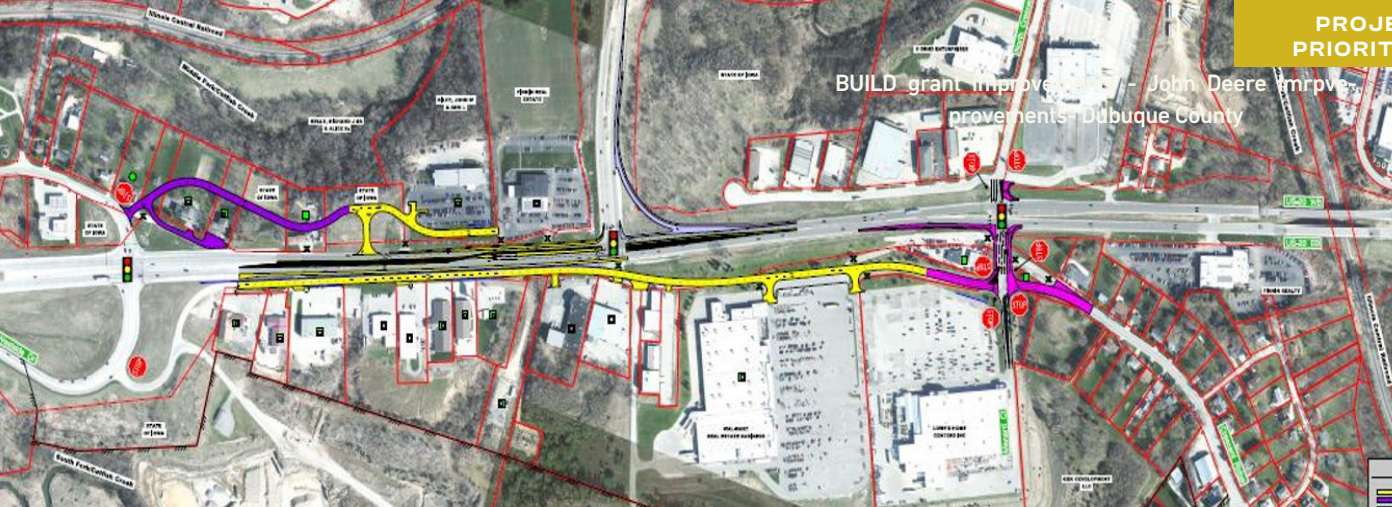




Projects and Prioritization

CHAPTER 11



Projects and Prioritization

Through the LRTP planning process, DMATS and its members developed a comprehensive list of projects intended to advance the region's long-term vision and address the 2055 LRTP goals and objectives. This chapter first presents the complete list of 2055 LRTP projects. It then outlines the methodology for prioritizing these projects and allocating limited funding to the highest-priority ones. The chapter concludes with the final LRTP project funding schedule, which will guide the MPO's transportation investments over the next thirty years.

Projects

At the outset of the planning process, DMATS staff collaborated with the Technical Advisory Committee to develop an initial project list, map project locations, and estimate costs. These cost estimates were derived from planning-level construction and right-of-way estimates provided by city and county engineers, as well as state departments of transportation. As the process progressed, projects were evaluated using the DMATS travel demand model and the LRTP project ranking methodology. The project list was subsequently revised based on this analysis, feedback from DMATS members, and public comments. Following several rounds of revisions, the

final project list was submitted to the DMATS Policy Board for approval. The approved list of 32 projects is presented in Table 11.1, with project locations shown in Figure 11.2.

The projects listed in Table 11.1 are organized at the corridor level. Corridor-level analysis enables DMATS to assess the collective impact of all projects on the transportation network while maintaining clarity regarding the individual components of larger projects. The total corridor-level cost for each project is categorized into seven classifications: Resurfacing, Reconstruction, Capacity Improvements, Bike and Pedestrian, ITS Improvements, and Right-of-Way.

Projects are further organized by the responsible jurisdiction, either city or county, or are designated as region-wide initiatives. This classification serves informational purposes only. The DMATS project prioritization process evaluates projects solely on their individual merits, without consideration of the sponsoring entity.

