



BUILD Capital Grant: Merit Criteria

Merit Criteria Narrative

Rural Dyersville has evolved from its farming roots to support a diverse community with expanded industrial, tourism, and outdoor recreation opportunities. The City of Dyersville (City) has repeatedly been impacted by major flooding and has turned that challenge into an opportunity to create a proactive plan for a more resilient and connected future. The Enhancing Multimodal Connections in Dyersville Project incorporates targeted engagement of at-risk road users, such as seniors and children, to inform east-west and north-south multimodal connectivity projects and trail connectivity. These elements are part of a multifaceted approach to ensure a resilient, accessible, and connected Dyersville for future generations.

The existing transportation network in Dyersville has large gaps that increase travel times, restrict access to community services, and inhibit non-vehicular use. The proposed project fills these gaps to create a more complete transportation network that provides reliable access for all residents and visitors while also maintaining connections to all neighborhoods during emergencies and flood events. These new and improved routes through the community will create connections that do not currently exist and strengthen the existing roadway network by adding accessible bicycle and pedestrian facilities and wayfinding enhancements.

Safety

Safety is a primary purpose of the project. This project offers clear, direct, and significant benefits to protect non-motorized travelers and incorporates design-based engineering solutions consistent with the National Roadway Safety Strategy Plan and the Safe Systems Approach. The City, in collaboration with Iowa Department of Transportation's (Iowa DOT) goals in the Strategic Highway Safety Plan, continually strives toward zero deaths on all public roadways.

Figure 1. Dyersville's Disconnected Transportation Network



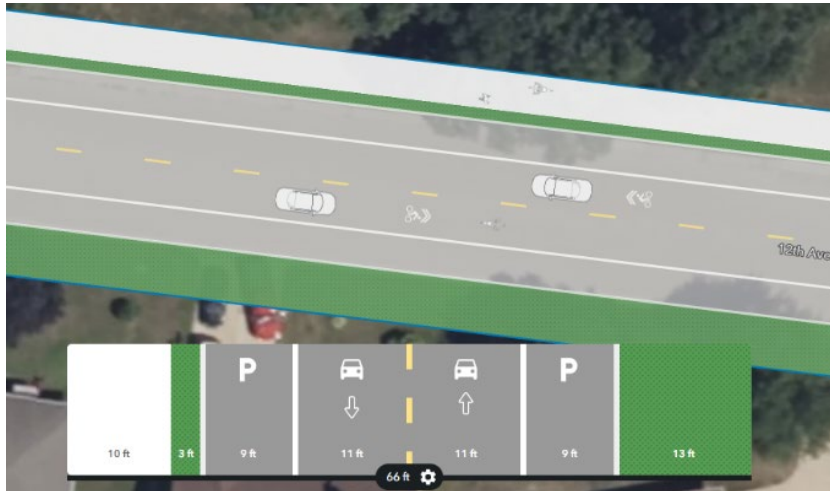
Vulnerable Roadway Users – The City's existing transportation network is discontinuous for motorists and even more so for pedestrians. Many local roads do not include sidewalks or dedicated bicycle lanes, causing those walking or biking to frequently enter the roadway and increasing the potential for conflict with general traffic and tragic loss of life. The Issues and Concerns section of the City Council's 2020 Goal Setting Report lists "Many streets have no sidewalks – especially needed on major pedestrian routes (6th Street, 8th Avenue SE)" and "Most existing sidewalks are non-compliant with ADA – many are so bad

pedestrians prefer to walk in the street." The Dyersville fire chief noted that the regularity of on-street pedestrian traffic in these residential areas has affected responder's preferred routes and speeds to areas in town, increasing response times. The addition of wide sidewalks, trails, buffered bike lanes, signage, and Americans with Disabilities (ADA) enhancements will improve safety for people biking, walking, or using other micromobility devices. This affects Dyersville residents,

thousands of tourists who visit the “Field of Dreams” movie site each year, and users of local schools and parks.

A 10-foot-wide side-path trail will be constructed along the north side of 12th Avenue SW, creating a physical separation from vehicles with a curb and grassed setback and concrete barrier on proposed bridges.

Figure 2. Proposed Typical Cross-Section – 7th Street SW



Along 7th Street SW, a 6-foot-wide sidewalk will be constructed along the east side of the street, and on-street bike lanes will also be present to fill in sidewalk and bike trail network gaps that currently mix modes of traffic. This will enhance multimodal transportation by creating a safer method of travel through this corridor. Safer travel options for pedestrians and cyclists could result in fewer injuries and fatalities and reduced greenhouse gas emissions in rural Iowa.

