



RAISE Capital Grant: Merit Criteria

Merit Criteria Narrative

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 sustainable, resilient, and connected future. The Enhancing Multimodal Connections in Dyersville Project incorporates targeted engagement of at-risk road users to inform east-west and north-south multimodal connectivity projects, trail connectivity, and electric vehicle (EV) charging opportunities. These elements are part of a multi-faceted approach to ensure a resilient, equitable 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. The project's installation of an EV fast-charging station will support statewide and national initiatives to facilitate EV transportation.

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 (IDOT) goals in the Strategic Highway Safety Plan (SHSP), 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, but 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. This increases 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,

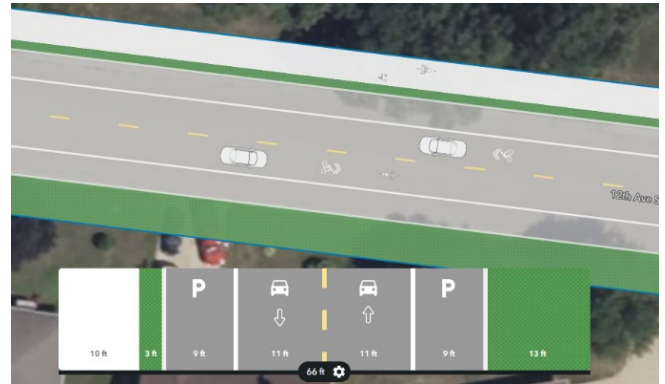
8th Avenue SE)" and "Most existing sidewalks are non-compliant with ADA – many are so bad pedestrians prefer to walk in the street." The Dyersville Fire Chief noted that the regularity of on-street pedestrian traffic in these residential areas has affected responder's preferred routes and speeds to areas in town increasing response times. The addition of wide sidewalks, trails,

buffered bike lanes, signage, and ADA improvements will improve safety for people biking, walking, or using other micro mobility 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 the 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 complete sidewalk and bike trail network gaps that currently mix modes of traffic. This will increase multi-modal transportation by creating a safer method of travel through this corridor.



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 US-20 and Iowa 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 (ADT) volumes greater than 10,000 vehicles per day. The IDOT Crash Analysis Tool reports that from 2017-2023, Dyersville has had 306 crashes, resulting in 61 injuries. Seven crash locations in the city along US-20 and Iowa 136 are ranked among the top 18 in rural Dubuque County. The proposed enhancements to the local roadway network will decrease crashes by an average of 3.6 percent per year, 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 between 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 7 days in both 2020 and 2021 for crossing maintenance. When a closure or blockage occurs, emergency response access is also blocked without alternate routes.

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 neighborhood with the highest number of minority residents, including Crimson Leaf Estates Mobile Home Park, 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 below. The key gap is the lack of a direct route between the Fire and Emergency Medical Services (EMS) station in the southeast and the neighborhood 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; this area is home to a quarter of Dyersville's residents but over 42% of its residents are over 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. Average response time to southwest Dyersville is 12.8 minutes. The proposed East-West Connection will reduce this response time by nearly 50% 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 FEMA shelter, located at Dyersville Elementary School, particularly for minority residents in the northeastern neighborhoods.

Table 1: Emergency Response Times in Dyersville

Bi-County Ambulance Service CY2023 Average On-Scene Response Time ^{1, 2} (in Minutes)				
Emergency Call Location (Quadrant)	Target ³	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%

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

Environmental Sustainability

Environmental sustainability and resiliency are a primary purpose of the project. This project offers clear, direct, and significant benefits to explicitly consider climate change, greenhouse gas (GHG) reduction, and environmental justice.

Reduced Travel Time – New roadways and bridges will decrease the average travel time on US-20, Iowa 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 87,275.8 kilograms by 2030.

Mode Shift to Non-motorized Travel – The bicycle and pedestrian network contains critical gaps that make walking or cycling for daily activities difficult for cyclists or pedestrians with mobility limitations. The addition of sidewalks and bike lanes and closing the critical gaps at the waterways through multi-modal bridge infrastructure will remove the barrier to residents' ability to use non-motorized travel more frequently, with an estimated increase of 35.1% in non-motorized trips. This shift of trips in the city from single-occupancy vehicles to walking, biking, and electric micro mobility devices generate reductions of carbon and other air pollutants and improve health outcomes for users through reduced exposure to elevated levels of air and noise pollution.