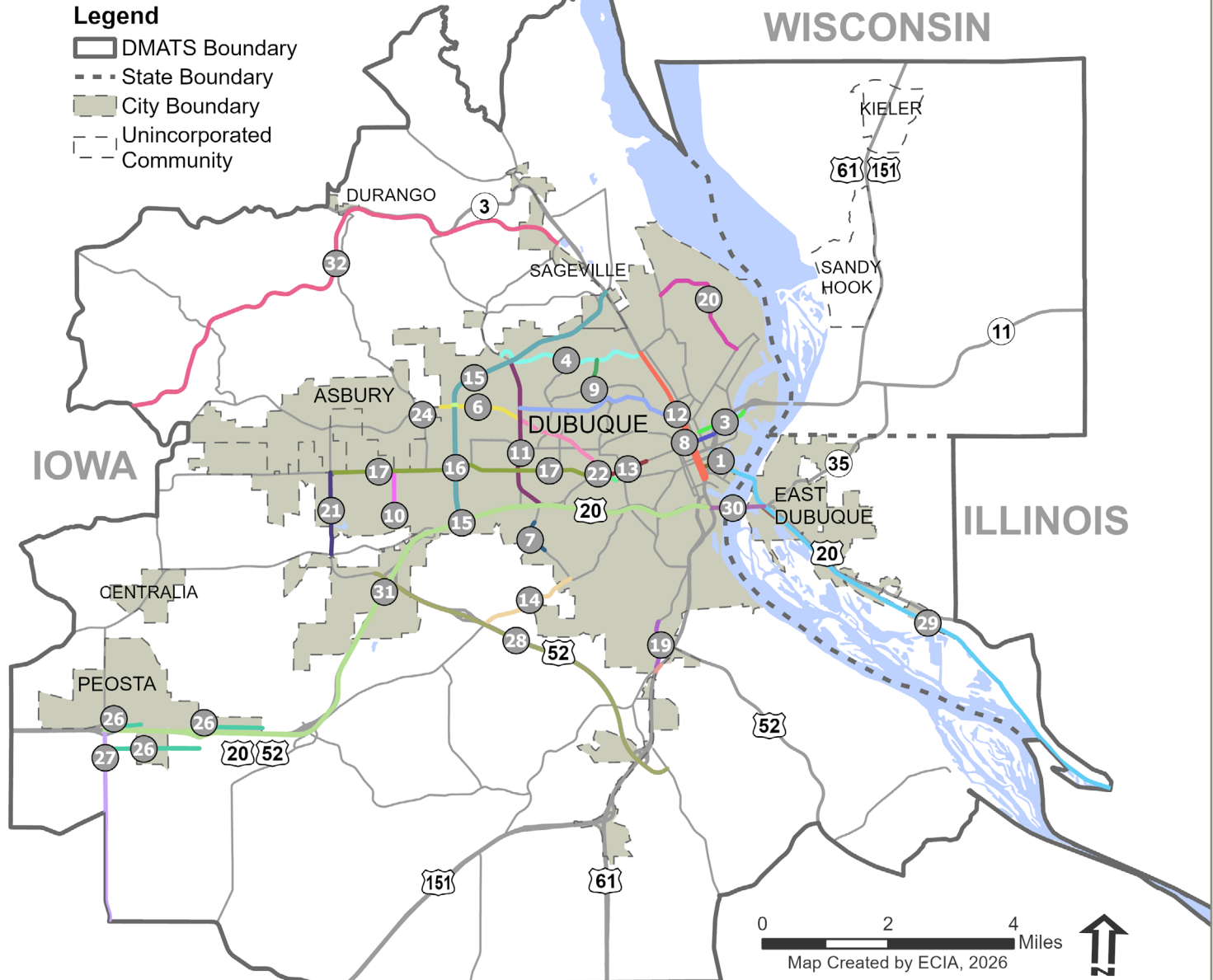
TABLE 11.1
LRTP Projects

NO	NAME	FROM	TO	RESURFACING	CONSTRUCTION / RECONSTRUCTION	CAPACITY IMPROVEMENTS	BIKE & PEDESTRIAN	SAFETY & SECURITY	ITS IMPROVEMENTS	RIGHT OF WAY	TOTAL
CITY OF DUBUQUE											
1	7th St	Central Ave	Star Brewery Dr	\$0	\$3,590,000	\$0	\$160,000	\$0	\$0	\$0	\$3,750,000
2	14th St	Central Ave	Sycamore St	\$0	\$41,000,000	\$0	\$0	\$0	\$0	\$2,010,000	\$43,010,000
3	16th St	Kerper Blvd	Admiral Sheehy Dr	\$0	\$0	\$0	\$1,420,000	\$0	\$0	\$0	\$1,420,000
4	32nd St	NW Arterial	Lemon St	\$0	\$12,050,000	\$0	\$560,000	\$0	\$0	\$0	\$12,610,000
5	Asbury Rd East	JFK Rd	University Ave	\$3,160,208	\$13,785,055	\$4,046,616	\$6,374,591	\$141,792	\$2,320,000	\$1,640,000	\$31,468,262
6	Asbury Rd West	City Limits	JFK	\$2,415,445	\$0	\$0	\$150,000	\$0	\$0	\$160,000	\$2,725,445
7	Cedar Cross Rd	725' E of Starlight Dr	Lake Ridge Dr	\$0	\$2,700,000	\$0	\$0	\$160,000	\$90,000	\$450,000	\$3,400,000
8	Central Ave - Whte St	4th St	22nd St	\$10,800,000	\$0	\$0	\$10,000	\$20,000	\$240,000	\$0	\$11,070,000
9	Grandview Ave	Kane St	32nd St	\$1,170,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,170,000
10	Heacock Rd Extension	Chavenelle Rd	Pennsylvania Ave	\$0	\$6,200,000	\$0	\$0	\$0	\$0	\$3,640,000	\$9,840,000
11	JFK Rd	US Highway 20	NW Arterial	\$0	\$0	\$0	\$100,000	\$270,000	\$390,000	\$0	\$760,000
12	Kaufmann Ave	JFK Rd	Central Ave	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$80,000
13	Loras Blvd	University Ave	Alta Vista St	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$120,000
14	North Cascade Rd	Cedar Cross Rd / Fre-meont Ave	SW Arterial	\$0	\$4,520,000	\$1,090,000	\$690,000	\$0	\$0	\$110,000	\$6,410,000
15	NW Arterial	US Highway 20	Iowa Highway 3	\$0	\$0	\$7,060,000	\$870,000	\$0	\$930,000	\$0	\$8,860,000
16	NW Arterial Pedestrian Overpasses	At Pennslvania Ave and Asbury Rd		\$0	\$0	\$0	\$2,678,400	\$0	\$0	\$0	\$2,678,400
17	Pennsylvania Ave	University Ave	Radford Rd	\$8,500,000	\$32,440,000	\$3,190,000	\$5,970,000	\$50,000	\$1,400,000	\$940,000	\$52,490,000
18	Pine St	7th St	Kerper Blvd	\$0	\$1,250,000	\$0	\$60,000	\$0	\$0	\$558,000	\$1,868,000
19	Rockdale Rd	Key West Dr	Old Mill Rd	\$0	\$6,950,000	\$0	\$610,000	\$0	\$0	\$2,000,000	\$9,560,000
20	Roosevelt St	Rhomberg Ave	Peru Rd	\$0	\$12,720,000	\$0	\$620,000	\$0	\$0	\$0	\$13,340,000
21	Seippel Rd	Middle Rd	Old Highway Rd	\$0	\$6,440,000	\$0	\$0	\$0	\$0	\$0	\$6,440,000