Crash Reduction – The current roadway system lacks primary and secondary access routes for vehicles to travel safely to and from various City quadrants. As a result, local traffic must often use U.S. Highway 20 (US-20) and Iowa Highway 136 (IA-136), which are the principal arterial routes for freight in eastern Iowa. This reduces safety and efficiency for all involved. US-20 is a 65-mile-per-hour, 4-lane divided highway on the south edge of Dyersville with average daily traffic volumes greater than 15,000 vehicles per day.¹ The Iowa DOT Crash Analysis Tool reports that from 2015 to 2020, Dyersville has had 194 crashes, resulting in 46 injuries. Seven crash locations in the city along US-20 and IA-136 are ranked among the top 18 in rural Dubuque County. The proposed enhancements to the local roadway network are expected to avoid approximately 1.37 crashes per year (on average) due to additional vehicle routes and mode-shifting, as documented in the Traffic and Safety Study, attached as Appendix B.

Canadian National (CN) Railway Crossing – The existing at-grade railroad crossings in the City disrupt regular traffic flow and create potential conflicts among vehicles, bicyclists, pedestrians, and trains. On average, there are seven daily train movements that cause a standstill on US-52 for up to 10 minutes. Several instances of extended crossing closures for repairs and stalled trains have caused extensive delays, including a complete closure of seven days in both 2020 and 2021 for crossing maintenance. When a closure or blockage occurs, emergency response access is also blocked without alternate routes. Additionally, 35 percent of freight on CN is chemicals and allied

¹ Analysis of Replica Network Linkage Data, US20, Thursday and Saturday, Spring 2024. Accessed 29 January 2025.

products (fertilizer), and the crossing elimination reduces risk of railcar spill and/or vehicles carrying hazardous materials crashing.²

The North-South Connection creates the only grade-separated railroad crossing in the City and surrounding area, which will eliminate queuing and delays at the railroad crossing and improve emergency service response times to the north side of the city. In addition, the Crimson Leaf Estates Mobile Home Park neighborhood will no longer be cut off from community services and amenities by the railroad and/or traffic on Beltline Road.

Emergency Response Times – The existing gaps in Dyersville’s transportation network are a struggle for the community. These gaps become critical during floods, which have severed access between east and west sides of town and isolated some neighborhoods in the northwest from emergency services, as shown in **Figure 3**. The key gap is the lack of a direct route between the fire and emergency medical services (EMS) station in the southeast and the neighborhoods in northwest Dyersville.

"I walk five miles a day, but I have to plan my path very carefully to make sure I have sidewalks and safe places to cross. I'd walk more places, but things aren't connected."

-Resident of Ellen Kennedy Senior Living Center

Southwest Dyersville is home to a disproportionate number of senior residents; 25 percent of Dyersville’s residents live here, but more than 42 percent are more than 65 years old. Southwest Dyersville is also the location of the area hospital, MercyOne Medical Center, which is a 20-bed critical

access hospital that serves 17 rural communities in Dubuque County. The City’s fire department and EMS provider, Bi-County Ambulance, are 100 percent staffed by volunteers who drive to the station on Dyersville’s southeast side before deploying to emergency call sites. In 2023, the fire department and EMS team responded to a total of 212 emergency calls. Of the 112 EMS responses, 94 involved transportation to MercyOne. The average response time to southwest Dyersville is 12.8 minutes. The proposed East-West Connection will reduce this response time by nearly 50 percent and improve response times throughout the community.

The proposed improvements create new and reliable links between neighborhoods while maintaining access during floods. In addition, the new sidewalk and trail routes will reduce pedestrian conflict with emergency service vehicles. The multimodal connectivity components of this project will also increase direct access to the City’s Federal Emergency Management Agency (FEMA) shelter, located at Dyersville Elementary School.

² Iowa DOT, <https://iowadot.gov/iowarail/pdfs/cn.pdf>, accessed December 11, 2024.

Table 1. Emergency Response Times in Dyersville

Bi-County Ambulance CY2023 Average On-Scene Response Time ^{2,3} (in Minutes)				
Emergency Call Location (Quadrant)	Target ⁴	With Current Existing Infrastructure	With Proposed Infrastructure	Reduction
SE Dyersville	9	8.3	7.8	-6%
NW Dyersville	9	10.0	6.0	-40%
SW Dyersville	9	12.8	6.8	-47%
NE Dyersville	9	8.8	4.8	-46%

² Data provided by Bi-County Ambulance as reported in ESO's EMS Software Suite.
³ On-scene response times include time for volunteer-responder travel to ambulance service station.
⁴ National Fire Protection Association's Standard for Volunteer Emergency Services for communities with 1,000 residents/square mile for 90 percent of calls (2020 NFPA 1720). Target time includes call answer and processing time, volunteer travel, EMS turnout time, and response time.

Environmental Sustainability

Environmental sustainability and resiliency are primary purposes of the project. This project offers clear, direct, and significant benefits of greenhouse gas (GHG) reduction and transportation-related air pollution.

Reduced Travel Time – New roadways and bridges will decrease the average travel time on US-20, IA-136, US-52, and across town on secondary roads, thus reducing fuel consumption and mobile source air toxins and emissions. These traffic flow improvements will minimize the associated stop-start conditions, decrease transportation related air pollution, and decrease GHG by 2,069.3 metric tons by 2049.

