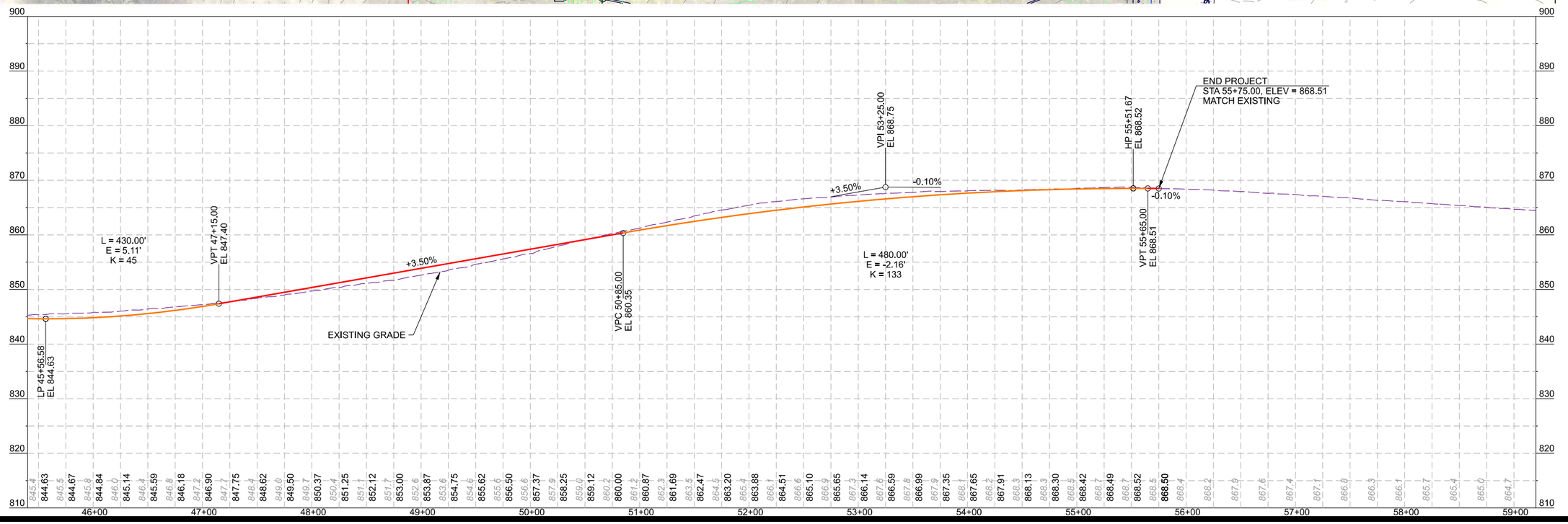
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Technician: DSS	Date: 7/14/2026		
DOT #	Project No: 126.0385.01		Sheet D.4

DELAWARE STREET EXTENSION RISE

MAINLINE PLAN AND PROFILE

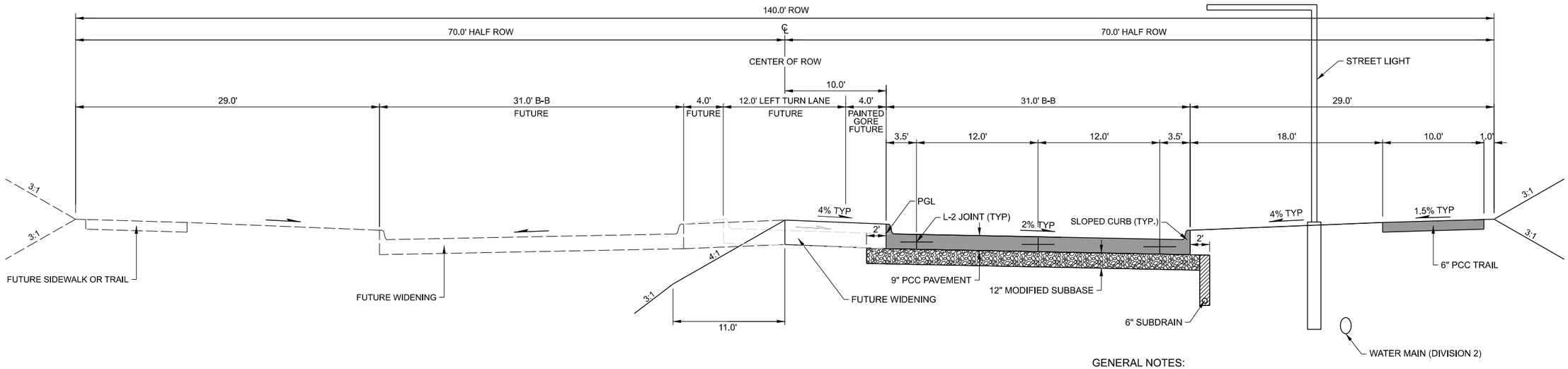
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ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

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Project No: 126.0385.01

Sheet D.4



GENERAL NOTES:

1. SUBGRADE AND SUBBASE MATERIAL TO BE SPECIFIED WITH PRELIMINARY DESIGN PHASE.

1/B.1 TYPICAL SECTION
NO SCALE

MARK	REVISION	DATE	BY
Engineer: MGB	Checked By: AGB	T-R-S:	
Technician: DSS	Date: 8/17/2026		
DOT #	Project No: 126.0385.01		Sheet B.1

