

Final Report and Feasibility Study

Polk City, 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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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, 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 asks forward-looking questions and provides cutting-edge solutions that help their clients today. JBC asks new questions that elevate projects to the "next stage" of green design that 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.



Eric A. Doll, PLA, ASLA

Mr. Doll is a registered landscape architect in Iowa and has been involved with Iowa's Living Roadways Community Visioning Program for nine years. Eric earned his BLA, along with an Iowa ASLA Merit Award, from Iowa State University in the spring of 2012. Mr. Doll has a minor in horticulture with an emphasis on soil science. Eric has worked extensively on community planning and facilitation, stormwater green infrastructure, landscape architecture, athletic planning, and sports field design projects across the state and nation. With a passion for digital media, Eric conducts cutting edge graphic representation of design concepts to create a holistic understanding for our clients. Eric is a father of three children and enjoys camping, biking, gardening, and cooking.



Zoey Mauck, Intern

Ms. Mauck grew up in Des Moines, cruising the many miles of bike trails and experiencing a city in transformation. Watching the urban landscape shift into a place where people chose to bike, walk, and gather together encouraged her to attend Iowa State University where she received bachelor's degrees in both landscape architecture and planning at Iowa State University, so one day she could design these types of spaces. With several years of community engagement, design, and urban planning experience under her belt, Ms. Mauck is excited to continue building strong communities through intentional urban design.



Sandeep Kumar, Intern

Sandeep grew up in the Middle East surrounded by large skyscrapers and concrete structures. For someone who is originally from the "God's Own country" in India, he always wanted to merge nature into the urban setting. He found the Landscape Architecture major at Iowa State University to be the perfect tool for him to achieve that. Sandeep is currently a 4th year in the BLA program and is interning with JBC till this fall. Outside of work and school you can find him in the weight room, training martial arts, playing instruments, and shooting short films.

Program Overview

Polk City is one of 10 communities selected to participate in the 2020 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 Polk City visioning committee identified a number of goals and priority areas during the visioning process, which are included below:

- Trail System
- Signage and Way-Finding
- Community Beautification
- Safety
- Year-Round Recreation

Capturing the Polk City 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, Transportation Inventory and Analysis, Concept Overview, and Community Design Boards.

Program Overview

The city of Polk City is one of 10 communities selected to participate in the 2020 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
- 1.2a. Needs assessment and goal setting
- 1.2b. Development of a concept plan
- 1.2c. Lost Lakes Park
- 1.2d. City Sports Complex

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 behavior surveys. The program is sponsored by the Iowa Department of Transportation.

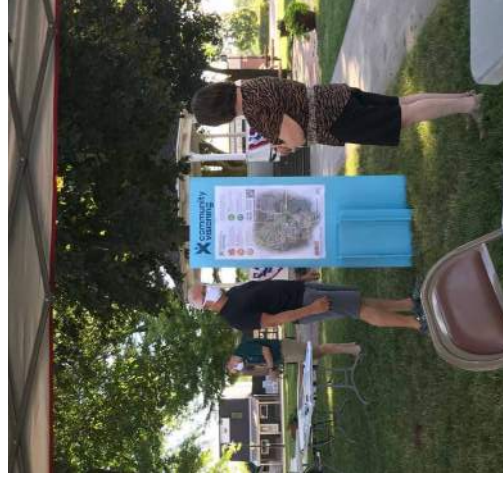
Community Goals

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Capturing the Polk City 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
- 2a-h. Bioregional Boards
- 3a-c. Transportation Assets and Barriers
- 4a-f. Survey
5. Transportation Inventory and Analysis
6. Goal Setting
7. Concept Overview
- 8a. Trails Overview
- 8b. High Trestle Trail Connections
- 8c. Trailheads
9. Way-finding Signage
10. Community Beautification
11. Safety
- 12a. Parks Overview
- 12b. 3rd Street Park (All Seasons)
- 12c. Lost Lakes Park
- 12d. City Sports Complex



Polk City

Program Overview

Jeffrey L. Bruce and Company LLC

Landscape Architect: Eric Doll PL.A, ASLA

Interns: Sandeep S Kumar, Zoey Mauck

Iowa State University | Trees Forever | Iowa Department of Transportation



Bioregional Assessment

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.

Polk City 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?

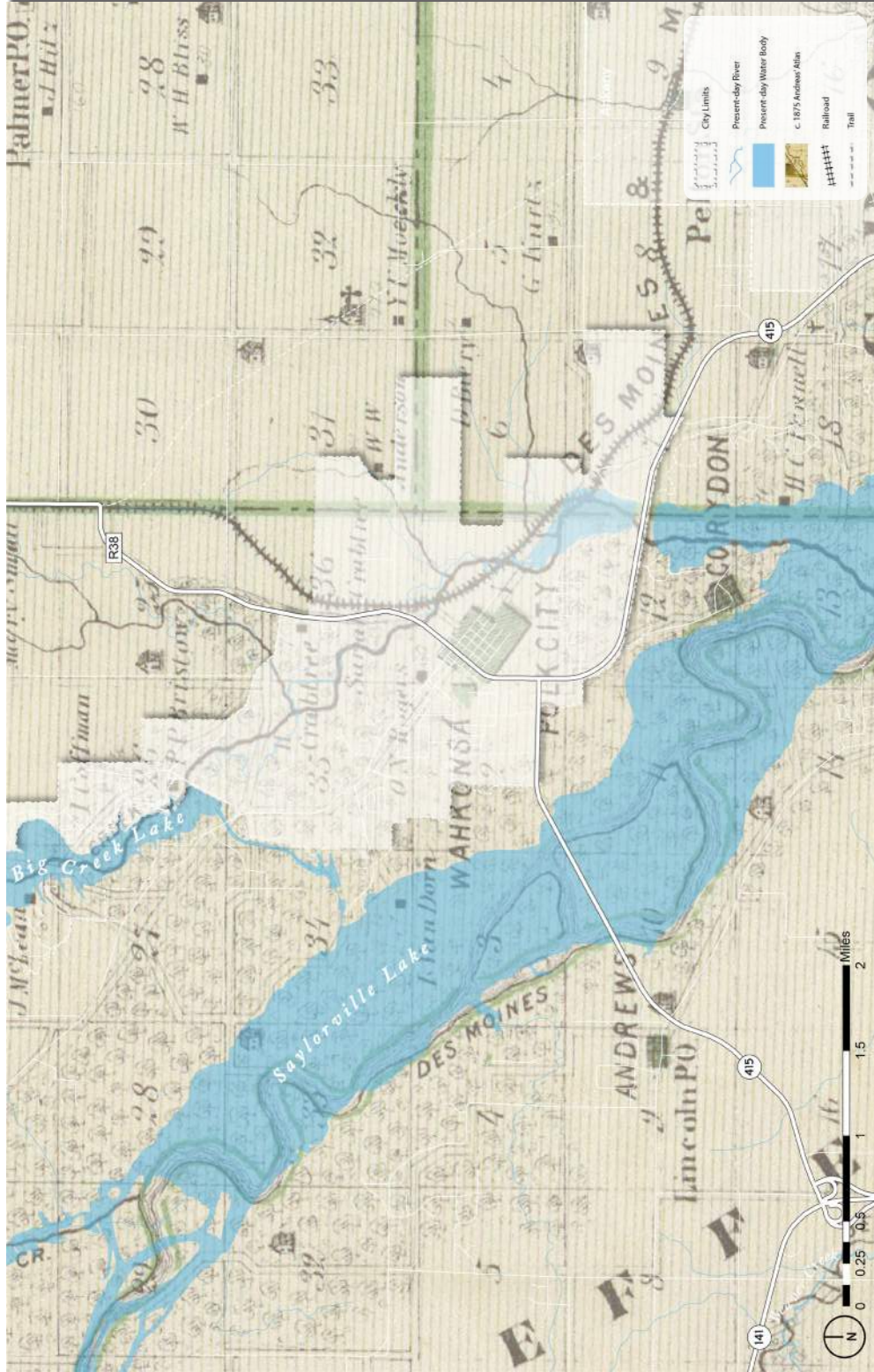
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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.iwis.iastate.edu/mgislib/>.

Polk City

Historical Settlement Patterns

Bioregional Context

Julia Badenhop, Clare Kiboko, Parrmiss Szargar, Abigail Schafer
Iowa State University | Trees Forever | Iowa Department of Transportation



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."¹

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 defined¹:

1. Forest: Tree dominated, with a mostly closed canopy. Ground vegetation shade tolerant. developed under infrequent fire.
2. Prairie: Perennial non-woody plants; fire dominated.
3. Marsh: Perennial non-woody plants; water and fire dominated.
4. Field: Cultivated lands of early pioneers or Native Americans.

¹ 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.

Historical Vegetation

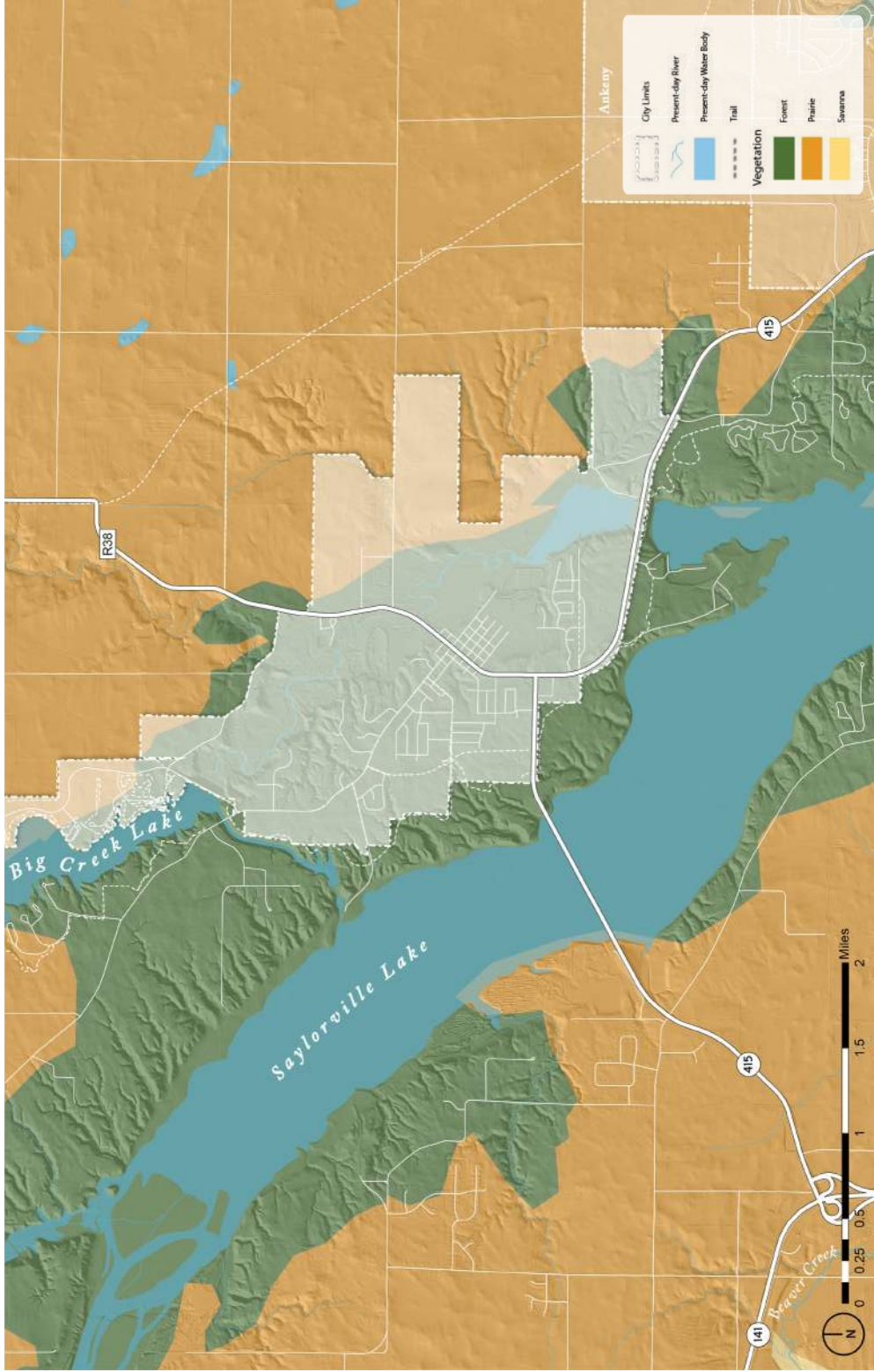
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1. **Forest:** Tree dominated, with a mostly closed canopy. Ground vegetation shade tolerant. Developed under infrequent fire.
2. **Prairie:** Perennial non-woody plants; fire dominated.
3. **Savanna:** a grassy plain in tropical and subtropical regions, with few trees.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library" <http://www.gis.iastate.edu/mgislib/>.

¹ L. E. Egan, "The Wetland Vegetation of Cedar County, Illinois: Transactions of the Illinois Academy of Science" (1877), 15-24, located 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.

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Historical Vegetation

Bioregional Context

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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.

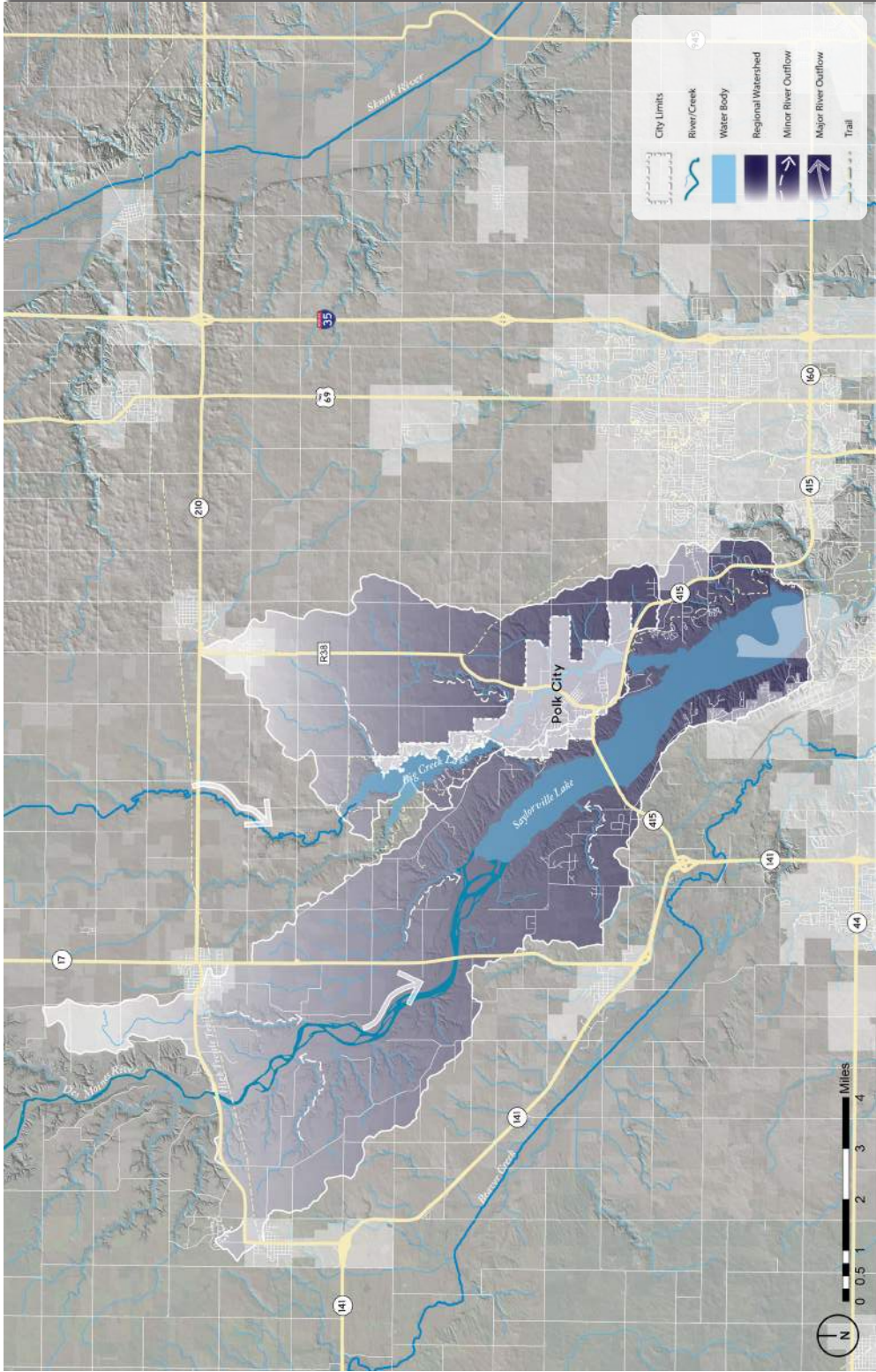
Where a community is located in relation to its surrounding watershed(s) determines its capacity to manage regional watershed issues such as flooding. For example, a community located near the end of a watershed (close to the outlet point) will have little capacity to reduce the amount of water draining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

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Regional Watershed

Bioregional Context

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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.

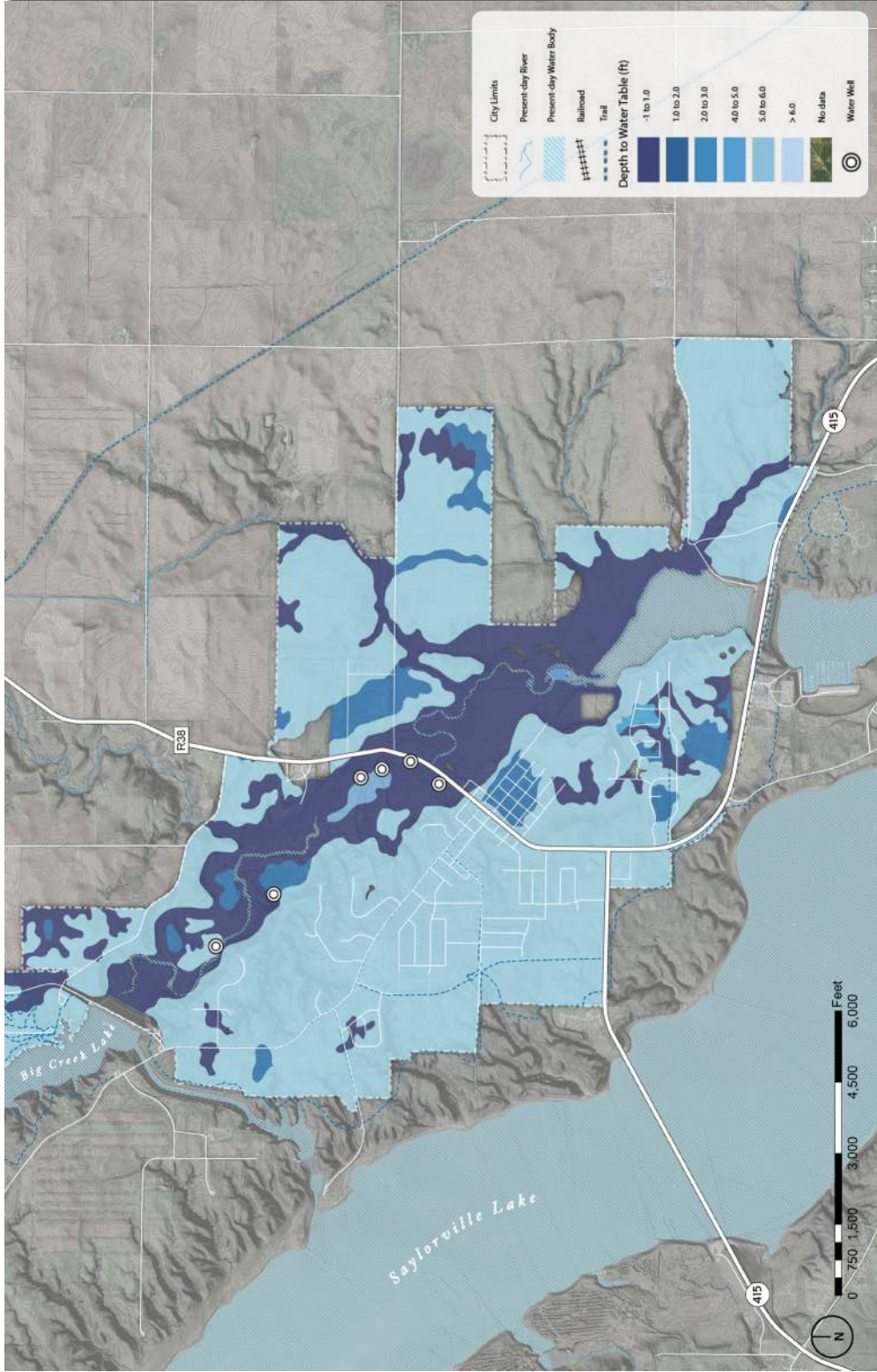
Where the value is less than zero feet, water can well up out of the ground. This causes localized flooding, even if there is no surface water draining to the area.

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Depth to Water Table

Bioregional Context

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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.

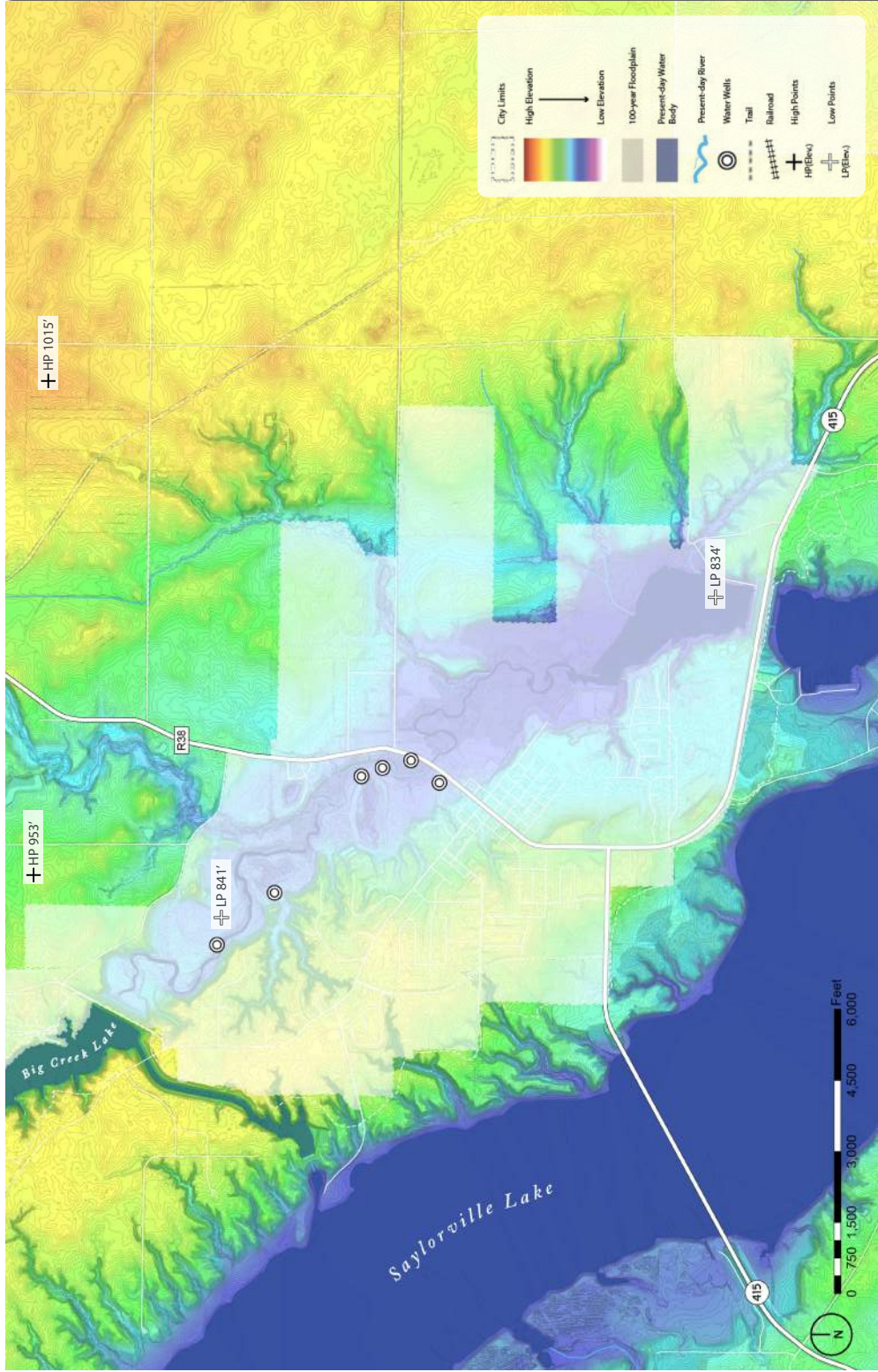
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Polk City

Elevation and Flow

Bioregional Context

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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.