22	University Ave	Asbury Rd	Delhi St	\$0	\$4,170,000	\$6,420,000	\$50,000	\$20,000	\$300,000	\$4,200,000	\$15,160,000
23	US Highway 61/151	Maquoketa Dr Inter-section		\$0	\$2,400,000	\$4,000,000	\$100,000	\$200,000	\$400,000	\$2,000,000	\$9,100,000

TABLE 11.1
LRTP Projects - Continued

NO	NAME	FROM	TO	RESURFACING	CONSTRUCTION / RECONSTRUCTION	CAPACITY IMPROVEMENTS	BIKE & PEDESTRIAN	SAFETY & SECURITY	ITS IMPROVEMENTS	RIGHT OF WAY	TOTAL
CITY OF ASBURY											
24	Asbury Rd	Hales Mill Rd and Radford Rd Inter-section		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CITY OF EAST DUBUQUE											
25	Menominee Ave	2nd St	6th St	\$643,486	\$0	\$0	\$0	\$0	\$0	\$0	\$643,486
CITY OF PEOSTA											
26	Frontage Roads	US Highway 20		0	\$12,120,000	\$0	\$0	\$0	\$0	\$0	\$12,120,000
DUBUQUE COUNTY											
27	Sundown Rd	Poesta City Limts	Monastery Rd	0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
REGION WIDE PROJECTS											
28	SW Arterial Trail & ITS	US Hwy 20/Seipple Rd	US Hwy 61/151 Old Davenport Rd	0	\$0	0	\$2,770,000	\$0	\$1,000,000	\$0	\$3,770,000
29	Passenger Rail	Dubuque to Chicago		0	\$380,000,000	\$0	\$0	\$0	\$0	\$0	\$380,000,000
30	US Highway 20 Bridge Replacement	Julian Dubuque Bridge		0	\$535,804,992	\$0	\$0	\$0	\$0	\$0	\$535,804,992
31	US Highway 20 Im-provements	Pesota Interchange	Julien Dubuque Bridge	\$0	\$470,400,000	\$0	\$0	\$0	\$0	\$0	\$470,400,000
32	Heritage Trail Paving	Iowa Hwy 3	Dyersville	\$0	\$0	\$0	\$9,000,000	\$0	\$0	\$0	\$9,000,000

DMATS 2055 LRTP Projects



Projects

- | | | | |
|----------------------------|--|-------------------------------------|----------------------------------|
| 1 - 7th St | 10 - Heacock Rd Extension | 18 - Pine Street Extension | 25 - Menominee Ave |
| 2 - 14th St | 11 - John F Kennedy Rd | 19 - Rockdale Rd | 26 - Peosta Frontage Roads |
| 3 - 16th St | 12 - Kaufmann Ave | 20 - Roosevelt St | 28 - SW Arterial Trail & ITS |
| 4 - 32nd St | 13 - Loras Blvd | 21 - Seippel Rd | 29 - Passenger Rail |
| 5 - Asbury Rd East | 14 - North Cascade Rd | 22 - University Ave | 30 - US 20 Julien Dubuque Bridge |
| 6 - Asbury Rd West | 15 - NW Arterial | 23 - US Hwy 61/151 and Maquoketa Dr | 31 - US Hwy 20 Improvements |
| 7 - Cedar Cross Rd | 16 - NW Arterial Pedestrian Overpasses | 24 - Asbury Road Roundabout Phase 2 | 32 - Heritage Trail Paving |
| 8 - Central Ave / White St | 17 - Pennsylvania Ave | 24 - Sundown Rd | |