Mode Shift to Non-Motorized Travel – The bicycle and pedestrian network contains critical gaps that make walking or biking for daily activities difficult for those with mobility limitations. The addition of sidewalks and bike lanes and closing the critical gaps at the waterways through multimodal bridge infrastructure will remove the barrier to residents' ability to use non-motorized travel more frequently, with an estimated increase of 6.9 percent in non-motorized trips. This shift from single-occupancy vehicles to walking, biking, and electric micromobility devices in the City generates reductions of carbon and other air pollutants and improves health outcomes for users through reduced exposure to elevated levels of air and noise pollution.

Strengthening Community Access – The northwest part of Dyersville is bisected by the railroad, creating limited access to the elementary school, the park system, downtown, and east side commercial areas. The railroad also disconnects many residents from the major employment centers on the north and south side of the community by an at-grade rail crossing and major highway. Westside Park, the main community gathering place for youth sports activities, is not easily accessible from this area on foot due to a lack of sidewalk or trail connectivity from the mobile home park.

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The proposed North-South Connection would provide a critical link connecting the residential and industrial areas north of the railroad to the residential, educational, and medical areas south of the railroad. Addressing the critical gaps, completing the sidewalk network, and increasing pedestrian paths will improve the quality of life for the residents and visitors in these areas.

Reducing Emissions – With nearly 300,000 annual visitors, Dyersville, like the state of Iowa, is a transportation crossroads. As more travelers use EVs for both intra- and interstate travel, it is crucial to have sufficient charging infrastructure to meet demand. The development of this infrastructure will help Dyersville remain competitive, contribute to reduced future emissions, and spur economic growth. Providing alternative green fueling options with a Direct Current Fast Charging (DCFC) two-port charger will directly align with the U.S. National Blueprint for Transportation Decarbonization and provide proof for rural community use.

Vehicle miles traveled will be reduced by (on average) 814,971 miles per year after the project opens, and transportation-related air pollution and GHG emissions are expected to decrease with this project by 2,070.0 metric tons, primarily in carbon dioxide, by 2049, reducing transportation-related air pollution and GHG emissions in this area with a high concentration of underserved residents. Local traffic along Beltline Road will be reduced as a more direct connection is provided in the community at the East-West Connection. Additionally, the construction of the North-South Connection bridge over the rail crossing and installation of a roundabout and improved traffic flow will reduce noise and air pollution from truck idling.

The reduction in vehicle miles traveled along this roadway combined with reduced idling from the elimination of the at-grade rail crossing and installation of a roundabout at 1st Avenue SW will reduce the exposure to elevated levels of air, water, and noise pollution for residents in this area.

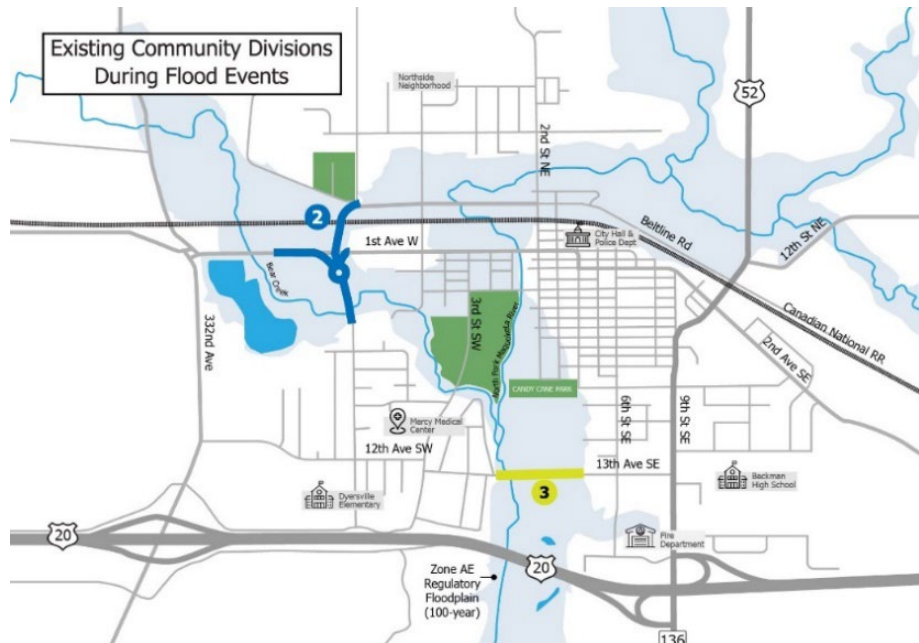
Flooding Resiliency

Dyersville has a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers, but Bear Creek and the North Fork Maquoketa River are natural barriers between these areas. Additionally, Dyersville's expected building loss rate, or economic loss to building value resulting from natural hazards each year, is in the 92nd percentile. Dyersville's expected population loss rate, or fatalities and injuries resulting from natural hazards each year, is in the 91st percentile.