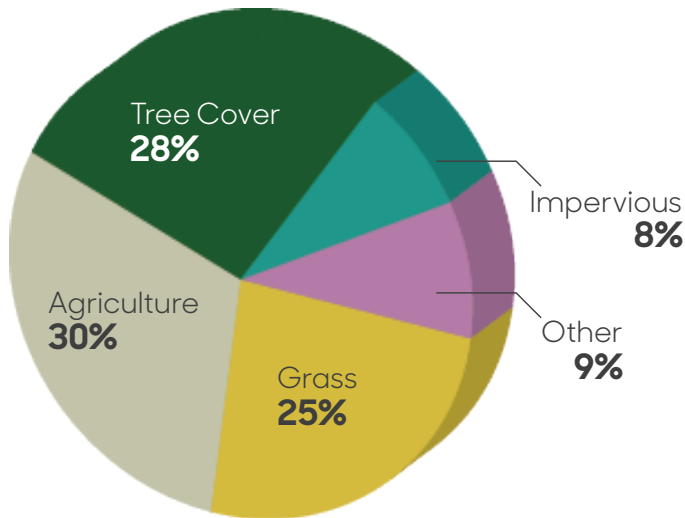
What do you observe about the dominant landcover types in your community?

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



Present-day Land Cover

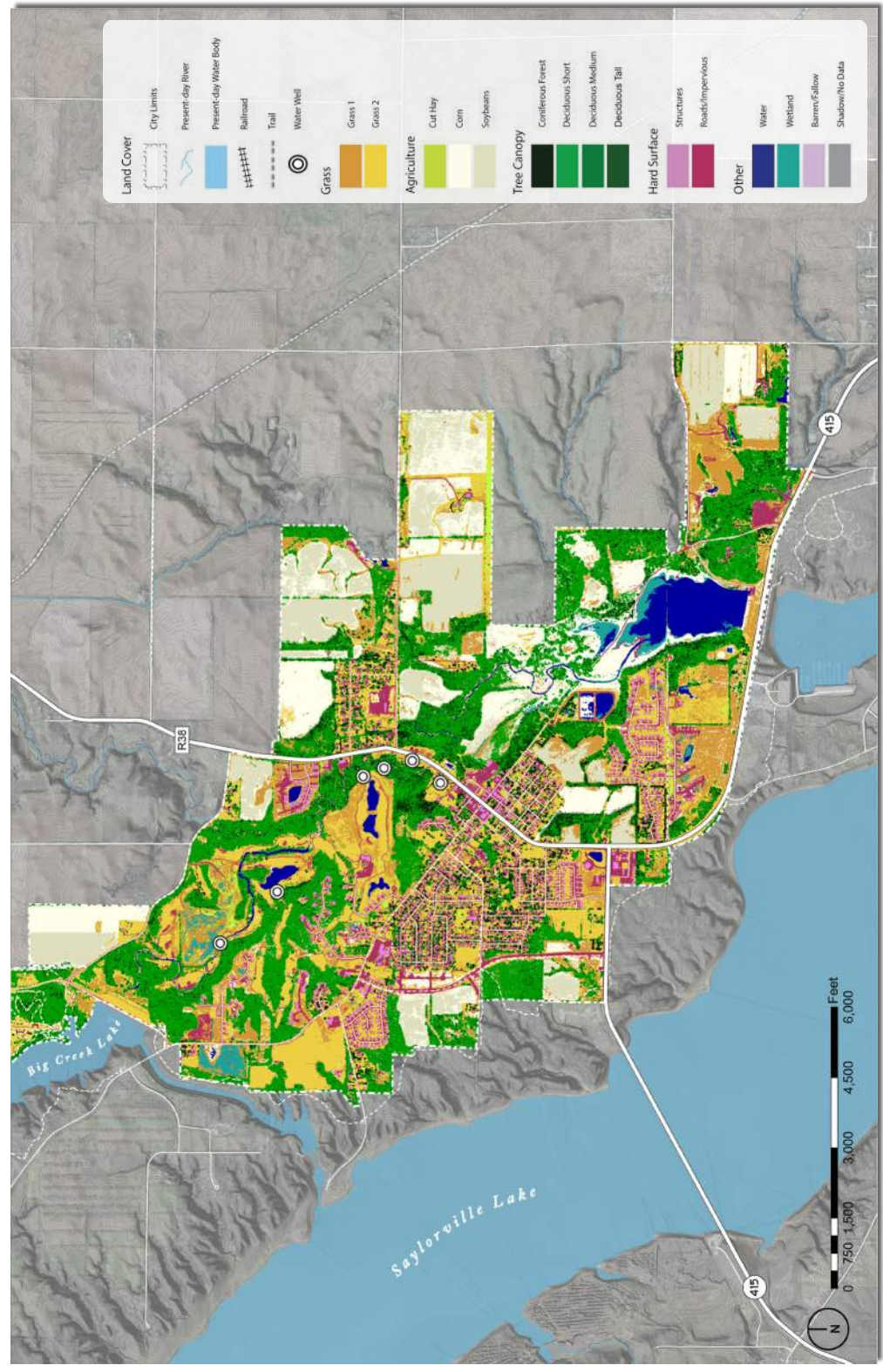
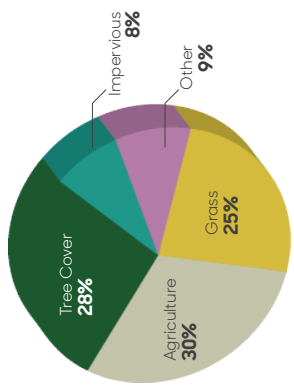
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Polk City

Present-day Land Cover

Bioregional Context

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Present-day Vegetation

This map shows the present-day vegetation in an aerial image, indicating where trees, shrubs, and other plants create shade, line streets, buffer edges, and provide other services.

Notice how much the vegetation has been altered since government land office surveyors mapped the historic vegetation. People alter vegetation to produce crops and provide shelter, and for other amenities.

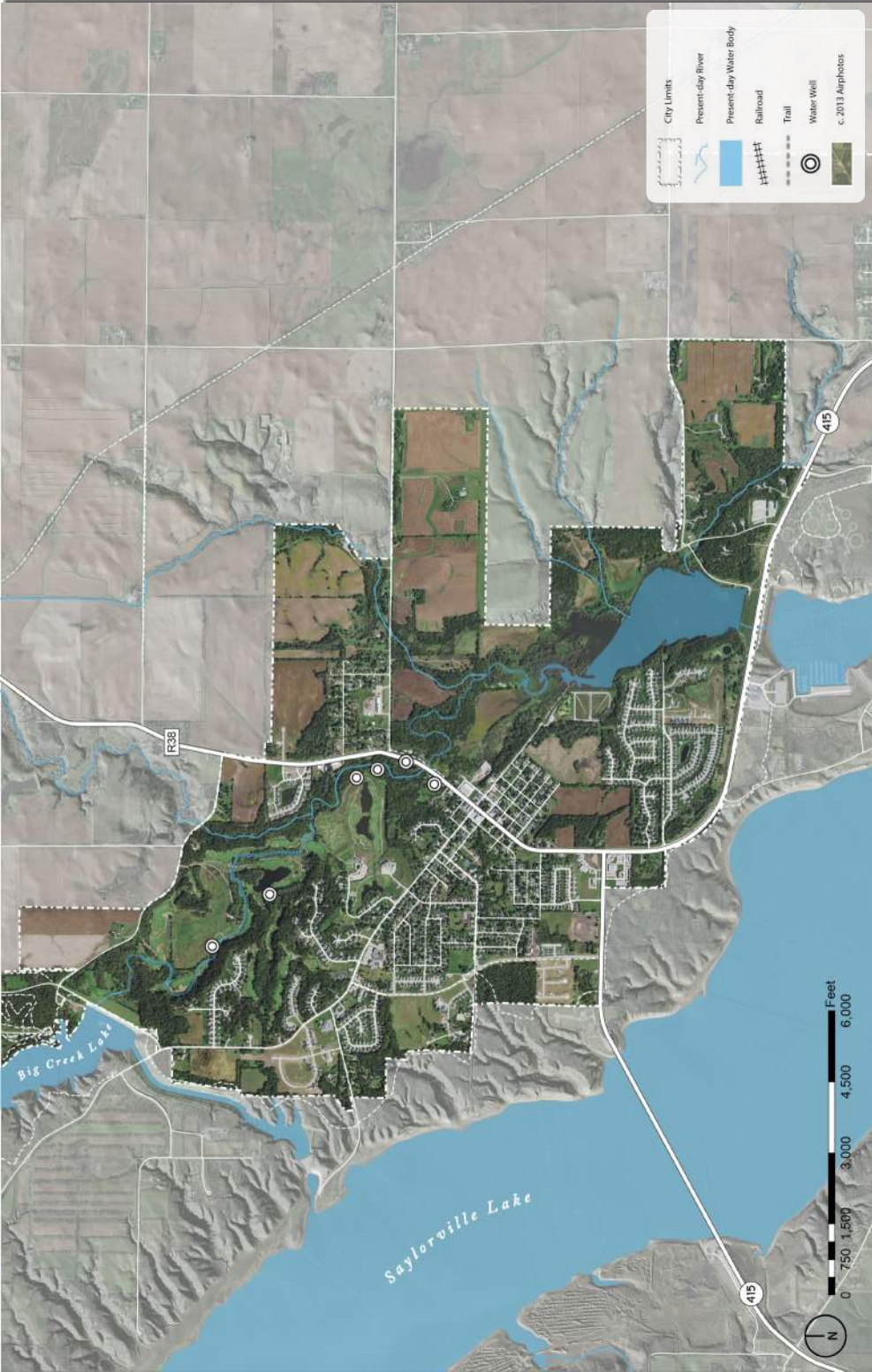
Also notice how the community and its vegetation have changed since the Andreas' Atlas was drawn. Development typically removes vegetation where infrastructure is built, and then re-introduces vegetation for its functional and amenity value.

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Polk City

Present-day Vegetation

Bioregional Context

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Urban Forest

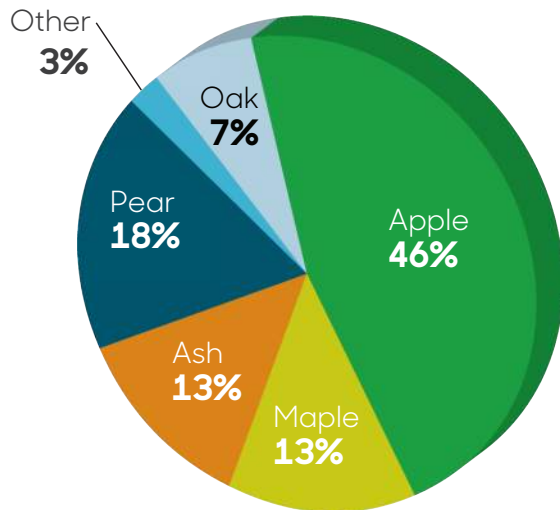
This map depicts city-owned trees that were surveyed by the Iowa Department of Natural Resources (Iowa DNR) in 2013.¹ The trees are divided into three categories: healthy trees, hazard trees, and ash trees.

A yellow triangle indicates a hazard tree. The hazard designation reflects tree condition using the Iowa DNR's priority rating. Hazard trees are "dangerous, dead, or dying, and no amount of maintenance will increase longevity or safety;" or are infected by "insects, pathogens, or parasites."

A purple cross indicates an ash tree. They are under imminent threat from the Emerald Ash Borer (EAB), an invasive beetle that disrupts circulation in the tree resulting in the loss of tens of millions of ash trees in North America.² EAB was first discovered in Iowa in 2010 and was confirmed in 66 Iowa counties as of 2019.³

The graph shows how many of the city's trees are of the same species. There is a strong possibility that 14% (ash trees) of Polk City's city-owned trees will die once EAB reaches the area. With proper planning and management, the city can improve its canopy by planting suitable trees to gradually replace hazard and ash trees. Improving species diversity will create a more resilient urban forest.

Percent Existing Tree Species



There is a strong possibility that 15% (Ash trees) of Polk City's city owned trees will die once EAB is carried to the area.

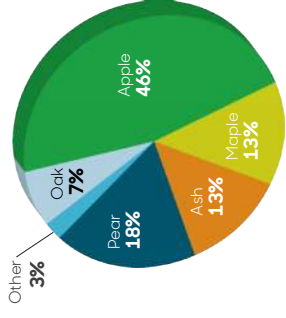
1 Iowa Department of Natural Resources Community Tree Inventories, <http://www.iowadnr.gov/Conservation/Forestry/Urban-Forestry/Community-Tree-Inventories>.
 2 Emerald Ash Borer the Green Menace, USDA Program Aid No. 1769, 2008, https://www.aphis.usda.gov/publications/plant_health/content/printable_version/EAB-GreenMenace-reprint_June09.pdf.
 3 "Iowa Tree Pests," Entomology and Plant Science Bureau of the Iowa Department of Agriculture and Land Stewardship (IDALS), accessed August 12, 2019, http://www.iowatreepests.com/eab_locations.html.

The Urban Forest

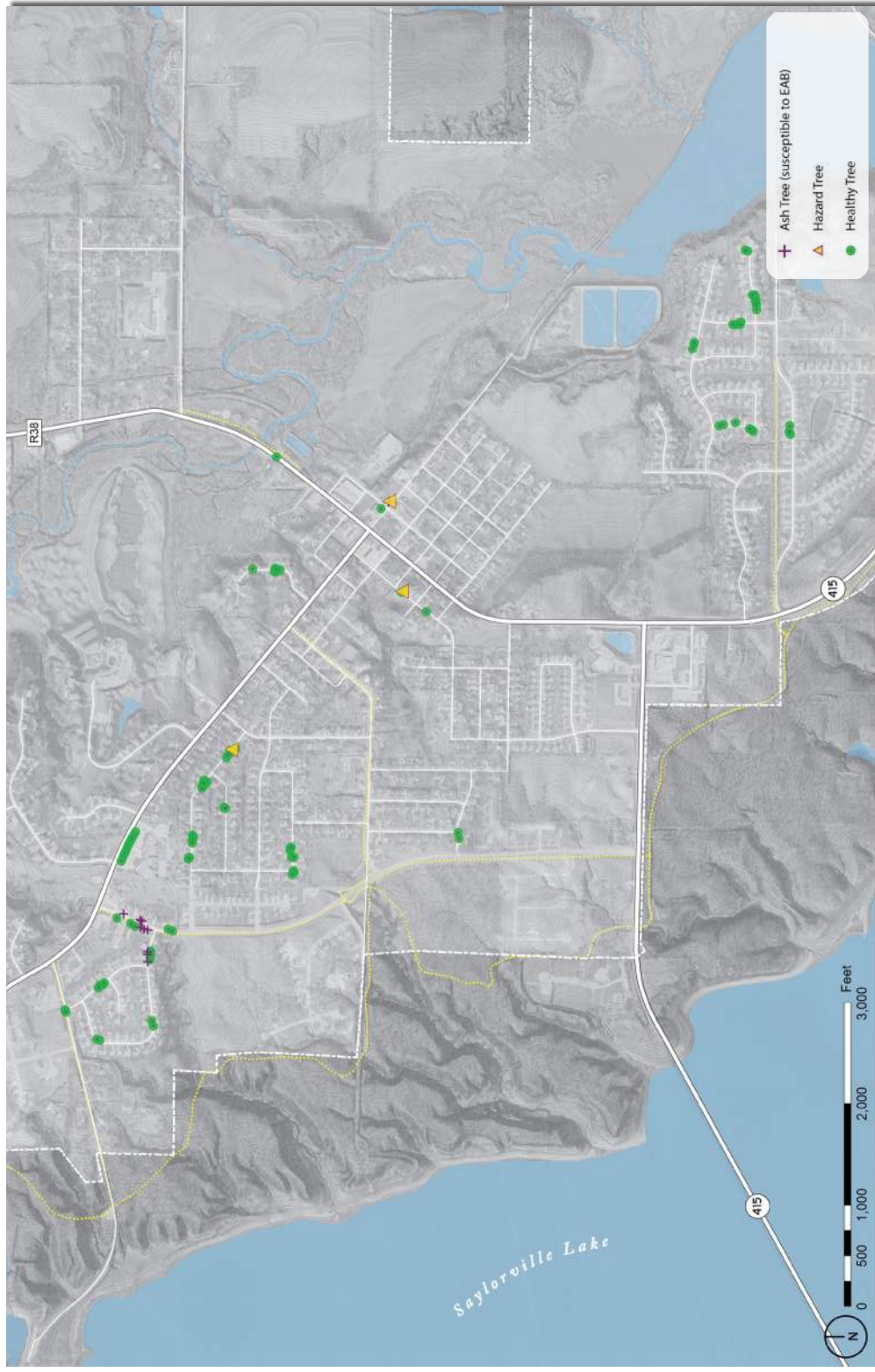
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 2. Emerald Ash Borer the Green Menace, USDA Program Aid No. 1769, 2008, http://www.aphis.usda.gov/publications/plant_health/content/printable_version/EAB-GreenMenace-report_June09.pdf.
 3. Emerald Ash Borer, Iowa Department of Natural Resources Bureau of the Iowa Department of Agriculture and Land Stewardship (IDALS), accessed August 12, 2019, http://www.iowadnr.gov/ebab_locations.html.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igs.iastate.edu/mgislib/>.

Bioregional Context
 Julia Badenhop, Clare Kiboko, Parniss Sarzgar, Abigail Schafer, Zach Rupprecht
 Iowa State University | Trees Forever | Iowa Department of Transportation

Polk City Urban Forest

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 Polk City, 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 Polk City’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 Polk City residents with different transportation needs to participate in focus groups. A total of 42 residents attended Polk City’s workshop. Participants were separated into five user groups and the Polk City 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.



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.

What Factors Affect Transportation in Polk City?

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 Polk City, 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 Polk City's transportation system works, we use focused, small-group conversations, mapping, and photos of the best and worst to understand local transportation.

Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Polk City residents with different transportation needs to participate in focus groups. A total of 41 residents attended Polk City's workshop. Participants were separated into four user groups and the Polk City steering committee.



Actives

(6 participants): 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.



Older Adults

(3 participants): 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

(10 participants): 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

(12 participants): 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

(11 participants): 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.



The trail underpass near Leonard Park provides a safe connection to the Neal Smith Trail.



The crosswalks at the intersection of Parker Boulevard and West Broadway Street provide safe crossings for pedestrians.



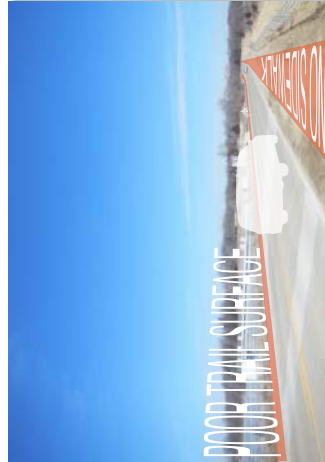
Residents appreciate the trail in the Sandpiper Recreation Area because it is attractive and takes you right to the beach.



The trail ending abruptly at East Northside Drive is just one example of connectivity issues in the system.



Incomplete sidewalks and a lack of protection from the sun along Deer Haven make travel difficult and uncomfortable for pedestrians and cyclists.



NW Big Creek Drive has no sidewalk (east side) or poor sidewalks (west side), effectively limiting access to Big Creek for pedestrians and cyclist.

Transportation Assets and Barriers Analysis

Julia Badenhop, Sandra Oberbroeckling, Austin Alexander, Lexi Blank, Minni Davis, Emma Georgeff, Aaron Lewis

Iowa State University | Trees Forever | Iowa Department of Transportation



What People Said

"...what drew me [to Polk City were] just the trails and recreation, and I lived in Des Moines for a decade...and I wanted to move up here to be able to get outside a little bit more, get on the trails."

"...the trail system...all the way to Big Creek and all the way to the visitors center is not cleaned [after it snows]...[it] would be nice if it was cleaned because you're going to bring more foot traffic, runners, bikers, even in the winter into the city."

"I also use the trails recreationally for running... and I have been stopped continually by people looking to find their way, either to Polk City or to Big Creek...so maybe [we need] some way-finding."

"The High Trestle Trail is a pretty important disconnect that we have right now...[to get to the trail from town] you're having to jump on the highway where it's kind of [unsafe]."



Actives

"It seems a little challenging on Broadway getting to Big Creek...you get up past a certain point and there [are] really no sidewalks."

"In the winter time there's usually a lot of wind; people might use the trails a little bit more just because they are protected from the wind."

"Even though we have designated trails on both sides of Broadway, I don't think anybody feels safe riding on either side of [the road]."

"What we really need is to close the gap on the rec trails, just get rid of the segmentation and have a fluid system."

"We have...no safe connection to the High Trestle Trail. If you want to get to the High Trestle Trail from [town], you have to go out to Big Creek Park and then ride [north] up the county road..."



Steering Committee

"...we can identify the school, the square, some other [destinations], and then make sure that...a route...exists [to each place], and then [have] signage to support that."

"The county [road] has a little bit of a shoulder [north of city limits] that you can safely ride bike along, but it disappears at the city limits and there is no sidewalk along [North 3rd Street]."

"[The Neal Smith Trail] doesn't connect well. There's no access...there's [access to the trail at Parker Boulevard and Highway 415], but you have to cross a very busy [Highway] 415 to do that."