DELAWARE STREET EXTENSION RISE

TYPICAL SECTIONS

NORWALK, STATE

SNYDER & ASSOCIATES, INC.
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ANKENY, IA 50023
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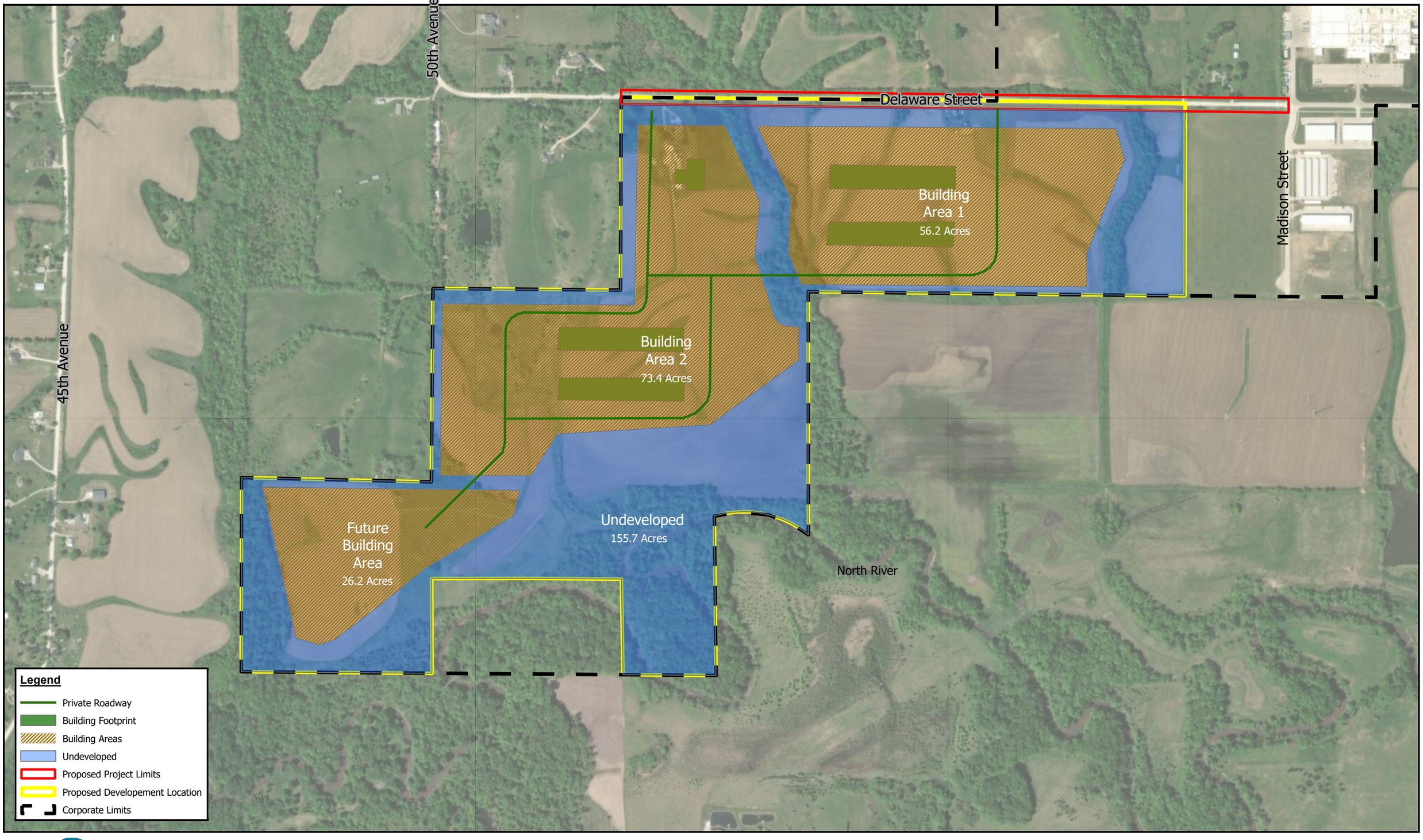
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Project No: 126.0385.01

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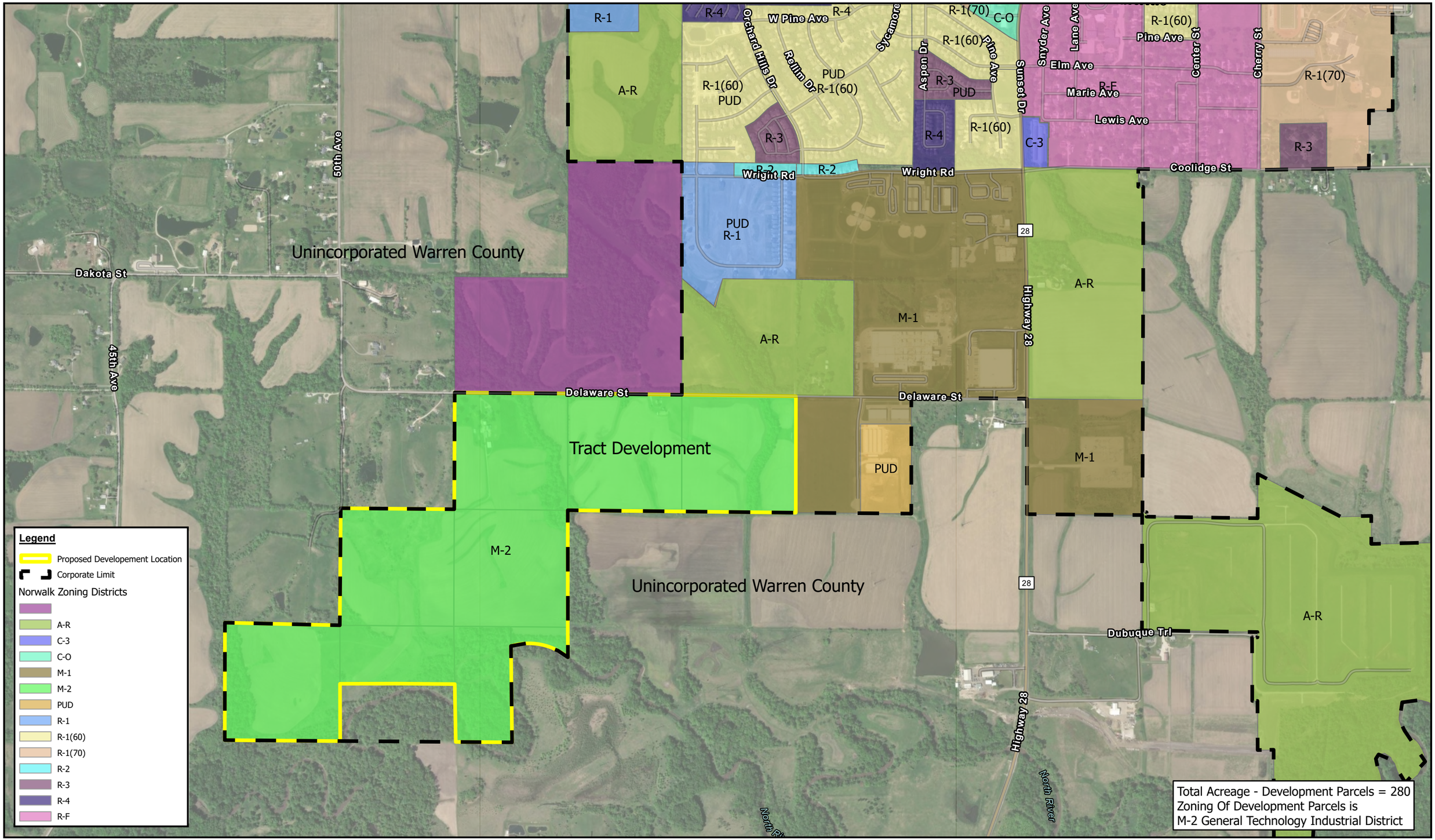