FIGURE 11.2

DMATS 2055 LRTP Project Map

Project Prioritization

Under the Infrastructure Investment and Jobs Act (IIJA), the Dubuque Metropolitan Transportation Study (DMATS) must prepare financially constrained transportation plans. DMATS must identify priority projects for federal funding that can reasonably be expected to be available during the 30-year planning period. Projects are classified as either real or illustrative. The Policy Board considers real projects to be the highest-priority projects that are financially feasible within the Long-Range Transportation Plan (LRTP) period. Illustrative projects address future transportation needs but do not yet have identified funding sources.

DMATS staff developed a project ranking process with eight categories aligned with the plan's goals and objectives. Projects may receive up to 1,000 total points. Safety, Air Quality, Economic Impact II, Freight, and System Preservation are scored using data analysis. Economic Impact I, Accessibility and Mobility, Local and Regional Impact, and Complete Streets are scored subjectively, with points awarded up to the maximum assigned for each category.

The DMATS Technical Advisory Committee (TAC) recommends scores for the subjective categories based on each project's merits. DMATS staff provide project information and data analysis to support this review. After the ranking process is complete, the TAC submits its recommendations to the Policy Board for final approval.

Safety (125)

The safety analysis uses a benefit-cost ratio to compare each project's total cost with its safety benefits. Safety points are assigned using a formula that monetizes those benefits and divides them by the total project cost. Required inputs include total lifetime project cost, crash reduction factor, traffic volume, fatalities, major injuries, minor injuries, and property damage. Points are assigned based on the safety scoring criteria. This analysis follows the standards and methodology of IADOT's Traffic Safety Improvement Program (TSIP) ranking process.

SAFETY SCORING CRITERIA	
Benefit - Cost Ratio	Points
<1.00	0
1.00-1.15	15
1.15-1.30	30
1.30-1.45	45
1.45-1.60	60
1.60-1.75	75
1.75-1.90	90
1.90-2.05	105
2.05+	125

Economic Impact (125)

The economic analysis evaluates each project's local and regional impact. This portion of the ranking process has two parts, each worth 62.5 points. The first measures long-term economic effects, and the second measures the impact of jobs served.

Economic Impact I (62.5)

Ranking committee members assign points based on a project's long-term effects on the regional economy and tourism. Staff provide relevant project data to support scoring. Points are awarded using the Economic Impact I Scoring Criteria.

ECONOMIC IMPACT I SCORING CRITERIA	
Q1	12.5 Points - Project promotes general economic development.
Q2	12.5 Points - Project specifically enhances or improves tourism.
Q3	12.5 Points - Project specifically improves or enhances movement of freight and services.
Q4	12.5 Points - Project improves or enhances movement of workers.
Q5	12.5 Points - Project improves access to jobs and business opportunities.

Economic Impact II (62.5)

Economic Impact II uses data from the Travel Demand Forecast Model to evaluate long-term job growth from 2025 to 2055. Projects receive points based on the total number of jobs served during this period, as shown in the scoring criteria.

ECONOMIC IMPACT II SCORING CRITERIA	
Number of Jobs served	Points
> 300	62.5
201 to 300	45
101 to 200	30
< 100	15

System Preservation (125)

System preservation points are based on surface type, pavement condition, current average annual daily traffic (AADT), and projected AADT. These factors are applied in a formula that determines the score. The following example shows how the formula is used for a proposed project.

- 1) Surface Type: Portland Concrete 1
- 2) Facility Condition: 2
- 3) Existing AADT: 5,800
- 4) 30-year projected AADT: 6,400

Formula 1: $[(\text{Existing AADT} + 30 \text{ Year AADT})/1000/2]$

Formula 2: $[(\text{Formula 1 Answer}/2) * (\text{Surface Type}) * (\text{Facility Condition})]$

Formula 1: $[(5,800 + 6,400)/1,000/2] = 6.1$

Formula 2: $[(6.1/2) * (1) * (2)] = 6.1 = \text{Project awarded 9 Points as shown in System Preservation table below.}$

System Preservation Table

RANGE	PTS	RANGE	PTS	RANGE	PTS	RANGE	PTS	RANGE	PTS
<2	2	20.00-22.00	26	38.00-40.00	48	58.00-60.00	72	78.00-80.00	96
2.00-4.00	4	22.00-24.00	28	40.00-42.00	50	60.00-62.00	74	80.00-82.00	98
4.00-6.00	7	24.00-26.00	31	42.00-44.00	52	62.00-64.00	76	82.00-84.00	100
6.00-8.00	9	26.00-28.00	33	44.00-46.00	55	64.00-66.00	79	84.00-86.00	103
8.00-10.00	12	28.00-30.00	36	46.00-48.00	57	66.00-68.00	81	86.00-88.00	105
10.00-12.00	14	30.00-32.00	38	48.00-50.00	60	68.00-70.00	84	88.00-90.00	108
12.00-14.00	16	32.00-34.00	40	50.00-52.00	62	70.00-72.00	86	90.00-92.00	110
14.00-16.00	19	34.00-36.00	43	52.00-54.00	64	72.00-74.00	88	92.00-94.00	112
16.00-18.00	21	36.00-38.00	45	54.00-56.00	67	74.00-76.00	91	94.00-96.00	115
18.00-20.00	24	38.00-40.00	48	56.00-58.00	69	76.00-78.00	93	96.00-98.00	117
								98+	125

