

# Final Report and Feasibility Study

## Farragut, Iowa



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# JBC

JEFFREY L. BRUCE & COMPANY  
landscape architecture | planning | urban design

Program Partners:  
Iowa Department of Transportation  
Trees Forever  
Iowa State University



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Names	Names
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## About Jeffrey L. Bruce & Company

Jeffrey L. Bruce & Company (JBC) is a national landscape architectural firm. Founded in 1986, JBC provides highly specialized technical support on project profiles including landscape architecture, site analysis and development, urban design, engineered soils, green roof technologies, performance sports turf, parks and trails, irrigation design, campus landscape master planning, and athletic master planning. As one of the few practices that offer both full-service design and technical research, JBC provides cutting-edge solutions with immediate impact. JBC asks new questions that elevate projects to the "next stage" of green design and moves from simply conserving natural resources to restoring clean water, air and land. JBC's approach to creating restorative landscapes embraces three core philosophies: develop a detailed understanding of human and natural processes through research; create the appropriate solution to ensure sustainability in design; and design to meet the operational and maintenance resources of the client.



### **David Stokes, PLA, ASLA, ASIC, ASBA**

Mr. Stokes is Owner and Managing Principal with over 24 years of experience in the full scope of JBC's practice. David is highly experienced in leading public participation and citizen design workshops and has been involved with Iowa's Living Roadways Community Visioning Program for 12 years. His urban design, master planning, and high-performance sports field projects are located throughout the United States. He represents JBC's specialty expertise in green roof design, integrated water management and design, agronomic soils design, subdrainage system design, and stormwater management. David has a wonderful wife and is the proud father of two sons and one daughter. In his spare time he is a music enthusiast, enjoys photography, likes live music, and writes an occasional song or poetry.



### **Lara Guldenpfennig, PLA, ASLA**

Ms. Guldenpfennig is an Associate Landscape Architect with 15 years of experience in the profession. During her career, Lara has worked on projects in New York, California, Louisiana, Texas, Missouri, Wisconsin, Nebraska, Iowa, and Illinois. Her experience as a project designer on a variety of projects including green roof design, streetscape revitalization, neighborhood parks and trail systems, sports complexes, irrigation design, and stormwater best management practices provides an extensive knowledge base from which she draws inspiration. Lara works to ensure an emphasis is placed on inclusivity and equity as part of every project she works on. Lara is President of the Iowa Chapter of the American Society of Landscape Architecture. She is married to a great guy and has 2 daughters at home. When she isn't at the office, she can be seen taxiing her girls across town to their activities, crocheting, reading, and snuggling with all of her pets!

## About Jeffrey L. Bruce & Company



### **Abby Scott, Intern**

Abby is a rising 5th-year undergraduate landscape architecture student at Iowa State University. She joined JBC for the summer of 2022 to gain valuable in-office experience as she prepared for her final year of school. Andrea is a native lowan, having grown up in Cedar Rapids. Due to her love of both nature and design, she chose to major in Landscape Architecture. In her spare time, you'll find her enjoying running, drawing, and exploring nature.



### **Andrea Fager, Intern**

Andrea is a rising 5th-year undergraduate landscape architecture student at Iowa State University. She joined JBC for the summer of 2022 to gain valuable in-office experience as she prepared for her final year of school. Andrea grew up in the small town of Chillicothe in Central Illinois. She grew up living in a forest surrounded by wildlife and agriculture. She likes to explore trail systems and state parks with her corgi, Percy. She has always wanted to aid small communities and help reconstruct native ecosystems. Andrea attended Iowa State to pursue her desire to provide community amenities and learn more about Midwestern ecosystems. She believes that design and ecological systems can work hand in hand to create beautiful experiences for users that are ecologically beneficial to the environment. Andrea wants to use her degree to make these unique beautiful spaces possible.

# Program Overview

Farragut is one of 10 communities selected to participate in the 2022 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (populations of fewer than 10,000).

Goals for the Visioning Program include:

- Developing a conceptual plan and implementation strategies with local communities
- Enhancing the natural, cultural, and visual resources of communities
- Assisting local communities in using external funds as leverage for transportation corridor enhancement

Each visioning community works through a planning process consisting of four phases of concept development:

1. Program initiation
2. Needs assessment and goal setting
3. Development of a concept plan
4. Implementation and sustained action

Each visioning community is represented by a steering committee of local residents and stakeholders who take part in a series of meetings that are facilitated by field coordinators from Trees Forever. Iowa State University organizes design teams of professional landscape architects, design interns, and ISU faculty and staff. The program is sponsored by the Iowa Department of Transportation.

## Community Goals

The Farragut visioning committee identified a number of goals and priority areas during the visioning process, which are included below:

- City Park Improvements and Connections
- Sidewalk Improvements and Accessibility
- Trailhead Amenities
- School Bus Stop for Students Attending School in Sidney

## Capturing the Farragut Vision

Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed a conceptual transportation enhancement plan. This plan, as well as the inventory information, is illustrated in the following set of presentation boards. These boards include the Program Overview, Bioregional Assessment, Transportation Assets and Barriers Assessment, Transportation Behavior and Needs Assessment, Hispanic Interview, Transportation Inventory and Analysis, Concept Overview, and Community Design Boards.

## Capturing the Farragut Vision

Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed transportation-based community improvement project concepts, which are illustrated in the following set of presentation boards:

1. Program Overview
2. Bioregional Assessment
3. Transportation Assets and Barriers Assessment
4. Transportation Inventory and Analysis
5. Performance Objectives
6. Concept Overview
7. Farragut City Park
8. Downtown Streetscape
9. Hartford Avenue Trailhead
10. Jackson Avenue Trailhead
11. School Bus Stop
12. Implementation Strategies

## Program Overview

The city of Farragut is one of 10 communities selected to participate in the 2022 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (less than 10,000 residents).

### Visioning Program Goals:

1. Develop a conceptual plan and implementation strategies alongside local community residents.
2. Enhance natural, cultural, and visual resources existing within communities.
3. Assist local communities in using external funds as leverage for transportation corridor enhancement.

Each visioning community works through a planning process consisting of four phases of concept development:

1. Program initiation
2. Needs, assessment, and goal setting
3. Development of a concept plan
4. Implementation and sustained action strategies

Each visioning community is represented by a steering committee of local residents and stakeholders who take part in a series of meetings and focus groups that are facilitated by field coordinators from Trees Forever. The Community Visioning program, as part of Iowa State University's Landscape Architecture Extension, organizes initial focus groups with design interns as well as transportation needs and behaviors surveys. The program is sponsored by the Iowa Department of Transportation.

### Community Goals

The Farragut steering committee identified a number of goals and priority areas during the visioning process, which include city park improvements and connections, sidewalk improvements and accessibility, trailhead amenities, and a safe bus stop for students attending school in Sidney.



Farragut's steering committee meets with the Jeffrey L. Bruce & Company's design team to discuss and evaluate goals and values of the community.



Farragut's steering committee reviews and provides comment on preliminary concepts prior to revealing these ideas to the public.



A stop at the downtown business district and streetscape, during the public design workshop and walking tour of Farragut.



Jeffrey L. Bruce and Company discusses programming goals and creates designs during the public design workshop.

# Farragut Program Overview

## Jeffrey L. Bruce & Company LLC

LAs: David Stokes PLA, ASLA, Lara Guldenplennig PLA, ASLA  
Interns: Abby Scott, Andrea Fager

Iowa State University | Trees Forever | Iowa Department of Transportation



# Bioregional Assessment

## Historical Settlement Patterns

This board uses a map from *A.T. Andreas' Illustrated Historical Atlas of the State of Iowa, 1875* overlaid with present-day town boundaries and water bodies. Published in 1875, Andreas' Atlas is an extraordinary resource showing the post-Civil War landscape of Iowa, including settlement features (towns and villages, churches, schools, roads, railroads, etc.) and landscape features (water bodies, vegetated patches such as timber and swamp, and major topographic features). A high-quality scan of the Atlas has been arranged to correspond closely with present-day map, revealing major landscape changes as well as features that have persisted, such as railroad rights-of-way and in some cases remnant vegetation patches.

### **Farragut in Context**

Compare the 1875 boundaries of your town to the current boundaries. How much has your town grown?

Compare the course of the rivers in 1875 to their current course. Are there major changes in alignment or location? Are there vegetation patches shown in the 1875 map still in existence?





Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

## Historical Vegetation

The vegetation information shown here is derived from township maps made by the General Land Office (GLO) surveys beginning in 1836 through 1859. This information was digitized in 1996 as a resource for natural resource management and is useful "...for the study of long term ecological processes and as baseline data for the study of present day communities."<sup>1</sup>

The plant community names mapped by the GLO surveyors varied. The original terminology they used has been preserved in the original data, but we have renamed them on this map to reflect names used to describe contemporary vegetation communities.

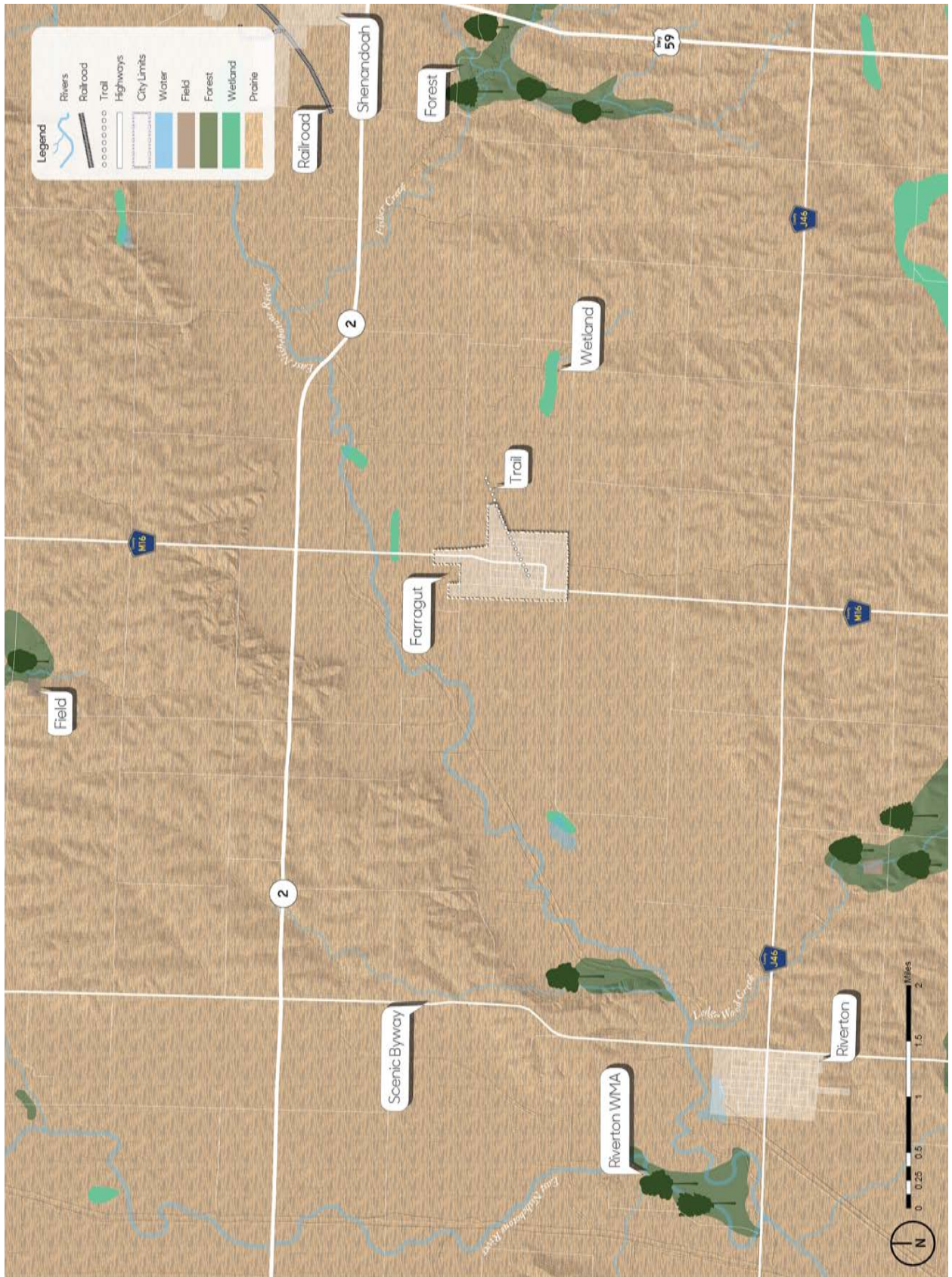
Not all communities will have all vegetation types, because various conditions that affect vegetation—such as geology, wind exposure, seasonally high water or groundwater, and frequency of fire—differ from place to place. Early land surveyors mapped the following vegetation types, some of which may not be present in the vicinity of your community:

The vegetation types are defined<sup>1</sup>:

1. Forest: Tree dominated, with a mostly closed canopy. Ground vegetation shade tolerant. developed under infrequent fire.
2. Wetland: Perennial, non-woody plants; water and fire dominated.
3. Prairie: Perennial non-woody plants; fire dominated.

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<sup>1</sup> J.E. Ebinger, "Presettlement Vegetation of Coles County, Illinois," Transactions of the Illinois Academy of Science (1987): 15-24, quoted in Michael Charles Miller, "Analysis of historic vegetation patterns in Iowa using Government Land Office surveys and a Geographic Information System" (master's thesis, Iowa State University, 1995), 8.