The proposed bridge and trail projects eliminate these barriers while supporting restoration and preservation. In addition, the bridges are designed to be traversable during a 100-year flood event, which creates a critical and reliable connection for the community during a flood event.

According to the FEMA National Risk Index, all census tracts in Dyersville are "Resilience Disadvantaged," indicating that they are vulnerable to hazards caused by climate change. This designation has been warranted, as the City has received six flood-related national disaster

Figure 3. Existing Community Divisions During Flood Events



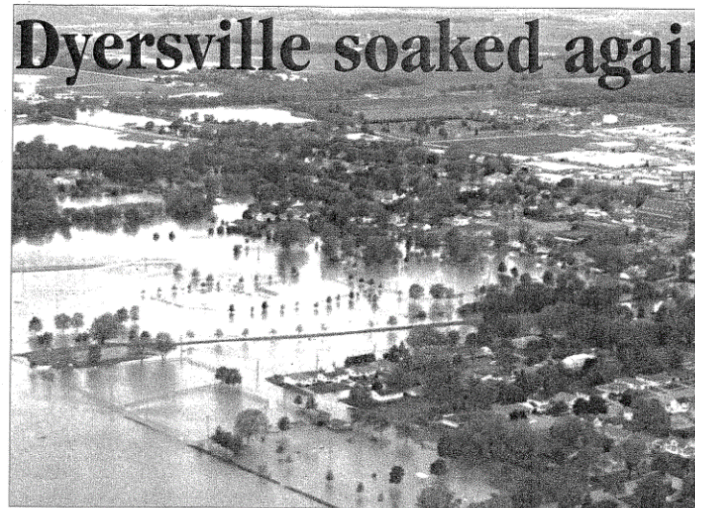
declarations, approved by the President of the United States, since 2000. These frequent extreme weather events cause water in the North Fork Maquoketa River to rise and overtop its banks, and these types of flood events are expected to increase due to climate change impacts. Flooding washes over roads and creates residential islands. The 1st Avenue W neighborhood is often cut off from the remainder of town for days until the floodwaters recede. Flood-related issues typically last 2 to 4 days, with

floodwaters typically receding between 6 and 24 hours after the event, and cleanup taking an additional 24 to 48 hours after waters recede. Neighborhoods in the southern portion of the City only have US-20 as a viable travel option. In the north side neighborhoods, the only viable route is a 4.75-mile detour along IA-136 to Floyd Road and to Christoph Road. The lack of alternative routes and accessibility alienates segments of the community, creates unnecessary hazards, and extends emergency response times considerably.

The proposed improvements will provide additional resilient routes to sustain Dyersville's connectivity. Flooding impedes the flow of traffic, erodes soils, and weakens asphalt. Rising temperatures also soften asphalt, creating ruts and potholes. These impacts reduce the life cycle of local roadways. The City plans to build resilience with construction materials and design approaches that can physically withstand impacts from increased extreme weather events.

Dyersville is in the process of implementing a Comprehensive Flood Mitigation Plan that includes climate change-related flood mitigation measures, including stream realignment, wetland restoration, native riparian buffers, and in-stream practices in Bear Creek and the North Fork Maquoketa

Figure 4. Newspaper coverage of one of six recent federally declared flooding disasters in Dyersville since 2000



Heavy rainfall during the early morning hours of May 30 pushed area rivers and creeks out of their banks, causing flood throughout Dyersville. The city's Westside Park and Candy Cane Park are closed until further notice. See more photos page 16A and at www.dyersvillecommercial.com.

River. The City recently received funding from FEMA's Building Resilient Infrastructure for Communities program to continue its significant and extensive mitigation work on these tributaries. The project will complement this work and provide resilience through connectivity.

As flooding is expected to increase, in addition to mitigation efforts, Dyersville has planned for adaptation measures, including bridge installations where floodwaters have previously impeded emergency response access. The flood mitigation and adaptation work are uniquely connected to the project because the proposed bridges will travel over the floodplains, ensuring transportation connectivity during flooding events and protecting the recently restored wetland habitats.

Native Habitat

Dyersville plans to incorporate native vegetation and educational opportunities into the completed project. Following recommendations from the [Iowa Living Roadways](#) program, the finished projects plan to include vegetation to re-establish native prairie plants and other similar vegetation along new roadways. The project will also provide access to wetlands and other environmental areas through the multiuse trails. As part of the prairie habitat restoration, the City will incorporate this information into the environmental education programs that are under development for the adjacent wetlands.

Quality of Life

Quality of life is a primary purpose of the project. This project offers clear, direct, and significant benefits to increase affordable transportation choices through the expansion of active transportation options and access to daily destinations.

Transportation Options

The project includes pedestrian and bicycle infrastructure enhancements that provide opportunities to use alternative modes of transportation safely for both recreational and transportation purposes. The trails, wide sidewalks, and on-street bicycle infrastructure provide improved opportunities for commuters to safely and comfortably walk and bike or use emerging micromobility modes. In the downtown district, ADA-compliant ramps will be added to enable equitable access to businesses.