Local and Regional Impact (125)

The Local and Regional Impact component evaluates a project's consistency with planning documents, effects on the transportation system, and the number of participating local governments. Relevant documents include long-range transportation plans, comprehensive plans, capital improvement plans, and other local, regional, or state planning documents. Points are awarded using the Local and Regional Scoring Criteria.

LOCAL AND REGIONAL SCORING CRITERIA	
Q1	40 Points - Project will contribute to the local AND regional transportation system.
Q2	40 Points - Proposed project involves more than one jurisdiction.
Q3	45 Points - Project improves access to other transportation facilities such as air, water, rail, multimodal, etc.

Congestion Reduction (120)

The Accessibility and Mobility component measures how a project improves accessibility, mobility, and congestion conditions for transportation system users. Points are awarded based on estimated reductions in congestion.

The analysis uses existing and future AADT and capacity data to calculate current and projected volume-to-capacity (V/C) ratios and the percentage change between them. Points are assigned using the Accessibility and Mobility Scoring Criteria.

ACCESSIBILITY AND MOBILITY SCORING CRITERIA	
Percent	Points
<-10%	0
-10 to -20%	25
-20 to -30%	50
-30 to -40%	75
-40 to -50%	100
>-50+	120

Complete Streets (120)

This component evaluates how well a project supports complete streets by improving safe access for motorists, pedestrians, bicyclists, and transit users. DMATS TAC members assign points using the Complete Streets Scoring Criteria.

Complete Streets Scoring Criteria		
Q1	40 Points	Project improves connectivity to bicyclists
Q2	40 Points	Project improves connectivity to Pedestrians
Q3	40 Points	Project improves connectivity to Transit users

Air Quality (120)

Air quality points are based on analyses conducted under the Iowa Department of Transportation (IAD-OT) Iowa Clean Air Attainment Program (ICAAP) cost-effectiveness guidelines, which are intended to maximize reductions in vehicle emissions (VOC, NO_x, CO, PM-2.5, and PM10) and traffic congestion.

Air Quality Scoring Criteria.

AIR QUALITY SCORING CRITERIA	
Range	Points
< -5%	0
-5 to -10 %	25
-10 to -12 %	50
-12 to -13 %	75
-13 to -15 %	100
> - 15%	120

Freight (120)

Travel time cost savings represent the monetary value of reduced travel time. This benefit is estimated by assigning an opportunity cost to time that road users could otherwise spend on other activities. For freight, daily transportation cost savings are calculated by multiplying the hourly trucking cost by the

daily change in travel time or delay. A rate of \$30 per hour is used for truck travel. For business travel, savings are calculated by multiplying hourly wages by changes in vehicle hours traveled (VHT) and annualizing the result over 260 workdays. The daily value of travel time savings equals the traveler's hourly wage multiplied by daily travel time saved.

Transportation cost savings = hourly truck operating cost × change in VHT × 260 days

Project Prioritization Results

Table 11.2 presents the results of the project prioritization analysis. Because DMATS LRTP is fiscally constrained, the project rankings and future funding schedule are used to determine which projects are included in the plan. These rankings apply only to the LRTP and do not carry over to programming in the DMATS Transportation Improvement Program (TIP). Projects already included in the 2026–2030 TIP were excluded from the ranking process because funding had already been committed. State DOT projects were also excluded because they are not funded by DMATS. Figure 11.3 shows the 14th Street Overpass bridge as part of the B2E2 project, which was funded through DMATS federal funding.