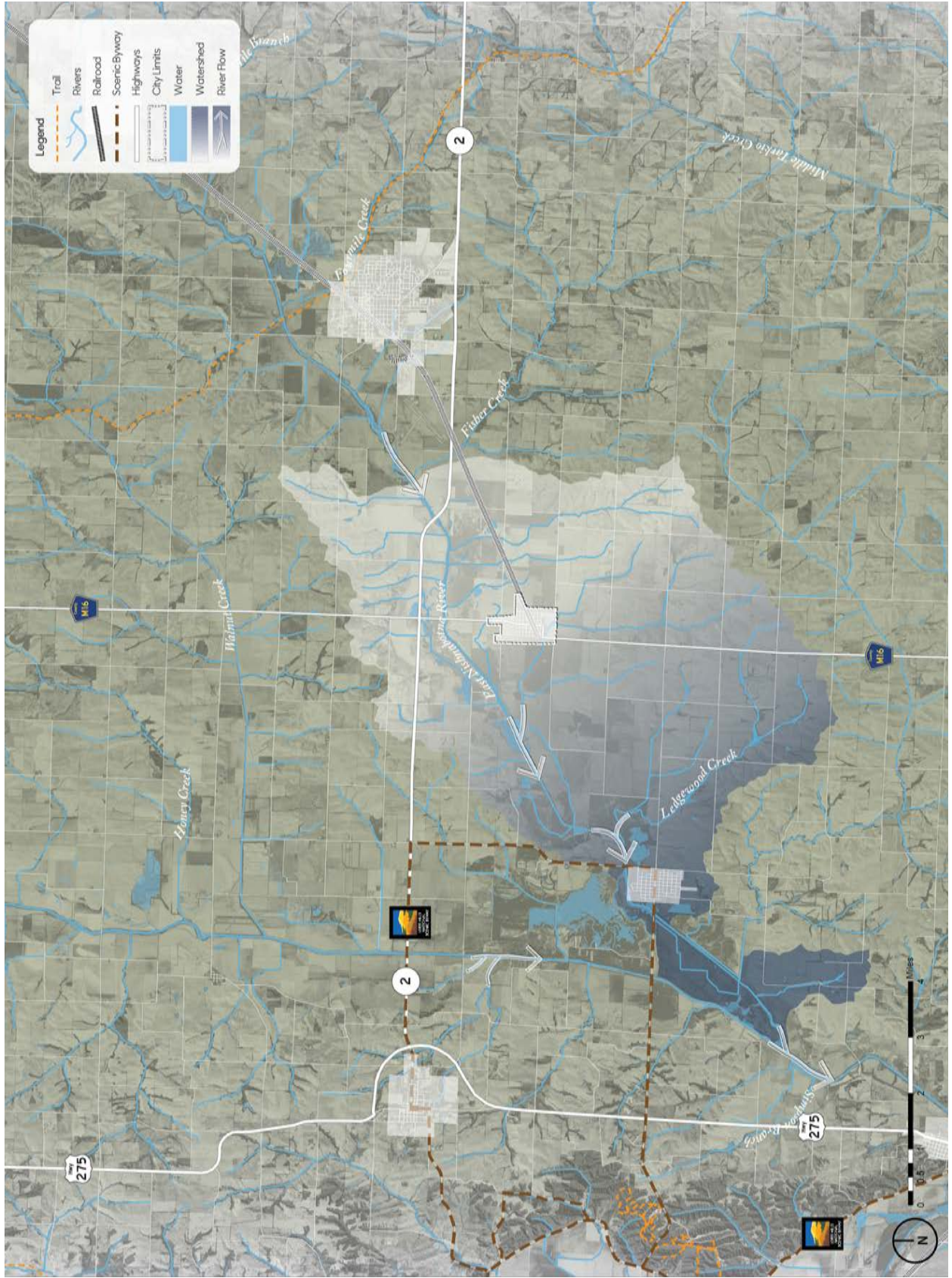
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

## Regional Watershed

A watershed is a defined area or ridge of land with a boundary that separates waters flowing to different rivers, creeks, or basins. Watershed boundaries show the extent of a drainage area flowing to a single outlet point and determine whether precipitation is directed into one watershed or an adjacent watershed.

It is important to note that there are multiple levels of watersheds; for instance, the Iowa River watershed is composed of a dozen smaller watersheds, and the Iowa River watershed is a sub-basin of the Mississippi River watershed.

Where a community is located in relation to its surrounding watershed(s) determines its capacity to manage regional watershed issues such as flooding. For example, a community located near the end of a watershed (close to the outlet point) will have little capacity to reduce the amount of water draining toward it from upland areas.



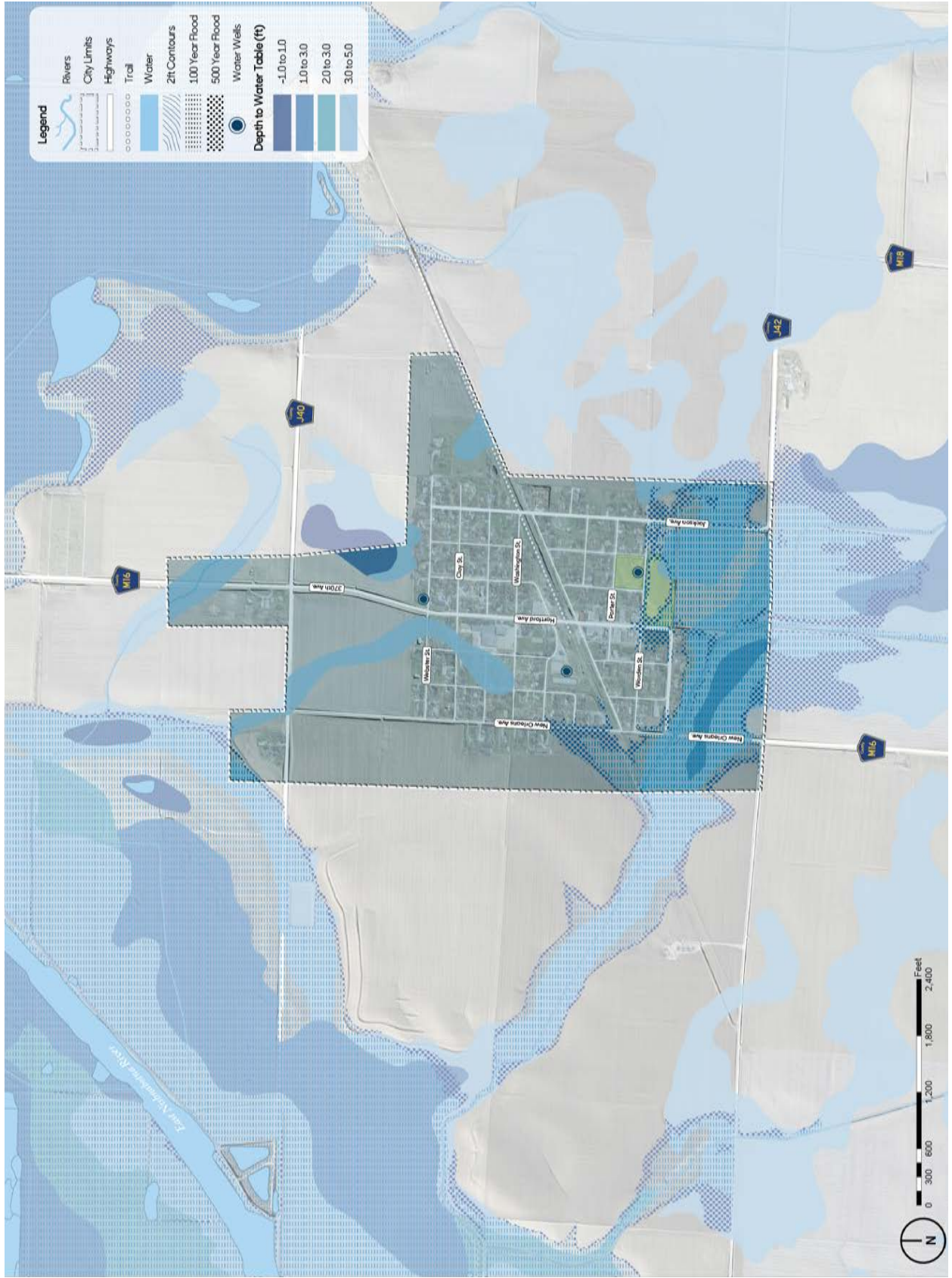
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

## Depth to Water Table

The water table is defined as the distance below the surface at which the ground is saturated with water. Depth to water table is represented as a range because it varies due to seasonal changes and precipitation volumes. For example, following spring snowmelt, an area with a depth to water table ranging from one foot to three feet is likely to be at or near one-foot depth.

The map shows how close to the surface groundwater can be. Pavement and foundations are affected by groundwater near the surface. Freezing and thawing and upward pressure of rising groundwater can cause cracks or "frost boils" in pavement. Foundations can be wet and require "dewatering," which can be expensive.

Where the value is less than zero feet, water can well up out of the ground. This causes localized flooding, even if there is no surface water draining to the area.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

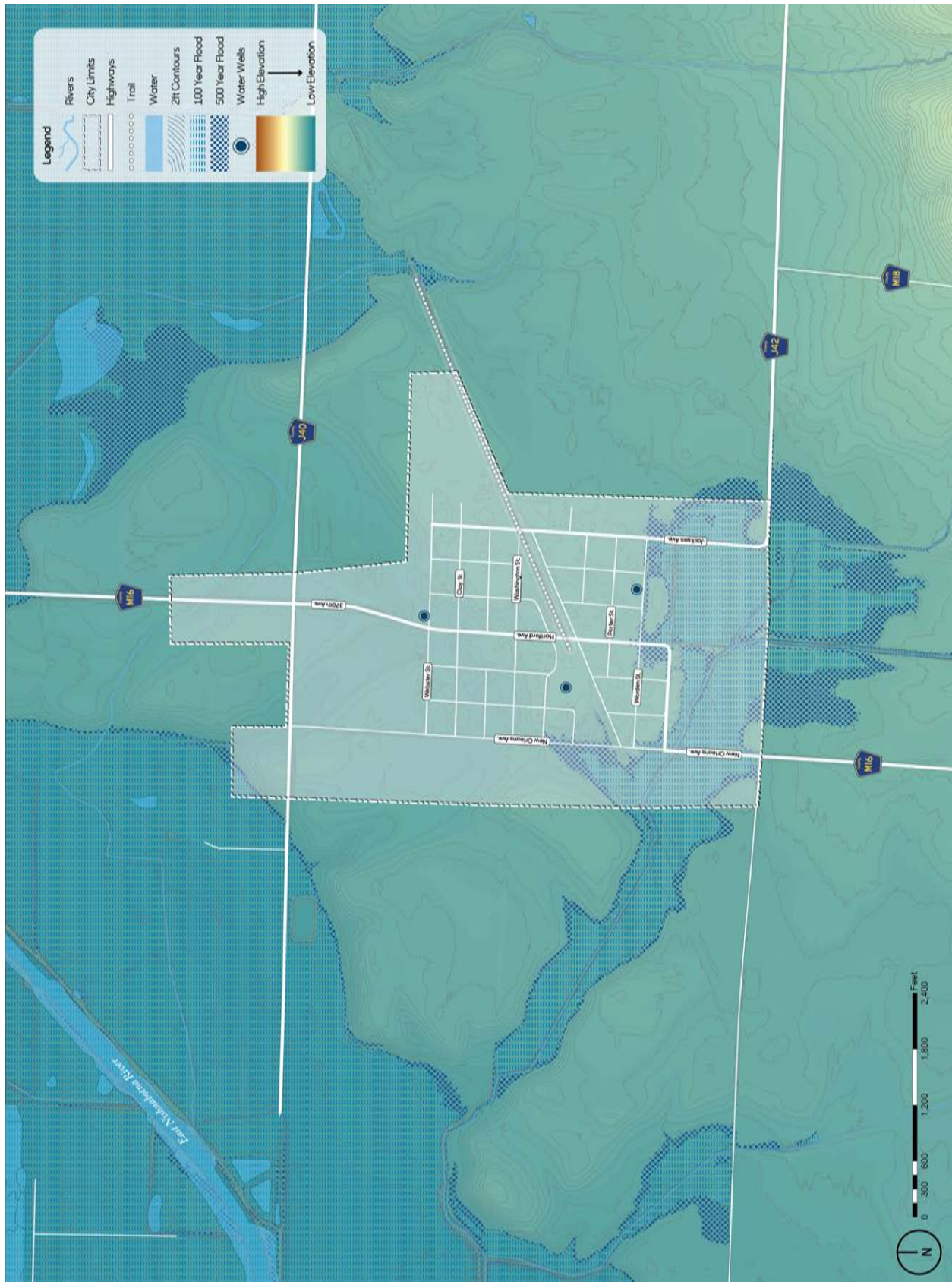
## Elevation and Flow

This map displays topographic differences in elevation using a combination of contour lines and the color gradient depicted in the legend. The high and low points have also been located. Note the relationship of your community to the surrounding elevation. Is it located in a valley or on high ground, or is it split between the two?

If your community lies within or near a floodplain or floodway, the map reflects these features. Not all communities will have these elements; if they are absent on this map, none are present.

Flood risk is correlated to low-lying land. This map shows your community's flood risk as defined by the Federal Emergency Management Agency (FEMA) Flood Map Service Center. The map shows the two most important flood zones if present: the Base Flood and the Regulatory Floodway (consult legend). Base Flood is the zone having a 1% chance of being equaled or exceeded in any given year, also referred to as the "100-year floodplain." The Regulatory Floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% flood discharge can be accommodated without increasing the base flood elevation.





Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

## Present-day Land Cover

The land-cover map depicts both natural and man-made land cover types with aerial imagery. The Iowa DNR created 15 unique classes for this dataset to differentiate land covers. Refer to the legend for a breakdown of land-cover types within your community boundaries.

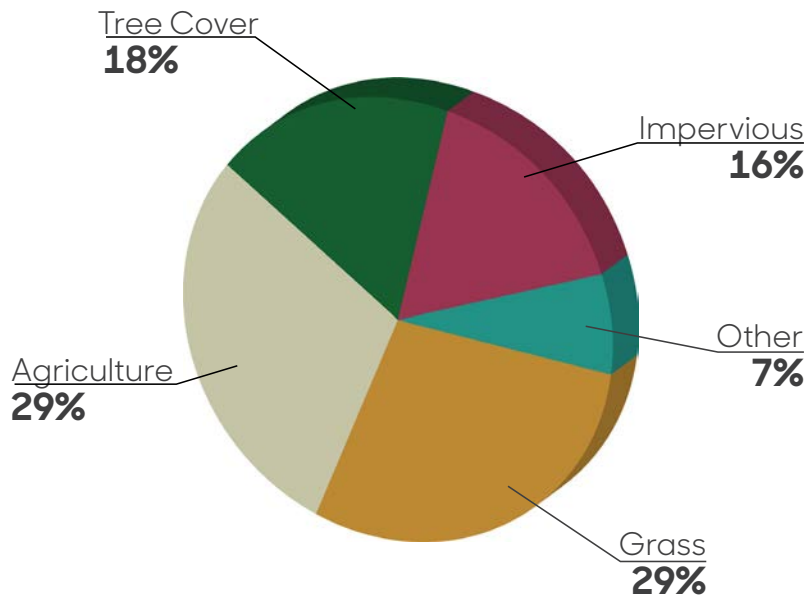
What do you observe about the dominant landcover types in your community?