"If you want to bring bike traffic to downtown, you should have [sidewalks] along [Highway 415]."

"...some mountain bikers are using...the snowmobile trail [in Big Creek]. It's kind of the best kept secret, but I think...it should be developed and there should be a way to circumnavigate Big Creek on foot or by bicycle, and right now there is not."



Older Adults

"It would be nice to connect to [the High Trestle Trail] safely so you don't have to ride on the shoulder of the road ... I refuse to do that because there [are] too many distracted drivers."

"...if I walk home from school, then there [are] lots of cars lined up and you don't know when they're going to go, so you have to wait until the car goes and then you have to cross really quickly."

"Sometimes I like to go through Big Creek, if I [have] time, take the scenic route [to Alleman for school]."

"You[']ve got to connect the [Neal Smith and High Trestle Trails], because...during the summer or during the late spring, there [are] always bikers [traveling between the two trails] on [the county roads]... and they take up the whole road."

"The slickest road is [Highway 415] down by Big Creek...I crashed my car last year because it was super slick..."



Youth

"It's really hard to cross [Broadway at the Prairie Ridge Road], because the cars are just going. One time a motorcycle was going so fast..."

"...I would say the seasonality of our town does [create] the heightened need for safe bike routes, because we have a lot of boats and campers... moving through town."

"...it's sort of a...benefit that we have living...in Polk City; we're close enough to larger cities, we have access to all the cool stuff, but we also have the beautiful natural aesthetic."

"I feel like when I cross Broadway with my kids, it's like playing Frogger sometimes."

"I think the easiest way to [connect to the High Trestle Trail] would be to...make a trail or a bike lane past Kiwanis Park... toward Sheldahl and then it can connect to the Oasis, and then you're right there on the trail."



Parents

"We love to walk down through...Deer Haven to look at the new developments down there, but there [are] no sidewalks there."

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 and bike regularly on the trails for recreational/sports training and getting around town. They feel constrained by a lack of connections around town. They see the bike lanes on Broadway as an asset.

Older adults primarily drive, bike, and walk to destinations. They appreciate the convenience of being close to regional trails where they can travel to new areas easily.

Youth enjoy destinations in town such as Marina Cove Park and Town Square Park. This group mainly walks and bikes. Missing sidewalks and no safe crossings in some parts of town restrict their movement around the city.

Parents drive, bike, and walk. They are concerned about the safety of their children. They identified Broadway Street near the elementary school as a safety concern because traffic is congested and people drive fast.

Steering committee members walk, drive, and bike. They pointed out the lack of sidewalks and way-finding signage in some parts of town. They would like underpasses or crosswalks at congested intersections for pedestrians.

User Types	Destinations and Activities			Desirable Qualities and Features			Undesirable Qualities and Features			Most Desired Improvements and Activities					
	Polk City Square	Neal Smith Trail	Leonard Park	Safe Pedestrian Crossings	Trail and Sidewalk Connectivity	Attractive Views from Trails	Incomplete and Poor Sidewalks	Lack of Trail Connectivity	Lack of Crosswalks	Insufficient Parking	Trail Improvements	Safe Pedestrian Crossings	Sidewalk Additions	Parking at Town Square	Traffic Calming
 Actives	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Older Adults	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Youth	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Parents	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
 Steering Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Polk City Square is popular among all demographic types. Youth enjoy the playground equipment while adults value the businesses and events. Parents appreciate the connectivity to the rest of the town and older adults enjoy Leonard Park and its connectivity to the Neal Smith Trail. Parents specifically like the trail underpass located near the park.

Residents appreciate the safe pedestrian crossings around town and would like more of them, specifically along Broadway, W Bridge, and 3rd Street.

All demographic types noted the importance of connecting the sidewalks and trails with parks. The steering committee identified the accessibility of Leonard Park to the Neal Smith Trail as an asset.

Both youth and adult participants enjoy the attractive views along the Neal Smith Trail, such as the views in Saylorville Lake, and the views of the dam.

Residents consider the lack or poor conditions of sidewalks in town as a barrier, particularly the lack of Trail and the High Testle Trail as a barrier. Participants identified the lack of trail connectivity between the Neal Smith on a highway.

The lack of trail connectivity between the Neal Smith Trail and the High Testle Trail is a barrier. Participants mentioned that there is a dearth of crosswalks in town, particularly on Broadway Street. Youth voiced their concern with the heavy traffic on Broadway, Leonard Park as well.

All user types suggested improvements to the trail including connecting the trail to the town square as a safe pedestrian crossing need to be added in town. Trail, particularly on Broadway Street and the intersection of Parker Boulevard, W Bridge Road, and the Neal Smith sidewalk systems throughout town, particularly along the north side of Broadway.

Parents youth, and members of the steering committee expressed the desire for more parking spots fill up during busy times.

Residents suggested improvements in slowing down road. Specifically, parents would especially like to see traffic calming near the school.

Transportation Behaviors and Needs

Overview

The survey gives the visioning steering committee objective, representative information for the goal-setting phase of community visioning. The quantitative data collected from survey responses complements the qualitative information gathered from the focus groups at the transportation assets and barriers workshop.

The modes of transportation that residents use and the routes they take suggest suitable types of transportation enhancements in these areas. Having a sense for people's willingness to help either financially or with their time is important because many transportation enhancements are funded from multiple sources, including grants, private donations, in-kind contributions, and volunteers. Understanding what types of improvements are important to residents gives the committee insight into how to prioritize projects.

With assistance from Iowa State University's Survey Research Services staff in the Center for Survey Statistics and Methodology (CSSM-SRS), ISU visioning program staff conducted a survey to better understand the transportation patterns and behaviors, needs and desires of Polk City residents. Surveys were mailed to 400 randomly selected residents living in Polk City and the surrounding area. To increase the response rate, the study was publicized through the local media and follow-up packets were mailed to nonrespondents. With adjustments for ineligible respondents (e.g., incorrect addresses, no longer living in the community), the final sample size was 276. A total of 102 people returned surveys, for a response rate of 45.3%. (A response rate of 20% is considered valid.)

We asked survey recipients what routes they used most often for going to work, walking, and biking. We also asked whether or not residents would like a recreation trail and where they think it should be. We also discovered what residents think is most important in terms of transportation enhancements that address issues such as accessibility, mobility, and safety. Finally, we learned whether or not residents are willing to contribute their time or their financial resources to making enhancements to Polk City. This series of boards summarizes the results of the survey as follows:

- Willingness to Help
- Enhancement Priorities
- Commuting Routes
- Walking Routes
- Desired Features

Why Do A Survey?

The survey gives the visioning steering committee objective, representative information for the goal-setting phase of community visioning. The quantitative data collected from survey responses complements the qualitative information gathered from the focus groups at the transportation assets and barriers workshop.

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How Is It Done?

With assistance from Iowa State University's Survey Research Services staff in the Center for Survey Statistics and Methodology (CSSM-SRS), ISU visioning program staff conducted a survey to better understand the transportation patterns, behaviors, needs, and desires of Polk City residents. Surveys were mailed to 300 randomly selected residents living in Polk City and the surrounding area. To increase the response rate, the study was publicized through the local media and follow-up packets were mailed to nonrespondents. With adjustments for ineligible respondents (e.g., incorrect addresses, no longer living in the community), the final sample size was 276. A total of 102 people returned surveys, for a response rate of 45.3%. (A response rate of 20% is considered valid.)

What Did We Find Out?

We asked survey recipients what routes they use most often for going to work and walking. In addition, we asked what qualities and features are important to cyclists and trail users. We also discovered what residents think is most important in terms of transportation enhancements that address issues such as accessibility, mobility, and safety. Finally, we learned whether or not residents are willing to contribute their time or their financial resources to making enhancements to Polk City. This series of boards summarizes the results of the survey as follows:

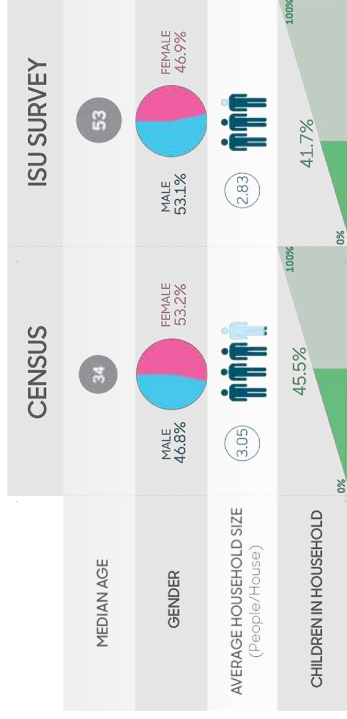
- Willingness to Help
 - Walking Routes
- Enhancement Priorities
 - Desired Qualities
- Commuting Routes

Polk City

Overview

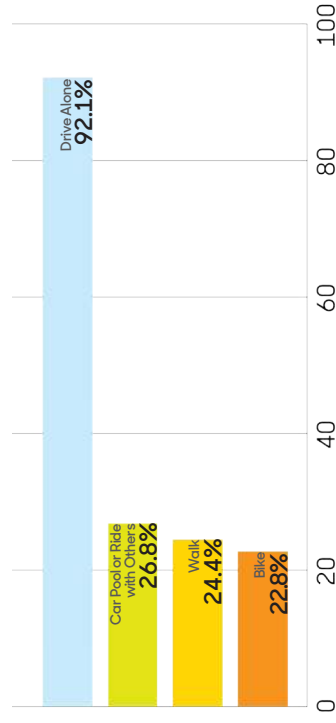
How Did We Do?

The demographics of the respondents are somewhat different from those obtained from the 2019 American Community Survey Five-Year Estimate. For example, the survey respondents median age of 53 is significantly older than the 2019 estimated average age for Polk City residents of 34. In terms of gender, the percentage of female survey respondents is lower than that of the census. Average household size of survey respondents is lower than the 2019 estimate, as well as the percentage of households with children.



How Do Polk City Residents Travel?

Most survey respondents drive to important destinations such as the convenience store, the post office, school, and church (92.1%). More than 25% car pool or ride with someone else. Nearly 25% of participants indicated that they walk, and 22.8% bike to destinations.



*Please note that some respondents indicated that they use more than one mode of transportation to get to work; therefore, percentages add up to more than 100%.



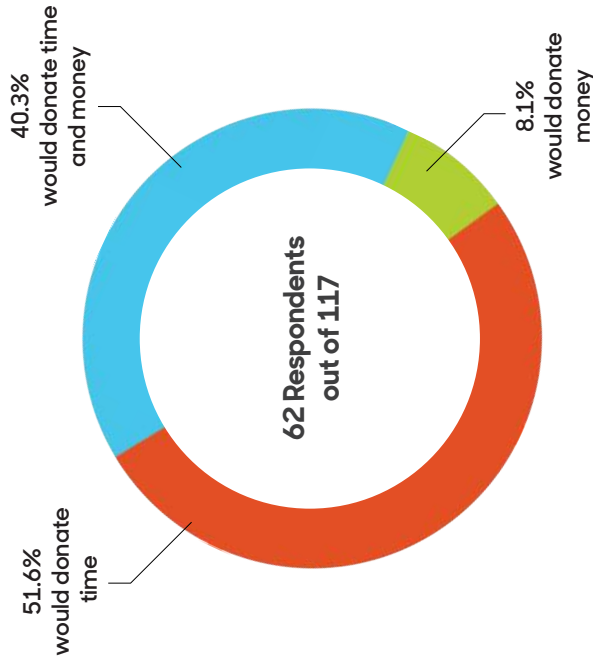
Transportation Behavior and Needs Survey
 Julia Badenhop, Sandra Oberbroeckling, Aaron Lewis, Austin Alexander, Lexi Blank, Kristian Schofield, Mimi Davis, Clare Kiboko, Abby Schafer
 Iowa State University | Trees Forever | Iowa Department of Transportation

Willingness to Help

In 2014, the most common reason residents in small-town Iowa said they didn't become involved in community projects is that no one asked them (34%). Twenty-eight percent on average said that they don't have time, which is significantly lower than the 2004 average of 59%. Sixteen percent indicated that they didn't know how to become involved, and 7% said that no community project needed volunteers.¹ These results indicate that the best ways to get people involved in community projects is to simply ask, along with advertising opportunities through traditional and social media outlets.

ARE PEOPLE WILLING TO HELP?

More than 53% said YES!



Willingness to implement change

Most survey participants who answered this question are willing to contribute their time to community improvements (51.6%), while 40.3% would contribute their time and talent. More than 8% of respondents indicated that they would be willing to contribute financially. Compared to other small towns in Iowa, Polk City residents are more willing to become involved in improving their community. In 2014, on average, 43% of residents in small, rural towns volunteered to help with a community project.¹ Polk City exceeds this average by 10%.

¹ *Sigma-A Profile of Iowa Small Towns 1994 to 2014* (Ames, IA: Iowa State University College of Agriculture and Life Sciences, 2015).

Polk City

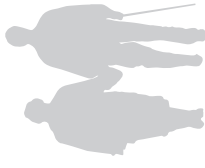
Willingness to Help

WHAT DID PEOPLE SAY?

Survey Participants Said...



"Well maintained trails and sidewalks are very important. The addition of 'North' Deer Haven is a bonus for the town. Connecting neighbors and neighborhoods [is a] primary goal."



"[We need to] safely connect to existing infrastructure."



"Most [of the] time, when [the] weather is bad and it's dark out, it's hard to see on [Highway] 415. [It] would be nice if there were more streetlights."

HOW DO YOU GET PEOPLE TO HELP?

Ask, Show, and Advertise Opportunities

In 2014, the most common reason residents in small-town Iowa said they didn't become involved in community projects is that no one asked them (34%). Twenty-eight percent on average said that they don't have time, which is significantly lower than the 2004 average of 59%. Sixteen percent indicated that they didn't know how to become involved, and 7% said that no community project needed volunteers.¹ These results indicate that the best ways to get people involved in community projects is to simply ask, along with advertising opportunities through traditional and social media outlets.

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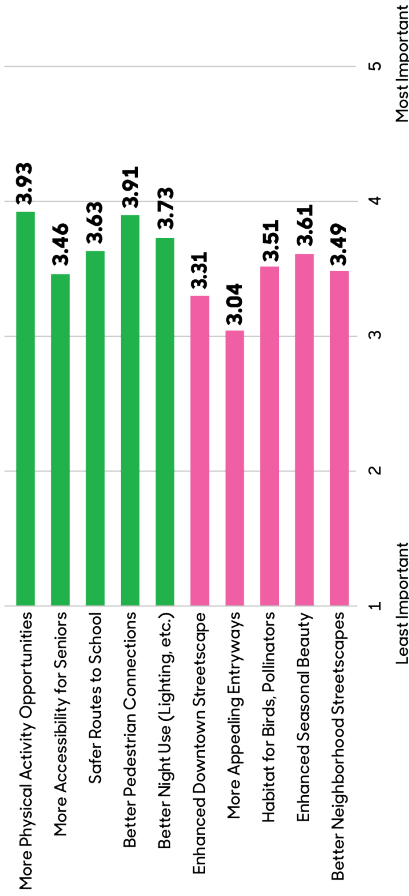


Priorities

On a scale of 1 to 5, with 5 being the most important, participants in Polk City ranked creating more opportunities for physical activity as most important, with a mean value of 3.93. Other types of transportation enhancements that address pedestrian mobility, health, and safety are also considered important, such as providing pedestrian connections (3.91), creating safer routes to school (3.63), and better lighting for night use (3.63). In terms of quality of the built environment, survey respondents consider enhanced seasonal beauty as most important (3.61), followed by habitat for birds and pollinators (3.51) and better neighborhood streetscapes (3.49).

WHAT TYPES OF ENHANCEMENTS ARE IMPORTANT? Mobility, Safety, and Health!

Transportation Enhancement Issues
■ Pedestrian Mobility, Safety, and Health
■ Quality of the Built Environment



Importance of transportation enhancement by type (116 responses)

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WHAT DID THEY SAY?

Survey Participants Said...



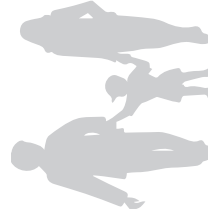
"[I feel] safe on [my] usual route but not on main roads going in and out of town. [I] would enjoy and use a safe connection to High Trestle Trail."



"In 2012 I was hit and run over...near Wolf Creek townhomes. There isn't a trail from High Trestle Trail to Polk City so it requires riding in the road, which is where/why I was hit."



"We are so close to walking/biking trails, it would be very nice to have them connect throughout our town."



"There is a lack of bike lanes and/or safe ways to bike from my home to a trail. Drivers do not always share the road. It's very scary biking to a trail."

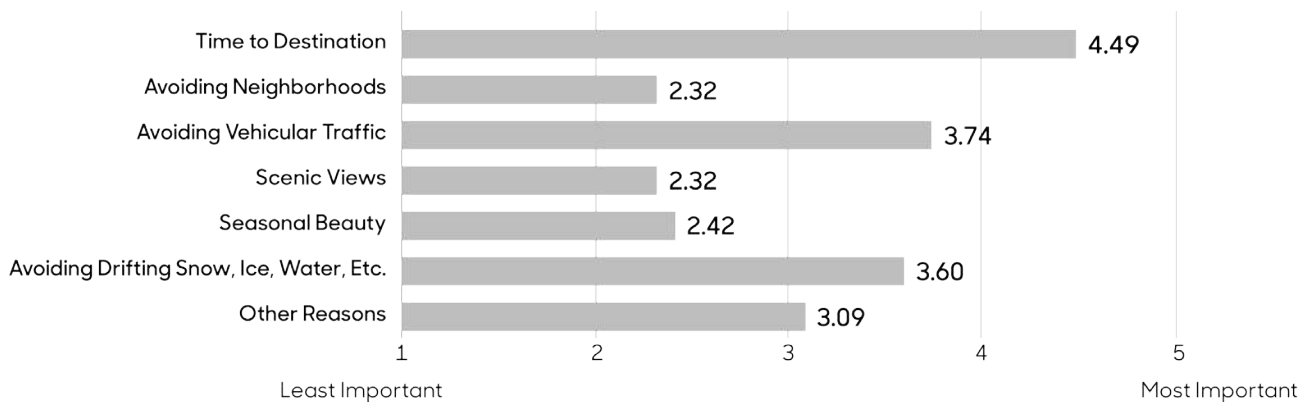
Commuting Routes

This map shows the commuting routes identified by 70 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. The primary commuting corridor in Polk City is Highway 415 southeast and southwest. A number of people also travel north on North 3rd Street to County Road R56, presumably to reach the US Highway 69, or to NW 126th Avenue, which connects to Interstate 35. In town, West Broadway and Park Boulevard are heavily traveled to get to work.

The circulation patterns that emerge when routes for biking, walking and commuting are overlaid suggest suitable types of transportation enhancements. For example, where pedestrian and vehicular traffic intersect, such improvements could include creating better visibility, define crossing points, or improving signage.

Why They Go That Way

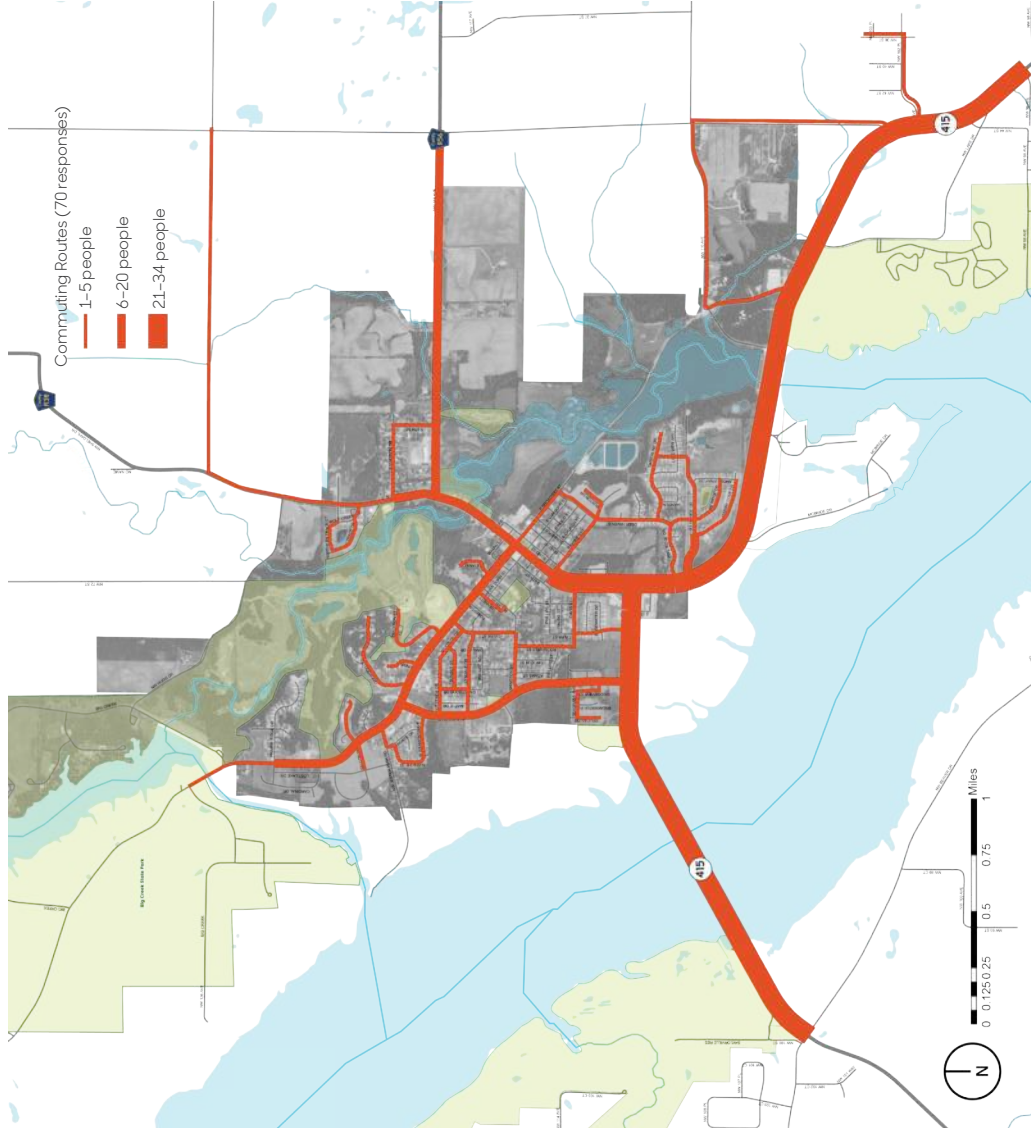
On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that factored into their choice of commuting route. Among Polk City participants, time to destinations is the most important factor, with a mean value of 4.49. Avoiding vehicular traffic (3.74) is the second most important factor determining commuting routes. Avoiding weather-related issues such as snow and ice is also considered important, with a mean value of 3.60. Other reasons (3.09) include avoiding school traffic, avoiding deer, and for cyclists, safety. Scenic views, seasonal beauty, and avoiding neighborhoods are not critical factors in determining commuting routes.