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Subdivision Boundary Map

Delaware Street Extension RISE | Norwalk, Iowa | 8/20/2026

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city of norwalk
SNYDER & ASSOCIATES

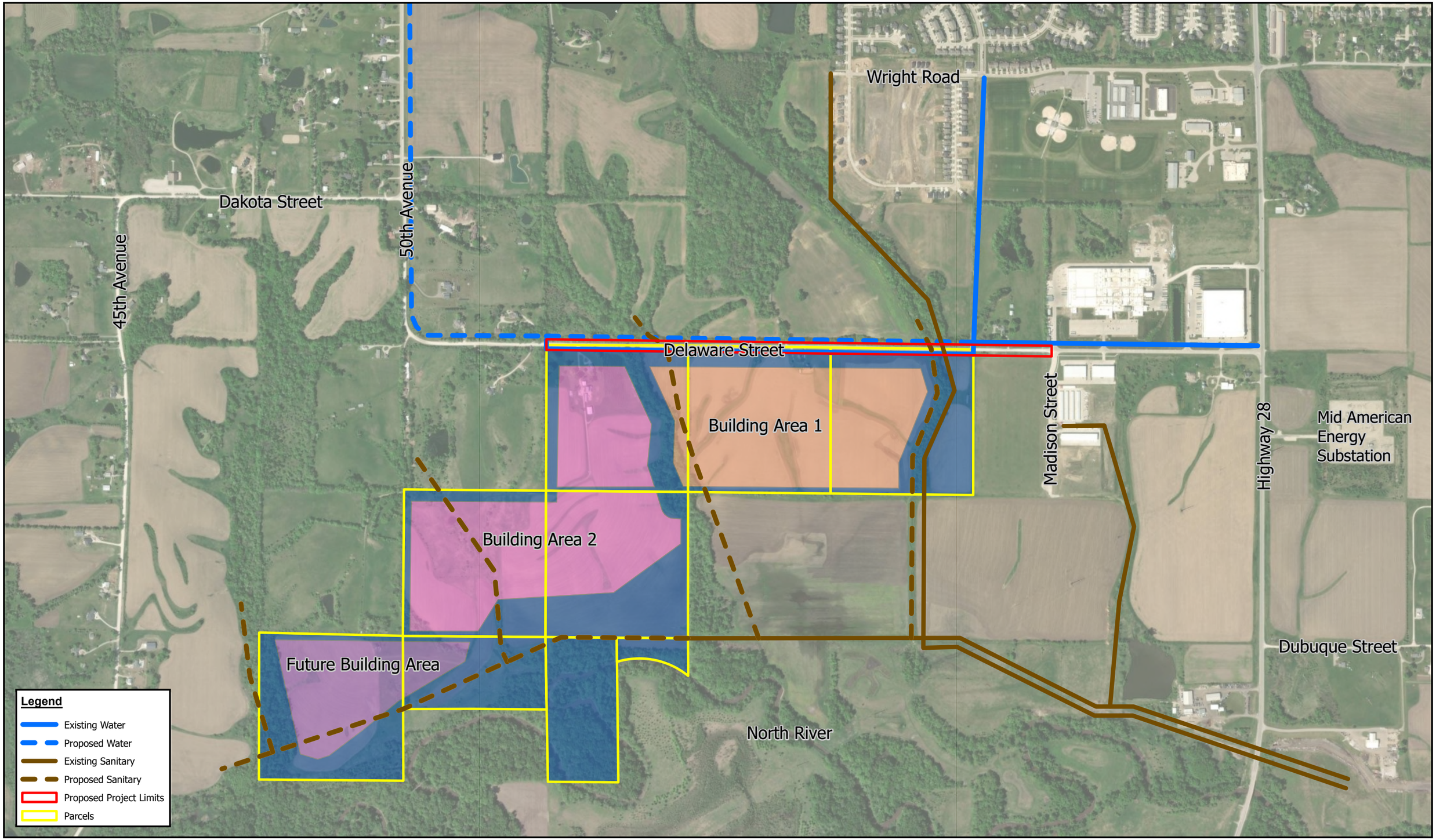
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Zoning Map