Where is the tree canopy most concentrated?

Look at how much of your community consists of impervious surfaces (e.g., parking lots, roads, buildings) compared to the other surfaces (e.g, water, grass, and agriculture). What does this mean for surface-water movement?

Tree cover affects microclimate. Are places surrounded by canopy more pleasant in the summer? How do these places feel in the winter?

Percent Land Cover Type





## Landscape Change Over Time

The map on this page shows how the landscape has changed over time, with an emphasis on vegetation and drainageways.<sup>1</sup> The map is helpful for understanding how landscapes change and considering how these changes might affect how well the landscape works to support human and ecological needs.

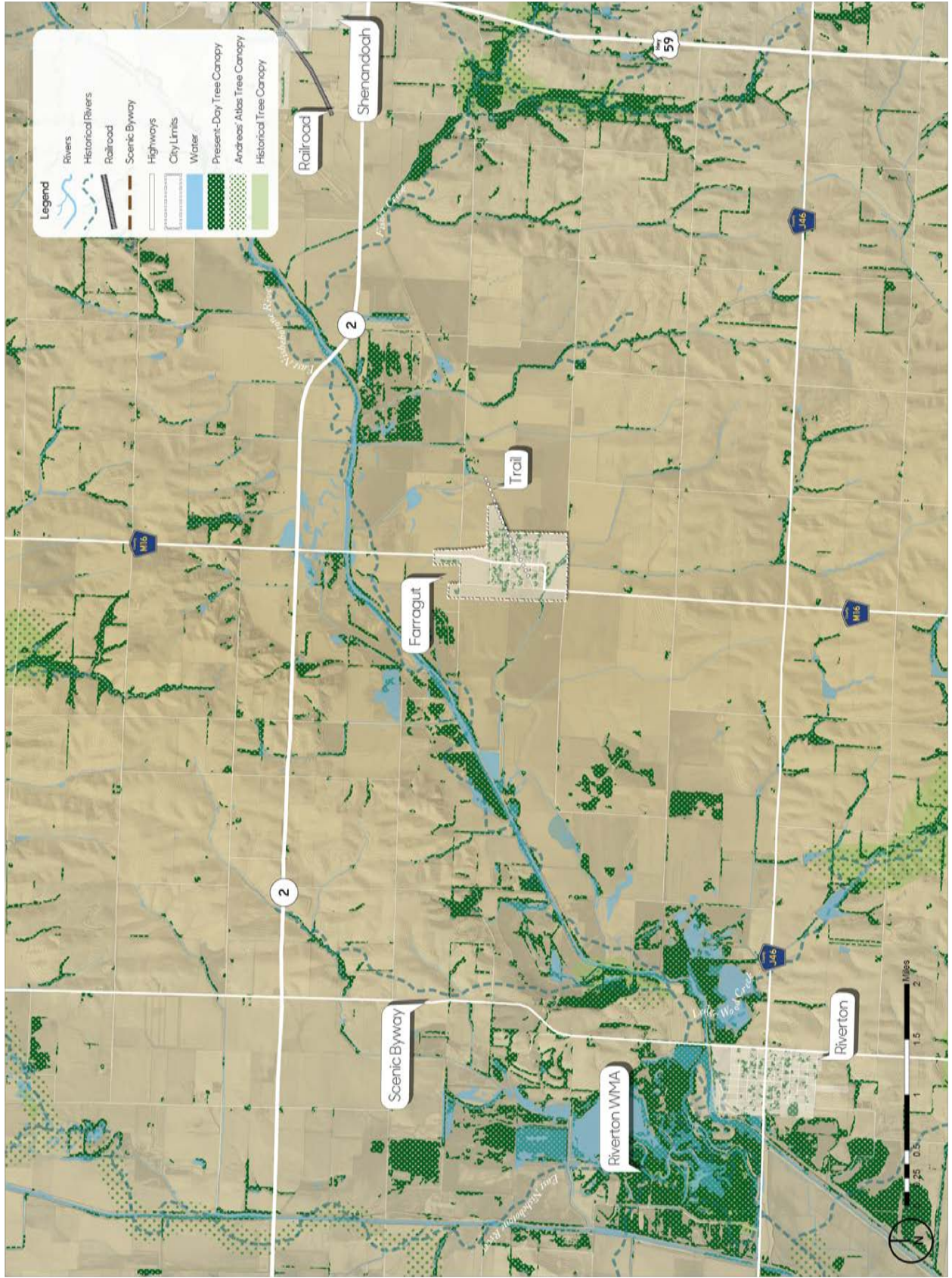
Trees are invaluable. They clean the air, create shade, and cool the atmosphere. They intercept rainfall and consume groundwater, which helps mitigate stormwater runoff. Carefully chosen and placed trees provide communities identity and residents with a sense of home. In Iowa, a prairie state, we increased tree cover to create shade and a sense of enclosure within rural towns. Lack of natural fires and burning has also generally increased tree cover along rivers and floodplains. Other areas of trees have diminished due to clearing for roads, agriculture, or other purposes.

What changes do you see to the tree canopy surrounding your community? Where has the tree canopy decreased? Where might the tree canopy have increased? Consider what changes to the landscape might have led to the increase or decrease of trees in the region (e.g., farming practices, community development, establishing homesteads and windbreaks, preservation of natural resources).

This map also shows current and historical stream and river corridors. Alterations to waterways such as channelization have been made to increase drainage, but can lead to increased erosion, sediment movement, and flooding where the straightened portion ends. Storm sewers also affect streams and waterways where outfalls drop urban runoff into the corridor, which can dramatically decrease water quality. How have streams and rivers changed? Do these changes appear to be man-made or natural?

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<sup>1</sup> This map shows the difference between the present day tree canopy gathered from the DNR's Land Cover data and past landscape cover, as defined in the General Land Office (GLO) surveys from 1836 through 1859 and the *A.T. Andreas' Illustrated Historical Atlas of the State of Iowa from 1875*.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

# Transportation Assets and Barriers

## Overview

Transportation is integral to small-town life and a vibrant economy. In the context of the Community Visioning Program, we recognize walking, biking, and driving as quintessential modes of travel to various destinations important to residents and visitors. Access to these destinations is crucial for many everyday activities—getting to work and school, participating in community events, and providing for basic needs such as food, health care, and healthy activity.

In this participatory assessment, we want to find out which factors and conditions affect transportation use in Farragut, where these factors and conditions are most prevalent, and how they influence route and transportation choices locally. Because residents have the best knowledge of how Farragut's transportation system works, we use focused, small-group conversations, mapping, and photos of the best and worst places taken by residents to understand local transportation.

### Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Farragut residents with different transportation needs to participate in focus groups. A total of 47 residents attended Farragut's workshop. Participants were separated into five user groups and the Farragut steering committee.



Actives

This user group represents those in the community who engage in outdoor recreation, including cycling, walking, running, swimming, skiing, etc. The availability of multiple venues for outdoor recreation matters to this group.



Mobility  
Challenged

This user group is directly affected by accessibility barriers such as high curbing and uneven sidewalks that make it difficult to operate mobility-aiding equipment effectively. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features.



Older Adults

Accessibility—both in terms of physical access and proximity—is a major concern for this user group. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.



Youth

This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly streets and sidewalks are important. These users value the ability to get to destinations on foot or via bicycle and having goods and services within walking distance.



Parents

Safety of their children is a primary concern of this user group. Access to safe and easy routes to school activities is another significant factor to this group. Parents of young children desire smooth, wide surfaces for strollers.



Steering  
Committee

The common denominator for this user group is that their observations are influenced by special knowledge of the transportation system acquired during the Community Visioning assessment process. As a result, this group is more representative of decision makers.



City Park's plentiful amenities and parking offer a convenient and welcoming experience.



The intersection of New Orleans Avenue and Wilkes Street is confusing to navigate without proper traffic controls.



The trail provides an active and healthy social environment and connections to nature.



The intersection of Washington Street and Jackson Avenue is an uncomfortable and concerning crossing point for trail goers and motorists alike.



Downtown features an accessible and artful economic center that showcases the life of a small town.



Hartford Avenue's exposed and worn entrance to downtown impedes the city's potential vibrancy.

# What People Said



**Actives**


"I love the trail. A lot of work's been done. We put in those benches and everything and...I remember when I went out there in my truck... with a bunch of other volunteers. We've got some great people here that help."

"...I do think that once the snow melts or you have a big rain, you do have some areas [on either side of the trail] where it's lower and it's a lot muddier than everywhere else in town."

"...talking about the trail, where we cross over [County Road J40]...it would be nice to have stop signs there."

"I like that park, and the ball field looks good. Right next to it, you[ve] got the football field... Maybe we convert it to something else like a dog park."

"[On New Orleans Avenue] everybody thinks it's okay to drive whatever [speed] they want."



**Youth**

"I mainly only go [to City Park] to sit and eat."

"...it's really annoying that we're not allowed on the sidewalks because then we...have to ride our bikes straight down the street."

"The trail is kind of thin, so I normally just ride through the trail to get to the park."

"I've nearly got[ten] hit three times by a car while riding my bike on the street."

"Maybe [they should] add signs that say what things in town used to be...that would be interesting."



**Older Adults**

"[The trail is] a nice place to walk [because]...it's not rough or anything... It's scenic also. There's a lot of wildlife that you can see."

"When people walk in this town—and it's a good town for walking because it's flat and not a lot of traffic—but everybody walks in the street, because the sidewalks are not good."

"...Farragut has a number of people who have mobility problems...[it would be nice] to make it so that they can get out in the community...just coming downtown here, they are in the street..."

"I enjoy [the morning glories] as they grow along the trail. There [are] so many different colors. It's really pretty."

"[We] probably could use more shade along the trail, especially here in town."





**Parents**

"I just love walking... instead of walking around in circles on the [city] blocks, I like to walk the [trail]... I love the [trail]."

"I [think we should upgrade] the outdoor entertainment for kids...whether it's updating the park or giving them a little fun bike trail... giving them something else that they can do."

"...we walk or my [child] likes to ride [their] bike, so we ride our bike a lot over to the [city] park or on the trail."

"[They should] add trees to the [trail]... It's pretty bare...so it gets windy...and very hot."

"...anybody [who's] just cutting through the town or going to the fire department...they'll just speed going 35 or 40 down the main street [Hartford Avenue] and [there are] kids crossing onto the main street or going to the park...we have a speed issue."



**Mobility Challenged**

"The park to get to the shelter has a very nice sidewalk. It could have been a little wider, but it's usable. If they could have a sidewalk go on through the park...and then come all the way...from the shelter, you could get [to other areas]."

"[There are] two little ramps at two different places on [the west] side of the Main Street [Hartford Avenue], but the sidewalks are horrible and there [are] very few sidewalks. [Wheelchair users have] to travel in the street, which is very unsafe."

"...if you could have working streetlights on [the corners of Dupont and Tecumseh and Dupont and St. Phillip], it could give enough light that people would feel safe."

"...if you're in a wheelchair, the sidewalks need to be replaced in a lot of places...we just plain need sidewalks."

"For me, more places to rest would be ideal. Main Street [Hartford Avenue] has some benches, but if I just want to go walk around town, I would have to take a break somewhere, and there's not anywhere on the side streets to do that."



**Steering Committee**

"...when [school bus drops the kids] off [at the bus stop on New Orleans Avenue], people are ripping by there...[and the bus is] dropping [the kids] off of the road...And there's not any place for them...to walk."

"...Farragut is kind of a square mile to walk around the town. A lot of people walk [on New Orleans Avenue] and they go around the square. I have watched people be run off the road by speeders on that road..."

"We do need...speed limit signs on Hartford besides the one right when you come into town because... you pull out and you don't see any vehicles, and all the sudden, there's one right there because it [speeds] right into to town."

"...when you cross the trail right up by where the train tracks were, the sidewalk's a mess."

"I'd love to see better handicapped parking at the park."

## Emerging Themes

Discovering themes and consistencies among user groups helps the steering committee to identify solutions to address the needs of all. The chart on the opposite page displays each user group's collective thoughts on particular issues in comparison with the other user groups in the community.

**Actives** walk for recreation and getting around town. They are interested in making improvements to downtown to attract more visitors. This group also wants to update Hackett Field by maintaining the sports fields, adding camping, or creating a dog park.







**Mobility-challenged** individuals rely on driving and using a wheelchair. Smooth, wide surfaces are important to them. This group wants easier access to downtown businesses and more curb ramps and handrails in town.

**Older adults** walk, bike, and drive for transportation. This group likes to walk around Admiral Manor because of the nice sidewalks and courtyard. They like going to the gas station because it is full service.

**Youth** bike and walk in town and along the trail. City Park is a popular destination because of the play equipment and available seating. This group would rather bike on the sidewalks than in the streets, because of the risk posed by traffic.

**Parents** drive, bike, and walk. They are concerned about the safety of their children. This group would like more outdoor activities for their children, such as a splash pad, a skateboard park, and an obstacle course for older kids.

**Steering committee** members walk, bike, and drive to get around town. They would like existing speed limit signs to be repositioned so the 45 mph and 25 mph limits are farther apart, and they want more speed limit signs downtown.