How They Get There

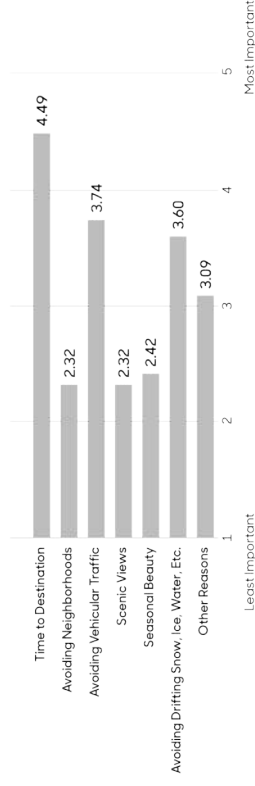
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Polk City Commuting Routes

Transportation Behavior and Needs Survey

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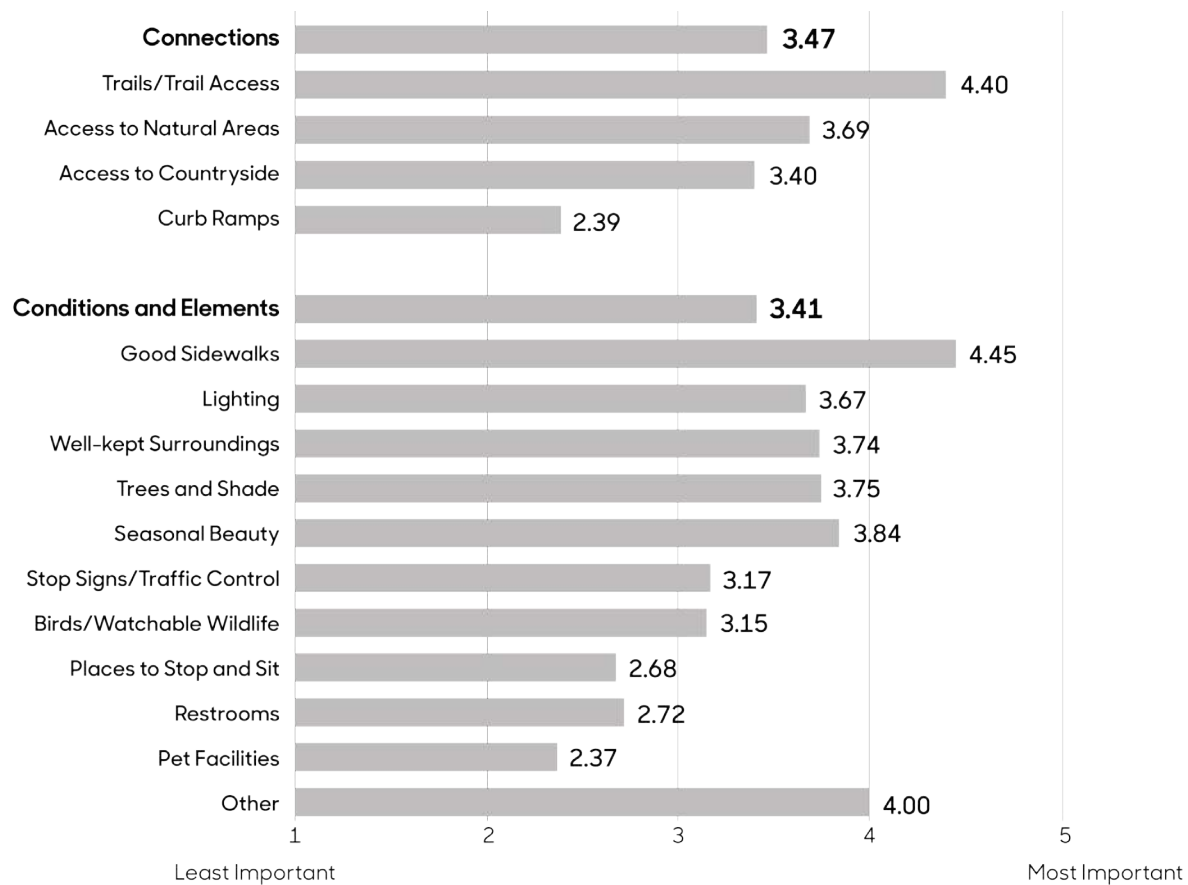


Walking Routes

This map shows the walking routes identified by 67 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. Survey respondents indicated that they walk primarily on the Neal Smith Trail and city trails. West Broadway and Parker Boulevard are heavily traveled routes in town. Destinations include Big Creek State Park, the Polk City Sports Complex, and Sandpiper Park.

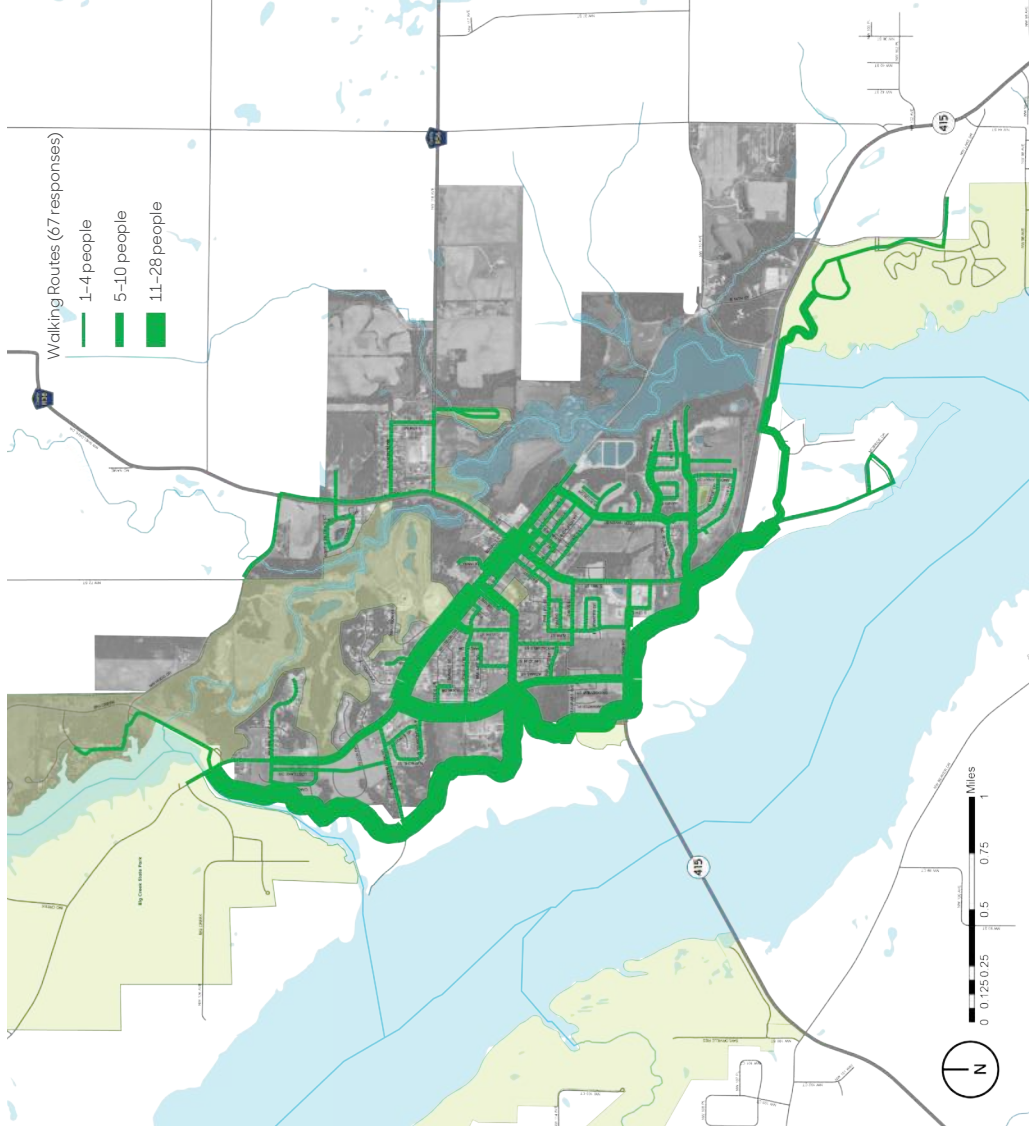
Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their walking experience better. These features are categorized as either "connections" or "conditions and elements". Among Polk City participants, connections are of slightly more importance than conditions/elements, with mean values of 3.47 and 3.41, respectively. In terms of connections, access to trails is most important with a mean value of 4.40. Good sidewalks (4.45) are the most important element to walkers, followed by other features such as smooth surfaces, safe crossings, and trail loops (4.00). Other significant factors include seasonal beauty (3.84), trees and shade (3.75) and well-kept surroundings (3.74).



Where They Walk

This map shows the walking routes identified by 67 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. Survey respondents indicated that they walk primarily on the Neal Smith Trail and city trails, West Broadway and Parker Boulevard are heavily traveled routes in town. Destinations include Big Creek State Park, the Polk City Sports Complex, and Sandpiper Park.



Map Source: Iowa Department of Natural Resources. "Natural Resources Geographic Information Systems Library." <http://www.igs.iastate.edu/mgislib/>.

Polk City Walking Routes

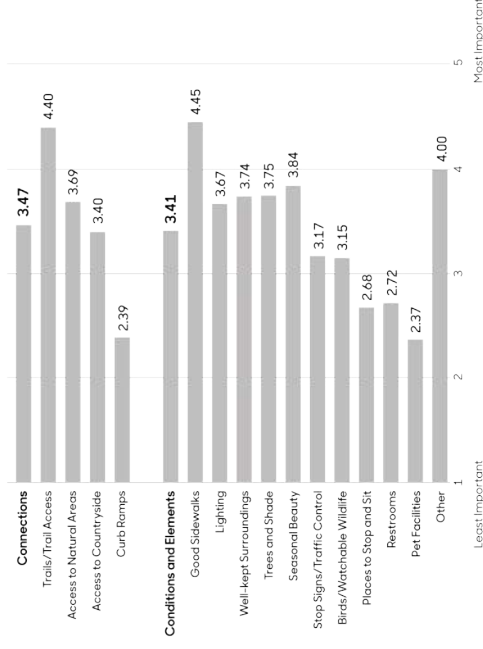
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Iowa State University | Trees Forever | Iowa Department of Transportation



Why They Go That Way

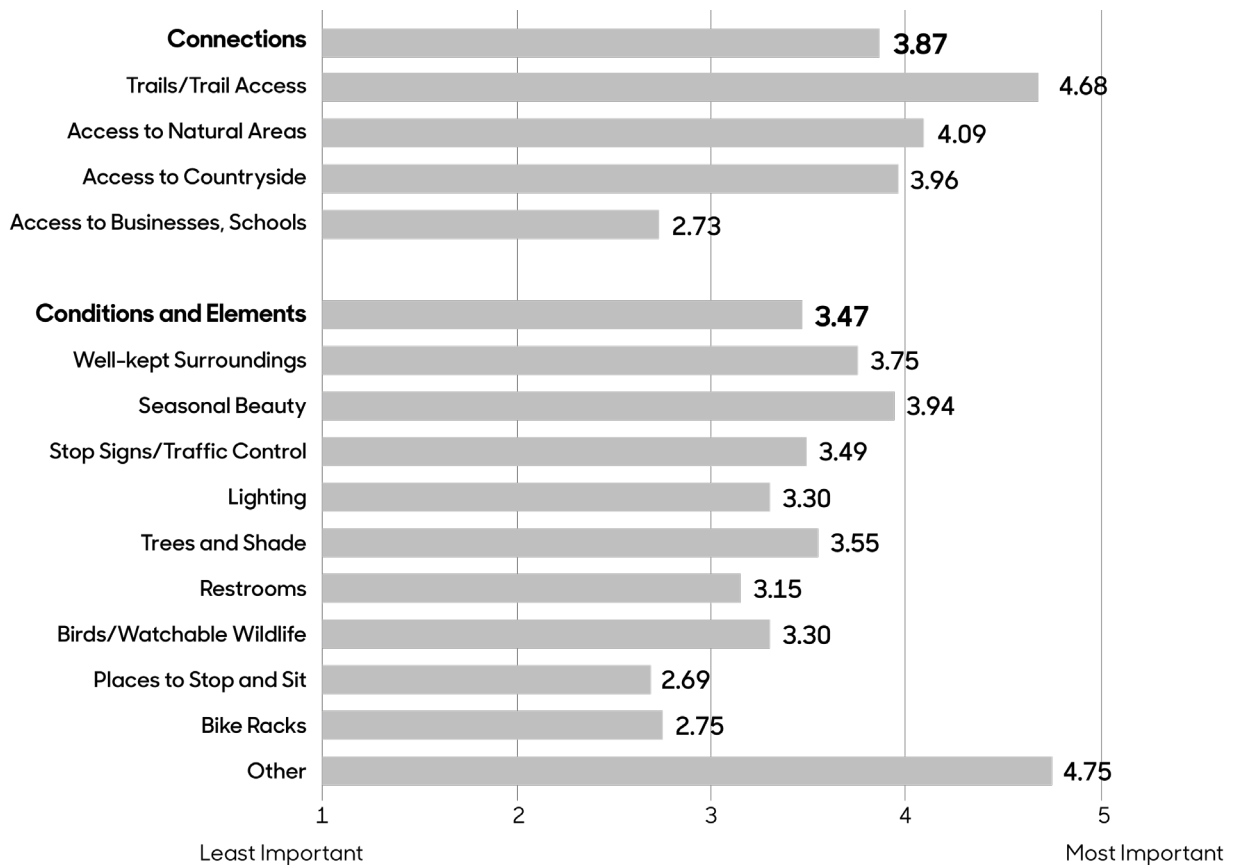
On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their walking experience better. These features are categorized as either "connections" or "conditions and elements." Among Polk City participants, connections are of slightly more importance than conditions/elements, with mean values of 3.47 and 3.41, respectively. In terms of connections, access to trails is most important with a mean value of 4.40. Good sidewalks (4.45) are the most important element to walkers, followed by other features such as smooth surfaces, safe crossings, and trail loops (4.00). Other significant factors include seasonal beauty (3.84), trees and shade (3.75) and well-kept surroundings (3.74).



Desired Features

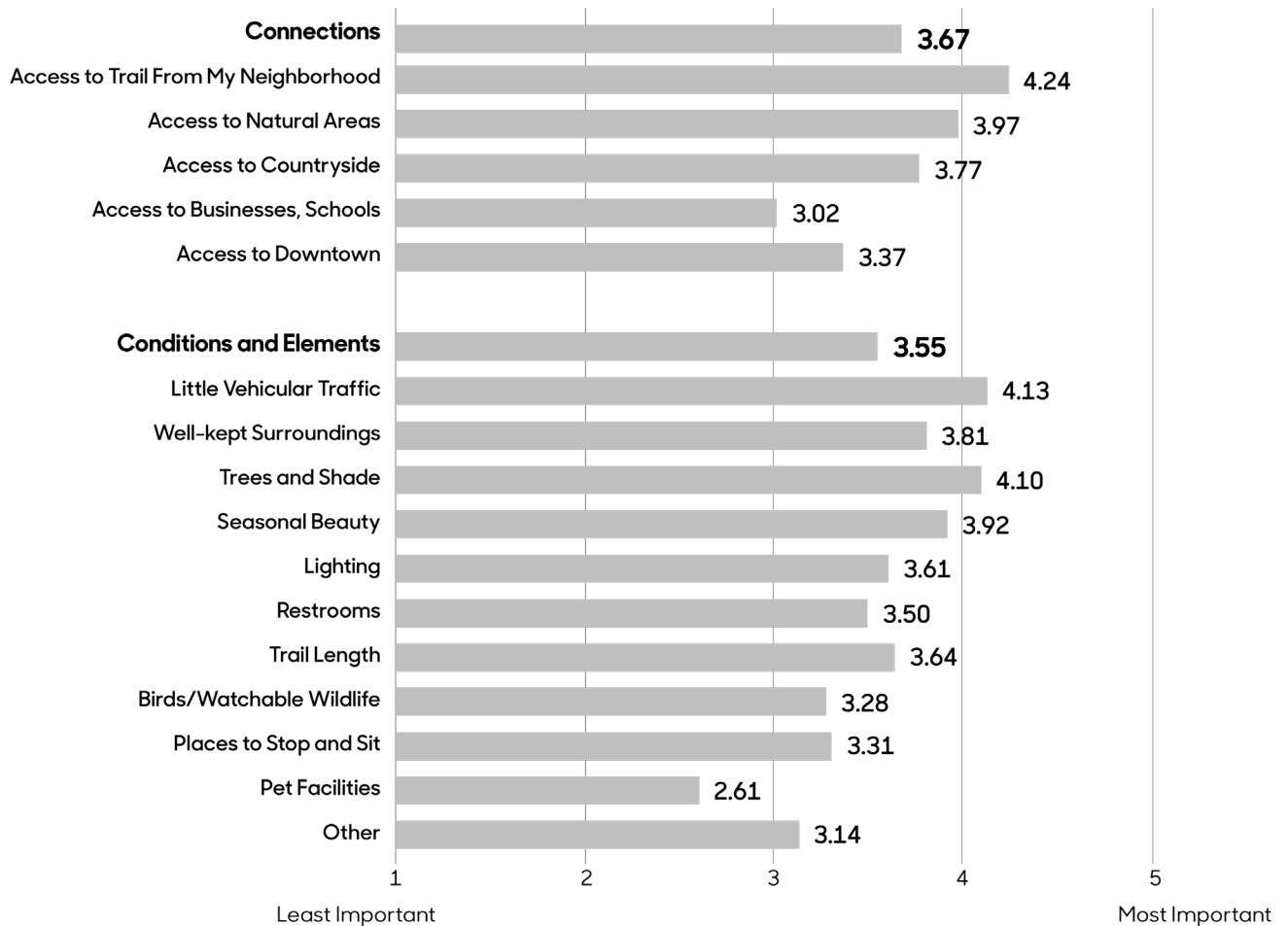
Desired Bike Route Features

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their biking experience better. These features are categorized as either “connections” or “conditions and elements.” Among Polk City participants, connections are of significantly more important than conditions/elements, with mean values of 3.87 and 3.47, respectively. In terms of connections, access to trails is most important with a mean value of 4.68. Other factors, such as sidewalks, bike lanes, and connections to existing infrastructure, are the most important element to cyclists, with a mean value of 4.75. Seasonal beauty (3.94), well-kept surroundings (3.75), and trees and shade (3.55) are also important features.



Desired Trail Features

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their trail experience better. Like the bike route features, they are categorized as either “connections” or “conditions and elements.” Connections are somewhat more important to Polk City trail users than conditions/elements, with mean values of 3.67 and 3.55, respectively. In terms of connections, access to the trail from their neighborhoods is considered most important, with a mean value of 4.24. In terms of conditions/elements, little vehicular traffic (4.13) is the most important element, followed by trees and shade (4.10), and seasonal beauty (3.92).



Transportation Inventory and Analysis

Knowledge of the transportation system in and around a community is critical for sustainable transportation enhancement planning. Polk City's transportation system includes roadways, sidewalks, regional bike trails, and waterways.

The eastern entrance into Polk City is considered the intersection of E. Northside Dr. (NW 18th Ave.) and N. 3rd St. The southern entrance is via State Highway 415, which also spans southwest of the community across the "mile-long bridge." From the north, folks may enter town from NW Madrid Dr., which turns into Broadway St. just south of Big Creek State Park.

The visioning team met with Iowa Department of Transportation (DOT) personnel, the Polk County Engineer, the U.S. Army Corps of Engineers, and local officials to identify existing, past, and future transportation-related constraints and opportunities in the Polk City area.

Transportation-related assets and opportunities identified include the Neal Smith Recreation Trail, the High Trestle Trail, planned community neighborhood green spaces, Saylorville Lake, and Big Creek.

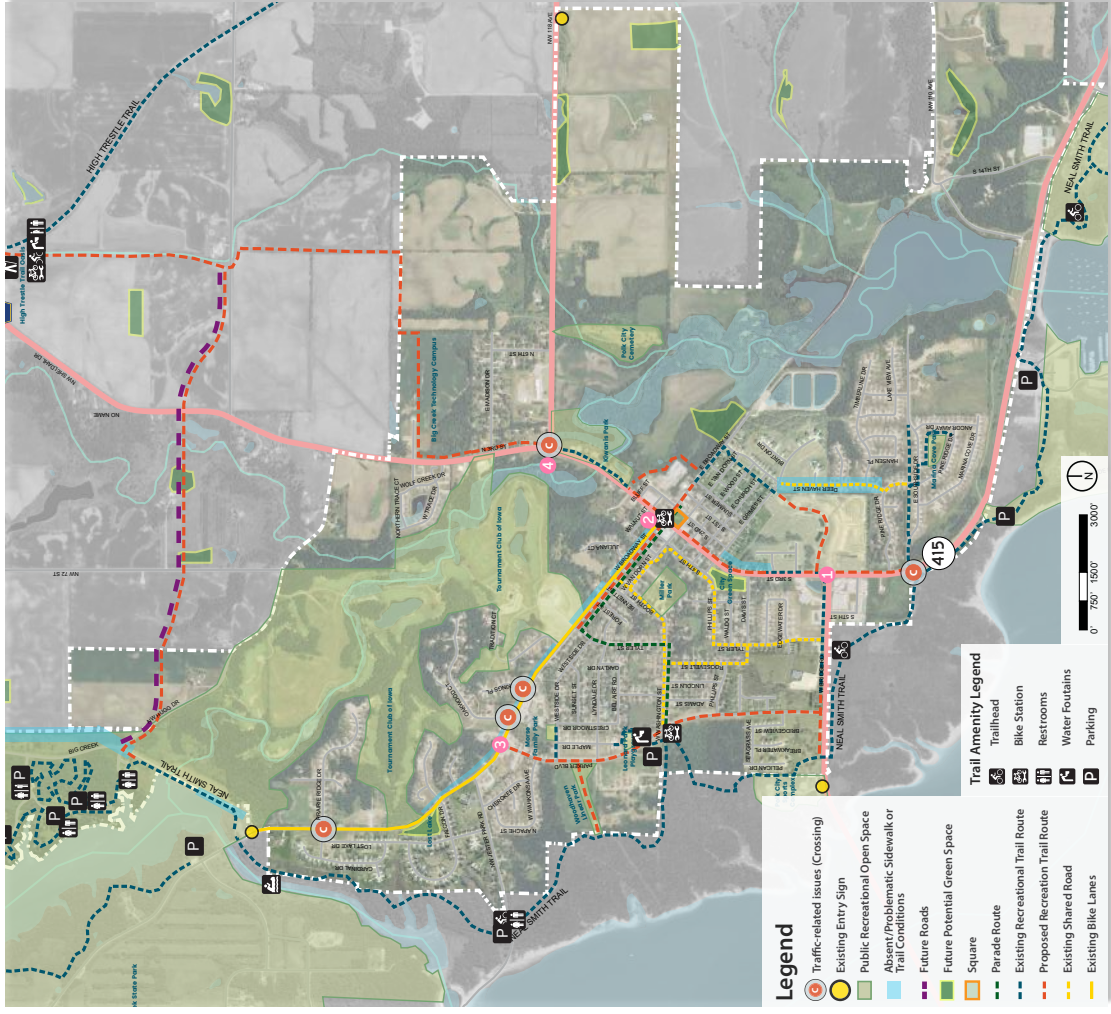
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Youth

"The thickest road is [Highway 415] down by Big Creek... I crashed my car last year because it was super slick."