FIGURE 11.3

14th Street Overpass - B2E2 Project

Source: City of Dubuque

TABLE 11.2
Project Prioritization Results

PROJECT INFO					DMATS LRTP RANKING									
RANK	PROJECT NAME	FROM	TO	ESTIMATED COST	SAFETY (125 POINTS)	ECONOMIC IMPACT I (62.5 POINTS)	ECONOMIC IMPACT II (62.5 POINTS)	SYSTEM PRESERVATION (125 POINTS)	AIR QUALITY (125 POINTS)	ACCESSIBILITY AND MOBILITY (125 POINTS)	LOCAL AND REGIONAL IMPACT (125 POINTS)	COMPLETE STREETS (125 POINTS)	FREIGHT (125 POINTS)	TOTAL (1000 POINTS)
FY 2026-2030 TIP PROJECTS														
	STREETS Phase II Project Implementation	Dubuque Metro Region		\$166,800										
	14th Street Overpass	16th St	Elm St	\$9,156,598										
	US Highway 20 - Northwest Arterial Intersection	Old Highway	Crescent Ridge	\$6,000,000										
	North Cascade Rd	0.7 MI North of Swiss Valley Rd NE	3.4 miles to Edval Ln,	\$1,120,000										
	Skyline rd.	Hwy 151 E	4.3 miles to Hwy 61	\$1,760,000										
	South John Deere Rd and Peru Rd	0.4 Mi N of HWY 3 N 0.8 miles and on Peru Rd,	S John Deere SE 1.2 Mi	\$800,000										
IOWA PROJECTS														
1	JFK Rd	US Highway 20	NW Arterial	\$760,000	13	51	30	125	0	70	40	125	57	511
2	Seippel Rd	Middle Rd	Old Highway Rd	\$6,440,000	13	51	63	125	0	30	80	125	0	486
3	Cedar Cross Rd	725' E of Starlite Dr	Lake Ridge Dr	\$3,400,000	13	51	15	125	0	160	40	80	0	484
4	NW Arterial	US Highway 20	Iowa Highway 3	\$8,860,000	13	63	63	125	0	0	40	125	0	428
5	Pennsylvania Ave	University Ave	Radford Rd	\$52,490,000	13	39	63	90	0	80	40	80	23	427
6	Central Ave - White St	4th St	22nd St	\$11,070,000	13	51	30	125	0	80	40	80	0	419
7	Heacock Rd Extension	Chavenelle Rd	Pennsylvania Ave	\$9,840,000	13	51	63	125	0	60	80	0	0	391
8	NW Arterial Pedestrian Overpasses	At Pennsylvania Ave and Asbury Rd		\$2,678,400	13	39	15	125	0	30	85	80	0	387
9	Asbury Rd West	City Limits	JFK	\$2,725,445	13	39	63	125	0	0	40	80	20	379
10	7th St	Central Ave	Star Brewery Dr	\$3,750,000	13	63	15	125	0	30	40	80	0	366

TABLE 11.2

Project Prioritization Results - Continued

PROJECT INFO					DMATS LRTP RANKING									
RANK	PROJECT NAME	FROM	TO	ESTIMATED COST	SAFETY (125 POINTS)	ECONOMIC IMPACT I (G2.5 POINTS)	ECONOMIC IMPACT II (G2.5 POINTS)	SYSTEM PRESERVATION (125 POINTS)	AIR QUALITY (125 POINTS)	ACCESSIBILITY AND MOBILITY (125 POINTS)	LOCAL AND REGIONAL IMPACT (125 POINTS)	COMPLETE STREETS (125 POINTS)	FREIGHT (125 POINTS)	TOTAL (1000 POINTS)
IOWA PROJECTS														
11	Rockdale Rd	Key West Dr	Old Mill Rd	\$9,560,000	13	51	15	125	0	30	40	80	0	354
12	Pine St	7th St	Kerper Blvd	\$1,868,000	13	39	15	125	0	30	85	45	0	352
13	Asbury Rd East	JFK Rd	University Ave	\$31,468,262	13	39	15	125	0	30	40	80	0	342
14	University Ave	Asbury Rd	Delhi St	\$15,160,000	13	39	15	125	0	20	40	80	0	332
15	14th St	Central Ave	Sycamore St	\$43,010,000	13	27	15	125	0	30	40	80	0	330
16	North Cascade Rd	Cedar Cross Rd / Fremont Ave	SW Arterial	\$6,410,000	13	51	15	60	0	60	40	80	0	319
17	Grandview Ave	Kane St	32nd St	\$1,170,000	13	51	15	90	0	60	40	45	0	314
18	Kaufmann Ave	JFK Rd	Central Ave	\$80,000	13	39	15	90	0	50	40	45	18	310
19	32nd St	NW Arterial	Lemon St	\$12,610,000	13	39	15	125	0	30	40	45	3	310
20	US Highway 61/151	Maquoketa Dr Intersection		\$9,100,000	13	39	15	125	0	30	40	45	0	307
21	Loras Blvd	University Ave	Alta Vista St	\$120,000	13	39	15	90	0	0	40	80	0	277
22	16th St	Kerper Blvd	Admiral Sheehy Dr	\$1,420,000	13	15	15	125	0	60	0	45	2	274
23	Asbury Rd	Hales Mill Rd and Radford Rd Intersection		\$643,486	13	51	15	60	0	0	80	45	3	267
24	Roosevelt St	Rhomberg Ave	Peru Rd	\$13,340,000	13	39	15	125	0	30	40	0	2	264
25	Frontage Roads	US Highway 20		\$12,120,000	13	0	15	96	0	30	80	0	0	377
26	SW Arterial Trail	US Hwy 20/Seippel Rd	US Hwy 61/151 Old Davenport Rd	\$3,770,000	13	51	15	96	0	30	0	0	0	205
27	Heritage Trail Paving	Iowa Hwy 3	Dyersville	\$9,000,000	0	0	0	0	0	0	0	0	0	234