User Types	Destinations and Activities			Desirable Qualities and Features			Undesirable Qualities and Features			Most Desired Improvements and Activities					
	Admiral Farragut Trail	City Park	Walking Around Town	Pedestrian Amenities	Scenic Views	Trees & Shade	Poor Sidewalk Infrastructure	Flooding & Drainage Issues	Speeding Traffic	Absence of Trees/Shade on the Trail	Poor Road Conditions	Improved Sidewalk System	Trail Enhancements	Traffic Controls/Calming	Better Bus Stop/Conditions
 Actives	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Mobility Challenged	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Older Adults	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Youth	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Parents	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Steering Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The Admiral Farragut Trail is an important amenity to all demographic groups. Adults like to walk the trail with their family, and parents take committee members views, nature, and wildlife they experience.

Older adults value the many mature trees. Residents like to walk the streets in town because Farragut has fairly flat terrain and relatively little traffic. The park has fairly flat terrain and relatively little traffic. Many people walk.

Pedestrian amenities such as benches and lighting make walking more enjoyable for people. The older adult mobility-challenged group appreciate the traffic the handle at certain locations.

Steering committee members older adults and parents mentioned the importance of trees and shade. Trail Old adults enjoy watching wildlife and steering committee members commented on the barn quit that can be seen from the trail.

The active older adult and steering committee members enjoy walking, especially along the residential areas in town.

Broken, uneven, and missing sidewalks are considered a barrier by adult users. Participants noted that people who use wheelchair and walkers have to go in the street because sidewalks are either missing or in bad condition.

Flooding and drainage issues are a concern among technicians, and New Orleans and Dupont.

Speeding traffic is a concern to some residents, especially on New Orleans Avenue, where kids who go to school in Shreve are picked up and on Hartford Avenue as vehicles enter town from both north and south.

The older adults and parents groups talked about how the absence of trees along the trail make it too windy.

Focus-group participants identified several areas in town difficult, including Hartford Road, Lincoln Street and Hartford Avenue. Parents noted that Webster Street is too narrow for two-way traffic.

Creating a better, more accessible sidewalk system is a priority among adult user types. Older adults want to be able to use sidewalks to the bus stops. Mobility-challenged participants want better handicapped access.

Residents would like to enhance their experience on town, including adding a stop sign or speed bumps on New Orleans Avenue, adding stop signs where the trail intersects with streets and repositioning speed limit signs. Steering committee members, mobility-challenged individuals, and older adults want to create better connections so kids don't have to walk in the street.

Specifically adding a shelter and making sidewalk connections so kids don't have to walk in the street.

# Transportation Inventory and Analysis

Knowledge of the transportation system in and around a community is critical for sustainable transportation enhancement planning. Farragut's transportation system includes a state highway, county roads, roadways, waterways, sidewalks, and recreational trails.

County Road M16 runs north-south through town, dividing it in half. This road experiences heavier traffic in the morning and has an issue with deer.

The visioning team coordinated with Iowa Department of Transportation (DOT) personnel, the Fremont County Engineer Assistant, and local officials to identify existing, past, and future transportation-related constraints and opportunities in the Farragut area.

Farragut has many transportation-based assets and opportunities that include Admiral Trail, Farragut City Park, and the Waterfalls Banquet Hall.

Items of concern include a need for more stop signs and safer circulation for children. There is large concern about accessibility throughout town. The community would also like to see amenities added to the trailhead and sidewalks fixed throughout the town.

Transportation Inventory and Analysis

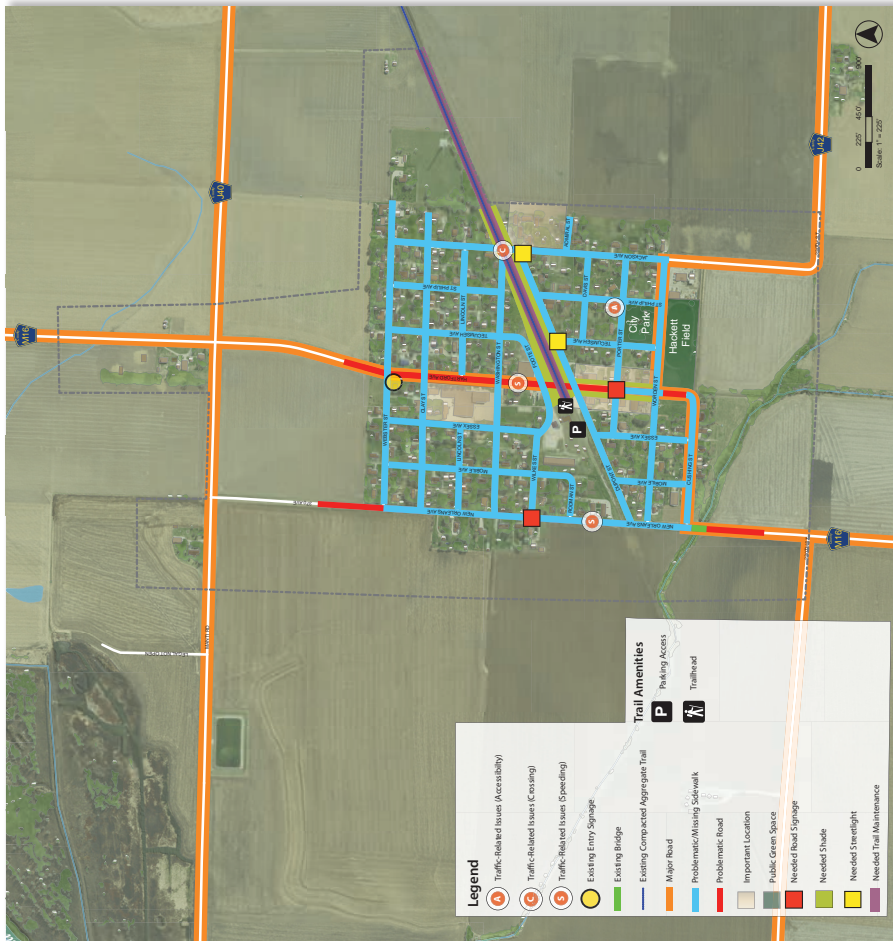
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A map of Farragut highlighting and analyzing existing transportation infrastructure.

# Farragut Transportation Inventory

**Jeffrey L. Bruce & Company LLC**

LAs: David Stokes PLA, ASLA, Lara Gueldenpiennig PLA, ASLA  
Interns: Abby Scott, Andrea Fager

Iowa State University | Trees Forever | Iowa Department of Transportation



**Actives**

"[On New Orleans Avenue] everybody thinks it's okay to drive whatever [speed] they want."

**Mobility Challenged**

"...if you're in a wheelchair, the sidewalks need to be replaced in a lot of places... we just plain need sidewalks."

**Older Adults**

"[We] probably could use more shade along the trail, especially here in town."

**Youth**

"[I've nearly gotten] hit three times by a car while riding my bike on the street."

**Steering Committee**

"...when you cross the trail right up by where the train tracks were, the sidewalk's a mess."

Community concerns about aspects of Farragut's transportation systems.



Most of the existing sidewalks in Farragut are deteriorating and need improvement.








A ramp in downtown is not up to current ADA standards for those with mobility limitations.

# Performance Objectives

The Farragut steering committee discussed what they learned from the bioregional assessment and community focus groups to the landscape architects.

The committee then identified and communicated goals and values based on the information from the assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for the identified areas of concern.

The landscape architects organized programming themes for the city of Farragut using the goals shared and developed by the steering committee. Greater importance was given to the goals that were highlighted in discussion and/or repeated by individuals during the performance objectives meeting.

Community Values/Themes Based on Assessments	Steering Committee Tally	Broad-based Outcomes/Goals
<p>Accessibility, Connectivity, &amp; Safety</p> 	<p>    </p>	<ul style="list-style-type: none"> <li>- Improve the community's walkability</li> <li>- Create more accessible surfaces and access for people with mobility limitations</li> <li>- Reduce traffic speeds</li> <li>- Create a space for a bus stop</li> </ul>
<p>Trail Assets</p> 	<p>   </p>	<ul style="list-style-type: none"> <li>- Improve maintenance and upkeep of the trail.</li> <li>- Create a trailhead and provide better access to the trail</li> </ul>
<p>Beautification</p> 	<p>    </p>	<ul style="list-style-type: none"> <li>- Help clean up the downtown area and buildings façades</li> <li>- Add attractions throughout the city</li> </ul>
<p>Identity &amp; Branding</p> 	<p>   </p>	<ul style="list-style-type: none"> <li>- Display the town's history by designing plaques, signage, or art pieces</li> <li>- Create a uniform look/theme throughout the whole city</li> </ul>
<p>Trees</p> 	<p>  </p>	<ul style="list-style-type: none"> <li>- Create more shaded space especially along the trails</li> </ul>

Goal-Setting Process: Combined results from Community Assessments and Steering Committee Performance Objectives






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Farragut's steering committee reviews preliminary boards that showcase concepts based on their goals and values.

Community Values/Themes Based on Assessments	Steering Committee tally	Broad-based Outcomes/Goals	Why Change Anything?	What Exactly and Where?
<b>Accessibility, Connectivity, &amp; Safety</b> 	III	<ul style="list-style-type: none"> <li>- Improve the community's walkability</li> <li>- Create more accessible surfaces and access for people with mobility limitations</li> <li>- Reduce traffic speeds</li> <li>- Create a space for a bus stop</li> </ul>	<ul style="list-style-type: none"> <li>- To create a more safe area for all</li> <li>- To better connect local destinations for all ages, sizes, and abilities</li> </ul>	<ul style="list-style-type: none"> <li>- Improve sidewalk connections in Downtown and throughout the city</li> <li>- Provide paved connections at Farragut City Park</li> <li>- Create Trailheads</li> <li>- Provide a bus shelter on New Orleans Avenue</li> </ul>
<b>Trail Assets</b> 	III	<ul style="list-style-type: none"> <li>- Improve maintenance and upkeep of the trail.</li> <li>- Create a trailhead and provide better access to the trail</li> </ul>	<ul style="list-style-type: none"> <li>- To attract more people to the city's trail</li> </ul>	<ul style="list-style-type: none"> <li>- Trailhead locations at Hartford Avenue and Jackson Avenue</li> </ul>
<b>Beautification</b> 	III	<ul style="list-style-type: none"> <li>- Help clean up the downtown area and buildings façades</li> <li>- Add attractions throughout the city</li> </ul>	<ul style="list-style-type: none"> <li>- To make the city look more lively and attract visitors</li> </ul>	<ul style="list-style-type: none"> <li>- Downtown</li> <li>- Trailheads</li> <li>- Farragut City Park</li> </ul>
<b>Identity &amp; Branding</b> 	III	<ul style="list-style-type: none"> <li>- Display the town's history by designing plaques, signage, or art pieces</li> <li>- Create a uniform look/theme throughout the whole city</li> </ul>	<ul style="list-style-type: none"> <li>- To help the history stay alive throughout the community and attract tourists</li> </ul>	<ul style="list-style-type: none"> <li>- Downtown</li> <li>- Throughout the city</li> </ul>
<b>Trees</b> 	II	<ul style="list-style-type: none"> <li>- Create more shaded space especially along the trails</li> </ul>	<ul style="list-style-type: none"> <li>- To provide the community with more comfortable outdoor spaces during the summer</li> <li>- To create points of interest in the city</li> </ul>	<ul style="list-style-type: none"> <li>- Street trees in the Downtown</li> <li>- Plant trees in areas around the trail that have no shade</li> </ul>

**Farragut**  
Performance Objectives

**Jeffrey L. Bruce & Company LLC**  
 LAs: David Stokes PLA, ASLA, Lara Guldenplennig PLA, ASLA  
 Interns: Abby Scott, Andrea Fager  
 Iowa State University | Trees Forever | Iowa Department of Transportation



# Concept Overview

After meeting with the steering committee and residents of the community, the design team proposed several concepts for Farragut based on the goals identified. Below is an outline of the proposed concepts, which correspond to the map:

## **Accessibility, Connectivity, and Safety**

Farragut has a significant need for safer pedestrian circulation systems that connect people with all mobility levels to desired destinations such as Farragut City Park and downtown. The design improvements provide safe movement and crossings within the downtown district and at the school bus stop location on New Orleans Avenue.

## Trail Assests

Farragut's primary trail corridor needs defined trailhead spaces that easily and comfortably connect users to the trail. Additional design improvements such as tree plantings, enhanced paths leading to the trail, gathering and park spaces, bicycle parking and repair stations, and vehicular parking all provide the needed amenities to draw people in from neighboring communities such as Shenandoah.

## Beautification

Improving aesthetics along Hartford Avenue creates a sense of place, calms traffic, and enhances the visual experience for visitors and residents along the primary downtown corridor in the community. The beautification efforts help strengthen existing businesses, while attracting new businesses downtown.

## Identity & Branding

An attractive and cohesive theme that incorporates road layout and geometry changes, in addition to planting bed features along the downtown streetscape, enhance Farragut's visual appearance and accessibility to downtown amenities. This concept also provides an opportunity to interpret the community's history.