Steering Committee

"Even though we have designated trails on both sides of Broadway, I don't think anybody feels safe riding on either side of [the road]."

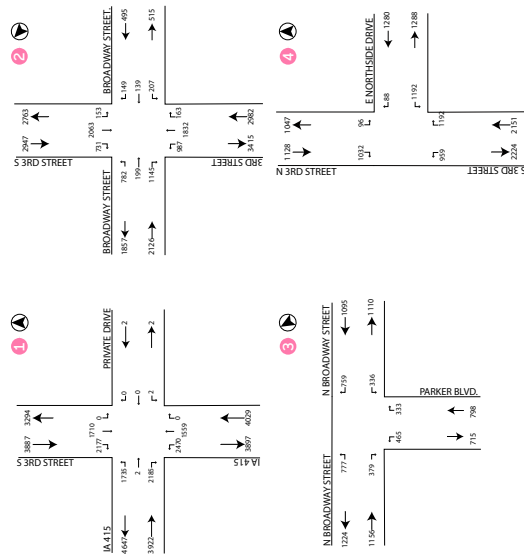
Actives

It seems a little challenging on Broadway getting to Big Creek, you get up past a certain point and there [are] really no sidewalks."

Older Adults

"[The Neal Smith Trail] doesn't connect well. There's no access. There's [access to the trail at Parker Boulevard and Highway 415], but you have to cross a very busy [Highway] 415 to do that."

Individual's concerns about aspects of Polk City's transportation system in and around the community.








Turning/Movement Traffic Count Summary - 2016-2017 Annualized Daily Traffic For All Vehicles

Goal Setting

The Polk City steering committee presented what they learned from the transportation assets and barriers, transportation analysis, and bioregional information to the landscape architects.

The committee then identified and communicated goals and values. The goals are based on 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 Polk City using the goals identified by the steering committee. Greater importance was given to goals that were highlighted in discussions and/or repeated by individuals during the goal setting meeting.

Community Values/ Themes Based on Assessments	Steering Committee Tally	Broad-based Outcomes/Goals
<p>Trail System</p> 	<p> </p>	<ul style="list-style-type: none"> - Create safe trails. - Increase overall connectivity of Polk City. - Connect Polk City trails to the High Trestle Trail. - Create trail signs to inform users of distances and direction, and therefore, increase safety.
<p>Signage/ Way-finding</p> 	<p> </p>	<ul style="list-style-type: none"> - Signage throughout the community that is consistent in design and materiality to create a sense of identity. - Informational kiosks at pedestrian hot spots containing bulletin boards, park rules, donor plaques, and/or maps of the community amenities. - Signage visibility for all traffic types. - Comprehensive updates to signage design and materiality.
<p>Community Beautification</p> 	<p> </p>	<ul style="list-style-type: none"> - Add green spaces to amplify opportunities for quality time with friends and family. - Consistent designs for flower beds/ planters at major intersections (Polk City Square and TCI golf course). - Add native vegetation and pollinators to parks (trees, prairie, and wetlands).
<p>Safety</p> 	<p> </p>	<ul style="list-style-type: none"> - Traffic calming measures are needed along busy roadways acting as thru-routes through town. - Separate walking, biking, and driving traffic to dedicated routes. - Improve visibility of pedestrians to vehicular traffic. - Safer crosswalks by the West Elementary School.
<p>Year-round Recreation</p> 	<p> </p>	<ul style="list-style-type: none"> - Offer more opportunities for winter sports such as Nordic trails and ice rinks. - Winter season trail signage visible from the roads. - Winter season trail maps showing proposed and existing opportunities.






Goal Setting Process: Combined Results from Transportation Behavior and Needs Survey and Steering Committee Goal Setting Meeting

6 SUMMER 2020



The Polk City steering committee presented what it learned from the transportation assets and barriers, transportation analysis, and bio-regional information to the landscape architects. The committee then identified and communicated goals and values. The goals are based on 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.

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Community Values/ Themes Based on Assessments	Steering Committee Tally	Broad-based Outcomes/Goals	Why Change Anything?	What Exactly and Where?
Trail System 	IIII IIII III	<ul style="list-style-type: none"> - Create safe trails. - Increase overall connectivity of Polk City. - Connect Polk City trails to the High Trestle Trail. - Create trail signs to inform users of distances and direction, and therefore, increase safety. 	<ul style="list-style-type: none"> - Trails with improved safety features can be used by a wider age group (young and old). - The High Trestle Trail is heavily used and connecting to it can bring in more visitors and offer Polk City more options for recreation. - Local businesses benefit from seeing more visitors. - Pedestrian/cyclist traffic is more likely to visit parks and quick eats (coffee, ice cream, etc.) than vehicular traffic. 	<ul style="list-style-type: none"> - Widen trails along Broadway St. - Add a second trail on Big Creek Dr. - Add sidewalks to 3rd St. - Add a trail from Polk City Square to the northern edge of town. - Add a trailhead to the NE corner of Technology Park. - Add a trail along Parker Blvd. - Connect/complement the dead end sidewalk by Lakeside Church and NE side of Broadway St. - Create signage themes along trails to define an identity.
Signage/Way-finding 	IIII IIII I	<ul style="list-style-type: none"> - Signage throughout the community that is consistent in design and materiality to create a sense of identity. - Informational kiosks at pedestrian hot spots containing bulletin boards, park rules, donor plaques, and/or maps of the community amenities. - Signage visibility for all traffic types. - Comprehensive updates to signage design and materiality. 	<ul style="list-style-type: none"> - Way-finding signage can attract tourism and spontaneous visitors. - Signs need to be updated as they are difficult to read, creating a safety concern for pedestrians and vehicular traffic. 	<ul style="list-style-type: none"> - Polk City Square. - Maps/Kiosk at Parker Blvd—Neal Smith intersection. - Logo of bandstand could be used for signage. - Kiosks could be located near Casey's corner. - Signs could be attached to existing streetlights.
Community Beautification 	IIII IIII	<ul style="list-style-type: none"> - Add green spaces to amplify opportunities for quality time with friends and family. - Consistent designs for flower beds/planters at major intersections (Polk City Square and TCI golf course). - Add native vegetation and pollinators to parks (trees, prairie, and wetlands). 	<ul style="list-style-type: none"> - Beautification promotes a sense of community. - Add a sense of pride for new and long-time residents of Polk City to enjoy. - Beautification at the Polk City Square will emphasize it as a tourism hub. - Beautification shows the intent to welcome visitors and help slow down traffic. - Create a welcoming place for bikers/trail users. 	<ul style="list-style-type: none"> - Widen sidewalks on Broadway St. and add sidewalk to 3rd St. - Plantings at Lost Lakes and Falcon Dr. - Corridor plantings at Deer Haven and E. Broadway St. corner. - Entry plantings at Bridge Rd. and Parker Blvd. - Tree plantings along S. 3rd Ave. on the S. 3rd green space. - Murals along trails and streets. - Community entry sign at Kiwanis Park. - Incorporate art throughout the community. - Possible sensory garden in vacant spaces.
Safety 	IIII	<ul style="list-style-type: none"> - Traffic calming measures are needed along busy roadways acting as thru-routes through town. - Separate walking, biking, and driving traffic to dedicated routes. - Improve visibility of pedestrians to vehicular traffic. - Safer crosswalks by the West Elementary School. 	<ul style="list-style-type: none"> - Safer circulation routes will attract more people walking and biking through town. 	<ul style="list-style-type: none"> - Pedestrian crossings along 3rd St. - Sidewalk connecting the Polk City Square and Wolf Creek (near Kiwanis Park). - Add a trail along Broadway St. - Add a trail along Parker Blvd. - Connect to Neal Smith Trail along Bridge Rd. - Improve crossings at West Elementary School.
Year-round Recreation 	IIII	<ul style="list-style-type: none"> - Offer more opportunities for winter sports such as Nordic trails and ice rinks. - Winter season trail signage visible from the roads. - Winter season trail maps showing proposed and existing opportunities. 	<ul style="list-style-type: none"> - Enhance opportunities for recreation and exercise. - Make residents and visitors aware of current recreational options. 	<ul style="list-style-type: none"> - Ice rink at the green space by 3rd St. or Kiwanis Park. - Add information for Nordic trails at the Polk City Square. - Development of Lost Lakes Park. - Development of 3rd Street Park. - Development of City Sports Complex.

Concept Overview

After meetings with the steering committee and residents of the community, the design team has proposed several concepts for Polk City based on the goals identified. Below is an outline of the proposed concepts, which correspond to the maps.

Trail System

Polk City desires to make critical connections to the High Trestle Trail and the Neal Smith Trail. Design proposals provide routing information as well as secondary amenities such as trailheads, cycle tracks, and neighborhood connections.

Way-Finding Signage

An attractive and cohesive signage scheme incorporating elements of the existing community identity while enhancing Polk City's visual appearance and accessibility to amenities.

Community Beautification

Improving aesthetics along streets at community entrances and recreation destinations to evoke a sense of identity and enhance the experience of visitors and residents.

Safety

Improving pedestrian safety along streets and trails using creative methods to improve accessibility and provide unique curb appeal throughout Polk City.

Year-round Recreation

Looking at creative ways to use community green space through all seasons to further enhance the City's diverse array of recreational activities.

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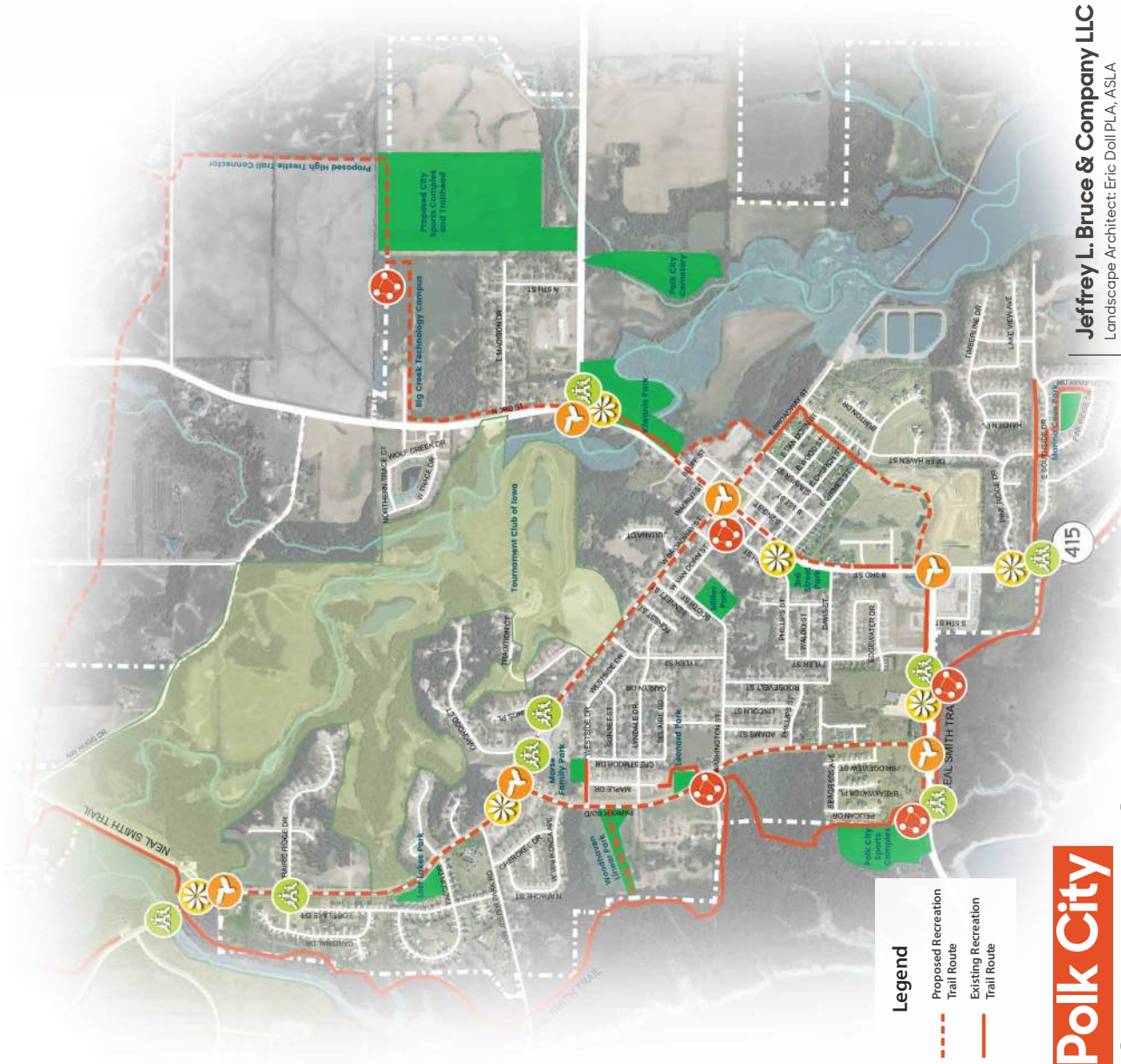
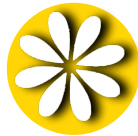
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Year-round Recreation

Looking at creative ways to use community green space throughout all seasons to further enhance the city's diverse array of recreational activities.



Legend

- Proposed Recreation Trail Route
- Existing Recreation Trail Route

Polk City

Concept Overview

Jeffrey L. Bruce & Company LLC

Landscape Architect: Eric Doll PL, ASLA

Interns: Sandeep S Kumar, Zoey Mauck

Iowa State University | Trees Forever | Iowa Department of Transportation



Trail System

Polk City is situated near two regional trails: the Neal Smith Trail and the High Trestle Trail. Currently, the High Trestle Trail bypasses Polk City en route to Ankeny. A new proposed trail extension beginning at the Oasis offers access to the new Technology Campus and the City Square. Additional trail extensions connect directly to the Neal Smith Trail if they're heading south on the High Trestle Trail, and would also create an accessible connection to the new Big Creek Technology Campus.

Additionally, a new trailhead facility is being proposed just west of the City Square across from City Hall. This new facility would offer a much needed stopping point for trail users as well as additional parking for visitors to downtown Polk City. Part of the new trail connectivity system is the incorporation of a "cycle track" bike lane along 3rd St., which would replace four parallel parking stalls.

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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 |

Trail System					
City Square Trailhead and City Hall Improvements					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Demolition/Site Preparation					\$24,000.00
Mobilization	1	ls	\$9,000.00	\$9,000.00	
Clearing and Grubbing	1	ls	\$3,000.00	\$3,000.00	
Curb and Gutter Demolition	1	ls	\$5,000.00	\$5,000.00	
Pavement Demolition	1	ls	\$6,000.00	\$6,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$22,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$11,000.00	\$11,000.00	
Storm Sewer Utilities	1	ls	\$11,000.00	\$11,000.00	
Hardscape					\$182,225.00
Concrete Parking	7,000	sf	\$12.00	\$84,000.00	
Curb and Gutter	500	lf	\$25.00	\$12,500.00	
Integrally-colored Concrete Crossings (City Hall to Trailhead)	355	sf	\$15.00	\$5,325.00	
Retaining Wall	90	lf	\$80.00	\$7,200.00	
Sidewalk (6' wide)	1,200	sf	\$8.00	\$9,600.00	
Landscape Steps	36	lf	\$100.00	\$3,600.00	
Trailhead Paving	7,500	sf	\$8.00	\$60,000.00	
Site Amenities					\$168,600.00
Trash/Recycling Receptacle	1	ea	\$600.00	\$600.00	
Benches	4	ea	\$1,000.00	\$4,000.00	
Bike Racks	3	ea	\$1,000.00	\$3,000.00	
Bike Repair Station	1	ea	\$2,000.00	\$2,000.00	
General Curb Ramp Improvements	6	ea	\$2,000.00	\$12,000.00	
Miscellaneous Pavement Markings	1	ls	\$2,000.00	\$2,000.00	
Shade Sails	1	ls	\$60,000.00	\$60,000.00	
Shelter and Restrooms	1	ls	\$75,000.00	\$75,000.00	
Trailhead Kiosk Sign	1	ea	\$10,000.00	\$10,000.00	
Vegetation					\$23,045.00
Ornamental Trees	2	ea	\$250.00	\$500.00	
Planting Beds (includes plant material, mulch, soils)	1,031	sf	\$10.00	\$10,310.00	
Shade Trees	13	ea	\$400.00	\$5,200.00	
Sod	1,407	sf	\$5.00	\$7,035.00	
Sub-Total					\$420,870.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$101,009.00
Total					\$521,879.00

Intersection Improvements with Cycle Track					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Demolition/Site Preparation					\$10,000.00
Clearing and Grubbing	1	ls	\$1,000.00	\$1,000.00	
Pavement Demolition	1	ls	\$4,000.00	\$4,000.00	
Mobilization	1	ls	\$4,000.00	\$4,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$8,000.00
Storm Sewer and Electrical Utilities	1	ls	\$8,000.00	\$8,000.00	
Hardscape					\$109,616.00
Concrete Bumpouts	500	sf	\$25.00	\$12,500.00	
Painted, Unit Paver Crossing (Northeast)	321	sf	\$18.00	\$5,778.00	
Painted, Unit Paver Crossing (Northwest)	355	sf	\$18.00	\$6,390.00	
Painted, Unit Paver Crossing (Southeast)	161	sf	\$18.00	\$2,898.00	
Painted, Unit Paver Crossing (Southwest)	175	sf	\$18.00	\$3,150.00	
Painted Intersection	2,200	sf	\$12.00	\$26,400.00	
Two-Way Protected Cycle Track (Along 3rd St - E Van Dorn St to Broadway St)	300	lf	\$175.00	\$52,500.00	
Site Amenities					\$7,000.00
Crossing Signage	1	ls	\$1,000.00	\$1,000.00	
General Curb Ramp Improvements	5	ea	\$800.00	\$4,000.00	
Miscellaneous Pavement Markings	1	ls	\$2,000.00	\$2,000.00	
Vegetation					\$20,255.00
Planting Beds (includes plant material, mulch, soils)	1,242	sf	\$10.00	\$12,420.00	
Shade Trees	2	ea	\$400.00	\$800.00	
Sod	1,407	sf	\$5.00	\$7,035.00	
Sub-Total					\$155,871.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$37,409.00
Total					\$193,280.00

10' Paved Trail Along Broadway: 3rd St. to Big Creek Drive (1.80 Miles)

Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$57,000.00
Clearing and Grubbing	1	ls	\$5,000.00	\$5,000.00	
Mobilization	1	ls	\$18,000.00	\$18,000.00	
Concrete Demolition	1	ls	\$22,000.00	\$22,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$5,000.00	\$5,000.00	
Traffic Control	1	ls	\$2,000.00	\$2,000.00	
Site Utilities					\$30,000.00
Utilities Coordination	1	ls	\$30,000.00	\$30,000.00	
Site Sedimentation and Erosion Control					\$2,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
Site Earthwork					\$30,000.00
Rough Grading	1	ls	\$30,000.00	\$15,000.00	
Rough Grading	1	ls	\$30,000.00	\$15,000.00	
Site Hardscape					\$739,200.00
10' Wide Concrete Separate Trail (1.80 miles)	90,000	sf	\$8.00	\$720,000.00	
ADA Curb Ramps at Intersections	24	ea	\$800.00	\$19,200.00	
Site Amenities					\$15,600.00
Trash/Recycling Receptacle (Every 1,000' lf of Recreation Trail)	9	ea	\$600.00	\$5,400.00	
Pedestrian Way-finding Signs on Post at Intersections (Trail Signage Style)	4	ea	\$300.00	\$1,200.00	
Benches (Every 1,000' lf of Recreation Trail)	9	ea	\$1,000.00	\$9,000.00	
Sub-Total					\$873,800.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$209,712.00
Total					\$1,083,512.00

10' Paved Trail Along Bridge Road: Parker Boulevard to Neil Smith Trailhead (0.23 Miles)

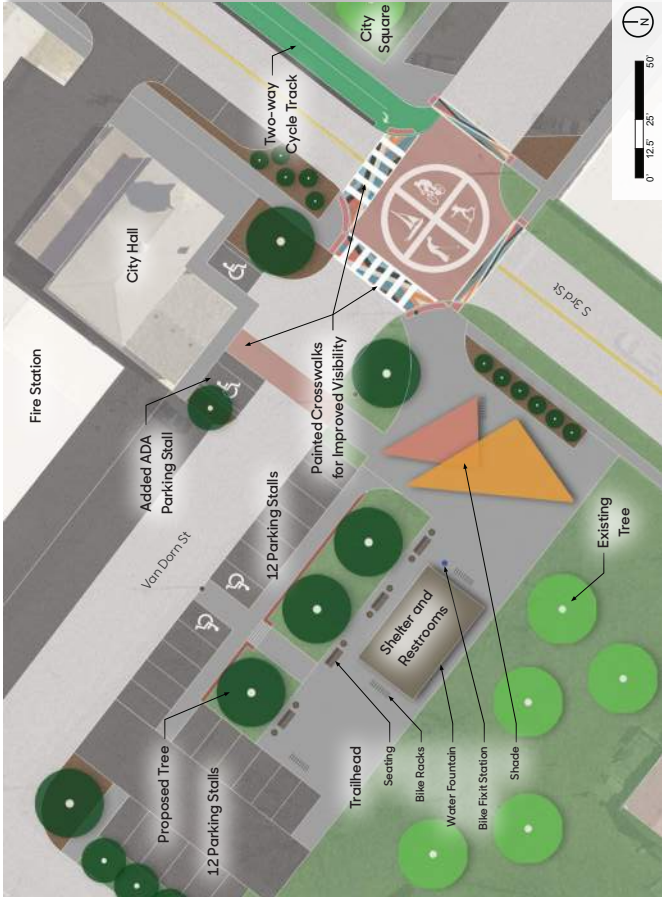
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$14,000.00
Clearing and Grubbing	1	ls	\$1,000.00	\$1,000.00	
Mobilization	1	ls	\$3,000.00	\$3,000.00	
Sidewalk Removal	1	ls	\$4,000.00	\$4,000.00	
SWPPP Preparation/Documentation	1	ls	\$5,000.00	\$5,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$7,000.00
Utilities Coordination	1	ls	\$7,000.00	\$7,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$5,000.00
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Site Hardscape					\$97,600.00
10' Wide Concrete Separate Trail (0.23 miles)	12,000	sf	\$8.00	\$96,000.00	
ADA Curb Ramps at Intersections	2	ea	\$800.00	\$1,600.00	
Site Amenities					\$1,200.00
Pedestrian Way-finding Signs on Post at Trail Ends (Trail Signage Style)	4	ea	\$300.00	\$1,200.00	
Sub-Total					\$125,800.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$30,192.00
Total					\$155,992.00