The community's largest senior and assisted living housing, Ellen Kennedy Living Center (EKLC), is located on Dyersville's southwest side. This area makes up just 25 percent of the population but is home to 42 percent of its residents over 65 years old. During a workshop to address transportation access challenges with EKLC residents, 50 percent of the attendees reported they can no longer drive but continue to walk at least 2 miles daily for personal wellness. During a similar workshop with attendees of a senior exercise class at the James Kennedy Library, all attendees were able to drive, and 63 percent of attendees reported they currently walk for exercise or to their daily destinations. All the attendees at both events cited a desire to walk for more of their daily activities, but gaps in pedestrian infrastructure pose challenges for seniors with and without vehicles. Concerns were related to lack of sidewalk connectivity, crossing distances, insufficient sidewalks widths for multiple users (cyclists and pedestrians), and high speeds combined with low visibility at specific intersections.

By expanding freedom to make transportation decisions, more Dyersville households may be able to forego car ownership or maintain one vehicle rather than two or more. According to the Center for Neighborhood Technology, creators of the Housing + Transportation Index, the Regional Typical

Household in Dyersville owns 2.11 cars and drives them 23,485 miles per year. Transportation costs are considered affordable if they are 15 percent or less of household income, or \$9,455/year for the regional typical household. In this location, estimated driving costs for a household are \$16,599/year, or 176 percent above what is considered affordable. Low- and moderate-income residents are acutely impacted by these high transportation costs and have a greater financial incentive to use non-car modes when they are present.

While Dyersville is not an area of persistent poverty, there are pockets of the community where poverty is present. The northwest corner of the community consistently has approximately 11 percent of households living below the poverty level in the past 12 months. To understand some of the challenges facing these residents in accessing community services, the Dyersville Rural Food Pantry shared data for summer and fall of 2023 related to transportation barriers. In a review of the summer and fall client list and schedules, more than 30 percent of the clients served reported they either had to find a ride to the pantry or have someone else pick up food for them. In 2023, the Dyersville Rural Food Pantry moved to a larger location in an industrial area, across the train tracks from most residential areas. Prior to the move, there had been clients who walked to pick up their food. The current location of the pantry highlights the lack of transportation access and the barrier to new community residents who need access to services. The proposed 7th Street SW connection would provide a critical link connecting the residential areas south of the train tracks to the new food pantry location and directly benefit residents in need of food pantry services without vehicle access.

Further, the ability to safely and comfortably bike and walk promotes community cohesion and a sense of pride as neighbors meet each other along the trails and sidewalks on their way to school, to work, to visit a friend, or to the park.

Access to Daily Destinations

The project improves transportation options and expands access to essential services by creating a secondary, local route for both motorized and active transportation modes to meet daily needs.

The East-West Connection and additional trails and bikeways provide connections among the commercial retail development along US-52, residential areas on both sides of the North Fork Maquoketa River, Candy Cane Park, existing trails, MercyOne Medical Center, EKLC, and Dyersville Elementary School. The proposed trail to Candy Cane Park will connect to an existing trail system that leads across the North Fork Maquoketa River to Westside Park and downtown Dyersville.

The biking and walking improvements along 7th Street SW and the bridge over Bear Creek also connect Dyersville Elementary School and EKLC with additional residential areas, on both the south and north sides of Bear Creek.

The Beltline Overpass over the CN Railway will provide access to the north side industrial area and residential neighborhood along with a second route for local traffic through the City.

The proposed project will enhance a sense of community by building structures that create new connections between neighborhoods and maintain connectivity during extreme weather events. This enhanced connectivity will also help promote neighborhood development by leveraging opportunities for mixed-use developments. The proposed improvements will help to move traffic

more efficiently across town, providing greater opportunity to enjoy leisure activities and reducing stress during commute times.

Improves Mobility and Community Connectivity

"The number of students biking and walking to school doubled after the Candy Cane Park bridge opened."

-Dyersville Elementary School Dismissal Staff

The project has primary purposes of significantly increasing mobility and expanding connectivity for all users in Dyersville by creating new system-wide multimodal connections across the North Fork Maquoketa River, Bear Creek, and the CN Railway and by enhancing existing roadways with trails, sidewalks, bikeways, and ADA-compliant access to

businesses. Two-thirds of the senior residents over 80 years old interviewed during the Dyersville Transportation Access Study reported that they were limited in their ability to drive alone, making improvements to pedestrian infrastructure especially beneficial for this segment of the community. Senior residents are disproportionately located in the southwest neighborhoods of Dyersville. From this area, access to downtown is limited to those able, comfortable, and willing to drive on the highway to reach many community amenities. EKLC residents noted pedestrian challenges at intersections along 12th Avenue that will be addressed by the East-West Connection. The completion and upgrade of the incomplete sidewalk network to a 10-foot separated path will address a critical gap for pedestrian access.