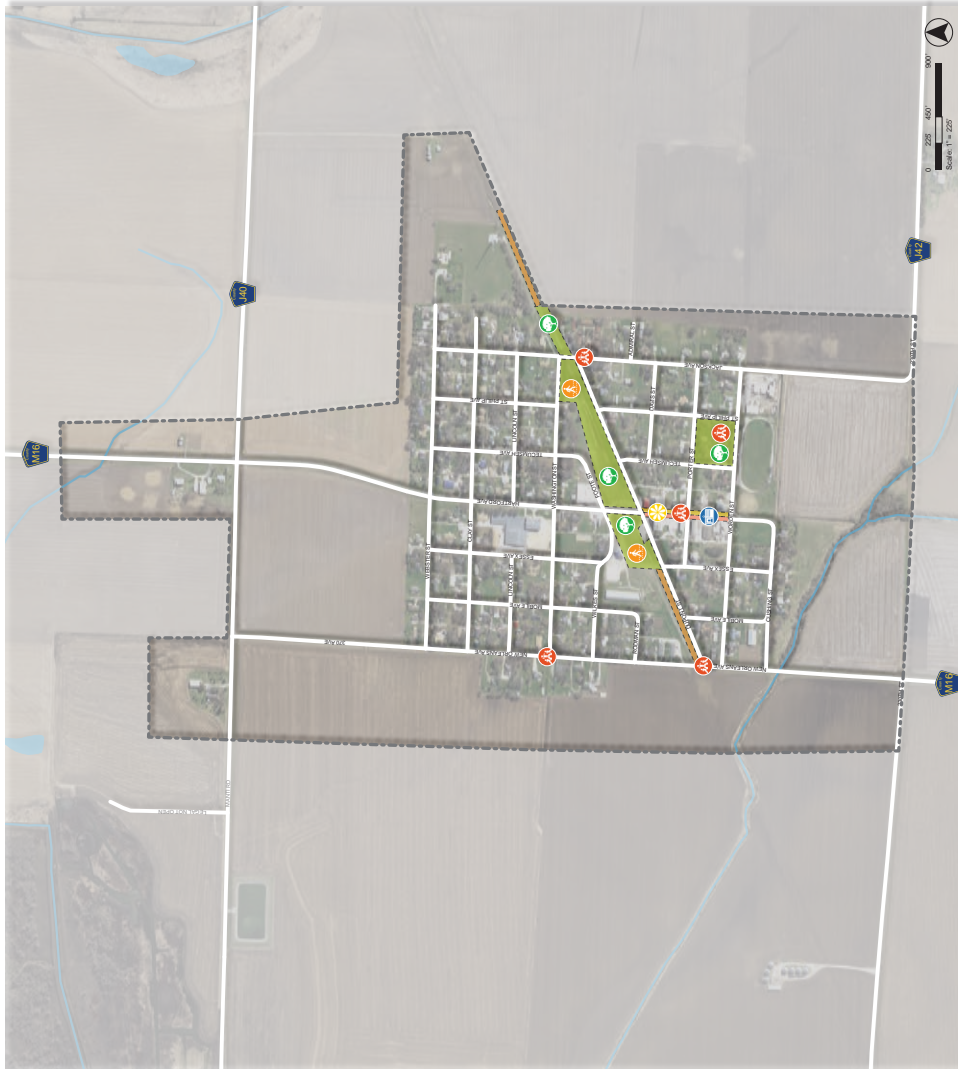
## Trees

Concepts for increased density of tree plantings enhance the city park space, create a more comfortable microclimate for the trailhead locations and experience along the trail corridor, and soften the downtown streetscape corridor and aesthetic appeal of the storefronts.



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# Farragut Concept Overview

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## Farragut City Park

Input from community focus groups and the steering committee revealed the need for improving their city park, providing better access around the perimeter of the park, and enhancing circulation to the park.

Farragut parents would like more outdoor entertainment for their kids. Recreation-based improvements within the interior of the park are the addition of a basketball court, a pickleball court, a sand volleyball court, and a splash pad, creating venues for a variety of outdoor, family-oriented physical activities.

In terms of social space, the food truck plaza allows people to gather, socialize, and share some delicious food and drink opportunities. This space provides an area to stage food trucks, while accommodating ample seating for its users.

In terms of park enhancements, a network of sidewalks allows equal and inclusive access to all of the park's existing amenities such as the play equipment (primarily in the northeast corner of the park), the central shelter, and the restroom facility.

Additionally, the paved parking area on the west side of the park (along Tecumseh Avenue) better organizes the parking and offers a nice sidewalk for easy and safe access into the park.

### Design Expertise Recommended

Projects may require help beyond the capability of the Farragut Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

### Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

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<b>Farragut City Park</b>					
<b>Park Improvements</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Demolition/Site Preparation</b>					<b>\$33,000.00</b>
Mobilization	1	ls	\$18,000.00	\$18,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
Clearing and Grubbing	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$5,000.00	\$5,000.00	
<b>Site Utilities</b>					<b>\$48,000.00</b>
Storm Sewer & Electrical Service (Outlet and Circuiting)	1	ls	\$48,000.00	\$48,000.00	
<b>Site Sedimentation and Erosion Control</b>					<b>\$2,000.00</b>
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
<b>Site Earthwork</b>					<b>\$32,000.00</b>
Rough Grading	1	ls	\$16,000.00	\$16,000.00	
Fine Grading	1	ls	\$16,000.00	\$16,000.00	
<b>Site Hardscape</b>					<b>\$411,000.00</b>
Concrete Sidewalk	18,400	sf	\$15.00	\$276,000.00	
Street Parking and Food Truck Pavements	5,400	sf	\$25.00	\$135,000.00	
<b>Site Amenities</b>					<b>\$506,400.00</b>
Basketball Court Surfacing, Net, Posts	1	ls	\$45,000.00	\$45,000.00	
Pickleball Court Surfacing, Net, Posts	1	ls	\$50,000.00	\$50,000.00	
Sand Volleyball Court, Net, Posts	1	ls	\$40,000.00	\$40,000.00	
Splash Pad	1	ls	\$250,000.00	\$250,000.00	
Pedestrian LED Lighting	15	ea	\$5,000.00	\$75,000.00	
Trash/Recycling Receptacle	4	ea	\$600.00	\$2,400.00	
Picnic Tables	4	ea	\$3,500.00	\$14,000.00	
Bench	15	ea	\$2,000.00	\$30,000.00	
<b>Site Plant Material</b>					<b>\$21,600.00</b>
Native Prairie and Wildflower Seed Mix	1	ls	\$2,500.00	\$2,500.00	
Overstory Trees	10	ea	\$400.00	\$4,000.00	
Ornamental Trees	8	ea	\$300.00	\$2,400.00	
General Site Seeding	1	ls	\$2,500.00	\$2,500.00	
Planting Soils (Trees)	54	cy	\$50.00	\$2,700.00	
Planting Soils (Seeding)	100	cy	\$50.00	\$5,000.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
<b>Sub-Total</b>					<b>\$1,054,000.00</b>
<b>24% Contingency, Contractor Mark-Up, and Design Fees</b>					<b>\$252,960.00</b>
<b>Total</b>					<b>\$1,306,960.00</b>

7 2022

Farragut City Park

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Perspective rendering of the proposed food truck area at Farragut City Park

Proposed plan rendering of Farragut City Park.

**Farragut**  
Farragut City Park

**Jeffrey L. Bruce & Company LLC**  
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## Downtown Streetscape

Farragut's steering committee desires beautification and accessibility within the downtown district. The speed at which vehicles travel through this corridor is also of concern.

To address accessibility and vehicular concerns, corner and mid-block bump-outs (with a centerline road median) are part of the downtown streetscape improvements. With no trees currently downtown, these elements provide a place to plant trees, while promoting traffic calming.

For each downtown crosswalk, a ramp is added for safe circulation and inclusiveness, allowing for accessibility for those with mobility limitations.

The presence of trees and planting areas provides green space, adds color, and softens the downtown area. These planting areas also help manage and mitigate stormwater runoff.

## Design Expertise Recommended

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<b>Downtown Streetscape</b>					
<b>Pedestrian Safety and Streetscape Improvements</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Demolition</b>					\$37,500.00
Mobilization	1	ls	\$4,000.00	\$4,000.00	
Selective Demolition	1	ls	\$10,000.00	\$10,000.00	
Traffic Control	1	ls	\$8,000.00	\$8,000.00	
Storm Sewer and Electrical Utilities Coordination	1	ls	\$10,000.00	\$10,000.00	
Site Survey	1	ls	\$2,500.00	\$2,500.00	
SWPPP Preparation/Documentation	1	ls	\$3,000.00	\$3,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$5,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$5,000.00	\$5,000.00	
<b>Site Earthwork</b>					\$15,000.00
Fine Grading	1	ls	\$7,500.00	\$7,500.00	
Rough Grading	1	ls	\$7,500.00	\$7,500.00	
<b>Site Hardscape</b>					\$452,525.00
Milling and Overlay	1	ls	\$50,000.00	\$50,000.00	
ADA Curb Ramps	8	ea	\$800.00	\$6,400.00	
City Hall Parking Pavements	5,100	sf	\$20.00	\$102,000.00	
Concrete Sidewalk	17,150	sf	\$15.00	\$257,250.00	
Curb and Gutter	1,325	lf	\$15.00	\$19,875.00	
Median Curb and Gutter	900	lf	\$15.00	\$13,500.00	
Pavement Markings	1	ls	\$3,500.00	\$3,500.00	
<b>Site Plant Material</b>					\$106,350.00
Street Trees	14	ea	\$400.00	\$5,600.00	
Island/Median Planting	7,500	sf	\$10.00	\$75,000.00	
Planting Soils (Trees)	45	cy	\$50.00	\$2,250.00	
Planting Soils (Plant Beds)	420	cy	\$50.00	\$21,000.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
<b>Site Amenities</b>					\$64,400.00
Pedestrian LED Lighting	10	ea	\$5,000.00	\$50,000.00	
Vehicular Way-finding Sign	8	ea	\$1,800.00	\$14,400.00	
<b>Sub-Total</b>					<b>\$680,775.00</b>
<b>24% Contingency, Contractor Mark-Up, and Design Fees</b>					<b>\$163,386.00</b>
<b>Total</b>					<b>\$844,161.00</b>

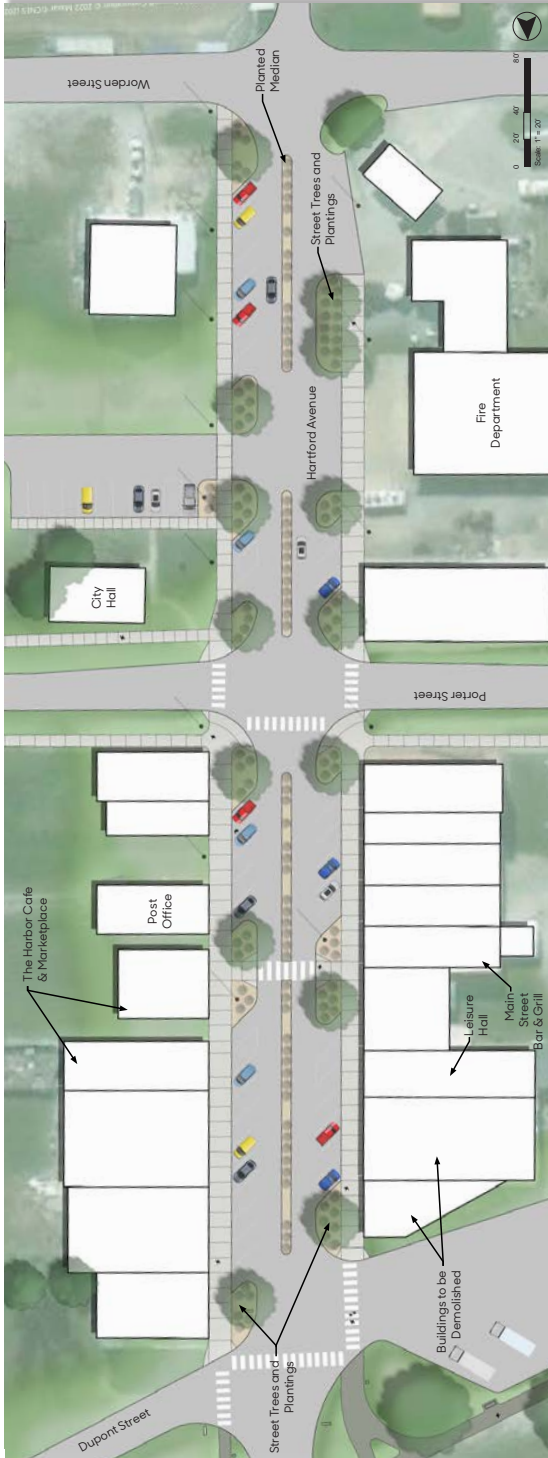
**Downtown Streetscape**

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For each downtown crosswalk, a ramp is added for safe circulation and inclusiveness, allowing for accessibility for those with mobility limitations.

The presence of trees and planting areas provides green space, adds color, and softens the downtown area. These planting areas also help manage and mitigate stormwater runoff.



Proposed plan rendering of the downtown streetscape improvements



Perspective view of Hartford Avenue looking north.

**Farragut**

**Downtown Streetscape**



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Perspective of proposed crossing on Hartford Avenue.



## Hartford Avenue Trailhead

Farragut's primary trail corridor in town is in need of a well-defined trailhead with park-like amenities.

The Hartford Avenue trailhead provides needed spaces such as a large trailhead seating area, a bike parking and repair area, a small dog park area, and a large dog park area.

For out-of-town users wanting to access the trail in Farragut, there is a nice paved parking area (along Foote Street) on the north side of the trailhead space.

Additional amenities include seating nodes and lighting along the trail, an open-air shelter, and a better defined parking area for tractor-trailers.

## Design Expertise Recommended

Projects may require help beyond the capability of the Farragut Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

## Project Scope and Cost Opinion

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<b>Hartford Avenue Trailhead</b>					
<b>Trailhead</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Demolition/Site Preparation</b>					\$15,000.00
Mobilization	1	ls	\$6,000.00	\$6,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$2,000.00	\$2,000.00	
Clearing and Grubbing	1	ls	\$2,000.00	\$2,000.00	
<b>Site Utilities</b>					\$14,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$14,000.00	\$14,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
<b>Site Earthwork</b>					\$10,000.00
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
<b>Site Hardscape</b>					\$372,345.00
Sidewalk (6' Wide)	7,635	sf	\$15.00	\$114,525.00	
Parking Lot Pavement (6" Depth)	3,500	sf	\$20.00	\$70,000.00	
Truck Parking Pavement (8" depth)	6,200	sf	\$22.00	\$136,400.00	
Crushed Limestone Path (Dog Park)	4,285	sf	\$12.00	\$51,420.00	
<b>Site Plant Material</b>					\$23,250.00
Overstory Trees	11	ea	\$400.00	\$4,400.00	
Ornamental Trees	6	ea	\$300.00	\$1,800.00	
General Site Seeding	1	ls	\$3,500.00	\$3,500.00	
Native Prairie Seeding	1	ls	\$3,500.00	\$3,500.00	
Planting Soils (Trees)	51	cy	\$50.00	\$2,550.00	
Planting Soils (Seeding)	100	cy	\$50.00	\$5,000.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
<b>Site Amenities</b>					\$261,450.00
Shelter/Restroom	1	ls	\$30,000.00	\$30,000.00	
Trail LED Lighting	18	ea	\$5,000.00	\$90,000.00	
Trash/Recycling Receptacle	6	ea	\$600.00	\$3,600.00	
Bike Repair Station	1	ea	\$2,000.00	\$2,000.00	
Picnic Tables	4	ea	\$7,650.00	\$30,600.00	
Bike Racks	10	ea	\$1,000.00	\$10,000.00	
Bench	11	ea	\$1,500.00	\$16,500.00	
Trailhead Signage	1	ea	\$5,000.00	\$5,000.00	
6' Ht. Chain Link Fence	970	lf	\$75.00	\$72,750.00	
Dog Park Bag Station	2	ea	\$500.00	\$1,000.00	
<b>Sub-Total</b>					<b>\$697,045.00</b>
<b>24% Contingency, Contractor Mark-Up, and Design Fees</b>					<b>\$167,291.00</b>
<b>Total</b>					<b>\$864,336.00</b>

### Hartford Avenue Trailhead

Farragut's primary trail corridor in town is in need of a well-defined trailhead with park-like amenities.