Delaware street Extension RISE | Norwalk, Iowa | 7/20/2026

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city of norwalk
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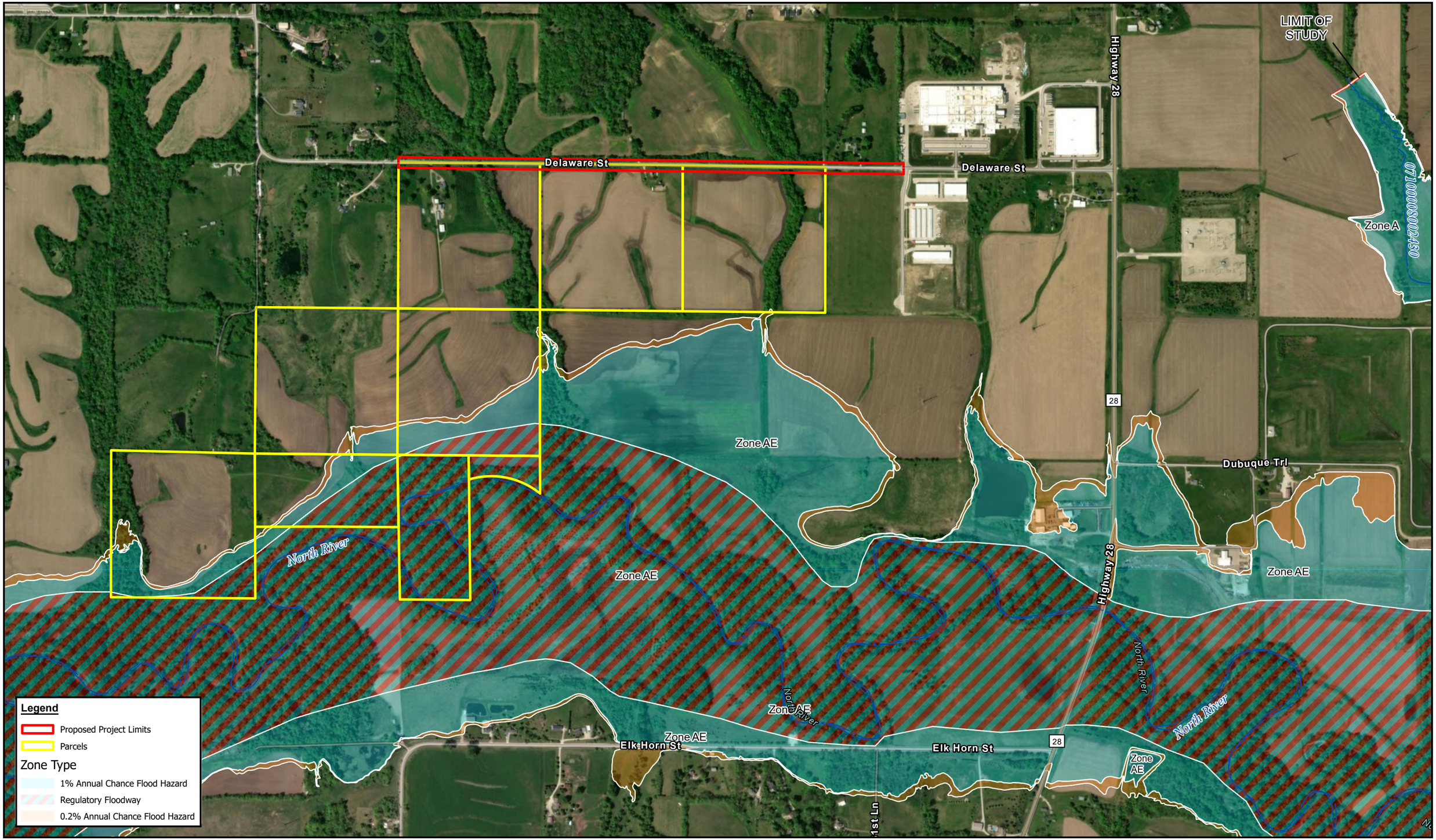
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Utility Map

Delaware Street Extension RISE | Norwalk, Iowa | 8/20/2026

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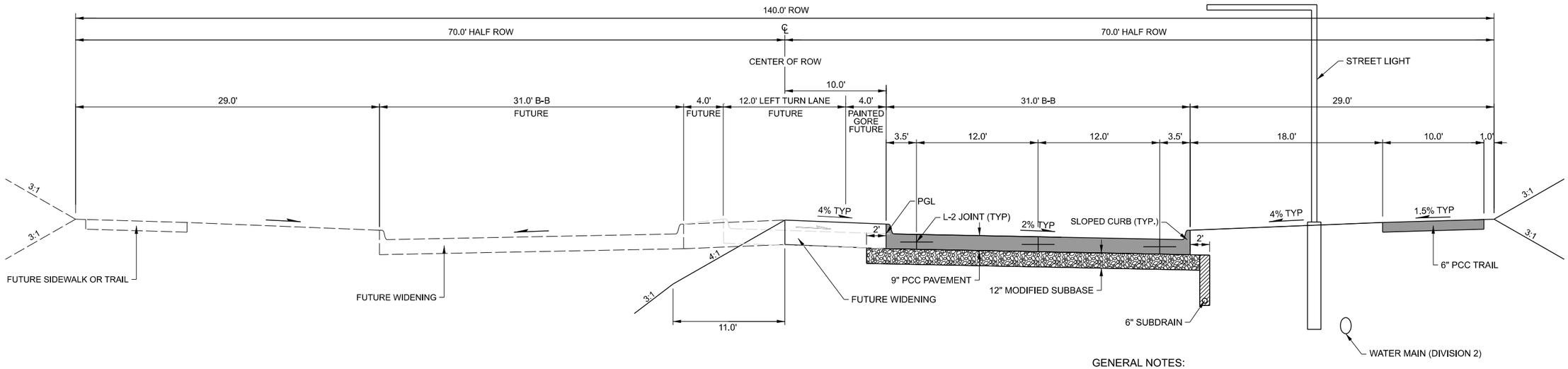
city of norwalk
SNYDER & ASSOCIATES

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Floodplain Map

Delaware Street Extension RISE | Norwalk, Iowa | 7/17/2026



GENERAL NOTES:

1. SUBGRADE AND SUBBASE MATERIAL TO BE SPECIFIED WITH PRELIMINARY DESIGN PHASE.

1/B.1 TYPICAL SECTION
NO SCALE

MARK	REVISION	DATE	BY
Engineer: MGB	Checked By: AGB	T-R-S:	
Technician: DSS	Date: 8/17/2026		
DOT #	Project No: 126.0385.01		Sheet B.1

DELAWARE STREET EXTENSION RISE

TYPICAL SECTIONS

NORWALK, STATE

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ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

SNYDER & ASSOCIATES

Project No: 126.0385.01

Sheet B.1

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DES MOINES AREA MPO
METROPOLITAN PLANNING ORGANIZATION

420 Watson Powell Jr. Parkway, Suite 200
Des Moines, Iowa 50309
Phone: 515.334.0075
Email: info@dmampo.org
www.dmampo.org

July 16, 2026

RISE Program Manager
Attn: Jennifer Kolacia
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Dear Ms. Kolacia,

SUBJECT: LETTER OF SUPPORT – REVITALIZE IOWA'S SOUND ECONOMY GRANT – CITY OF NORWALK

I am writing on behalf of the City of Norwalk and its Revitalize Iowa's Sound Economy (RISE) grant application. The Des Moines Area Metropolitan Planning Organization (MPO) staff has reviewed the City of Norwalk's RISE grant application to be submitted to the Iowa Department of Transportation (DOT) for conformance with the MPO's metropolitan transportation plan. The City of Norwalk's application is to reconstruct and pave Delaware Street to provide access to a new data center development. The roadway would also serve as a segment of a future Southern Loop Connector.

Based on the MPO staff's review of the project, we support the project and note that it is consistent with, and supportive of, *Mobilizing Tomorrow,* the MPO's Horizon Year 2050 Metropolitan Transportation plan.

Please feel free to reach out to me should you have any questions
Sincerely,



Dylan Mullenix, AICP
Executive Director

RESOLUTION NO. 26180

Resolution Endorsing an Application to the Iowa Department of Transportation for Funding through the Revitalize Iowa's Sound Economy (R.I.S.E.) Program for the Delaware Street Extension Project

WHEREAS, the Iowa Department of Transportation administers the Revitalize Iowa's Sound Economy (R.I.S.E.) Program to promote economic development by providing financial assistance for roadway construction or improvements necessary to support the creation or retention of permanent employment and private investment within the State of Iowa; and

WHEREAS, the R.I.S.E. Program provides financial assistance for eligible roadway projects that improve transportation access to industrial, manufacturing, warehousing, distribution, technology, and other qualifying economic development sites, thereby encouraging business expansion and strengthening Iowa's economy; and

WHEREAS, the City of Norwalk has identified the extension of Delaware Street as a critical transportation improvement necessary to support planned industrial and economic development within the City's Southwest Development Corridor; and

WHEREAS, the roadway constructed or improved will be adequately maintained and dedicated to public use for a minimum of 20 years after completion; and

WHEREAS, land provided access by the proposed improvement will be developed according to rule 761—163.2(315) Iowa Administrative Code; and

WHEREAS, no known business assisted by the project is acquiring or merging with an Iowa corporation. Any unknown future business that acquires or merges with an Iowa corporation within three years following the RISE application will be required to make a good-faith effort to hire the workers of the merged or acquired company; and

WHEREAS, on April 2, 2026, the City Council approved an agreement with Snyder & Associates to provide engineering design services for the Delaware Street Extension Project, including preparation and submittal of an application for funding through the Iowa Department of Transportation's Revitalize Iowa's Sound Economy (R.I.S.E.) Program; and

WHEREAS, the proposed Delaware Street Extension will provide public roadway infrastructure to the western boundary of the newly annexed Tract development site, immediately west of the Dunn Industrial Park, providing access necessary to facilitate current and future industrial development; and

WHEREAS, the Delaware Street Extension Project will support significant economic development opportunities, including the planned technology/data center development and other future industrial projects, creating substantial private investment, expanding the City's tax base, and providing infrastructure capable of serving hundreds of acres within the City's Southwest Development Corridor; and

WHEREAS, the increased taxable valuation generated by these developments will assist the City in funding future public infrastructure improvements needed to accommodate continued growth and development; and

WHEREAS, City staff has worked with Snyder & Associates to prepare a R.I.S.E. Program grant application requesting approximately Four Million One Hundred Thousand Dollars ($4,100,000), representing up to fifty percent (50%) of the estimated eligible project costs; and

WHEREAS, the Iowa Department of Transportation requires the governing body of the applicant to formally endorse the grant application by resolution prior to submission; and

WHEREAS, the City Council finds that submission of the R.I.S.E. Program application is in the best interest of the City of Norwalk and will support long-term economic development, transportation improvements, and public infrastructure investment;

NOW, THEREFORE, Be It Resolved by the City Council of the City of Norwalk, Iowa, as follows:

Section 1. The City Council of the City of Norwalk hereby endorses and authorizes the submission of an application to the Iowa Department of Transportation for funding through the Revitalize Iowa's Sound Economy (R.I.S.E.) Program for the Delaware Street Extension Project.

Section 2. The City Council of the City of Norwalk commits to funding the Delaware Street Extension Project as outlined in the R.I.S.E. Program application and to providing the required local matching funds for eligible project costs.

Section 3. The City Council of the City of Norwalk affirms that certain properties within the M-2 Technology Industrial District have been committed to R.I.S.E.-eligible development and that a minimum of fifty percent (50%) of the area will be developed with uses eligible under the R.I.S.E. Program.

Section 4. The City Council of the City of Norwalk affirms that the roadway improvements constructed as part of the Delaware Street Extension Project will be dedicated for public use and will remain available for public use and adequately maintained for a period of not less than twenty (20) years following completion of construction.

Section 5. The City Council of the City of Norwalk accepts jurisdictional responsibility for the proposed roadway improvements and commits to their continued operation and maintenance following project completion.