When paired with the proposed increase in other pedestrian paths and wayfinding, these connections will improve quality of life for the concentration of senior residents in this area. This complete street approach to transportation improvements is consistent with the Dyersville Comprehensive Plan and advances the City's goals of ADA compliance and accessibility, particularly on community corridors, through universal design principles of equitable use and hazard minimization. This approach accommodates all users while creating a safe and interconnected walking and biking network that links community destinations. A robust, well-connected multimodal network encourages users to move freely throughout town.

These connections would create a regional connection to both the "Field of Dreams" movie site and the Heritage Trail system. The Heritage Trail covers nearly 30 miles from the Mississippi River town of Dubuque to Dyersville. The trail passes through the deeply carved valley of the Little Maquoketa River, historical sites, and small farming and former mining communities, providing a central element of travel through the region.

Economic Competitiveness and Opportunity

Economic competitiveness and opportunity are primary purposes of the project. This project offers clear, direct, and significant benefits to increase transportation reliability, facilitate tourism, and promote locally inclusive opportunities for economic development.

Transportation Reliability

The proposed projects will provide opportunities for local traffic to move more efficiently on new roadways. Key infrastructure in Dyersville is already stressed with the increasing traffic volumes associated with regional population growth. That traffic has continued to grow with the recent

rerouting of US-52 onto IA-136 through Dyersville. Transportation models indicate that these roads will operate at level of service (LOS) D by 2040 without the recommended improvements to provide local trips with high-quality local roads. LOS D indicates that traffic is approaching unstable flow levels, increasing the likelihood of traffic incidents and associated delays. Like driving through an urban highway during commuting hours, this LOS is not acceptable for roadways in a small, rural town such as Dyersville. The construction of the new east-west and north-south connections will provide alternate options for local travel, remove congestion from US-20 and US-52, allow goods and people to move more efficiently, and improve efficiency for regional and national shippers.

Enhancing Tourism

“Field of Dreams” Movie Site – In 1988, the fantasy sports movie “Field of Dreams” was filmed in Dyersville on the century-old Lansing family farm. The movie, centered around redemption for baseball players banned from the Chicago White Sox after the 1919 World Series scandal, transformed the farm’s cornfield into an iconic baseball diamond, now a renowned pop culture destination. Despite being 35 years since the movie’s release, the site still attracts more than 250,000 visitors annually.

Capitalizing on this cultural legacy, Major League Baseball (MLB) inaugurated the “MLB at Field of Dreams” baseball game in 2021, with the first game between the Chicago White Sox and New York Yankees. The event continued in 2022 with a game between the Cincinnati Reds and Chicago Cubs.

Dyersville is the home of the “Field of Dreams” movie site and an economic hub in eastern Iowa.

In 2021, Dyersville hosted the first Major League Baseball game in Iowa and will continue to host professional games on a recurring basis.

Figure 5. MLB Game at “Field of Dreams” Movie Site, August 2021



This MLB event drew more than 275,000 visitors in 2021 alone, and it offers significant economic opportunities for Dyersville, prompting the City to focus on downtown revitalization efforts. Projections indicate that the annual event will generate more than \$10.45 million in direct spending and support 81.6 full-time equivalent jobs annually, benefiting hotels and restaurants across eastern Iowa. A non-profit group has finished the design of a \$60 million professional

ballpark to be constructed in 2024 and completed in 2026 to host annual MLB ball games. To further enhance the site’s appeal, an \$80 million youth baseball-softball complex is under construction, featuring nine fields, dormitories, and a hotel, with completion slated for 2027. Additional amenities, including a year-round indoor field house, recreational vehicle park, inclusive playground, and jogging trails, are expected to be completed by 2029. These enhancements aim to attract more families to the region, generating more than \$32 million in direct spending annually and supporting more than 250 jobs. As tourism in Dyersville expands, the proposed mobility improvements will address increased traffic demands during both special events and the tourism season, facilitating active transportation connections.

Heritage Trail – The Heritage Trail is a 29.4-mile-long recreational trail connecting Dyersville to Dubuque. The trail attracts tourists who enjoy the scenic views and natural experiences along farms, small towns, and greenways. Because the west end of the trail is in Dyersville, the City often serves as a trailhead for the start or end point of the trail experiences. Users venture into town to eat and rest and rely on the City's biking and walking infrastructure to complete those trips. Expanding the trail system in Dyersville will enable tourists and residents to access and explore more of the City's treasures.