10' Paved Trail: Parker Boulevard (1.10 Miles)					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$39,000.00
Clearing and Grubbing	1	ls	\$3,000.00	\$3,000.00	
Mobilization	1	ls	\$12,000.00	\$12,000.00	
Sidewalk Removal	1	ls	\$15,000.00	\$15,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$3,000.00	\$3,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$30,000.00
Utilities Coordination	1	ls	\$30,000.00	\$30,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$20,000.00
Rough Grading	1	ls	\$10,000.00	\$10,000.00	
Rough Grading	1	ls	\$10,000.00	\$10,000.00	
Site Hardscape					\$491,200.00
10' Wide Concrete Separate Trail (1.10 miles)	60,000	sf	\$8.00	\$480,000.00	
ADA Curb Ramps at Intersections	14	ea	\$800.00	\$11,200.00	
Site Amenities					\$1,800.00
Pedestrian Way-finding Signs on Post at Trail Ends (Trail Signage Style)	6	ea	\$300.00	\$1,800.00	
Sub-Total					\$583,000.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$139,920.00

10' Paved Trail: 3rd St. to East Grimes St. (0.40 Miles)					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$21,000.00
Clearing and Grubbing	1	ls	\$2,000.00	\$2,000.00	
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Sidewalk Removal	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	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$11,000.00
Utilities Coordination	1	ls	\$11,000.00	\$11,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$7,000.00
Rough Grading	1	ls	\$7,000.00	\$7,000.00	
Site Hardscape					\$161,600.00
10' Wide Concrete Separate Trail (0.40 miles)	20,000	sf	\$8.00	\$160,000.00	
ADA Curb Ramps at Intersections	2	ea	\$800.00	\$1,600.00	
Site Amenities					\$600.00
Pedestrian Way-finding Signs on Post at Trail Ends (Trail Signage Style)	2	ea	\$300.00	\$600.00	
Sub-Total					\$202,200.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$48,528.00
Total					\$250,728.00

EXTENDING THE TRAILS

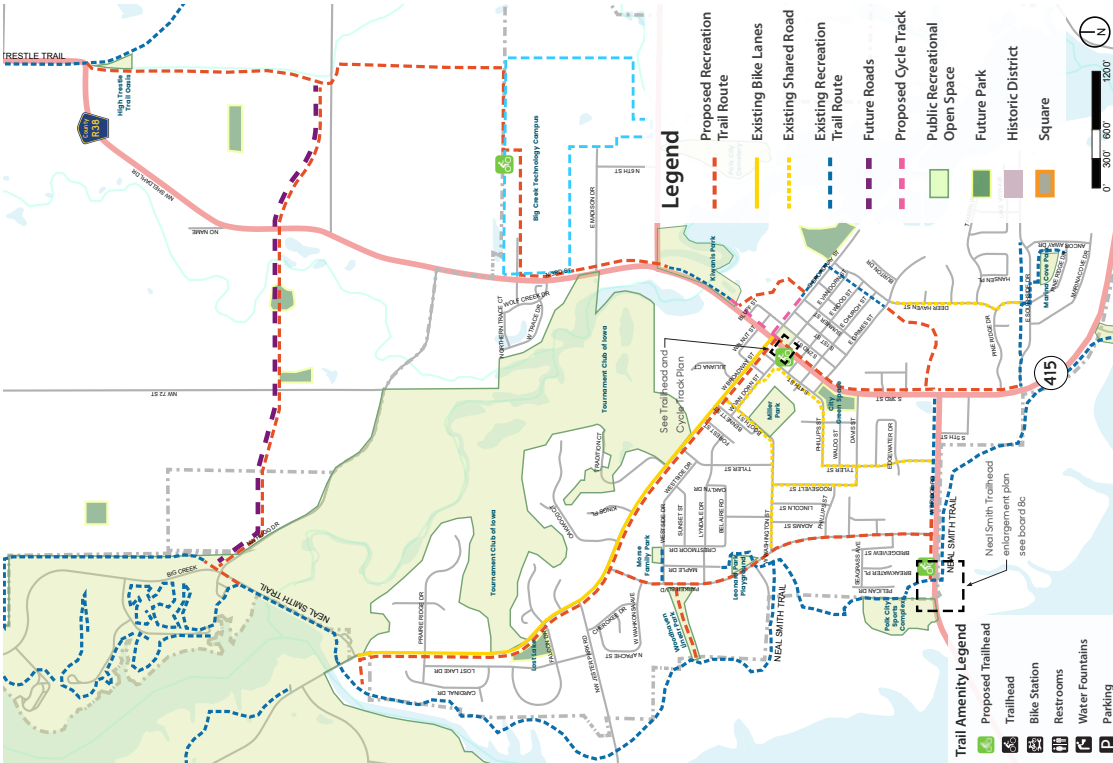
Polk City is situated near two regional trails: the Neal Smith Trail and the High Trestle Trail. Currently, the High Trestle Trail bypasses Polk City en route to Ankeny. A new proposed trail extension beginning at The Oasis offers access to the new Technology Campus and the City Square. Additional trail extensions connect directly to the Neal Smith Trail if they're heading south on the High Trestle Trail, and would also create an accessible connection to the new Big Creek Technology Campus. Additionally, a new trailhead facility is being proposed just west of the City Square across from City Hall. This new facility would offer a much needed stopping point for trail users as well as additional parking for visitors to downtown Polk City. Part of the new trail connectivity system is the incorporation of a cycle track' bike lane along 3rd St, which would replace four parallel parking stalls.



Trailhead and Cycle Track Plan



Trailhead and Cycle Track Perspective



Polk City Trail System

Jeffrey L. Bruce & Company LLC

Landscape Architect: Eric Doll PLA, ASLA

Interns: Sandeep S Kumar, Zoey Mauck

Iowa State University | Trees Forever | Iowa Department of Transportation



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Trail System					
Cycle Track (3rd St. & Broadway St.)					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$50,000.00
Clearing and Grubbing	1	ls	\$4,000.00	\$4,000.00	
Mobilization	1	ls	\$16,000.00	\$16,000.00	
Pavement Demolition	1	ls	\$20,000.00	\$20,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$4,000.00	\$4,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$39,000.00
Storm Sewer and Electrical Utilities	1	ls	\$39,000.00	\$39,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$26,000.00
Rough Grading	1	ls	\$13,000.00	\$13,000.00	
Fine Grading	1	ls	\$13,000.00	\$13,000.00	
Hardscape					\$643,000.00
Crossing Signage	1	ls	\$1,000.00	\$1,000.00	
General Curb Ramp Improvements	5	ea	\$2,000.00	\$10,000.00	
Miscellaneous Pavement Markings	1	ls	\$2,000.00	\$2,000.00	
Two-Way Protected Cycle Track (Along 3rd St - Broadway St to Kiwanis Park)	1,800	lf	\$175.00	\$315,000.00	
Two-Way Protected Cycle Track (Along Broadway St - 3rd St to Summer St)	1,800	lf	\$175.00	\$315,000.00	
Site Amenities					\$3,800.00
Trash/Recycling Receptacle (Every 1,000' If of Recreation Trail)	2	ea	\$600.00	\$1,200.00	
Pedestrian Way-finding Signs on Post on Ends of Trail (Trail Signage Style)	2	ea	\$300.00	\$600.00	
Benches (Every 1,000' If of Recreation Trail)	2	ea	\$1,000.00	\$2,000.00	
Sub-Total					\$762,800.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$183,072.00
Total					\$945,872.00

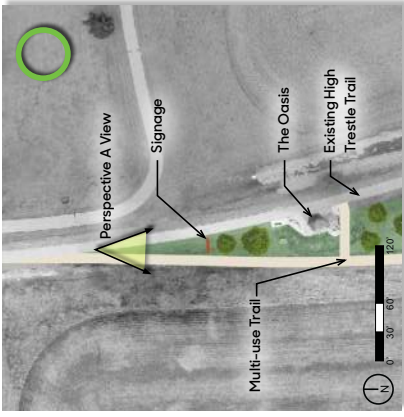
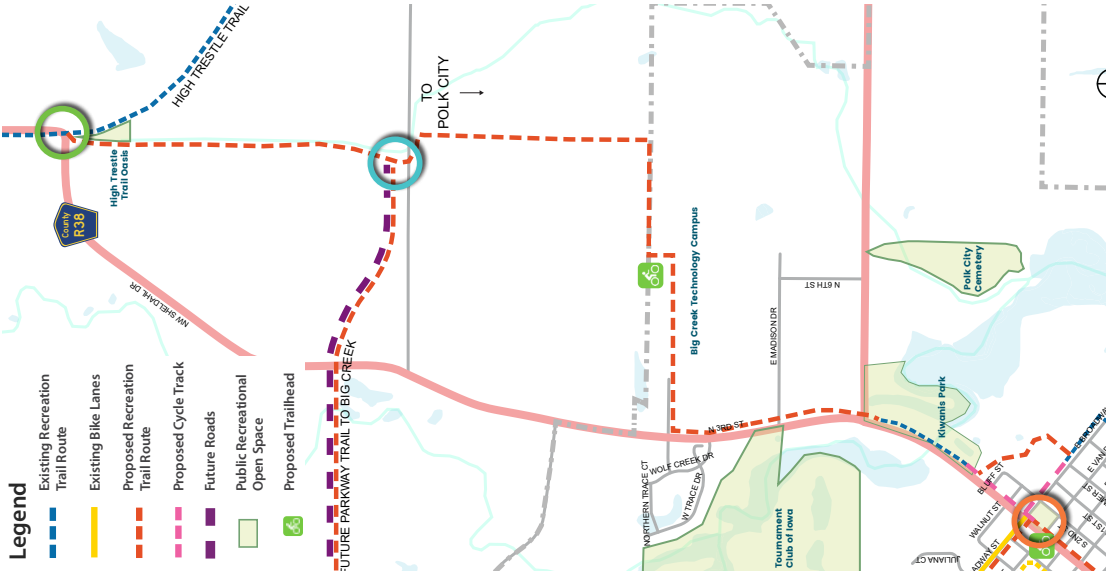
High Trestle Trail Oasis Improvements					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$8,000.00
Mobilization	1	ls	\$1,000.00	\$1,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
SWPPP Preparation/Documentation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$1,000.00	\$1,000.00	
Fine Grading	1	ls	\$1,000.00	\$1,000.00	
Site Hardscape					\$4,800.00
Multi-use Trail between Proposed Recreation Trail and High Trestle Trail (60 lf)	600	sf	\$8.00	\$4,800.00	
Site Plant Material					\$7,000.00
Street Trees	5	ea	\$400.00	\$2,000.00	
Miscellaneous Site Sodding and Seeding	1	ls	\$5,000.00	\$5,000.00	
Site Amenities					\$2,300.00
Pedestrian Way-finding Signs on Post (Oasis Rest Area Signage & Trail Signage)	1	ls	\$2,300.00	\$2,300.00	
Sub-Total					\$24,100.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$5,784.00
Total					\$29,884.00

NW 126th Ave Trail Crossing					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					
Traffic Control	1	ls	\$1,000.00	\$1,000.00	\$1,000.00
Site Earthwork					
Rough Grading	1	ls	\$1,000.00	\$1,000.00	\$1,000.00
Site Plant Material					
Miscellaneous Site Sodding and Seeding	1	ls	\$5,000.00	\$5,000.00	\$5,000.00
Site Amenities					
Crosswalk Markings	1	ls	\$500.00	\$500.00	\$1,100.00
Pedestrian Way-finding Signs on Post (Oasis Rest Area Signage & Trail Signage)	2	ea	\$300.00	\$600.00	
Sub-Total					\$8,100.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$1,944.00
Total					\$10,044.00

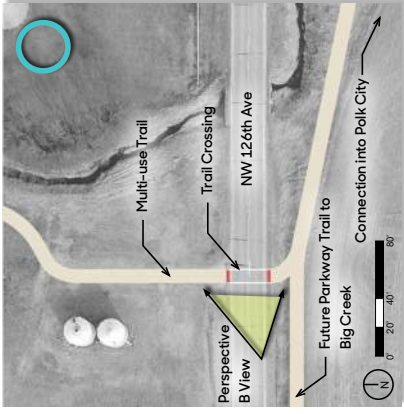
10' Paved Trail: 126th Ave to High Trestle Oasis (0.75 Miles)					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					
Clearing and Grubbing	1	ls	\$2,000.00	\$2,000.00	\$28,000.00
Mobilization	1	ls	\$8,000.00	\$8,000.00	
Concrete Demolition and Removal	1	ls	\$10,000.00	\$10,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$2,000.00	\$2,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					
Utilities Coordination	1	ls	\$19,000.00	\$19,000.00	\$19,000.00
Site Sedimentation and Erosion Control					
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	\$1,000.00
Site Earthwork					
Rough Grading	1	ls	\$14,000.00	\$14,000.00	\$14,000.00
Site Hardscape					
10' Wide Concrete Separate Trail (0.75 miles)	40,000	sf	\$8.00	\$320,000.00	\$320,800.00
ADA Curb Ramps at Intersections	1	ea	\$800.00	\$800.00	
Site Amenities					
Trash/Recycling Receptacle (Every 1,000' If of Recreation Trail)	4	ea	\$600.00	\$2,400.00	\$7,000.00
Pedestrian Way-finding Signs on Post on Ends of Trail (Trail Signage Style)	2	ea	\$300.00	\$600.00	
Benches (Every 1,000' If of Recreation Trail)	4	ea	\$1,000.00	\$4,000.00	
Sub-Total					\$389,800.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$93,552.00
Total					\$483,352.00

10' Paved Trail: Kiwanis Park to 126th Ave (1.70 Miles)					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$23,000.00
Clearing and Grubbing	1	ls	\$1,000.00	\$1,000.00	
Mobilization	1	ls	\$17,000.00	\$17,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$42,000.00
Utilities Coordination	1	ls	\$42,000.00	\$42,000.00	
Site Sedimentation and Erosion Control					\$2,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
Site Earthwork					\$28,000.00
Rough Grading	1	ls	\$28,000.00	\$28,000.00	
Site Hardscape					\$720,000.00
10' Wide Concrete Separate Trail (1.70 miles)	90,000	sf	\$8.00	\$720,000.00	
Site Amenities					\$15,000.00
Trash/Recycling Receptacle (Every 1,000' If of Recreation Trail)	9	ea	\$600.00	\$5,400.00	
Pedestrian Way-finding Signs on Post on Ends of Trail (Trail Signage Style)	2	ea	\$300.00	\$600.00	
Benches (Every 1,000' If of Recreation Trail)	9	ea	\$1,000.00	\$9,000.00	
Sub-Total					\$830,000.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$199,200.00
Total					\$1,029,200.00

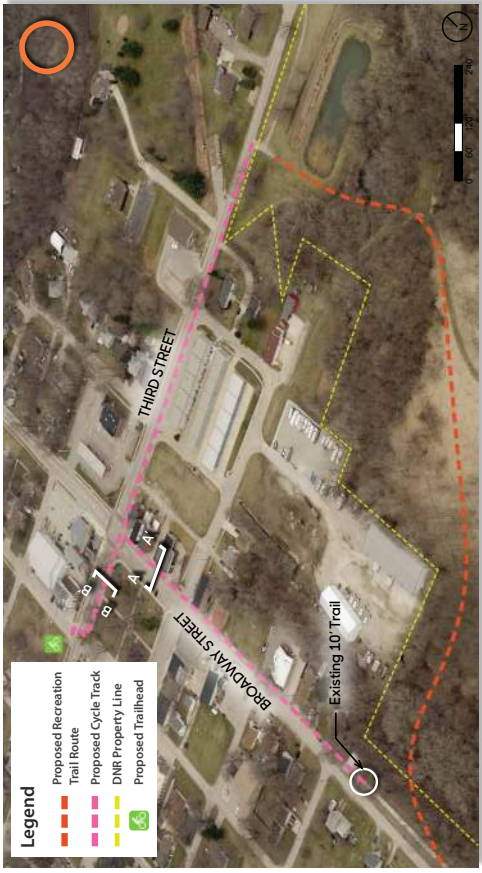
10' Paved Trail: Summer Street Existing Trail to Kiwanis Park (0.40 Miles)					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$21,000.00
Clearing and Grubbing	1	ls	\$2,000.00	\$2,000.00	
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Concrete Demolition and Removal	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	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$11,000.00
Utilities Coordination	1	ls	\$11,000.00	\$11,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$7,000.00
Rough Grading	1	ls	\$7,000.00	\$7,000.00	
Site Hardscape					\$161,600.00
10' Wide Concrete Separate Trail (0.40 miles)	20,000	sf	\$8.00	\$160,000.00	
ADA Curb Ramps at Intersections	2	ea	\$800.00	\$1,600.00	
Site Amenities					\$3,800.00
Trash/Recycling Receptacle (Every 1,000' If of Recreation Trail)	2	ea	\$600.00	\$1,200.00	
Pedestrian Way-finding Signs on Post on Ends of Trail (Trail Signage Style)	2	ea	\$300.00	\$600.00	
Benches (Every 1,000' If of Recreation Trail)	2	ea	\$1,000.00	\$2,000.00	
Sub-Total					\$205,400.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$49,296.00
Total					\$254,696.00



Polk City Trail at The Oasis Detail Plan



NW 126th Ave Detail Plan



Broadway and 3rd Axon



Extending the Trails

Polk City is situated near two great regional trails: the Neal Smith Trail and the High Trestle Trail. Currently, the High Trestle Trail bypasses Polk City en route to Ankeny, but with a new extension beginning at The Oasis trail stop,

trail users will have the option to ride into Polk City to access all of its amenities while also giving Polk City residents access to another recreational trail. This trail extension would create an opportunity for another connection

to the Neal Smith Trail if they're heading south on the High Trestle Trail, and would also create an accessible connection to the new Big Creek Technology Campus.



West Neal Smith Trailhead

The bandstand located at the city square has been noted as a local landmark as well as a community icon. The idea of utilizing this structure throughout the community was envisioned by the steering committee to further develop the community's identity.

As new trailheads are fitted to be located adjacent to the Neal Smith and High Trestle Trails, the bandstand structure is envisioned to serve as a community landmark and threshold to invite and welcome trail users to Polk City. The skeletal structure is to take the form of the bandstand, including the "lightening rod", and provide historical and trail way-finding information throughout town. Art and native plantings are also envisioned to round out the regional trail point of connections.

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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:

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lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

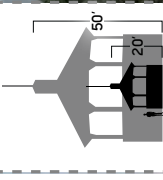
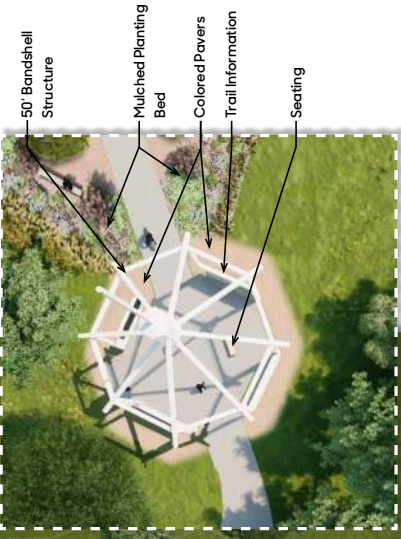
West Neil Smith Trailhead

Trailhead					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$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	
Site Utilities					\$14,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$14,000.00	\$14,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$10,000.00
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
Site Hardscape					\$42,350.00
6' Wide Concrete Sidewalk to Ballfields (400 lf)	2,400	sf	\$8.00	\$19,200.00	
Gravel Drive and Parking Area Updates (25,000 sf @ 6" Depth)	463	cy	\$50.00	\$23,150.00	
Site Plant Material					\$19,200.00
Overstory Trees	20	ea	\$400.00	\$8,000.00	
Planting Beds (includes plant material, mulch, soils)	1,000	sf	\$10.00	\$10,000.00	
General Site Seeding	1	ls	\$1,200.00	\$1,200.00	
Site Amenities					\$162,700.00
Pedestrian Lighting (LED Lighting)	3	ea	\$8,000.00	\$24,000.00	
Trash/Recycling Receptacle	2	ea	\$600.00	\$1,200.00	
Bike Repair Station	1	ea	\$2,000.00	\$2,000.00	
Bike Racks	1	ea	\$800.00	\$800.00	
Signature Bandstand	1	ea	\$75,000.00	\$75,000.00	
Trailhead Information Panels	3	ea	\$1,200.00	\$3,600.00	
Shade Canopy Structure	1	ea	\$30,000.00	\$30,000.00	
Pedestrian Way-finding Signs on Post (Trail Signage & Directional Signage Styles)	1	ls	\$1,100.00	\$1,100.00	
Pedestrian Bridge	1	ea	\$25,000.00	\$25,000.00	
Sub-Total					\$264,250.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$63,420.00
Total					\$327,670.00

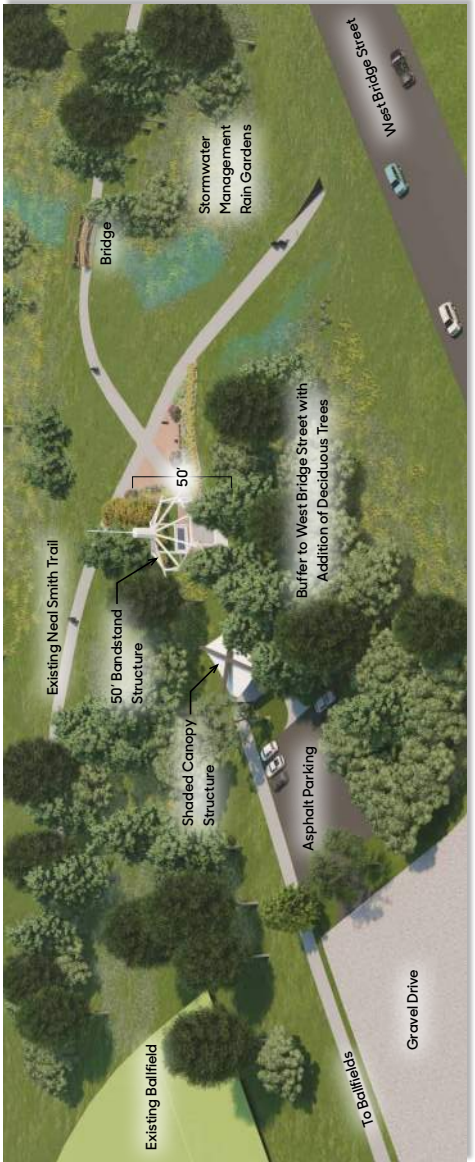
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The bandstand located at the city square has been noted as a local landmark as well as a community icon. The idea of utilizing this structure throughout the community was envisioned by the steering committee to further develop the community's identity.

As new trailheads are fitted to be located adjacent to the Neal Smith and High Trestle Trails, the bandstand structure is envisioned to serve as a community landmark and threshold to invite and welcome trail users to Polk City. The skeletal structure is to take the form of the bandstand, including the "lightening rod," and provide historical and trail way-finding information throughout town. Art and native plantings are also envisioned to round out the regional trail point of connections.