Passed and approved this 16th day of July, 2026.

Tom Phillips, Mayor

Attest: Lindsey Offenburger, City Clerk

ROLL CALL VOTE:	Aye	Nay	Abstain	Absent
Boerjan	☑	☐	☐	☐
Brown	☑	☐	☐	☐
Kuhl	☑	☐	☐	☐
Meinecke	☑	☐	☐	☐
Porter	☑	☐	☐	☐

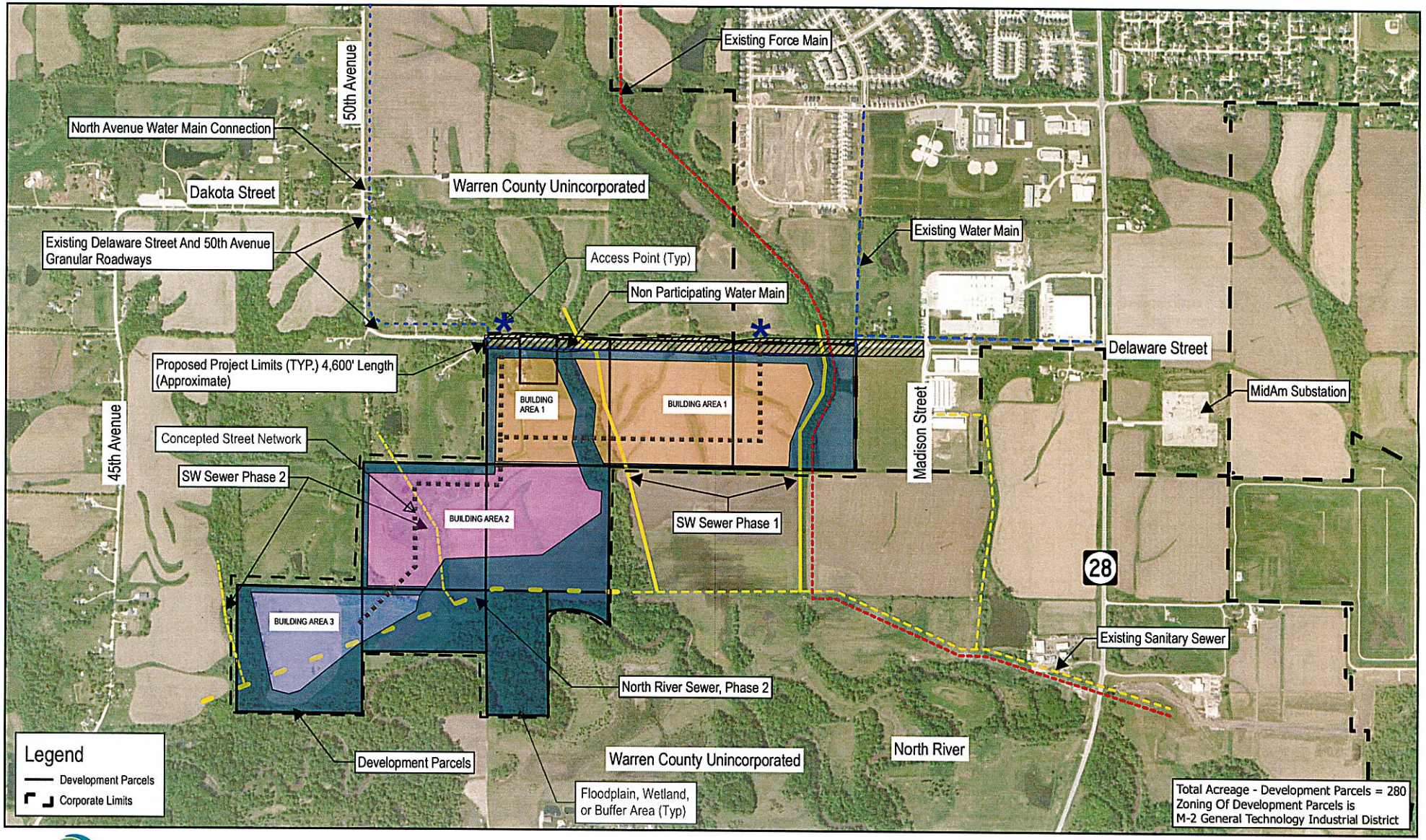
MAGNITUDE OPINION OF PROBABLE PROJECT COSTS

SNYDER & ASSOCIATES

Delaware Street Extension RISE
6/24/2026
Concept Only / with Funding
Norwalk, Iowa
Division 1: City RISE Eligible | Division 2: County RISE Eligible | Division 3: Not RISE Eligible
126.0385
Project Length (FT): 4650
Paving Width (FT): 31