Environmental Justice – Dyersville's minority population has almost tripled in the last 10 years. This growth is notably higher than that of the state of Iowa and is an opportunity to consider equity on the front end of planning and project development. The minority community in the city largely resides in the northwest part of Dyersville; this area makes up 18 percent of the Dyersville population but is home to almost 40 percent of its minority residents including Black or African American, American Indian, Hawaiian/Pacific Islander and other or mixed-race populations. This area 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 US 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. Additionally, according to the [Climate and Economic Justice Screening Tool](#) 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 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 minority residents and visitors in these areas. The project is also committed to using the least environmentally damaging construction practices.

Reducing Emissions & EV Charging Station – With nearly 300,000 annual visitors, Dyersville, like the state of Iowa, is a transportation crossroads. As more travelers use electric vehicles 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 US National Blueprint for Transportation Decarbonization and provide proof for rural community use.

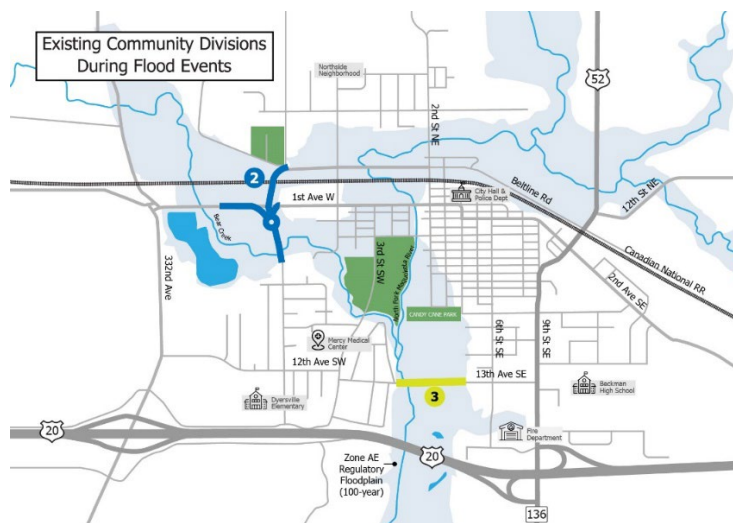
Vehicle miles traveled (VMT) will be reduced by 648,300 miles and transportation-related air pollution and GHG emissions are expected to decrease with this project by 85.8 metric tons, primarily in carbon dioxide, by 2030, reducing transportation-related air pollution and GHG emissions in this area with 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 to reduce truck idling and improve traffic flow will reduce noise and air pollution related to truck idling.

The reduction in VMT along this roadway combined with reduced idling from 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 the concentration of minority 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. 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.

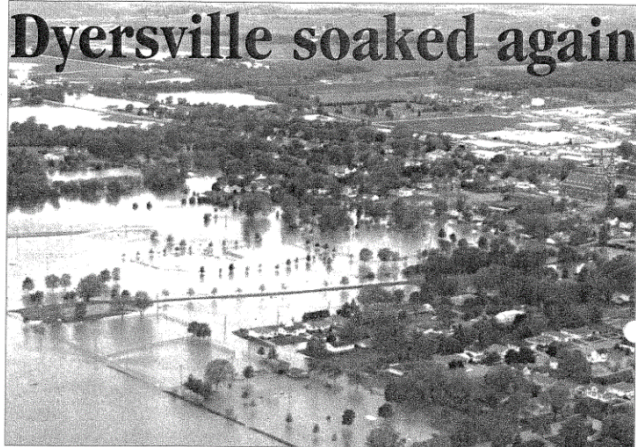
Figure 3: Existing Community Divisions During Flood Events



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 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 at a time until the floodwaters recede. Flood-related issues typically last 2-4 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 town 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 Iowa 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.

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 flooding throughout Dyersville. The city's Westside Park and Candy Cane Park are closed until further notice. See more photos on page 16A and at www.dyersvillecommercial.com. Photos by Bill Redger

The proposed improvements will provide additional resilient routes sustaining 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 lifecycle of local roadways. The City plans to build resilience with construction materials and design approaches that can physically withstand climate impacts.