TABLE 11.2
Project Prioritization Results - Continued

PROJECT INFO					DMATS LRTP RANKING									
RANK	PROJECT NAME	FROM	TO	ESTIMATED COST	SAFETY (125 POINTS)	ECONOMIC IMPACT I (62.5 POINTS)	ECONOMIC IMPACT II (62.5 POINTS)	SYSTEM PRESERVATION (125 POINTS)	AIR QUALITY (125 POINTS)	ACCESSIBILITY AND MOBILITY (125 POINTS)	LOCAL AND REGIONAL IMPACT (125 POINTS)	COMPLETE STREETS (125 POINTS)	FREIGHT (125 POINTS)	TOTAL (1000 POINTS)
ILLINOIS PROJECTS														
1	Menominee Ave	2nd St	6th St	\$643,486	0	51	30	60	0	0	85	0	0	226
IOWA DOT PROJECTS														
	US Highway 20 Bridge Improvement	Julian Dubuque Bridge		\$535,804,992										
	US Highway 20 Improvements	Peosta Interchange	Julien Dubuque Bridge	\$50,000,000										
ILLINOIS DOT PROJECTS														
	Passenger Rail in Illinois	Rockford	East Dubuque	\$380,000,000										
	US Highway 20	Julien Dubuque Bridge	DMATS Boundary	\$243,771,000										
	Wisconsin St/Illinois Hwy 35	Sinsinawa Ave	Cherry Ln	\$260,400										

PROJECT FUNDING SCHEDULE DMATS

Staff used the project prioritization results and future funding projections detailed above to create a future funding schedule. The schedule allocates funding to projects based on priority ranking. Priority number one will receive funding, then priority two and so on down the list until all funds are allocated.

The schedule assumes a constant 4% annual project cost increase. Future project cost calculations assume that the project will be constructed midway through the five-year period. The final project funding schedule is displayed in Table 11.5. Based on these projections, DMATS will be able to fund projects ranked 1-27. DMATS includes these projects in its fiscally constrained plan and considers them to be the highest priority projects that have funds committed. DMATS considers any remaining projects to be illustrative. Illustrative projects will meet the needs of the region in the future but have no funding source committed.

BIKE AND PEDESTRIAN AND BRIDGE PROJECTS

The fiscally constrained plan includes Transportation Alternative Program (TAP) and Bridge Replacement Program (BR) projects. DMATS estimates \$32.39 million in current-dollar costs for bicycle and pedestrian improvements and projects \$9.79 million in TAP funding. DMATS also projects \$23.72 million in BR funding. The project corridors include one new bridge and 12 existing bridges on federal-aid-eligible routes maintained by local jurisdictions.

Table 11.4 identifies the bridges located on LRTP project corridors. These include several major bridge projects, such as one on Rockdale Road, two on Northwest Arterial over existing railroads, and the City of Dubuque's new 14th Street bridge, which is estimated to cost \$9.16 million in current dollars, excluding \$25 million in BUILD grant funds. Although bridge costs are included within overall corridor reconstruction costs, the number and scale of these bridge projects support BR funding in the financial projections.

TABLE 11.4

Bridges Included in the Fiscally Constrained Plan

PROJECT NAME	TO & FROM	NUMBER OF BRIDGE STRUCTURES
EXISTING BRIDGES ON PROJECTS LISTED AS REAL		
Chavenelle Road	Seippel Rd to NW Arterial (IA 32)	1
NW Arterial	US 20 to US 52 N	4
Rockdale Rd	Key West Dr to Old Mill Road	1
Hales Mill Rd	Asbury Rd to Derby Grange Rd	2
Cedar Cross Rd	725' E of Starlight Dr to Lake Ridge Dr	1
Seippel Rd	Middle Rd to Old highway Rd	1
16th Street	Central Ave to Sycamore St	2
EXISTING BRIDGES ON PROJECTS LISTED AS REAL		
Chavenelle Road	Seippel Rd to NW Arterial (IA 32)	1
NW Arterial	US 20 to US 52 N	4
Rockdale Rd	Key West Dr to Old Mill Road	1
Hales Mill Rd	Asbury Rd to Derby Grange Rd	2
Cedar Cross Rd	725' E of Starlight Dr to Lake Ridge Dr	1
Seippel Rd	Middle Rd to Old highway Rd	1
16th Street	Central Ave to Sycamore St	2
NEW BRIDGES ON PROJECTS LISTED AS REAL		
14th Street	Central Ave to Sycamore St	1