The Hartford Avenue trailhead provides needed spaces such as a large trailhead seating area, a bike parking and repair area, a small dog park area, and a large dog park area.

For out-of-town users wanting to access the trail in Farragut, there is an ice paved parking area (along Foote Street) on the north side of the trailhead space.

Additional amenities include seating nodes and lighting along the trail, an open-air shelter, and a better defined parking area for tractor-trailers.



Dog park amenities for both large and small dogs.



Trailhead seating area with open shelter gathering area.



Proposed improvements at Hartford Avenue Trailhead.

**Jeffrey L. Bruce & Company LLC**  
 LAs: David Stokes PLA, ASLA, Lara Guldenpennig PLA, ASLA  
 Interns: Abby Scott, Andrea Fager  
 Iowa State University | Trees Forever | Iowa Department of Transportation



# Farragut Hartford Avenue Trailhead



## Jackson Avenue Trailhead

On the east side of town, Farragut's primary trail corridor crosses Jackson Avenue. The trailhead at this location provides better pedestrian circulation with a more accessible connection to the trail.

The Jackson Avenue trailhead provides some secluded picnic spaces on the north side of the area, and other amenities such as bike parking, a bike repair station, and native planting areas.

The lack of shade along the trail in town was raised as an issue during the focus groups. The trees along the trail route within this trailhead area provide visual interest while creating much needed shade and respite from the hot summer sun.

Additional trailhead amenities include seating nodes and lighting along the trail, ornamental and screen plantings, and better trail signage and way-finding.

## Design Expertise Recommended

Projects may require help beyond the capability of the Farragut Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

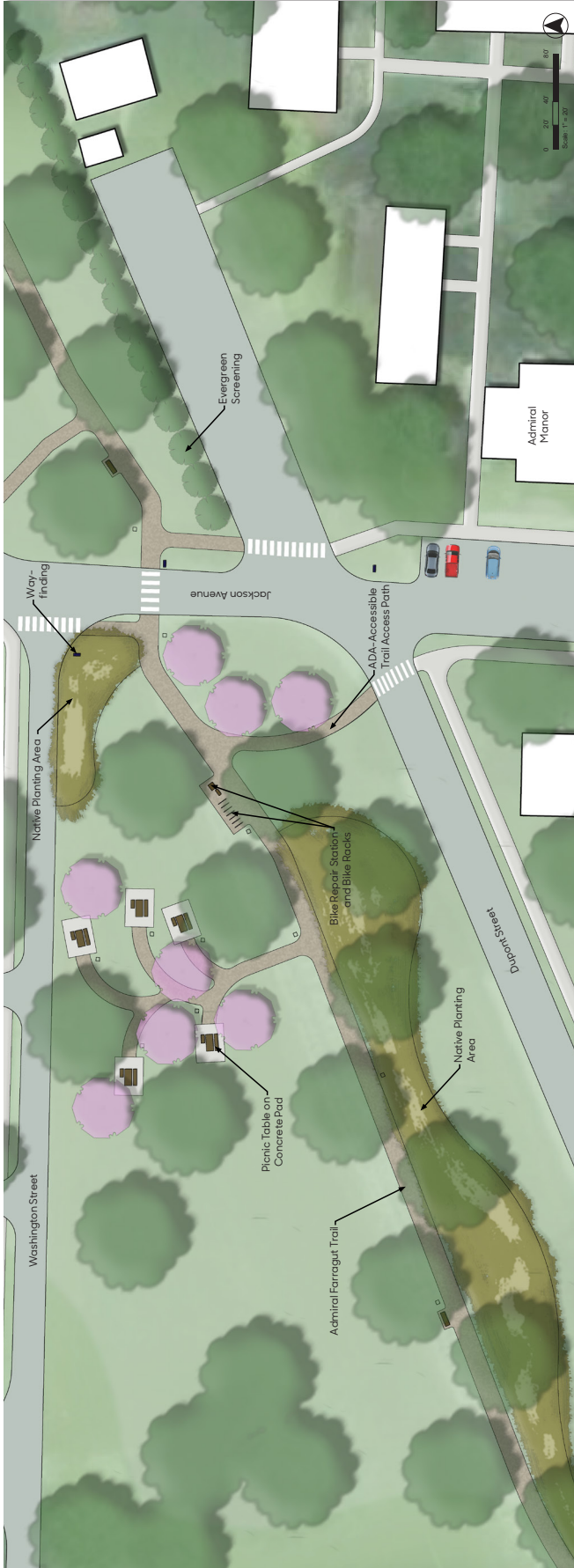
## Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

Abbreviations used in the following opinions of probable cost include:

ac = acre	cf = cubic foot	cy = cubic yard	ea = each
lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

<b>Jackson Avenue Trailhead</b>					
<b>Trail Improvements and Trailheads</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Demolition/Site Preparation</b>					\$15,000.00
Mobilization	1	ls	\$6,000.00	\$6,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$2,000.00	\$2,000.00	
Clearing and Grubbing	1	ls	\$2,000.00	\$2,000.00	
<b>Site Utilities</b>					\$14,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$14,000.00	\$14,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
<b>Site Earthwork</b>					\$10,000.00
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
<b>Site Hardscape</b>					\$89,100.00
Concrete Sidewalk	4,500	sf	\$15.00	\$67,500.00	
Milling and Overlay	1,800	sf	\$12.00	\$21,600.00	
<b>Site Plant Material</b>					\$137,300.00
Overstory Trees	20	ea	\$400.00	\$8,000.00	
Ornamental Trees	8	ea	\$300.00	\$2,400.00	
General Site Seeding	1	ls	\$1,200.00	\$1,200.00	
Native Prairie Seeding	10,900	sf	\$10.00	\$109,000.00	
Planting Soils (Trees)	84	cy	\$50.00	\$4,200.00	
Planting Soils (Seeding)	200	cy	\$50.00	\$10,000.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
<b>Site Amenities</b>					\$81,550.00
Trail LED Lighting	5	ea	\$5,000.00	\$25,000.00	
Trash/Recycling Receptacle	3	ea	\$600.00	\$1,800.00	
Bike Repair Station	1	ea	\$2,000.00	\$2,000.00	
Bike Racks	7	ea	\$1,000.00	\$7,000.00	
Picnic Tables	5	ea	\$7,650.00	\$38,250.00	
Bench	5	ea	\$1,500.00	\$7,500.00	
<b>Sub-Total</b>					<b>\$347,950.00</b>
<b>24% Contingency, Contractor Mark-Up, and Design Fees</b>					<b>\$83,508.00</b>
<b>Total</b>					<b>\$431,458.00</b>



Proposed plan rendering of Jackson Avenue Trailhead.



View of Jackson Avenue Trailhead looking southwest.

### Jackson Avenue Trailhead

On the east side of town, Farragut's primary trail corridor crosses Jackson Avenue. The trailhead at this location provides better pedestrian circulation with a more accessible connection to the trail.

The Jackson Avenue trailhead provides some secluded picnic spaces on the north side of the area, and other amenities such as bike parking, a bike repair station, and native planting areas.

The lack of shade along the trail in town was raised as an issue during the focus groups. The trees along the trail route within this trailhead area provide visual interest while creating much needed shade and respite from the hot summer sun.

Additional trailhead amenities include seating nodes and lighting along the trail, ornamental and screen plantings, and better trail

**Farragut**

Jackson Avenue Trailhead

**Jeffrey L. Bruce & Company LLC**

LAs: David Stokes PLA, ASLA, Lara Guldenplennig PLA, ASLA  
Interns: Abby Scott, Andrea Fager  
Iowa State University | Trees Forever | Iowa Department of Transportation



## School Bus Stop

Farragut's youth attends school in both Shenandoah and Sidney. Currently, students waiting for the bus to commute to Sidney have to wait along the edge of the street on New Orleans Avenue, which experiences fast-moving traffic. Focus-group participants noted the need for a safe school bus stop at this location.

The school bus shelter provides a secure space off the street's traveled way for students to wait for the bus and helps protect the students from inclement weather and creates a social gathering space.

In addition to the bus stop shelter, other amenities include marked crosswalks, improved sidewalks, added sidewalks, signage, and ornamental plantings around the paved bus stop area.

## Design Expertise Recommended

Projects may require help beyond the capability of the Farragut Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

## Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

Abbreviations used in the following opinions of probable cost include:

ac = acre	cf = cubic foot	cy = cubic yard	ea = each
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<b>School Bus Shelter</b>					
<b>Improvements</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Demolition</b>					\$24,500.00
Mobilization	1	ls	\$4,000.00	\$4,000.00	
Selective Demolition	1	ls	\$10,000.00	\$10,000.00	
Traffic Control	1	ls	\$8,000.00	\$8,000.00	
Site Survey	1	ls	\$2,500.00	\$2,500.00	
<b>Site Sedimentation and Erosion Control</b>					\$5,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$5,000.00	\$5,000.00	
<b>Site Earthwork</b>					\$10,000.00
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
<b>Site Hardscape</b>					\$35,500.00
Concrete Sidewalk	2,200	lf	\$15.00	\$33,000.00	
Pavement Markings Along New Orleans Ave & Washington St	1	ls	\$2,500.00	\$2,500.00	
<b>Site Plant Material</b>					\$7,900.00
Ornamental Trees Along New Orleans Avenue	6	ea	\$400.00	\$2,400.00	
General Site Seeding	1	ls	\$1,000.00	\$1,000.00	
Planting Soils (Trees)	20	cy	\$50.00	\$1,000.00	
Planting Soils (Seeding)	20	cy	\$50.00	\$1,000.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
<b>Site Amenities</b>					\$15,000.00
Bus Shelter/Bench	1	ea	\$15,000.00	\$15,000.00	
<b>Sub-Total</b>					<b>\$97,900.00</b>
<b>24% Contingency, Contractor Mark-Up, and Design Fees</b>					<b>\$23,496.00</b>
<b>Total</b>					<b>\$121,396.00</b>

### School Bus Shelter

Farragut's youth attends school in both Shenandoah and Sidney. Currently, students waiting for the bus to commute to Sidney have to wait along the edge of the street on New Orleans Avenue, which experiences fast-moving traffic. Focus-group participants noted the need for a safe school bus stop at this location.

The school bus shelter provides a secure space off the street's traveled way for students to wait for the bus and helps protect the students from inclement weather and creates a social gathering space.

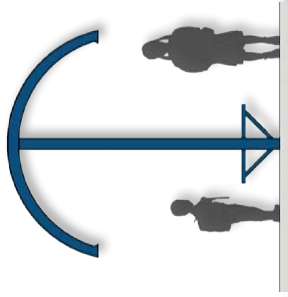
In addition to the bus stop shelter, other amenities include marked crosswalks, improved sidewalks, added sidewalks, signage, and ornamental plantings around the paved bus stop area.



Plan view of the proposed school bus shelter at the corner of New Orleans Avenue and Washington Street.



Elevation of the proposed school bus



Section of the proposed school bus shelter



Perspective of the proposed school bus shelter on New Orleans Avenue.

# Farragut School Bus Shelter

**Jeffrey L. Bruce & Company LLC**  
 LAs: David Stokes PLA, ASLA, Lara Guldenfemig PLA, ASLA  
 Interns: Abby Scott, Andrea Fager  
 Iowa State University | Trees Forever | Iowa Department of Transportation





# Implementation Strategies

The ILR Community Visioning Program is just the beginning of the planning and design process for implementation of projects that contribute to an enhanced quality of life in Farragut. It is the design team’s intent to continue providing Farragut with professional consulting services for significant future development and enhancement of community resources.

Expertise from a team of allied professions may be needed to successfully design and implement several of the identified improvement projects. A landscape architecture consultant is best suited to lead and manage the design process. This helps ensure that the community’s goals are fully integrated into the improvement projects. An architect, civil engineer, electrical engineer, and structural engineer can all be managed with subconsultant agreements under the landscape architect’s prime agreement with the city.

It is recommended that project implementation be approached using the following basic action plan:

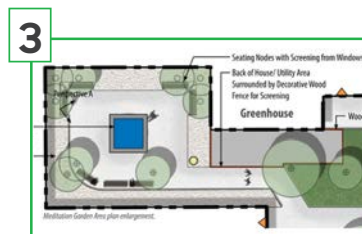
## Year 1

- 1** Schedule monthly steering committee meetings, confirm understanding scope and estimated costs of identified projects, and **prioritize the top three projects for design refinement and implementation.**
- 2** Determine the most practical first project for implementation and **identify all applicable and eligible grant funding opportunities.**
- 3** Utilizing Community Visioning deliverables and assistance from Trees Forever and a landscape architect, **submit application(s) for eligible and related grant programs.**
- 4** Upon a successful grant application and securing funding, **develop a schedule for project design, bidding, and construction, and select and execute a contract with a landscape architect as the lead design consultant.**

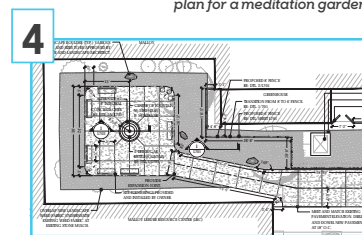
## Year 2

- 1** Reassess top three priority projects based on grant application success and **repeat Tasks 2 - 4 for a second project.**

1	Community Visioning Project Areas	2	Grant Funding Opportunities
	Trails Improvements		
	Pedestrian Safety/ Access		
	Park/Year-round Recreation Improvements		
	Beautification		
	Way-finding and Branding Signage		



Example of a schematic landscape plan for a meditation garden.