Economic Development and Private Investment

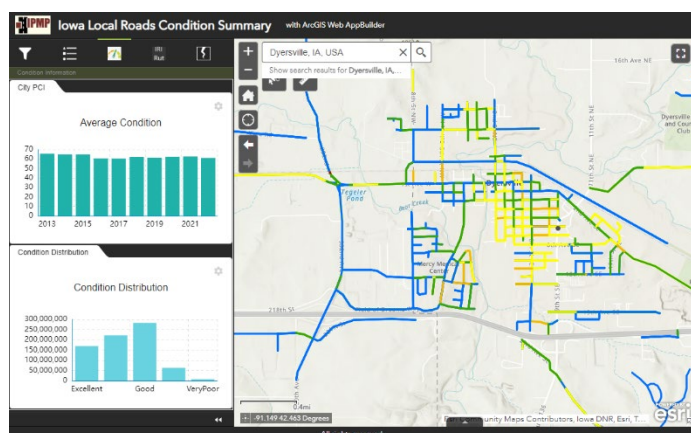
In addition to their functionality in moving people safely and efficiently during big events, new roads, bridges, and trails are critical for this major economic activity center. Enhancing access to and mobility through the City will help improve safety and spur further growth. Additionally, the project provides more efficient rail freight movement through the area by eliminating an at-grade rail crossing and the need for trains to slow down. Infrastructure investment and increased accessibility opens vacant land for economic growth. The North-South Connection's Beltline Overpass, connecting to a light industrial park in Dyersville, is expected to unlock 375 acres for development and create approximately 188 new jobs.

State of Good Repair

State of good repair is a primary purpose of the project. This project offers clear, direct, and significant benefits to create new resilient infrastructure in a rural community that will be maintained in a state of good repair through the existing asset management system.

The project components are part of an ongoing City commitment to maintain the existing infrastructure and minimize local roadway deterioration. The City uses Cartegraph as its enterprise asset management software and works with a third-party consultant to collect pavement condition data and develop the pavement management plan. Using pavement data collected by Iowa DOT and processed by the Iowa Pavement Management Program, this project will evaluate and combine the two datasets to develop an updated, more comprehensive pavement management plan.

Figure 6. Dyersville Pavement Condition Data from the Iowa Pavement Management Program Web Portal



pavement, bridges, and other assets (e.g., lighting, sidewalks). This includes evaluating deterioration curves for bridge assets and pavement assets in conjunction with Iowa DOT and

preparing a comprehensive pavement management program that identifies approved surface treatments and current maintenance capabilities as well as funding availability.

Long-standing agreements will remain in place between Iowa DOT and Dyersville regarding shared maintenance. Specifically, Iowa DOT will maintain US-20 and US-52, and Dyersville will assume responsibility for the new 13th Avenue SE Connection, 7th Street SW Extension, and Beltline Overpass and has committed to maintaining these assets to a state of good repair.

Partnership and Collaboration

Dyersville has worked with many key partners and the public to develop the project, and that input directly informed design. The proposed East-West and North-South Connections are the result of a comprehensive planning effort involving public and private partners. Community participation has included numerous public meetings and interviews with stakeholders.

The City-led project team has made extensive public outreach efforts in developing the proposed scope of work, including at the Dyersville Elementary School, EKLC, James Kennedy Public Library, and Rural Community Food Pantry. The community has hosted numerous public meetings to gather input on ways to improve accessibility. Local leaders, businesses, and residents attended planning workshops and provided feedback on proposed transportation solutions. The City implemented hired a professional public involvement consultant to conduct demographics analysis and target outreach to understand travel patterns and unique challenges to inform project design. The Demographic Profile and Transportation Access Impacts Report is included as Appendix C. The contacts made through this process will ensure ongoing communication throughout the project.

A key element of the Beltline Overpass is that it crosses the CN Railway tracks. The City discussed this project with CN Railway, including sharing preliminary design concepts. CN Railway has agreed in principle to the proposed plans, as noted in the letter of support in Appendix D.

Workforce Development Partnership: Opportunity Dubuque

Dyersville is a member of the Greater Dubuque Development Corporation (GDDC), a regional economic development organization supporting Clayton, Delaware, Dubuque, Jones, Jackson, Grant (Wisconsin), and Jo Daviess (Illinois) Counties. GDDC works to provide workforce solutions to businesses, support existing industry, and attract new businesses to the greater Dubuque region. The GDDC Workforce Solutions team analyzes data and takes the pulse of the regional workforce to create innovative solutions for both employers and job seekers. Opportunity Dubuque is a nationally recognized, collaborative job-training effort through Northeast Iowa Community College for groups who are underrepresented in transportation infrastructure jobs in response to local employer needs for a skilled workforce. Promotion of the Opportunity Dubuque will be implemented during the development of the Enhancing Multimodal Connections in Dyersville Project.

73 percent of enrolled participants completed the semitruck driving certificate.

87.5 percent of enrolled participants completed the building construction and equipment operator certificate.

The Opportunity Dubuque program benefits workers and employers. Participants receive tuition and child-care assistance to complete industry-driven certifications, and employers who sponsor these programs have direct access to hiring the graduates. Opportunity Dubuque supports the following training programs that are relevant to the transportation infrastructure trades: Semitruck Driving (CDL-A) and Construction Equipment Operator certificates. **Table 2** identifies project partners and parties who have been involved in the planning process and are crucial to the proposed project's successful implementation.