TABLE 11.5
The Final Project Funding List

RANK	PROJECT NAME	FROM	TO	ESTIMATED COST	2026-2030	2031-2035	2036-2040	2040-2045	2045-2050	2050-2055
FY 2026-2030 TIP PROJECTS										
	STREETS Phase II Project Implementation	Dubuque Metro Region		\$166,800	\$166,800					
	14th Street Overpass	16th St	Elm St	\$9,156,598	\$9,156,598					
	US Highway 20 - Northwest Arterial Intersection	Old Highway	Crescent Ridge	\$6,000,000	\$6,000,000					
	North Cascade Rd	0.7 MI North of Swiss Valley Rd NE	3.4 miles to Edval Ln,	\$1,120,000	\$1,120,000					
	Skyline rd	Hwy 151 E	4.3 miles to Hwy 61	\$1,760,000	\$1,760,000					
	South John Deere Rd and Peru Rd	0.4 Mi N of HWY 3 N 0.8 miles and on Peru Rd,	S John Deere SE 1.2 Mi	\$800,000	\$800,000					
IOWA PROJECTS										
1	JFK Rd	US Highway 20	NW Arterial	\$760,000	\$760,000					
2	Seippel Rd	Middle Rd	Old Highway Rd	\$6,440,000	\$6,440,000					
3	Cedar Cross Rd	725' E of Starlite Dr	Lake Ridge Dr	\$3,400,000	\$3,400,000					
4	NW Arterial	US Highway 20	Iowa Highway 3	\$8,860,000	\$8,860,000					
5	Pennsylvania Ave	University Ave	Radford Rd	\$52,490,000	\$52,490,000					
6	Central Ave - Whte St	4th St	22nd St	\$11,070,000	\$11,070,000					
7	Heacock Rd Extension	Chavenelle Rd	Pennsylvania Ave	\$9,840,000	\$9,840,000					
8	NW Arterial Pedestrian Overpasses	At Pennsylvania Ave and Asbury Rd		\$2,678,400	\$2,678,400					
9	Asbury Rd West	City Limits	JFK	\$2,725,445	\$2,725,445					
10	7th St	Central Ave	Star Brewery Dr	\$3,750,000	\$3,750,000					
11	Rockdale Rd	Key West Dr	Old Mill Rd	\$9,560,000	\$9,560,000					
12	Pine St	7th St	Kerper Blvd	\$1,868,000	\$1,868,000					

TABLE 11.5
The Final Project Funding List - Continued

RANK	PROJECT NAME	FROM	TO	ESTIMATED COST	2026-2030	2031-2035	2036-2040	2040-2045	2045-2050	2050-2055
13	Asbury Rd East	JFK Rd	University Ave	\$31,468,262	\$229,757	\$38,056,196				
14	University Ave	Asbury Rd	Delhi St	\$15,160,000		\$18,444,458				
15	14th St	Central Ave	Sycamore St	\$43,010,000		\$52,328,241				
16	North Cascade Rd	Cedar Cross Rd / Fremeont Ave	SW Arterial	\$6,410,000		\$7,798,745				
17	Grandview Ave	Kane St	32nd St	\$1,170,000		\$1,423,484				
18	Kaufmann Ave	JFK Rd	Central Ave	\$80,000		\$97,332				
19	32nd St	NW Arterial	Lemon St	\$12,610,000		\$8,176,544	\$10,489,336			
20	US Highway 61/151	Maquoketa Dr Intersection		\$9,100,000			\$13,470,223			
21	Loras Blvd	University Ave	Alta Vista St	\$120,000			\$177,629			
22	16th St	Kerper Blvd	Admiral Sheehy Dr	\$1,420,000			\$2,101,947			
23	Asbury Rd	Hales Mill Rd and Radford Rd Intersection		\$643,486			\$952,516			
24	Roosevelt St	Rhomberg Ave	Peru Rd	\$13,340,000			\$19,746,459			
25	Frontage Roads	US Highway 20		\$12,120,000			\$17,940,561			
26	SW Arterial Trail	US Hwy 20/Seipples Rd	US Hwy 61/151 Old Davenport Rd	\$3,770,000			\$5,580,521			
27	Heritage Trail Paving	Iowa Hwy 3	Dyersville	\$9,000,000			\$13,322,199			
TOTAL					\$132,675,000	\$126,325,000	\$83,781,391	\$0	\$0	\$0
Funding Available (Federal + Local)					\$132,675,000	\$126,325,000	\$119,975,000	\$113,625,000	\$107,275,000	\$100,925,000
ILLINOIS PROJECTS										
1	Frentress Lake Rd Rail Overpass	Frentress Lake Dr t	Rail Crossing	\$3,000,000						
2	Menominee Ave		2nd St to 6th St	\$643,486						

TABLE 11.5

The Final Project Funding List - Continued

RANK	PROJECT NAME	FROM	TO	ESTIMATED COST	2026-2030	2031-2035	2036-2040	2040-2045	2045-2050	2050-2055
IOWA DOT PROJECTS										
	US Highway 20 Bridge Replacement	Julian Dubuque Bridge		\$535,804,992						
	US Highway 20 Improvements	Peosta Interchange	Julien Dubuque Bridge	\$50,000,000						
ILLINOIS DOT PROJECTS										
	Passenger Rail in Illinois	Rockford	East Dubuque	\$380,000,000						
	US Highway 20	Julien Dubuque Bridge	DMATS Boundary	\$243,771,000						
	Wisconsin St/Illinois Hwy 35	Sinsinawa Ave	Cherry Ln	\$260,400						

KEY

Transportation Improvement Program Projects

Real Projects

Illustrative Projects

FIGURE 11.4
BUILD Grant Improvements - John Deere RD
Source: Dubuque County