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

As climate change-related flooding is expected to increase, in addition to mitigation efforts, Dyersville has planned for adaptation measures, including bridge installations where flood waters have previously impeded emergency response access. The flood mitigation and adaptation work are uniquely connected to the project as 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 multi-use 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.

Active Transportation Options

The project includes pedestrian and bicycle infrastructure enhancements that provide opportunities to use non-motorized, active transportation modes 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 micro mobility modes, potentially reducing the reliance on single-occupancy vehicles and expanding mobility to those who cannot or do not want to drive. 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 24 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's 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 transportation choices, 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 (CNT), 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 review of the summer and fall client list and schedules, over 30 percent of the clients served reported they either had to find a ride to the pantry or have someone else pick food up 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. If they do not know anyone or have a language barrier, finding a ride to access community services is especially difficult. 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, but 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 as they venture 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 between 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, the 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 Road Overpass over the CN Railway will provide access to the northside industrial area and residential neighborhood, as well as 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 severe 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 a primary purpose 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 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, by developing a system that supports ADA accessibility 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 choose between various modes and move freely throughout town, regardless of whether they own or have access to an automobile.

These connections are both imperative for local mode choice and would also create a regional connection to both the Field of Dreams movie site and to 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, and provides a central element of nonmotorized travel through the region.

Economic Competitiveness and Opportunity

Economic competitiveness and opportunity is a primary purpose 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 Iowa 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 level of service is not acceptable for roadways in a small, rural town such as Dyersville. The construction of these 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

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. Since 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 town will enable tourists and residents to access and explore more of the city's treasures.

Field of Dreams Movie Site – In 1988, the fantasy sports film *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 its release, the site still attracts over 250,000 visitors annually.

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 an annual game.

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

Figure 4: MLB Game at Field of Dreams Movie Site, Dyersville, Iowa, 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 over \$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 ballgames. 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 over \$32 million in direct spending annually and supporting over 250 jobs. As tourism in Dyersville expands, the proposed mobility improvements will address increased traffic demands during both special events and the tourism season, facilitation active transportation connections.

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. Infrastructure investment and increased accessibility opens vacant land for economic growth. The North-South

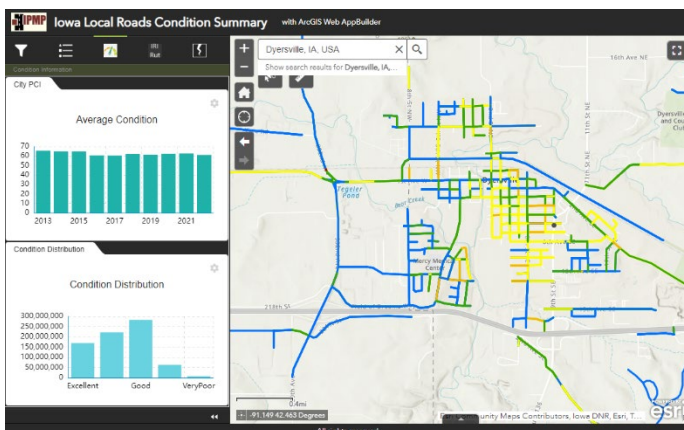
Connection's Beltline Road Overpass, connecting to a light industrial park in Dyersville, is expected to unlock 375 acres for development and create approximately 188 new jobs.

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 City's pavement management plan. Using pavement data collected by the IDOT and processed by the Iowa Pavement Management Program (IPMP), this project will evaluate and combine the two data sets to develop an updated more comprehensive pavement management plan.