Example of a landscape construction document for a meditation garden.

## Implementation and Action Plan

The ILR Community Visioning Program is just the beginning of the planning and design process for implementation of projects that contribute to an enhanced quality of life in Farragut. It is the design team's intent to continue providing Farragut with professional consulting services for significant future development and enhancement of community resources.

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### Year 1

**1** Schedule monthly steering committee meetings, confirm understanding scope and estimated costs of identified projects, and **prioritize the top three projects for design refinement and implementation.**

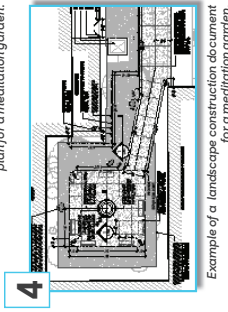
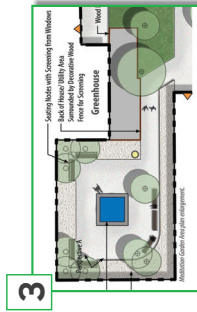
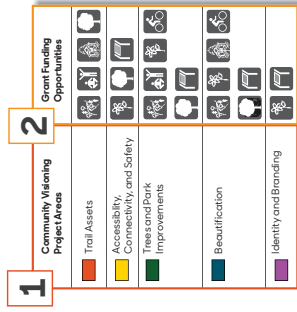
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**4** Upon a successful grant application and securing funding, **develop a schedule for project design, bidding, and construction, and select and execute a contract with a landscape architect as the lead design consultant.**

### Year 2

**1** Reassess top three priority projects based on grant application success and **repeat Tasks 2 - 4 for a second project.**



Farragut Map Highlighting the Community Visioning Project Areas

### Grant Funding Opportunities Legend

	Iowa DNR REAP		Iowa Economic Development Authority		Trees Forever
	The Wellmark Foundation		Iowa Department of Transportation		Historical and Cultural Affairs
	Keep Iowa Beautiful		Environmental Protection Agency		



# Implementation Strategies

**Jeffrey L. Bruce & Company LLC**  
 LAs: David Stokes PLA, ASLA, Lara Guldenplennig PLA, ASLA  
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 Iowa State University | Trees Forever | Iowa Department of Transportation



## Available Resources

There are many creative ways that communities can raise the resources necessary to fund and implement projects. The following list is a compilation of various sources and opportunities for funding the projects conceptualized during the visioning process. This list is not all-inclusive; it is meant to serve as a tool to assist in brainstorming ideas.

### Funding Opportunities

- Grants
- Partnerships (private and public)
- Trusts and endowments
- Fund-raising and donations
- Memorials
- Volunteer labor
- Low-interest loans
- Implementation of project in phases

### Funding Sources

- Iowa Department of Transportation
- Iowa Department of Natural Resources
- Iowa Department of Education
- Iowa Department of Economic Development
- Utility companies
- Trees Forever

### Grant Programs

- Alliant Energy and Trees Forever Branching Out Program
- Federal Surface Transportation Program (STP)
- Iowa Clean Air Attainment Program (ICAAP)
- Iowa DOT/DNR Fund Iowa
- Iowa DOT Iowa's Living Roadways Projects Program
- Iowa DOT Living Roadways Trust Fund Program
- Iowa DOT Pedestrian Curb Ramp Construction Program
- Iowa DOT Statewide Transportation Enhancement Funding
- Iowa DNR Recreation Infrastructure Program
- Land and Water Conservation Fund
- National Recreational Trails Program
- Pheasants Forever
- Revitalization Assistance for Community Improvement (RACI) Grant Program
- State Recreational Trails Program
- Transportation Alternatives Program (TAP)

# Community Project Funding Options

## Environmental Protection Agency (EPA)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Environmental Education	Funding mechanism for projects to help the public make informed decisions that affect environmental quality.	Tamara Freeman U.S. EPA Region 7 freeman.tamara@epa.gov	Early January	<a href="https://www.epa.gov/education/environmental-education-ee-grants">https://www.epa.gov/education/environmental-education-ee-grants</a>
2021 National Environmental Information Exchange Network Grant	Funding mechanism to develop an Internet-- based secure network that supports the electronic Collection, exchange, and integration of high-quality data.	Erika Beasley (202) 566-2530 beasley.erika@epa.gov	Mid April	<a href="https://www.epa.gov/exchangenetwork/exchange-network-grant-program#Resources">https://www.epa.gov/exchangenetwork/exchange-network-grant-program#Resources</a>
Pollution Prevention	Provides matching funds to state and tribal programs to support pollution prevention and to develop State-based programs	Pollution Prevention Program (202) 566-0799 p2hub@epa.gov	March	<a href="http://www.epa.gov/p2/pubs/grants/index.htm#p2grant">http://www.epa.gov/p2/pubs/grants/index.htm#p2grant</a>
Science to Achieve Results (STAR)	Funding mechanism research grants in numerous environmental science and engineering disciplines through a competitive solicitation process and independent peer review.	osape_communications@epa.gov	(Multiple Dates)	<a href="https://www.epa.gov/research-grants/research-funding-opportunities">https://www.epa.gov/research-grants/research-funding-opportunities</a>
Small Business Innovation Research (SBIR)	Competitive funding through environmental technology research at small businesses.	osape_communications@epa.gov	(Multiple Dates)	<a href="http://www.epa.gov/ncer/sbir/">http://www.epa.gov/ncer/sbir/</a>
Brownfields Program	EPA's Brownfields program provides direct funding for Brownfields assessment, cleanup, revolving loans, and environmental job training.	Susan Klein U.S. EPA Region 7 (913) 551-7786 Klein.Susan@epa.gov	(Multiple Dates)	<a href="https://www.epa.gov/brownfields/types-brownfields-grant-funding">https://www.epa.gov/brownfields/types-brownfields-grant-funding</a>
Greening America's Communities	EPA program to help cities and towns develop an implementable vision of environmentally friendly neighborhoods that incorporate innovative green infrastructure and other sustainable design strategies.	Clark Wilson (202) 566-2880 wilson.clark@epa.gov	Ongoing	<a href="https://www.epa.gov/smartgrowth/greening-americas-communities#background">https://www.epa.gov/smartgrowth/greening-americas-communities#background</a>

## Keep Iowa Beautiful

Build with Bags Grant (via the Iowa Grocery Industry Association)	Funding made available to be used for the purchase of outdoor furniture or equipment that is made from recycled plastic grocery bags.	Iowa Grocery Industry (515) 270-2628 2540 106th St. Ste. 102 Des Moines, IA 50322 info@iowagrocers.com	End of March	<a href="http://www.iowagrocers.com/build-with-bags-grant-application.cfm">http://www.iowagrocers.com/build-with-bags-grant-application.cfm</a>
Paint Iowa Beautiful	The Paint Iowa Beautiful program provides free paint to a wide variety of public service projects throughout Iowa through a partnership with diamond Vogel Paint of Orange City, Iowa.	Bill Jackson 300 E. Locust St. Ste 100 Des Moines, Iowa 50309 (515) 323 - 6507 bjackson@keepiowabeautiful.com	Mid-February	<a href="https://keepiowabeautiful.org/2020-paint-iowa-beautiful-program/">https://keepiowabeautiful.org/2020-paint-iowa-beautiful-program/</a>
Derelict Building Grant	The Derelict Building Program is sponsored by the Iowa DNR and offers Iowa communities of 5,000 or fewer residents financial assistance to address neglected structures that have sat vacant for at least six months.	Bill Jackson 300 E. Locust St. Ste 100 Des Moines, Iowa 50309 (515) 323 - 6507 bjackson@keepiowabeautiful.com	End of March	<a href="http://www.keepiowabeautiful.com/grants/build-with-bags">www.keepiowabeautiful.com/grants/build-with-bags</a>

## Iowa Department of Transportation (IDOT)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Revitalize Iowa's Sound Economy (RISE)	Created by the Iowa legislature to assist in promoting economic development in Iowa through the construction or improvement of Iowa roads. Funding is generally limited to industrial, manufacturing, warehousing, distribution, and professional office developments, with few exceptions.	Jennifer Kolacia (515) 239-1738 Jennifer.Kolacia@dot.iowa.gov	Ongoing	<a href="https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program">https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program</a>
Pedestrian Curb Ramp Construction Program	Assist cities in complying with the Americans with Disabilities Act (ADA) on primary roads in Iowa cities	Scott Dockstader, P.E. District 1 Engineer, Iowa DOT 1020 S. 4th St. Ames, 50010 (515) 239-1194	Ongoing	(Use Contact Information) and/or <a href="https://www.iowadot.gov/iowarail/fundguide.pdf">https://www.iowadot.gov/iowarail/fundguide.pdf</a>
Iowa DOT/DNR Fund	Roadside beautification of primary system corridors with plant materials	Iowa Department of Transportation Bureau of Design 800 Lincoln Way Ames, Iowa 50010 (515) 239-1424	Ongoing	(Use Contact Information) and/or reference <a href="https://www.iowadot.gov/iowarail/fundguide.pdf">https://www.iowadot.gov/iowarail/fundguide.pdf</a>
Living Roadway Trust Fund (LRTF)	Implement Integrated Roadside Vegetation Management programs (IRVM) on city, county, or state right-of-way or publicly owned areas adjacent to traveled roadways.	Troy Siefert, PLA Living Roadway Trust Fund Coordinator 800 Lincoln Way Ames, IA 50010 (515) 239-1768 troy.siefert@dot.iowa.gov	Ongoing	<a href="https://iowadot.gov/lrtf/Grants/Cities-under-10-000-in-population">https://iowadot.gov/lrtf/Grants/Cities-under-10-000-in-population</a>
State Recreational Trails (SRT) Program	Program established to provide trail systems for public use throughout Iowa.	Scott Flagg SRT Program Manager (515)-239-1252 800 Lincoln Way Ames, IA 50010 scott.flagg@iowadot.us	Early January and Early July	<a href="https://iowadot.gov/systems_planning/Grant-Programs/-Federal-and-State-Recreational-Trails">https://iowadot.gov/systems_planning/Grant-Programs/-Federal-and-State-Recreational-Trails</a>
Federal Recreational Trails (FRT) Program	Program established to provide trail systems for public use.	Scott Flagg SRT Program Manager (515)-239-1252 800 Lincoln Way Ames, IA 50010 scott.flagg@iowadot.us	Early October	<a href="https://iowadot.gov/systems_planning/Grant-Programs/-Federal-and-State-Recreational-Trails">https://iowadot.gov/systems_planning/Grant-Programs/-Federal-and-State-Recreational-Trails</a>

## Polk County Grants

Community Development Grant Program	This program supports large-scale projects within Polk County, Iowa, providing funding in the range of \$10,000 to \$200,000.	Lisa Moody-Tunks (515) 286-2272 lisa.moody-tunks@polkcountyiowa.gov	July, October, January and April.	<a href="https://apps.polkcountyiowa.gov/communitygrants/ProgramInformation">https://apps.polkcountyiowa.gov/communitygrants/ProgramInformation</a>
Community Sponsorship Grant Program	The Polk County Board of Supervisors sponsor community events, such as galas, dinners, walks, etc. to support important issues in our community.	Sarah Boese (515) 286-3895 sarah.boese@polkcountyiowa.gov	Ongoing	<a href="https://apps.polkcountyiowa.gov/communitygrants/ProgramInformation">https://apps.polkcountyiowa.gov/communitygrants/ProgramInformation</a>