Existing bandstand (20') compared to trailhead bandstand (50')



Polk City West Neal Smith Trailhead

Jeffrey L. Bruce & Company LLC
 Landscape Architect: Eric Doll PLA, ASLA
 Interns: Sandeep S Kumar, Zoey Mauck
 Iowa State University | Trees Forever | Iowa Department of Transportation



Signage and Way-Finding

Polk City currently has many different types of identity and way-finding signs located throughout town as a means of welcoming people to the community, providing direction to key locations, and defining large destinations such as city parks.

These signs have existing similarities, including the Polk City logo, motto, and similar colors. However, they lack a cohesive design that ties the community together. By reassessing both signage placement and design, the key amenities in the community will be more easily accessible, and Polk City residents will feel a sense of pride in their new community identity.

Nearby Saylorville Lake is one of Polk City’s greatest amenities, and between the open water, skies, and beautiful surrounding woodlands, there is much inspiration from which to pull for a Polk City branding color palette, featured in both newly-designed signage as well as murals, city documents, and social media/website postings. The blue hues are pulled from the water, sky, and existing Polk City signage, while the other natural yet vibrant tones come from the grand sunsets, wooded land, and prairie surrounding the city.

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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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- lf = linear foot ls = lump sum sf = square foot sy = square yard

Signage and Way-Finding				
Way-finding/Branding Signage Options (à la carte)				
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>
Proposed Signage				
Oasis Rest Area Signage	1	ea	\$1,800.00	\$1,800.00
Landmark Signage	1	ea	\$500.00	\$500.00
Directional Urban Signage	1	ea	\$800.00	\$800.00
Trail Signage	1	ea	\$300.00	\$300.00



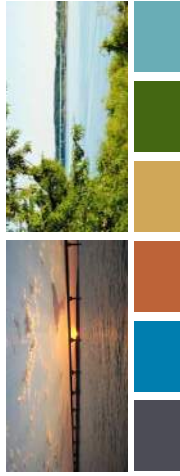
Existing Signage

Polk City currently has many different types of identity and way-finding signs located throughout town (shown on the map at left) as a means of welcoming people to the community, providing direction to key locations, and defining large destinations such as city parks.

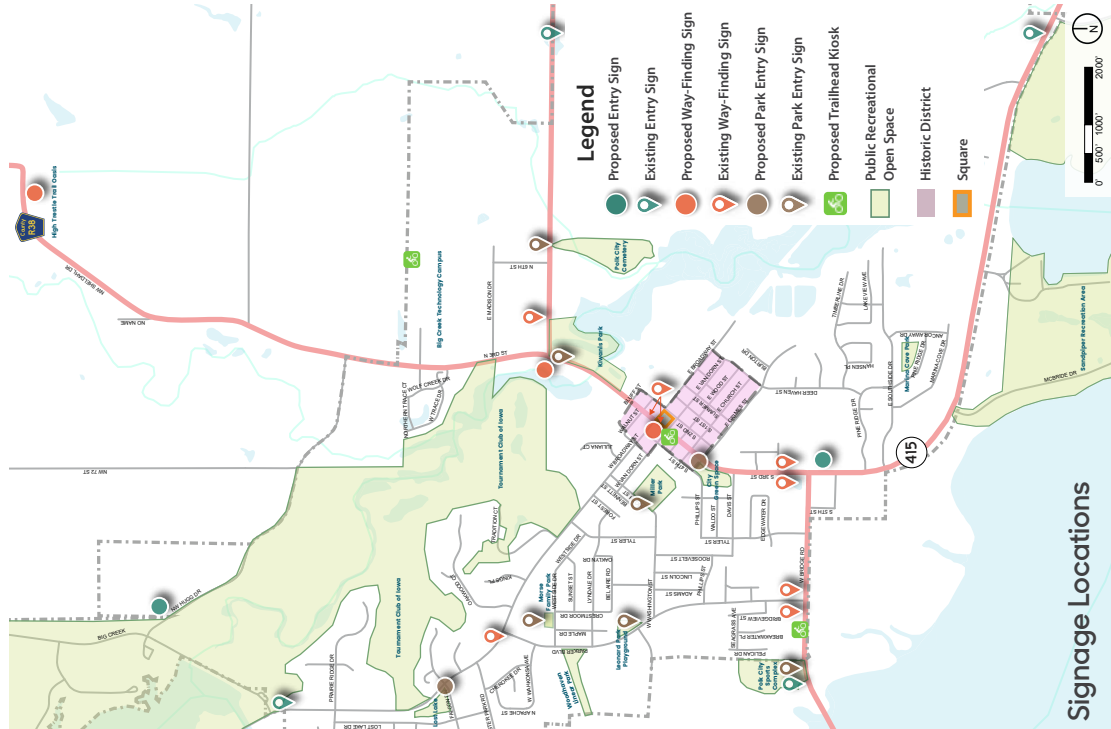
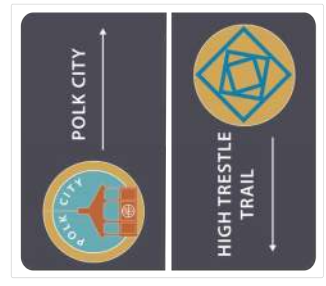
These signs have existing similarities, including the Polk City logo, motto, and similar colors. However, they lack a cohesive design that ties the community together. By reassessing both signage placement and design, the key amenities in the community will be more easily accessible, and Polk City residents will feel a sense of pride in their new community identity.

Inspiration from Saylorville Lake

Nearby Saylorville Lake is one of Polk City's greatest amenities, and between the open waters, skies, and beautiful surrounding woodlands, there is much inspiration from which to pull for a Polk City branding color palette, featured in both newly-designed signage as well as murals, city documents, and social media/website postings. The blue hues are pulled from the water, sky, and existing Polk City signage, while the other natural yet vibrant tones come from the grand sunsets, woodland, and prairies surrounding the city.



Proposed Signage



Signage Locations

Oasis Rest Area Signage

This sign will be placed just before the Oasis rest area along the trail to direct users to their preferred destination.

Landmark Signage

This sign features a large new city logo, and includes space to include key landmark names.

Directional Urban Signage

This style of sign incorporates both the bandstand and city logo to point out key destinations around town.

Trail Signage

Trail signs can be posted at all Polk City trail access points, letting users know which trail they're on, showing mileage, and giving the trail system an identity.



Signage and Way-finding

Jeffrey L. Bruce & Company LLC

Landscape Architect: Eric Doll PLA, ASLA
Interns: Sandeep S Kumar, Zoey Mauck
Iowa State University | Trees Forever | Iowa Department of Transportation



Iowa's Living Roadways
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Community Beautification

Polk City currently has many different types of identity and way-finding signs located throughout town as a means of welcoming people to the community, providing direction to key locations, and defining large destinations such as city parks.

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Nearby Saylorville Lake is one of Polk City's greatest amenities, and between the open water, skies, and beautiful surrounding woodlands, there is much inspiration from which to pull for a Polk City branding color palette, featured in both newly-designed signage as well as murals, city documents, and social media/website postings. The blue hues are pulled from the water, sky, and existing Polk City signage, while the other natural yet vibrant tones come from the grand sunsets, wooded land, and prairie surrounding the city.

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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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Community Beautification

Beautification Options (à la carte)

<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Existing Signage Planting Enhancements					\$5,000.00
All Seasons Park	1	ls	\$2,500.00	\$2,500.00	
Leonard Park	1	ls	\$2,500.00	\$2,500.00	
Beautification at The Square					\$11,400.00
Trash/Recycling Receptacle	1	ea	\$600.00	\$600.00	
Streetscape Planters	1	ea	\$1,000.00	\$1,000.00	
Bike Racks	1	ea	\$800.00	\$800.00	
Table Seating	1	ls	\$4,000.00	\$4,000.00	
Perennial Planting Beds (includes plant material, mulch, soils)	1	ls	\$5,000.00	\$5,000.00	
Beautification at 3rd St. & Parker Blvd.					\$6,400.00
Streetscape Planters	1	ea	\$1,000.00	\$1,000.00	
Overstory Trees	1	ea	\$400.00	\$400.00	
Perennial Planting Beds (includes plant material, mulch, soils)	1	ls	\$5,000.00	\$5,000.00	
Beautification at 3rd St. & Bridge Rd.					\$7,200.00
Streetscape Planters	1	ea	\$1,000.00	\$1,000.00	
Bike Racks	1	St	\$800.00	\$800.00	
Overstory Trees	1	ea	\$400.00	\$400.00	
Perennial Planting Beds (includes plant material, mulch, soils)	1	ls	\$5,000.00	\$5,000.00	
Proposed Mural Areas					\$40,000.00
West Broadway St. Between Kings Pl. & Tradition Ct.	1	ea	\$15,000.00	\$15,000.00	
3rd Street Between Church St. & Davis St.	1	ea	\$20,000.00	\$20,000.00	
Pine Ridge Dr. Near S. 3rd St.	1	ea	\$5,000.00	\$5,000.00	

Sub-Total	\$70,000.00
24% Contingency, Contractor Mark-Up, and Design Fees	\$16,800.00
Total	\$86,800.00

Signage Beautification



Beautification Effort Locations

The locations noted on the map show where beautification efforts will be primarily focused throughout Polk City.



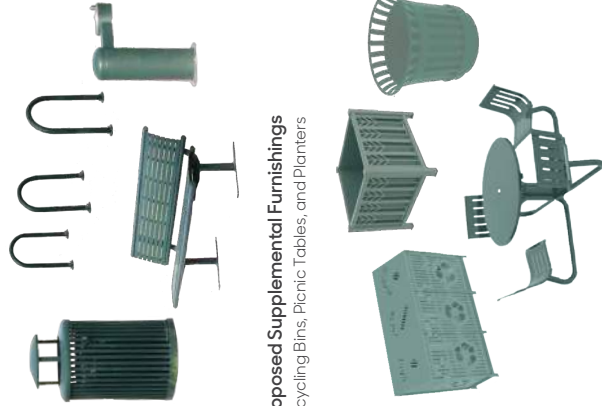
Four Seasons Mural



Site Furnishings

Existing Elements

Trash Cans, Bike Racks, Benches, and Water Fountains



Proposed Supplemental Furnishings

Recycling Bins, Picnic Tables, and Planters

Native Plant Selection

SUMMER 2020 10

Selecting a variety of native and ornamental plants enhance the beauty of public spaces in a community. Plants can be chosen to not only add amenities such as shade and wildlife habitat, but also highlight the beauty of plant life throughout each of the four seasons.

Native Decorative Plants

Native flowers and grasses add color, visual interest, and an ode to the native Iowa landscape.



Big Bluestem
(*Andropogon gerardii*)
4-8 ft tall
Needs sun/partial shade

Switchgrass
(*Panicum virgatum*)
3-2 ft tall
Needs sun/partial shade

Pale Purple Coneflower
(*Echinacea pallida*)
2-3 ft tall
Needs sun/partial shade

Black-Eyed Susan
(*Rudbeckia hirta*)
1-2 ft tall
Needs sun/partial shade

Cardinal Flower
(*Lobelia cardinalis*)
1-6 ft tall
Needs sun/partial shade

Dotted Mint
(*Monarda punctata*)
1-2 ft tall
Needs full sun

Street Trees

Street trees provide numerous benefits for a community: shade, seasonal color, wildlife habitat, and much more. There are a variety of trees seen throughout Polk City, but some are better than others in terms of their quality as a street tree. In order to fund new trees, the city can work with Trees Forever for help with planning, funding, and tree installation. The following are great street tree varieties that Trees Forever could assist with:



Honeylocust
(*Gleditsia triacanthos*)
Mature height: 30-70 ft
Mature width: 30-70 ft

Swamp White Oak
(*Quercus bicolor*)
Mature height: 50-60 ft
Mature width: 30-60 ft

Maidenhair Cinkigo
(*Thuja occidentalis*)
Mature height: 50-80 ft
Mature width: variable

Streetscape Safety

West Broadway Street currently connects 3rd St. and Big Creek State Park with a two-lane drive lane and a 5' sidewalk. Some lengths of Broadway have sidewalks on each side of the right-of-way.

West Broadway Street's pedestrian connection is important to the community as it connects many residential sidewalks to The Square, West Elementary School, Polk City Community Library, and Big Creek State Park further north.

Parker Boulevard currently connects Boulevard St. and Bridge Rd. with a two-lane drive lane and 5' sidewalks on each side of the right-of-way.

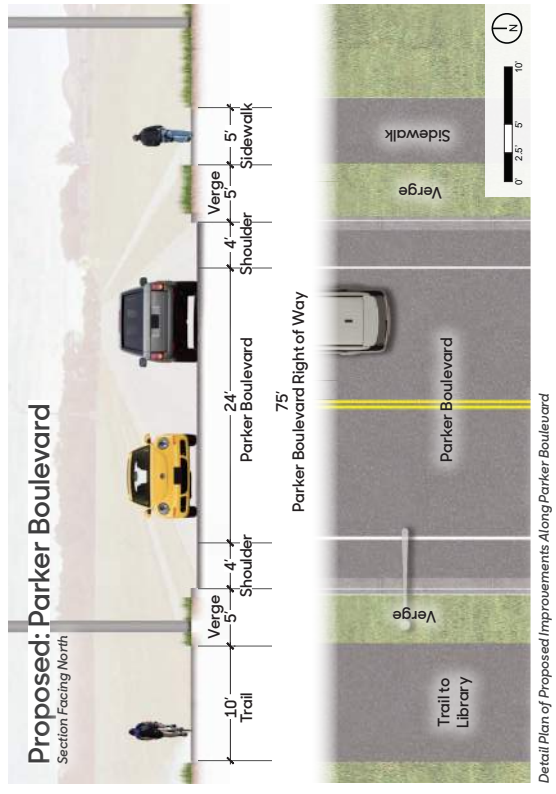
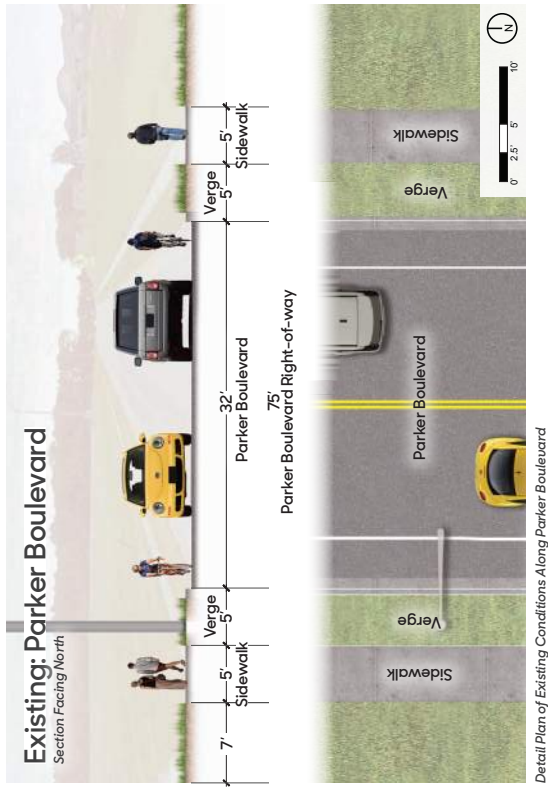
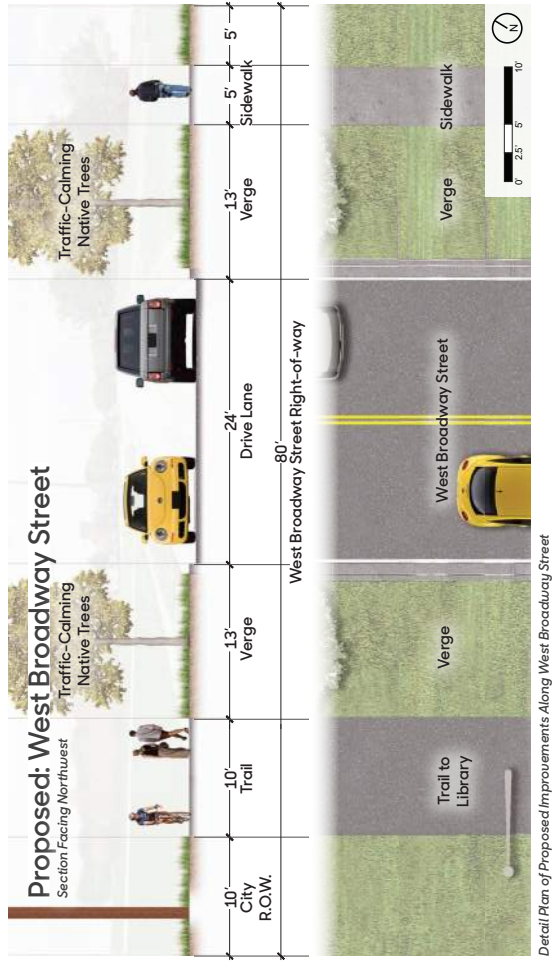
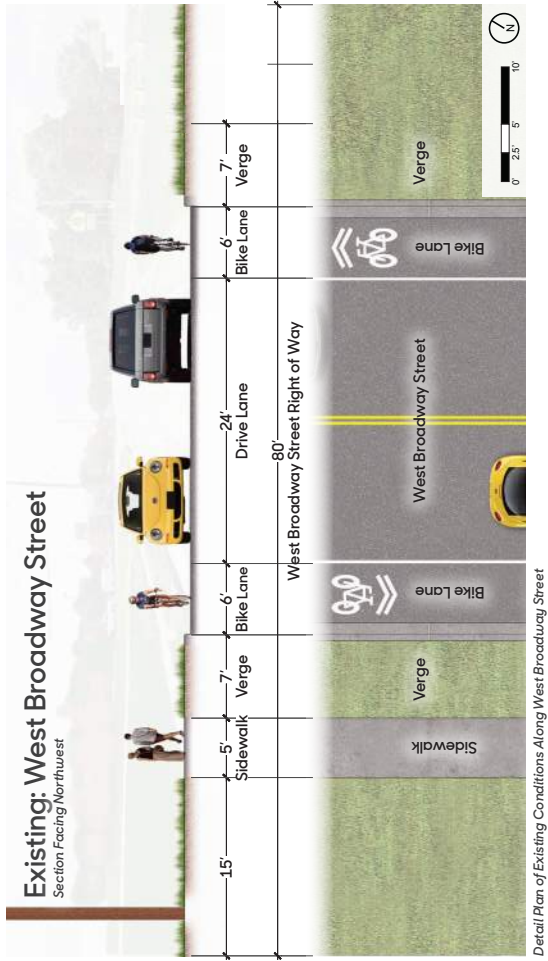
Parker Boulevard's pedestrian connection is important to the community as it connects many residential sidewalks to Leonard Park, West Elementary School, Polk City Community Library, and the Polk City Sports Complex.

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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

Refer to pages 47-48 for cost opinions.



West Broadway Street currently connects 3rd St. and Big Creek State Park with a two-lane drive lane and a 5' sidewalk. Some lengths of Broadway have sidewalks on each side of the right-of-way.

West Broadway Street's pedestrian connection is important to the community as it connects many residential sidewalks to The Square, West Elementary School, Polk City Community Library, and Big Creek State Park further north.

Parker Boulevard currently connects Boulevard St. and Bridge Rd. with a two-lane drive lane and 5' sidewalks on each side of the right-of-way.

Parker Boulevard's pedestrian connection is important to the community as it connects many residential sidewalks to Leonard Park, West Elementary School, Polk City Community Library, and the Polk City Sports Complex.



Parks Overview

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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.

Park/ Green Space	Amenities																											
	Restroom Facilities	Portable Toilet	Sledding	Playground	Walking Trails	Splash Pad	Picnic Shelter	Sports fields	Basketball	Tennis/Pickleball	Event Lawn	Bike Facilities	Wildflower Plantings	Exercise Stations	Fishing (Pond)	Community Gardens	Skate Park	Dog Park	Parking	Park Signage	Nordic Skiing	Ice Skating Rink	Enclosed Shelter	Community Art	ADA Access	Sand Volleyball	Water Fountain	Nature Playground
Cemetery				X								X							X	X	X				X			
City Square				X			X					X							X	X				X	X		X	
Crossroads Park	O			O	O		X					O		x						O				O	O			
Deerhaven Park				X			O					O				O				O				O	X			
Doc Simmer Park		X		O			O					O	O						X	X					O		O	
Kiwanis Park		X		X			X		X			X							X	X	O			O	X	X	X	X
Lakeview Park				X			O					O								O				O	O			
Leonard Park		X	X	X	X							X							O	X				O	O		X	
Lost Lakes Park		O		O	O	O			O			O	O			O			O	O				O	O	O	O	X
Marina Cove Park				X	X							O		X						X				X				
Miller Park	X	X	X	X			X		X										X	X			X	O	O			
Morse Family Park				X								O								X								X
Sports Complex	X			X				X									O	X	X	X								X
Twelve Oaks Park		X					X							X						O					X		X	
Woodhaven Linear Park				O	O						O	O								O	O			O	O		O	
3rd Street Park	O			O	O					O		O					O	O	O	O		O		O	O		O	