Figure 5: Dyersville pavement condition data from the Iowa Pavement Management Program (IPMP) web portal



By using the IDOT data, the City can have peace of mind knowing the roadway infrastructure is inspected and maintained following industry best practices. Generally, the roadway network is in good condition with a network average City Pavement Condition Index (City PCI) of 70. However, based on historic data, regular maintenance is the most cost-effective way to preserve a roadway network. In addition to the project components, the City will evaluate and improve the existing

pavement management program and apply those practices to the new and upgraded infrastructure, including pavement, bridges and other assets (e.g., lighting, sidewalks). This includes evaluating deterioration curves for bridge assets and pavement assets in conjunction with IDOT 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 IDOT and Dyersville regarding shared maintenance. Specifically, IDOT 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 Road 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 Dyersville Elementary School, the EKLC, the James Kennedy Public Library, and the Rural Community Food Pantry. The community has hosted numerous public meetings gathering input on ways to improve accessibility. Local leaders, businesses, and residents attended planning workshops and provided feedback on proposed transportation solutions. The City implemented many suggestions from the “Promising Practices for Meaningful Public Involvement Guide,” including hiring a professional public involvement consultant to conduct demographic analysis and targeted outreach to vulnerable populations and service providers 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 Road 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 (WI), and Jo Daviess (IL) 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 developed with Northeast Iowa Community College (NICC) in response to local employers’ needs for a skilled workforce. Promotion of the Opportunity Dubuque, a high-quality workforce development program with supportive services to help train, place, and retain people in good-paying jobs for groups that are underrepresented in transportation infrastructure jobs, will be implemented for the development of the Enhancing Multimodal Connections project.

51% of Opportunity Dubuque participants in 2023 identified as a racial minority.

73% of enrolled participants completed the semi-truck driving certificate.

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

This 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: Semi-Truck Driving (CDL-A) and Construction Equipment Operator certificates.

The Opportunity Dubuque program supports pathways to employment for individuals with significant barriers to employment, such as ex-offenders, individuals with disabilities, individuals with mental health barriers, individuals with substance abuse barriers, unemployed and underemployed individuals, and English Speakers of

Other Languages. Table 1 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 communication strategy scope of work, the communications contractor will coordinate with Greater Dubuque Development Corporation (GDGC) to host pre-bid informational sessions in Dyersville featuring Opportunity Dubuque programs related to apprenticeships, CDL-A, and Construction Equipment Operator programs.

Table 1: Project Partner Organizations and Roles

Organization	Role
City of Dyersville	Dyersville is the applicant for RAISE grant funding and the primary project party. The City has led all project planning activities and will negotiate an agreement with IDOT 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 Department of Transportation	IDOT will manage the project and administer RAISE grant funds. IDOT has the experience and capacity in grant fund administration that will allow the project to proceed smoothly. IDOT will also be responsible for NEPA 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.
Major League Baseball	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	RAISE 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 multi-use overpass that will create the only grade-separated railroad crossing in the city.
Greater Dubuque Development Corporation	Promotion of Opportunity Dubuque, a high-quality workforce development program with supportive services to help train, place, and retain people in good-paying jobs for groups that are underrepresented in transportation infrastructure jobs.

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

The project has strong cross-jurisdictional support from Iowa Governor Kim Reynolds, IDOT Director Scott Marler, Dyersville Mayor Jeff Jacque and the City Council, Dubuque County Board of Supervisors, Iowa State Representative Shannon Lindgren, Iowa State Senator Carrie Koekler, Iowa Representative Ashley Hinson, and Iowa Senators Charles Grassley and Joni Ernst, among others. Letters of support 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 Go the Distance, LLC, 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

EV Charging Station – This project includes the installation of a publicly accessible Level 3 DCFC station located within Candy Cane Park. The charging station will be built to accommodate two (2) 150 kW (300 kW total) ports simultaneously, which would be operated and maintained similarly to the requirements of the NEVI program for reliable charging.

An innovative public-private partnership between the City and an EV-charging vendor will establish collaborative construction, operations, and maintenance of the DCFC charging station. In this public-private partnership arrangement, the City will own and maintain the parking facility for the EV charging station, while the EV-charging vendor will be responsible for procuring, installing, and operating and maintaining the EV-charging infrastructure.

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 serve as an example for future intersection improvements. The 7th Street SW Extension is close to several residential properties. One of the design considerations 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 bicyclist and pedestrian safety. This recommendation is the preferred alternative to progress through design.

Innovative Project Delivery

The City will phase this project for delivery. This phasing 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 FHWA 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:

1. Intensive outreach to and inclusion of at-risk road users and underserved populations
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 Greater Dubuque Development Corporation (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 bike 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 in its portion of the contributions and to the overall success of this project through innovative financing. The City will work in partnership with USDOT and the existing guidance on match flexibilities to make this project a reality.