ITEM #	DESCRIPTION	UNIT	UNIT PRICE	DIVISION 1 QUANTITY	DIVISION 2 QUANTITY	DIVISION 3 QUANTITY	DIVISION 1 TOTAL EXTENDED PRICE	DIVISION 2 TOTAL EXTENDED PRICE	DIVISION 3 TOTAL EXTENDED PRICE
1	CLEARING AND GRUBBING	ACRE	$ 35,000	1	2	0	$ 35,000	$ 70,000	$ -
2	EARTHWORK, CLASS 10	CY	$ 6	25000	6000	0	$ 150,000	$ 36,000	$ -
3	EARTHWORK, EMBANKMENT IN PLACE	CY	$ 16	49000	4000	0	$ 784,000	$ 64,000	$ -
3	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	$ 14	9000	1600	0	$ 126,000	$ 22,400	$ -
4	SPECIAL COMPACTION OF SUBGRADE	SY	$ 5	18100	0	0	$ 90,500	$ -	$ -
5	MODIFIED SUBBASE, 12"	CY	$ 60	6100	0	0	$ 366,000	$ -	$ -
6	GRANULAR SHOULDERS, TYPE A	TON	$ 60	112	0	0	$ 6,720	$ -	$ -
7	PCC CONCRETE PAVEMENT	SY	$ 68	16017	0	0	$ 1,089,156	$ -	$ -
8	PCC CONCRETE TRAIL/SIDEWALK	SY	$ 45	5167	0	0	$ 232,515	$ -	$ -
9	REMOVAL OF EXISTING CULVERT, CMP	LF	$ 60	200	0	0	$ 12,000	$ -	$ -
10	EXCAVATION, CLASS 20	CY	$ 25	3056	0	0	$ 76,400	$ -	$ -
11	APRONS, CONCRETE	EA	$ 3,000	5	0	0	$ 15,000	$ -	$ -
12	CULVERT, CONCRETE ROADWAY PIPE	LF	$ 100	200	0	0	$ 20,000	$ -	$ -
13	BOX CULVERT, PRECAST, WEST LOCATION	LF	$ 1,300	200	0	0	$ 260,000	$ -	$ -
14	BOX CULVERT, PRECAST, EAST LOCATION	LF	$ 1,600	260	0	0	$ 416,000	$ -	$ -
15	BOX CULVERT END SECTION, PRECAST, WEST LOCATION	EACH	$ 28,000	2	0	0	$ 56,000	$ -	$ -
16	BOX CULVERT END SECTION, PRECAST, EAST LOCATION	EACH	$ 35,000	4	0	0	$ 140,000	$ -	$ -
17	CULVERT BACKFILL	CY	$ 50	1200	0	0	$ 60,000	$ -	$ -
18	GRANULAR BLANKET	CY	$ 80	500	0	0	$ 40,000	$ -	$ -
19	STREAM DIVERSION	EACH	$ 15,000	2	0	0	$ 30,000	$ -	$ -
20	SUBDRAIN, LONGITUDINAL	LF	$ 18	4650	0	0	$ 83,700	$ -	$ -
21	SUBDRAIN OUTLET	EA	$ 500	30	0	0	$ 15,000	$ -	$ -
22	SANITARY SEWER, FORCEMAIN MANHOLE ADJUSTMENT	EA	$ 50,000	0	0	1	$ -	$ -	$ 50,000
23	STORM SEWER GRAVITY MAIN, TRENCHED	LF	$ 100	3900	0	0	$ 390,000	$ -	$ -
24	STORM SEWER INTAKE	EACH	$ 7,000	15	0	0	$ 105,000	$ -	$ -
25	STORM SEWER MANHOLE	EACH	$ 10,000	5	0	0	$ 50,000	$ -	$ -
26	WATER MAIN, 12"	LF	$ 130	0	0	4600	$ -	$ -	$ 598,000
27	WATER MAIN, FIRE HYDRANTS	EACH	$ 8,000	0	0	9	$ -	$ -	$ 72,000
27	WATER MAIN, VALVE, 12"	EACH	$ 4,500	0	0	5	$ -	$ -	$ 22,500
28	WATER MAIN, FITTING AND OTHER APPURTENANCES	LS	$ 50,000	0	0	1	$ -	$ -	$ 50,000
26	REVETEMENT, CLASS E	TON	$ 80	600	0	0	$ 48,000	$ -	$ -
27	DRIVEWAY, P.C. CONCRETE	SY	$ 70	1250	0	0	$ 87,500	$ -	$ -
28	FENCE, FIELD	LF	$ 8	9300	0	0	$ 74,400	$ -	$ -
29	REMOVAL OF FENCE, BARBED WIRE	LF	$ 5	9300	0	0	$ 46,500	$ -	$ -
30	CONSTRUCTION SURVEY	LS	$ 75,000	0.83	0.04	0.13	$ 62,250	$ 3,000	$ 9,750
31	PAVEMENT MARKINGS	LS	$ 20,000	1.00	0.00	0.00	$ 20,000	$ -	$ -
32	TRAFFIC CONTROL	LS	$ 30,000	0.83	0.04	0.13	$ 24,900	$ 1,200	$ 3,900
33	TRAFFIC SIGNAGE	LS	$ 20,000	0.83	0.04	0.13	$ 16,600	$ 800	$ 2,600
33	MOBILIZATION (7%)	LS	$ 452,000	0.83	0.04	0.13	$ 375,160	$ 18,080	$ 58,760
34	EROSION CONTROL BMP	LS	$ 125,000	0.83	0.04	0.13	$ 103,750	$ 5,000	$ 16,250
35	SURFACE RESTORATION	ACRE	$ 6,000	7	4	0	$ 42,000	$ 24,000	$ -
36	STREET LIGHTING (200' SPACING)	EACH	$ 10,000	23	0	0	$ 230,000	$ -	$ -
					SUBTOTAL CONSTRUCTION ESTIMATE:		$ 5,800,000	$ 244,000	$ 884,000
					CONTINGENCY (**MAX ALLOWED FOR RISE IS 10%**)		$ 580,000	$ 25,000	$ 89,000
					TOTAL CONSTRUCTION COST ESTIMATE:		$ 6,380,000	$ 269,000	$ 973,000
					Other Project Costs:				
					ROW Acquisition TCE (Estimated):		$ 97,650		
					ROW Acquisition PE (Estimated):		$ 70,000		
					Preliminary and Construction Engineering (**Max Allowed for RISE is 15%**):		$ 960,000	$ 40,000	$ 150,000
					Possible Stream Mitigation (Estimated):		$ 100,000		
					Total Magnitude Opinion of Probable Project Costs:		**$ 7,608,000**	**$ 309,000**	**$ 1,123,000**
					2027 Construction (estimated 4.0% construction inflation rate)		**$ 7,912,000**	**$ 321,000**	**$ 1,168,000**
					2028 Construction (estimated 4.0% construction inflation rate)		**$ 8,228,000**	**$ 334,000**	**$ 1,215,000**
					2029 Construction (estimated 4.0% construction inflation rate)		**$ 8,557,000**	**$ 347,000**	**$ 1,264,000**
					2030 Construction (estimated 4.0% construction inflation rate)		**$ 8,899,000**	**$ 361,000**	**$ 1,315,000**
							83.71%	3.53%	12.76%
						Total			
					RISE Request	$ 4,116,500	$ 3,956,000	$ 160,500	0
					Cost Share (Tract)	$ 5,284,500	$ 3,956,000	$ 160,500	$ 1,168,000