## Iowa Department of Natural Resources (IDNR)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Land and Water Conservation Fund (LWCF)	The LWCF Program is federally funded grant program that provides match funds of 50% for outdoor recreation area development and acquisition. Iowa's cities and counties are eligible to participate.	Nick Dellaca at 515-725-0027 Nick.Dellaca@dnr.iowa.gov	Mid-March	<a href="http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund">http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund</a>
REAP City Parks and Open Spaces	The grants are 100% meaning local matching funds are not required. This grant program is very competitive. Funds are not available for single or multipurpose athletic fields. Parkland expansion and multi-purpose recreation developments are typical projects funded under this REAP Program.	Tammie Krausman REAP Coordinator 515-402-8763 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 tammie.krausman@dnr.iowa.gov	Mid August	<a href="https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/City-Parks-Open-Spaces">https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/City-Parks-Open-Spaces</a>
REAP County Conservation	County Conservation (20% of REAP funds) - This money is available to counties for land easements or acquisition, capital improvements, stabilization and protection of resources, repair and upgrading of facilities, environmental education, and equipment.	Tammie Krausman REAP Coordinator 515-402-8763 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 tammie.krausman@dnr.iowa.gov	Mid August	<a href="https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/County-Conservation">https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/County-Conservation</a>
REAP Conservation Education Program	The Conservation Education Program (CEP) is a key provision of the Resource Enhancement and Protection (REAP) Act of 1989. A five-member board implements the CEP and annually they allocate approximately \$350,000 in grants for conservation education in Iowa.	Jerah Sheets Representing IDNR (515) 313-8909 reapcep@dnr.iowa.gov	November 1	<a href="https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Conservation-Education">https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Conservation-Education</a>
REAP Soil and Water Enhancement	Soil and Water Enhancement (20% of REAP funds) - These funds are available to landowners for soil and water conservation and enhancement projects and practices. Project money is directed towards protecting the state's surface and ground water resources from point and non-point sources of contamination.	Susan Kozak Division of Soil Conservation and Water Quality Department of Agriculture and Land Stewardship (515) 281-7043 Susan.Kozak@iowaagriculture.gov	Ongoing	<a href="https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Soil-Water-Enhancement">https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Soil-Water-Enhancement</a>
Trees for Kids	The Trees for Kids grant program serves to educate K-12 and college students in Iowa about the importance of trees through tree planting events at schools and on public land. Grant recipients are awarded \$1,000-\$5,000 per project to purchase trees and mulch from Iowa nurseries.	Gabriele Edwards (515) 725-8456	Fall/Spring	<a href="http://www.iowadnr.gov/Conservation/Forestry/Educational-Opportunities">http://www.iowadnr.gov/Conservation/Forestry/Educational-Opportunities</a>
Solid Waste Alternatives Program (SWAP)	This program is set up to reduce the amount of solid waste generated and landfilled in Iowa. Funds can be used for waste reduction equipment, recycling equipment, production of educational materials and salaries related to implementation and operation of the project	Tom Anderson (515) 725-8323 502 E. 9th St. Des Moines, IA 50319 tom.anderson@dnr.iowa.gov	January 2 or July 1	<a href="http://www.iowadnr.gov/swap">http://www.iowadnr.gov/swap</a>
Fish Habitat Program	Funding assistance is available to County Conservation Boards for land acquisition and development of fish habitat.	Randy Schultz (515) 725-8447 randy.schultz@dnr.iowa.gov	Last Working Day in November	<a href="http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Fish-Habitat-Program">http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Fish-Habitat-Program</a>
Water Trail Enhancement Grant	The Iowa Legislature appropriated funds for fiscal year 2018 for the development of dam mitigation and water trail projects. A portion of the funds (\$130,000 this fiscal year) are available competitively for water trail enhancement cost-share grants.	John Wenck River Programs 515-725-8465 john.wenck@dnr.iowa.gov	Ongoing	<a href="http://www.iowadnr.gov/Things-to-Do/Canoeing-Kayaking">http://www.iowadnr.gov/Things-to-Do/Canoeing-Kayaking</a>
Water Recreation Access Cost-Share Program	The Water Recreation Access Cost-Share Program is available for constructing or improving boat access facilities to Iowa's lakes and streams. Projects can include boat ramps, loading/off-loading docks and other structures to enhance use by the public.	Michelle Wilson (515) 725-8441 michelle.wilson@dnr.iowa.gov	September 30	<a href="http://www.iowadnr.gov/Things-to-Do/Boating/Water-Rec-Access-Cost-Share">http://www.iowadnr.gov/Things-to-Do/Boating/Water-Rec-Access-Cost-Share</a>

## Iowa Department of Natural Resources (IDNR)

Watershed Improvement Grants	The DNR offers Iowa groups looking to improve our state's streams, rivers and lakes the opportunity to apply for grants. These grants allow groups, such as Soil and Water Conservation Districts and other organizations, to create watershed projects.	Steve Konrady Issuing Officer (515) 725-8388 Steven.Konrady@dnr.iowa.gov	November	<a href="https://www.iowadnr.gov/Environmental-Protection/Water-Quality/Watershed-Improvement">https://www.iowadnr.gov/Environmental-Protection/Water-Quality/Watershed-Improvement</a>
Wildlife Diversity (non-game) Program Grants	The wildlife diversity program offers three grants programs to encourage research, habitat management and environment education that supports non-game wildlife in Iowa.	Stephanie Shepherd Wildlife Diversity Biologist Boone Wildlife Research Station Iowa Dept. of Natural Resources 1436 255th Street Boone, IA, 50036 (515) 230-6599 stephanie.shepherd@dnr.iowa.gov	November	<a href="https://www.iowadnr.gov/Conservation/Iowa-Wildlife/Wildlife-Diversity-Program/Wildlife-Grant-Opportunities">https://www.iowadnr.gov/Conservation/Iowa-Wildlife/Wildlife-Diversity-Program/Wildlife-Grant-Opportunities</a>
State Revolving Fund (SRF)	The State Revolving Fund (SRF) is the best choice to finance the design and construction of Iowa drinking water and wastewater infrastructure.	Lee Wagner (515) 725-0992 SRF Sponsored Project Program Planner Iowa Department of Natural Resources lee.wagner@dnr.iowa.gov	Early September	<a href="http://www.iowasrf.com/about_srf/sponsored_projects_home_page.cfm">http://www.iowasrf.com/about_srf/sponsored_projects_home_page.cfm</a>

## Iowa Economic Development Authority (IEDA)

Community Development Block Grant (CDBG)  Water and Sewer Fund	Funds awarded through this annual competitive program assist cities and counties with projects such as sanitary sewer system improvements, water system improvements, water and wastewater treatment facility projects, storm sewer projects related to sanitary sewer system improvements and rural water connections.	Dan Narber (515) 348-6214 Dan.Narber@iowaEDA.com	January 1, April 1, July 1 and October 1	<a href="https://www.iowaeda.com/cdbg/water-sewer/">https://www.iowaeda.com/cdbg/water-sewer/</a>
CDGB  Community Facilities and Services Fund	This annual competitive program assists projects such as day care facilities, senior centers, vocational workshops and other community services such as storm water projects.	Dan Narber (515) 348-6214 Dan.Narber@iowaEDA.com	Ongoing	<a href="https://www.iowaeda.com/cdbg/community-facilities/">https://www.iowaeda.com/cdbg/community-facilities/</a>
CDGB  Downtown Revitalization Fund	Community leaders can use this program to rehabilitate blighted downtown buildings. The goal of this program is to provide economic opportunities for people, especially those of low- and moderate income.	Nichole Hansen (515) 348-6215 cdbg@iowaeda.com	Spring	<a href="https://www.iowaeda.com/cdbg/downtown-revitalization-fund/">https://www.iowaeda.com/cdbg/downtown-revitalization-fund/</a>
Community Attraction and Tourism Program (CAT)	The Community Attraction and Tourism Program (CAT) is designed to assist communities in the development and creation of multiple purpose attraction or tourism facilities. This Program can help position a community to take advantage of economic development opportunities in tourism, and strengthen a community's competitiveness as a place to work and live.	Nicole Shalla Grants Manager (515) 725-3043 enhanceiowa@iowaeda.com	January 15, April 15, July 15, and October 15.	<a href="https://www.iowaeconomicdevelopment.com/userdocs/programs/EICATApp.doc">https://www.iowaeconomicdevelopment.com/userdocs/programs/EICATApp.doc</a>
Disaster Resilience Grant: Iowa Watershed Approach	This program utilizes a one-time source of funding to help Iowans work together to make our communities more resilient to flooding and help improve water quality. Focused on nine distinct watersheds.	Ann Schmid (515) 348-6202 Ann.Schmid@iowaEDA.com	Ongoing	<a href="https://www.iowaeda.com/disaster-recovery/watershed/">https://www.iowaeda.com/disaster-recovery/watershed/</a>
Iowa Reinvestment Districts	The Iowa Reinvestment District Program is designed to assist communities in developing transformative projects that will improve the quality of life, create and enhance unique opportunities and substantially benefit the community, region and state	Alaina Santizo (515) 348-6162 Alaina.Santizo@iowaEDA.com	February	<a href="https://www.iowaeda.com/reinvestment-districts/">https://www.iowaeda.com/reinvestment-districts/</a>
Main Street Iowa	Programs goal is to improve the social and economic well being of Iowa towns. Hinging on the unique identity of a town and the assets that are already in place. The program puts a premium on historic preservation.	Michael Wagler (515) 348-6184 Michael.Wagler@iowaEDA.com	Contact for Application Cycle	<a href="http://www.iowaeconomicdevelopment.com/mainstreetiowa">http://www.iowaeconomicdevelopment.com/mainstreetiowa</a>

## United States Department of Agriculture (USDA)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Natural Resources Conservation Service (NRCS)  Conservation Innovation Grants (CIG)	Conservation Innovation Grants (CIG) is a voluntary program intended to stimulate the development and adoption of innovative conservation approaches and technologies while leveraging Federal investment in environmental enhancement and protection, in conjunction with agricultural production. Under CIG, Environmental Quality Incentives Program funds are used to award competitive grants to non-Federal governmental or non-governmental organizations, Tribes, or individuals.	Michele Devaney GAD Agreement Specialist (801) 524-4587 Michele.Devaney@usda.gov  nrscsig@wdc.usda.gov	June	<a href="https://www.nrcs.usda.gov/wps/portal/nrcs/ia/programs/financial/cig/">https://www.nrcs.usda.gov/wps/portal/nrcs/ia/programs/financial/cig/</a>
Sustainable Agriculture Research and Education in Iowa (SARE)	Grants and education to advance innovations in sustainable agriculture. Grant programs include: Farmer Rancher, Research and Education, Professional Development Program, Graduate Student, Youth Educator, and Partnership.	Christa Hartsook Communications Specialist Iowa State Univ, Extension & Outreach (515) 294-4430 hartc@iastate.edu	(Multiple Dates)	<a href="https://northcentral.sare.org/State-Programs/Iowa/">https://northcentral.sare.org/State-Programs/Iowa/</a>

## The Wellmark Foundation

Small MATCH grant	The Matching Assets to Community Health grant program supports sustainable projects that increase access to and consumption of nutritious foods; or promote safe and healthy environments that encourage activity. 50% Match	Gina Rooney Manager, The Wellmark Foundation (515) 376-6420 WellmarkFoundation@wellmark.com	June	<a href="https://www.wellmark.com/foundation/rfps.html">https://www.wellmark.com/foundation/rfps.html</a>
Large MATCH grant	The Matching Assets to Community Health grant program supports sustainable projects that increase access to and consumption of nutritious foods; or promote safe and healthy environments that encourage activity. 100% Match	Gina Rooney Manager, The Wellmark Foundation (515) 376-6420 WellmarkFoundation@wellmark.com	February	<a href="https://www.wellmark.com/foundation/rfps.html">https://www.wellmark.com/foundation/rfps.html</a>

## Historical and Cultural Affairs

State Historical Society (5% of REAP Funds)	Historical Resources Development Program Grants are available to private individuals and businesses as well as to non-profit organizations and agencies of Certified Local Governments. HRDP grants under this program support a wide variety of projects.	Kristen Vander Molen State Historical Society of Iowa 600 East Locust Des Moines, IA 50319 (515) 281-4228 Kristen.VanderMolen@iowa.gov	June	<a href="http://iowaculture.gov/about-us/about/grants/historical-resource-development-program">http://iowaculture.gov/about-us/about/grants/historical-resource-development-program</a>
Iowa Arts Council Project Grant	Project established to positively affect towns through arts.	Veronica O'Hern 600 E. Locust Des Moines, IA 50319 (515) 281-3293 Veronica.ohern@iowa.gov	June	<a href="http://iowaculture.gov/about-us/about/grants/art-project-grant">http://iowaculture.gov/about-us/about/grants/art-project-grant</a>
National Endowment for the Arts OUR TOWN	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes.	Daniel Fishman Assistant General Counsel (202) 682-5514 fishmand@arts.gov	August	<a href="https://www.arts.gov/grants-organizations/our-town/introduction">https://www.arts.gov/grants-organizations/our-town/introduction</a>



## Iowa Department of Ag and Land Stewardship (IDALS)

Water Quality Initiative  Urban Conservation Projects	Desired outcomes for these projects will include concentrated efforts to demonstrate urban conservation practices paired with strong outreach/education components to disseminate information on these practices.	Derek Namanny (515) 725-0150 derek.namanny@iowaagriculture.gov	December	<a href="https://iowaagriculture.gov/news/apply-now-funding-support-urban-water-quality-projects">https://iowaagriculture.gov/news/apply-now-funding-support-urban-water-quality-projects</a>
Stormwater BMP Loans	The Stormwater BMP Loans are a new source of low-cost financing for long term/voluntary practices that manage storm water quality.	Tony Toigo 515-281-6148 tony.toigo@iowaagriculture.gov	Ongoing	<a href="https://www.iowaagriculture.gov/FieldServices/stormwaterBMPloans.asp">https://www.iowaagriculture.gov/FieldServices/stormwaterBMPloans.asp</a>

## Miscellaneous Grants

Scotts Miracle-Gro Gro 1000 Grassroots Grant	This funding source is for the creation of community and green spaces. The focus is on projects that incorporate the involvement of neighborhoods and help to create a sense of community.	Lindsay LaSala The Scotts Miracle-Gro Foundation (937) 644-7621 Lindsay.LaSala@Scotts.com	February	<a href="https://kidsgardening.org/2020-gromoregood-grassroots-grant/">https://kidsgardening.org/2020-gromoregood-grassroots-grant/</a>
People for Bikes	Program is established to provide a funding source for bicycling, active transportation and community development.	Zoe Kircos Director of Grants and Partnerships (720) 726-3335 zoe@peopleforbikes.org	January	<a href="https://peopleforbikes.org/grant-guidelines/">https://peopleforbikes.org/grant-guidelines/</a>
Trees Forever  Granting a Better Tomorrow	Granting a Better Tomorrow grants are for tree-planting and educational projects, including tree planting, seedling give-a-ways, pollinator (trees & plants) plantings, rain gardens with trees, educational classroom projects, club or church projects, fruit and nut orchards, school memorials, cemetery plantings and disaster recovery projects.	Deb Roman (319) 373-0650 x 110 droman@treesforever.org	February 1 or July 1	<a href="http://www.treesforever.org/Granting-a-Better-Tomorrow">http://www.treesforever.org/Granting-a-Better-Tomorrow</a>
Trees Forever  Working Watersheds: Buffers and Beyond	Trees Forever's Working Watersheds: Buffers & Beyond program helps to improve water quality, soil retention and habitat improvement by working with Iowa landowners to implement conservation practices and promote land stewardship.	Jeff Jensen (515) 320-6756 jjensen@treesforever.org	Ongoing	<a href="http://www.treesforever.org/Working_Watersheds">http://www.treesforever.org/Working_Watersheds</a>
American Water Environmental Grant Program	American Water's environmental grants support innovative, community-based environmental projects that improve, restore and/or protect watersheds and community water supplies through partnerships.	Lisa M. Reisen, PHR 5201 Grand Avenue Davenport, IA 52807	March	<a href="https://amwater.com/corp/customers-and-communities/environmental-grant-program">https://amwater.com/corp/customers-and-communities/environmental-grant-program</a>