As a component of Dyersville's innovative communications strategy scope of work, the communications contractor will coordinate with GDDC to host pre-bid informational sessions in Dyersville featuring Opportunity Dubuque programs related to apprenticeships, CDL-A, and Construction Equipment Operator programs.

Table 2. Project Partner Organizations and Roles

Organization	Role
City of Dyersville	Dyersville is the applicant for BUILD grant funding and the primary project party. The City has led all project planning activities and will negotiate an agreement with Iowa DOT to manage the grant. The City is the source of the matching fund, will support all construction activities, and will maintain the new roadways and bridges.
Iowa DOT	Iowa DOT will manage the project and administer BUILD grant funds. Iowa DOT has the experience and capacity in grant fund administration that will allow the project to proceed smoothly. Iowa DOT will also be responsible for National Environmental Policy Act review activities.
East Central Intergovernmental Association	This regional organization has been involved in pre-project planning activities and will support implementation.
"Field of Dreams" Movie Site	This attraction is a key project champion with improved access across the City supporting all activities at the park.
MLB	MLB is a supporter of infrastructure upgrades that will help fans attend annual games safely at the "Field of Dreams" site.
Regional manufacturers and businesses	BUILD investments that improve mobility and reduce shipping costs are favored highly by local manufacturers and businesses.
CN Railway	CN Railway committed to permit the construction of the multiuse overpass that will create the only grade-separated railroad crossing in the City.
Greater Dubuque Development Corporation	This organization promotes high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs.

A partnership between Dyersville and Iowa DOT will be instrumental in successful project implementation and grant management.

The project has strong cross-jurisdictional support from Iowa Governor Kim Reynolds, Iowa DOT Director Scott Marler, Dyersville Mayor Jeff Jacque, the City Council, Dubuque County Board of Supervisors, Iowa State Representative Shannon Lundgren, Iowa State Senator Carrie Koelker, Iowa Representative Ashley Hinson, and Iowa Senators Charles Grassley and Joni Ernst, among others. Letters of support that the City received directly are included as Appendix D.

In addition to the direct support for these improvements in downtown Dyersville, there is a strong partnership and investment in the “Field of Dreams” movie site, which relies on a robust transportation network in the City to succeed. This development is a collaboration between multiple public and private party investments, including Dyersville Events Inc.; Dubuque County; Travel Dubuque; the Dyersville Economic Development Corporation; the cities of Dyersville and Dubuque; and the State of Iowa. These partners are coming together to establish a vision for a robust future tourism center around the “Field of Dreams” site that will capitalize on continued interest in the area, bringing economic interest and vitality to the region.

Innovation

This project involves several innovative new-to-the-area design ideas and delivery approaches.

Innovative Technologies

Intersection Design – The City’s project design includes the implementation of a roundabout as part of the North-South Connection. This will be the first roundabout constructed in Dyersville and will serve as an example for future intersection improvements. The 7th Street SW Extension is close to several residential properties. One design consideration is to incorporate a roundabout in this area to connect 7th Street SW with 1st Avenue W (Main Street) and Beltline Road to reduce delay and improve traffic flow in the area while also improving bicycle and pedestrian safety. This recommendation is the preferred alternative to progress through design.

Innovative Project Delivery

The City will phase this project for delivery, which will include a project bundle for the development and delivery of the trail segments that are not directly within the project limits of the East-West or North-South Connections. These five trail segments have logical independence but are a similar work type, and it will save time and money to bundle them for development and delivery. Project bundling is new to the City, but in this instance, it makes sense and is consistent with the project bundling initiative promoted by the Federal Highway Administration under Everyday Counts – Round 5.

Innovative Community Communications

The City will seek a full-service communications individual or firm for internal and external communications related to the project. The goals of the communications strategy are to ensure the following:

1. Intensive outreach to vulnerable road users, including seniors and children
2. Timely, accurate, and complete information related to multimodal detours, resident safety, and project progress using multiple platforms
3. Clear communication and messaging of resident value and community impact
4. Coordinate with GDDC to host pre-bid informational sessions in Dyersville featuring Opportunity Dubuque programs related to apprenticeships, CDL-A, and Construction Equipment Operator programs
5. Education and outreach related to safe human-powered transportation, including driver behaviors and bicycle and pedestrian safety
6. Bidirectional communication at key project points
7. Acknowledgement and celebration of project wins

Costs to complete the following scope of work are included in the project budget and will include planning and strategy, content marketing and management, project management and coordination with construction teams, community and media relations, and creative services for traditional and social media.

Innovative Financing

The City has not had the flexibility to use in-kind match previously, which is what has always kept a project of this scale out of reach. This project budget proposes recognizing three matching elements to this project:

1. Cash in the form general obligation bonds
2. In-kind real property that will be incorporated into the project limits
3. In-kind contributions to the project from City staff

Dyersville is a rural community with limited resources, but the City is dedicated to its portion of the contributions and to the overall success of this project through innovative financing. The City will work in partnership with the U.S. Department of Transportation and the existing guidance on match flexibilities to make this project a reality.