FILE PATH: \\ORION\volume\Projects\2026\126 0385 010\GIS\EXH_126 0385_Delaware-RISE.aprx
SOURCES: World Imagery: Vantor



city of norwalk
SNYDER & ASSOCIATES

N 0 500 1,000 Feet

Delaware Street Reconstruction RISE

| Norwalk, IA | 6/26/2026

ATTACHMENT A-2

RESOLUTION # 26-101

A RESOLUTION ENDORSING THE CITY OF NORWALK'S GRANT APPLICATION FOR FUNDING THROUGH THE IOWA DEPARTMENT OF TRANSPORTATION'S "REVITALIZE IOWA'S SOUND ECONOMY" (R.I.S.E.) PROGRAM FOR CITY OF NORWALK, DELAWARE STREET EXTENSION RISE PROJECT TO ASSIST DEVELOPMENT AND CONSTRUCTION OF TRACT DEVELOPMENT TECHNOLOGY PARK.

WHEREAS, the State of Iowa has developed program funding, administered through the Iowa Department of Transportation entitled "Revitalize Iowa's Sound Economy" (RISE), and

WHEREAS, said program is designed to assist cities and counties in the development of appropriate transportation systems to attract and retain business and industry creating job opportunities for the citizens of those communities and improving the overall economic character of the area, and,

WHEREAS, the site development for Tract Development Technology Park will provide significant new capital investment, tax base, and job creation in Warren County, Iowa, with their new development that provides data center facilities for end users, and,

WHEREAS, certain roadway improvements related to the City's application for RISE funds lie in the County, and,

WHEREAS, these improvements include grading and culvert extension within the existing Delaware Street roadway easement being 80' in width,

WHEREAS, these improvements being Delaware Street will remain a public roadway dedicated to public use; and the City will adequately maintain and operate the proposed public roadway improvements for the intended public use during the project's useful life, exceeding a minimum of twenty (20) years, and,

THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF WARREN COUNTY, IOWA that

1. Warren County supports the City of Norwalk's application for the R.I.S.E. Program Funding for the Delaware Street Extension RISE Project without financial obligation for said roadway improvements.

2. The City of Norwalk will adequately maintain and operate these roadways, lying within the incorporated City limits on Delaware Street Extension, for the intended public use during the project's useful life, exceeding a minimum of twenty (20) years.

Passed this and approved by the Board of Supervisors of Warren County, Iowa this 4th day of August, 2026.

WARREN COUNTY BOARD OF SUPERVISORS

Attest: _____

R E S O L U T I O N 26–201 **RESOLUTION ENDORSING CITY OF NORWALK**

Motion by Travis DeWitt, second by Aaron DeKock,

WHEREAS, the State of Iowa has developed program funding, administered through the Iowa Department of Transportation entitled "Revitalize Iowa's Sound Economy" (RISE), and,

WHEREAS, said program is designed to assist cities and counties in the development of appropriate transportation systems to attract and retain business and industry creating job opportunities for the citizens of those communities and improving the overall economic character of the area, and,

WHEREAS, the site development for Tract Development Technology Park will provide significant new capital investment, tax base, and job creation in Warren County, Iowa, with their new development that provides data center facilities for end users, and,

WHEREAS, certain roadway improvements related to the City's application for RISE funds lie in the County, and,

WHEREAS, these improvements include grading and culvert extension within the existing Delaware Street roadway easement being 80' in width,

WHEREAS, these improvements being Delaware Street will remain a public roadway dedicated to public use; and the City will adequately maintain and operate the proposed public roadway improvements for the intended public use during the project's useful life, exceeding a minimum of twenty (20) years, and,

THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF WARREN COUNTY, IOWA that

1. Warren County supports the City of Norwalk's application for the R.I.S.E. Program Funding for the Delaware Street Extension RISE Project without financial obligation for said roadway improvements.
2. The City of Norwalk will adequately maintain and operate these roadways, lying within the incorporated City limits on Delaware Street Extension, for the intended public use during the project's useful life, exceeding a minimum of twenty (20) years.

ACCEPTED AND APPROVED this 4th day of August 2026.

X	___	Brian Arnold, Chair
Aye	Nay	
X	___	Travis DeWitt, Vice-Chair
Aye	Nay	
X	___	Aaron DeKock, Member
Aye	Nay	
X	___	Stephanie Erickson, Member
Aye	Nay	
X	___	Crystal McIntyre, Member
Aye	Nay	

ATTEST: _____
Kimberly Sheets, Warren County Auditor

IOWA | DOT

CERTIFICATION

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached RESOLUTION(S) binds the participating local governments to assume responsibility for adequate maintenance of any new or improved city streets or secondary roads.

I hereby certify, under penalty of perjury, that any award of RISE funds; any subsequent letting of contracts for design, construction, reconstruction, improvement or maintenance; or the furnishing of materials therefore; shall not involve direct or indirect interest, prohibited by Iowa Code Section 15A.2, 314.2, 362.5 or 331.342, of any state, county, or city official, elective or appointive. Any award of RISE funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of RISE funding and authorize a complete recovery of any funds previously disbursed.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department is required prior to the authorization of funds.

Representing the City of Norwalk
Name of Applicant's Governing Authority

Signed:

Signature in Ink — 8-26-2026 Date Signed

Tom Phillips, Mayor
Name and Title — 8-26-2026 Date

Attested:

Lindsey Offenburger
Signature in Ink — 8-26-26 Date Signed

Lindsey Offenburger, City Clerk
Name and Title — 8-26-26 Date