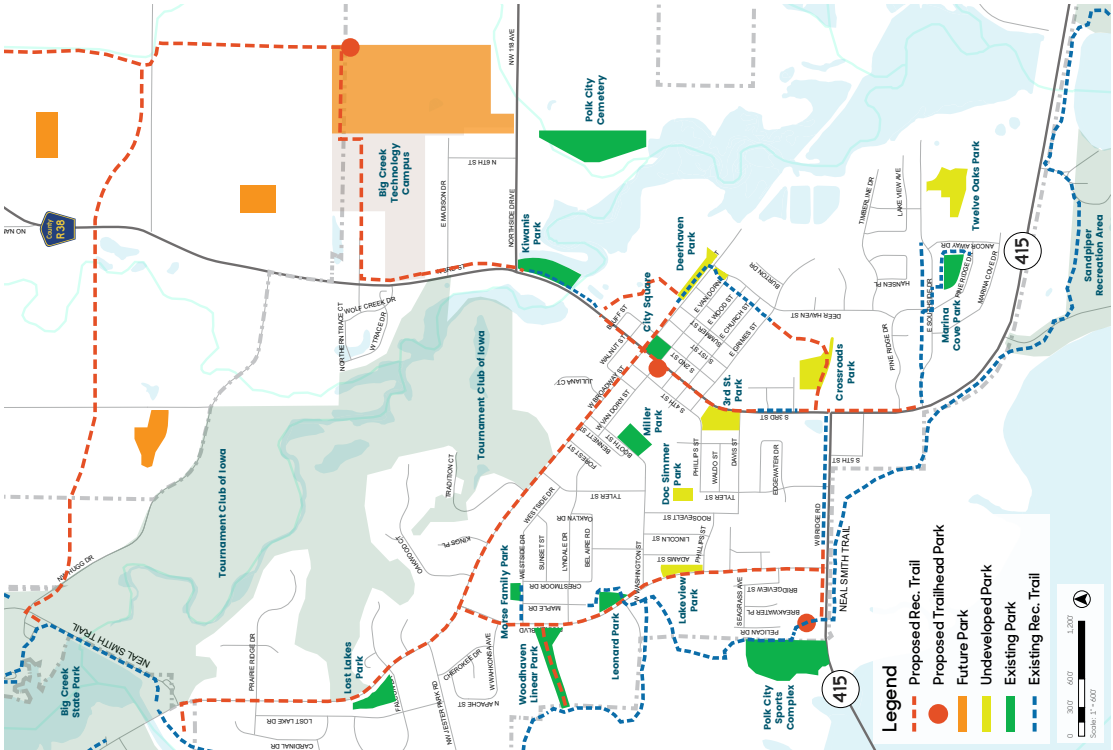
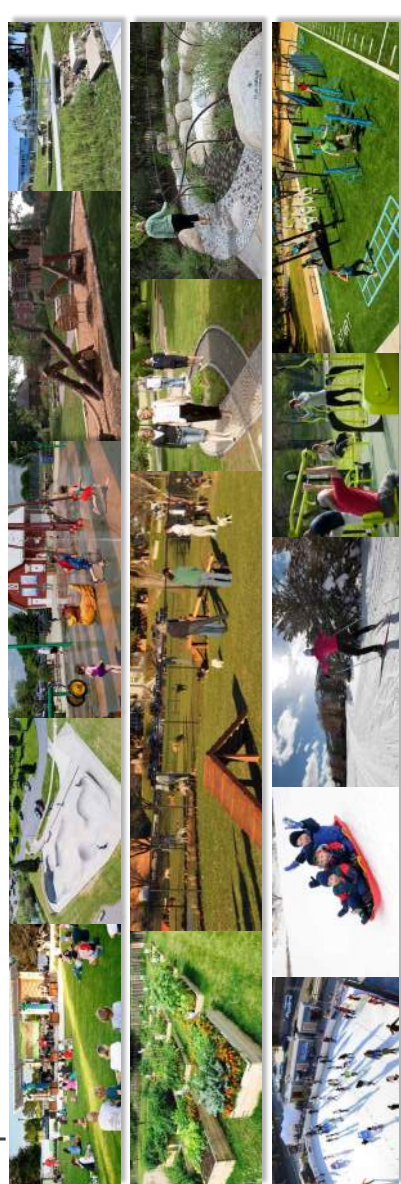
Undeveloped Park
 Existing Developed Park
 X Amenity Included
 O Amenity Desired

Amenities

Park/ Green Space	Restroom Facilities	Portable Toilet	Sledding	Playground	Walking Trails	Splash Pad	Picnic Shelter	Sports fields	Basketball	Tennis/Pickleball	Event Lawn	Bike Facilities	Wildflower Plantings	Exercise Stations	Fishing (Pond)	Community Gardens	Skate Park	Dog Park	Parking	Park Signage	Nordic Skiing	Ice Skating Rink	Enclosed Shelter	Community Art	ADA Access	Sand Volleyball	Water Fountain	Nature Playground
Cemetery																												
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Leonard Park																												
Lost Lakes Park																												
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Sports Complex																												
Twelve Oaks Park																												
Woodhaven Linear Park																												
3rd Street Park																												

Undeveloped Park Existing Developed Park X Amenity Included O Amenity Desired

Proposed New Park Activities



Polk City Parks Overview

Jeffrey L. Bruce & Company LLC
 Landscape Architect: Eric Doll PLA, ASLA
 Interns: Sandeep S Kumar, Zoey Mauck
 Iowa State University | Trees Forever | Iowa Department of Transportation



Iowa's Living Roadways
community visioning

3rd Street Park (All Seasons)

The Polk City visioning committee alongside several community user groups identified the need for a new park space that offers unique, year-round recreation opportunities. The city currently owns a three-year-round recreation opportunities. The city currently owns a three-acre green space right off S. 3rd Street at the near-center of the town. The design below programs the community park to offer community-identified amenities not found at any other Polk City park.

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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:

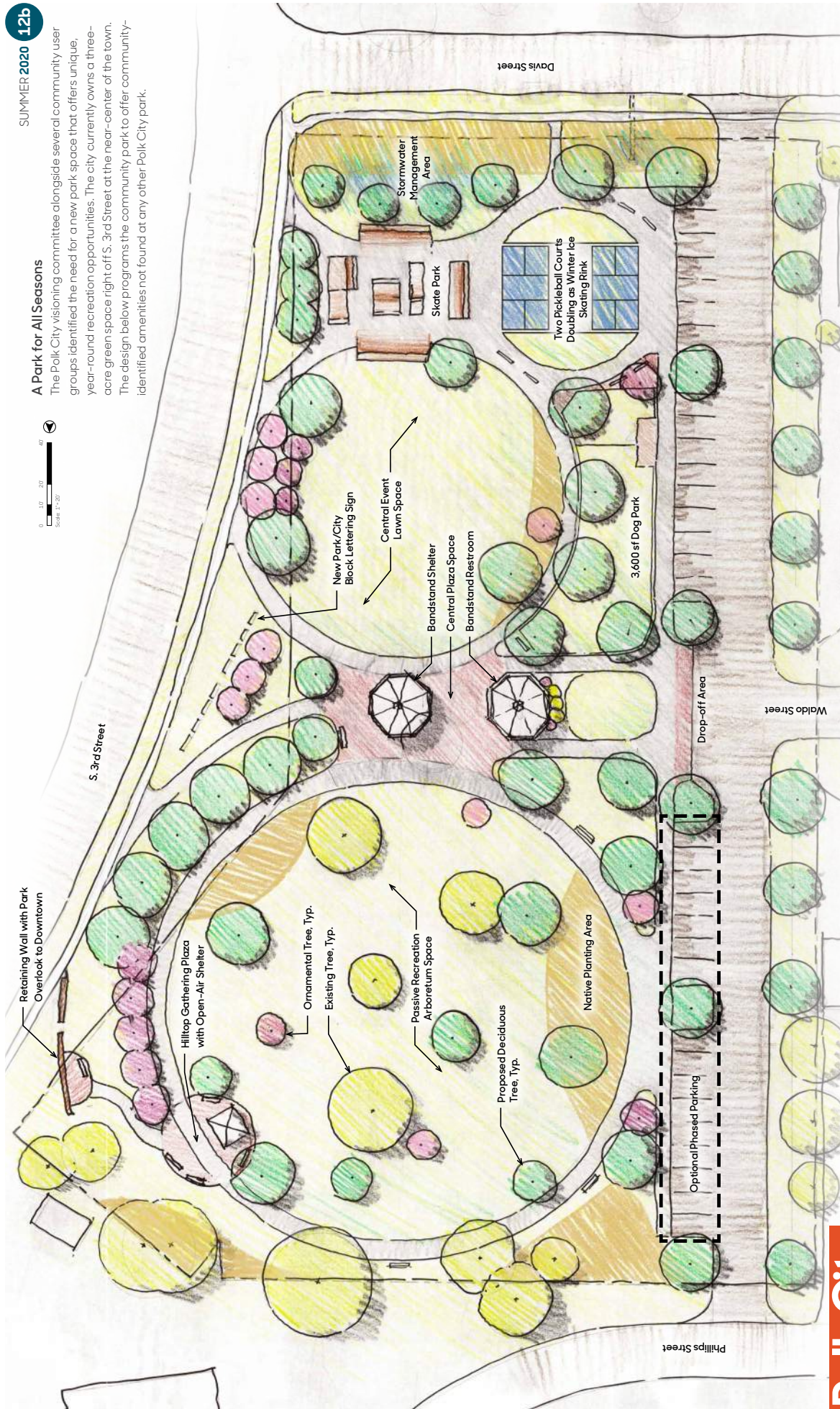
ac = acre	cf = cubic foot	cy = cubic yard	ea = each
lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

3rd Street Park (All Seasons Park)

Park Construction					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$33,000.00
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	
Site Utilities					\$48,000.00
Storm Sewer & Electrical Service (Outlet and Circuiting)	1	ls	\$48,000.00	\$48,000.00	
Site Sedimentation and Erosion Control					\$2,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
Site Earthwork					\$32,000.00
Rough Grading	1	ls	\$16,000.00	\$16,000.00	
Fine Grading	1	ls	\$16,000.00	\$16,000.00	
Site Hardscape					\$246,000.00
Concrete Drive and Parking Lot	12,000	sf	\$12.00	\$144,000.00	
Concrete Curb and Gutter	1,000	lf	\$25.00	\$25,000.00	
Colored Concrete Hardscape	5,000	sf	\$15.00	\$75,000.00	
Concrete Sidewalk	250	lf	\$8.00	\$2,000.00	
Overlook Seating Area					\$19,600.00
Retaining Wall	100	lf	\$100.00	\$10,000.00	
Bench	1	ea	\$1,000.00	\$1,000.00	
Concrete Paver Plaza	200	sf	\$18.00	\$3,600.00	
Concrete Sidewalk	1	ls	\$5,000.00	\$5,000.00	
Hilltop Gathering Plaza					\$33,000.00
Open Air Shelter	1	ls	\$20,000.00	\$20,000.00	
Bench	4	ea	\$1,000.00	\$4,000.00	
Concrete Paver Plaza	500	sf	\$18.00	\$9,000.00	
Dog Park					\$37,800.00
Dog Park Fencing (Includes Gates and Secure Areas)	240	lf	\$20.00	\$4,800.00	
Dog Park Sod	3,600	sf	\$5.00	\$18,000.00	
Dog Park Obstacles and Equipment	1	ls	\$7,500.00	\$7,500.00	
Dog Park Benches and Other Site Furnishings	1	ls	\$7,500.00	\$7,500.00	
Site Amenities					\$396,000.00
Skate Park	1	ls	\$80,000.00	\$80,000.00	
Pickleball Courts	2	ea	\$40,000.00	\$80,000.00	
Pedestrian LED Lighting	10	ea	\$8,000.00	\$80,000.00	
Bandstand Shelter	1	ea	\$40,000.00	\$40,000.00	
Bandstand Shelter with Bathrooms	1	ea	\$80,000.00	\$80,000.00	
Trash/Recycling Receptacle	4	ea	\$600.00	\$2,400.00	
Picnic Tables	8	ea	\$500.00	\$4,000.00	
Bike Racks	2	ea	\$800.00	\$1,600.00	
Bench	8	ea	\$1,000.00	\$8,000.00	
Block Letter Signage	1	ea	\$20,000.00	\$20,000.00	
Site Plant Material					\$34,300.00
Native Prairie and Wildflower Seed Mix (Stormwater Area)	1	ls	\$5,000.00	\$5,000.00	
Overstory Trees	30	ea	\$400.00	\$12,000.00	
Ornamental Trees	20	ea	\$300.00	\$6,000.00	
Shrubs	40	ea	\$120.00	\$4,800.00	
Central Lawn Sod	1,300	sf	\$5.00	\$6,500.00	
Sub-Total					\$881,700.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$211,608.00
Total					\$1,093,308.00

A Park for All Seasons

The Polk City visioning committee alongside several community user groups identified the need for a new park space that offers unique, year-round recreation opportunities. The city currently owns a three-acre green space right off S. 3rd Street at the near-center of the town. The design below programs the community park to offer community-identified amenities not found at any other Polk City park.



Polk City
3rd Street Park (All Seasons)

Jeffrey L. Bruce & Company LLC
Landscape Architect: Eric Doll PL.A, ASLA
Interns: Sandeep S Kumar, Zoey Mauck
Iowa State University | Trees Forever | Iowa Department of Transportation



Lost Lakes Park

Lost Lakes Park is situated in northwest Polk City in a quiet residential area. To best cater to the needs of the neighborhood, the park has been designed to welcome children of all ages and abilities, featuring inclusive infrastructure such as an ADA parking lot, inclusive playground, and a splash pad. Additionally, the park features specific activity areas, such as a ping-pong table, two tetherball poles, and a gaga ball pit.

Finally, while the park has several designated program areas, there is plenty of room for passive recreation. The space is filled with native plantings, broad shade trees, multiple seating areas, and plenty of lawn space to enjoy. Lost Lakes Park has something for everyone in the community to enjoy, and brings many new uses to a previously undeveloped open space.

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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.

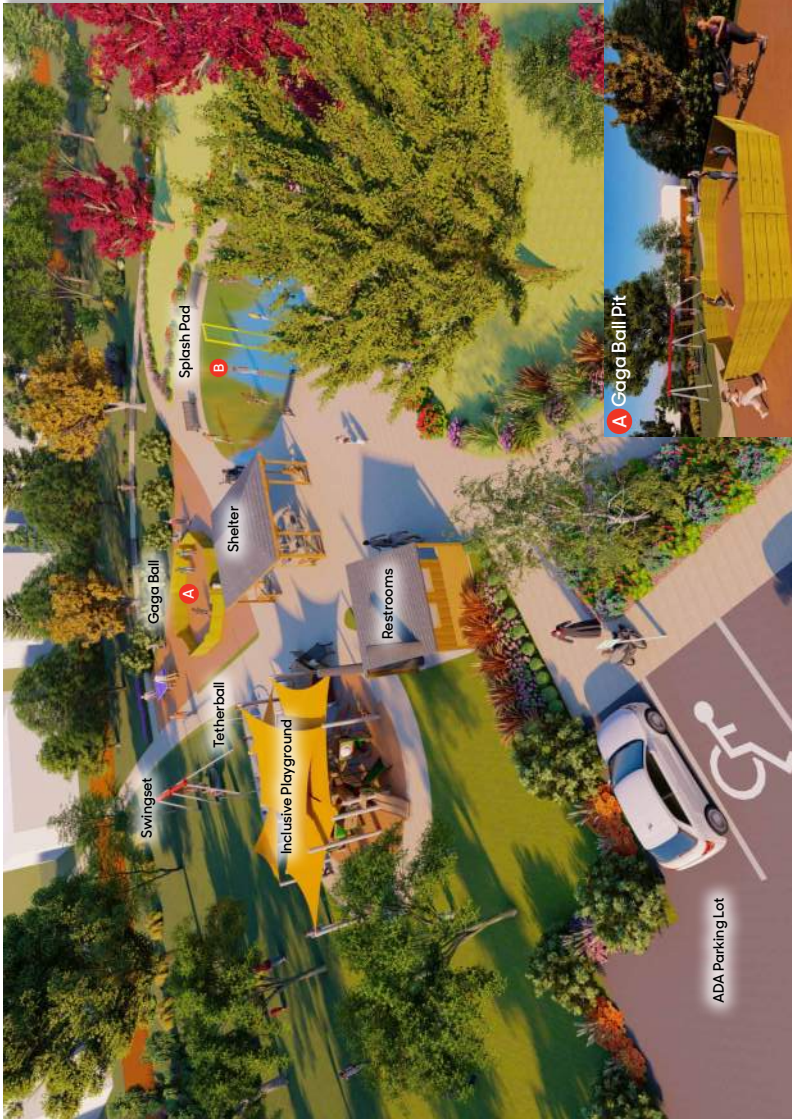
Abbreviations used in the following opinions of probable cost include:

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

Lost Lakes Park

Park Construction

<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Site Demolition					\$22,000.00
Mobilization	1	ls	\$10,000.00	\$10,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Construction Survey	1	ls	\$6,000.00	\$6,000.00	
Site Utilities					\$24,000.00
Electrical Service (Relocation, Outlet, and Circuiting)	1	ls	\$12,000.00	\$12,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$12,000.00	\$12,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$16,000.00
Rough Grading	1	ls	\$16,000.00	\$16,000.00	
Site Hardscape					\$36,400.00
Concrete Curb and Gutter	1,200	lf	\$25.00	\$30,000.00	
Concrete Walk	800	lf	\$8.00	\$6,400.00	
Site Plant Material					\$56,700.00
Shade Trees	33	ea	\$400.00	\$13,200.00	
Evergreen Trees	24	ea	\$500.00	\$12,000.00	
Ornamental Trees	10	ea	\$150.00	\$1,500.00	
Shrubs	200	ea	\$120.00	\$24,000.00	
Woodland/Butterfly Garden	1	ls	\$1,000.00	\$1,000.00	
Miscellaneous Site Sodding and Seeding	1	ls	\$5,000.00	\$5,000.00	
Site Amenities					\$313,000.00
2 Stall Restroom	1	ea	\$75,000.00	\$75,000.00	
Swingset	1	ea	\$6,000.00	\$6,000.00	
Tetherball	1	ea	\$800.00	\$800.00	
Gaga Ball Pit with ADA Gate and Rubber Flooring Tiles	1	ea	\$10,000.00	\$10,000.00	
Outdoor Ping Pong	1	ea	\$5,000.00	\$5,000.00	
Shelter (20'x30')	1	ea	\$35,000.00	\$35,000.00	
Splash Pad (30' Diameter)	1	ea	\$100,000.00	\$100,000.00	
Inclusive Playground	1	ea	\$50,000.00	\$50,000.00	
Park Sign with Plantings	1	ea	\$10,000.00	\$10,000.00	
Benches	20	ea	\$1,000.00	\$20,000.00	
Miscellaneous Pavement Markings	1	ls	\$1,200.00	\$1,200.00	
Sub-Total					\$469,100.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$112,584.00
Total					\$581,684.00



Lost Lakes Park

Lost Lakes Park is situated in northwest Polk, City in a quiet residential area. To best cater to the needs of the neighborhood, the park has been designed to welcome children of all ages and abilities, featuring inclusive infrastructure such as an ADA parking lot, inclusive playground, and a splash pad. Additionally, the park features specific activity areas, such as a ping-pong table, two tetherball poles, and a gaga ball pit.

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Polk City
Lost Lakes Park

Jeffrey L. Bruce & Company LLC

Landscape Architect: Eric DollPLA, ASLA

Interns: Sandeep SKumar, Zoey Mauck

Iowa State University | Trees Forever | Iowa Department of Transportation



City Sports Complex

There is an opportunity to add new amenities as part of the Big Creek Technology Campus in Polk City, including a new elementary school, fields, and facilities to make up a new sports complex extending to the east, as well as a trail connection that connects the Neal Smith Trail to the High Trestle Trail.

This new trail will be aligned to provide connections to both the elementary school and sports complex, and will create an opportunity for a new trailhead, designed in the same style as the Neal Smith Trail Trailhead (see board 8c), to be placed in the northeast corner of the campus.

Design Expertise Recommended

Projects may require help beyond the capability of the Polk City 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.

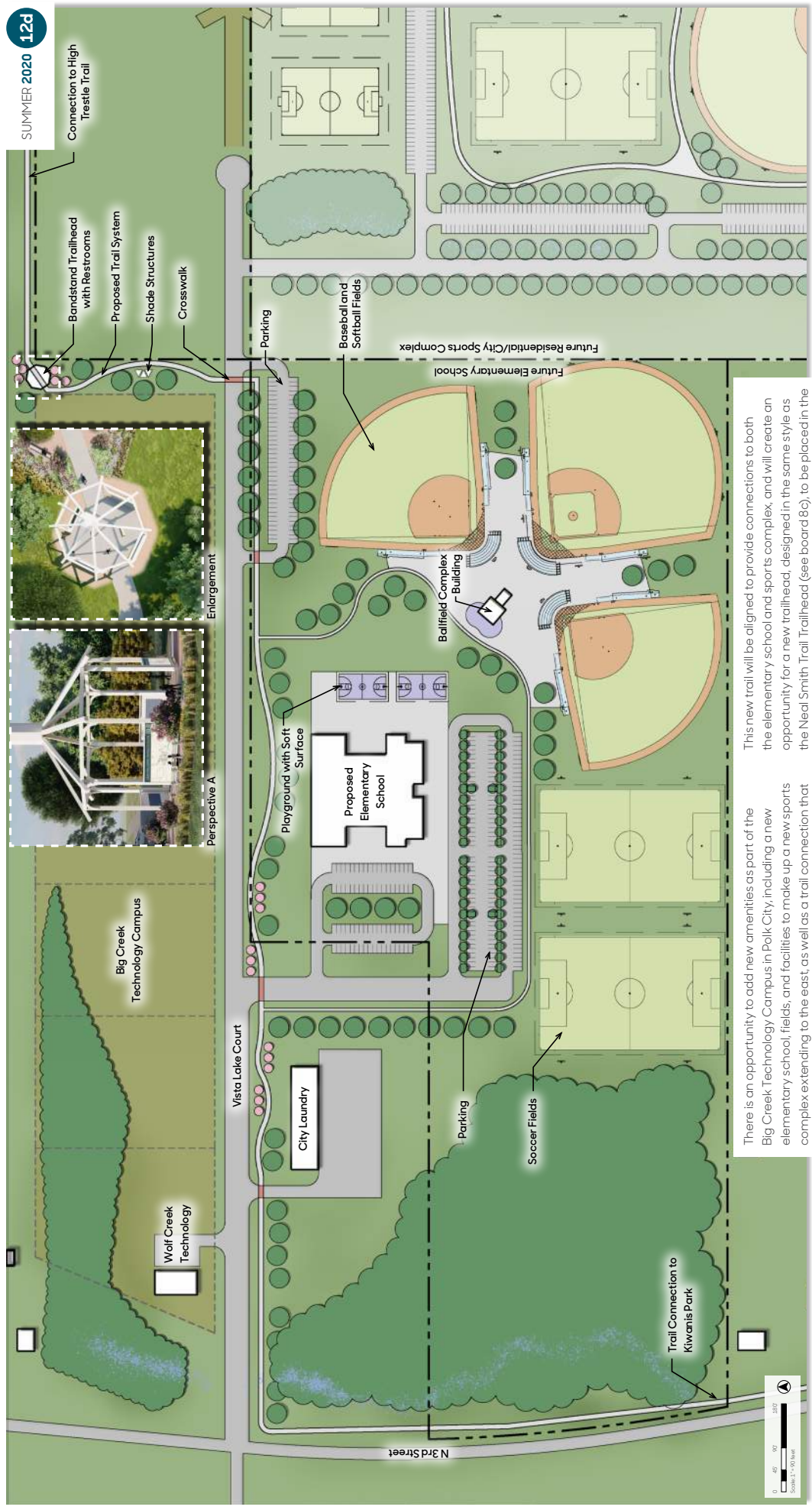
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High Trestle Connector Trailhead

Complex and Trail Amenities

<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>
Demolition/Site Preparation				
Mobilization	1	ls	\$4,000.00	\$4,000.00
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	\$1,000.00	\$1,000.00
Site Utilities				
Electrical Service (Outlet and Circuiting)	1	ls	\$9,000.00	\$9,000.00
Site Sedimentation and Erosion Control				
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00
Site Earthwork				
Rough Grading	1	ls	\$3,000.00	\$3,000.00
Fine Grading	1	ls	\$3,000.00	\$3,000.00
Site Plant Material				
Overstory Trees	20	ea	\$400.00	\$8,000.00
Planting Beds (includes plant material, mulch, soils)	1,000	sf	\$10.00	\$10,000.00
General Site Seeding	1	ls	\$1,200.00	\$1,200.00
Site Amenities				
Bike Racks	1	ea	\$800.00	\$800.00
Signature Bandstand	1	ea	\$75,000.00	\$75,000.00
Trailhead Information Panels	3	ea	\$1,200.00	\$3,600.00
Shade Canopy Structure	1	ea	\$30,000.00	\$30,000.00
Pedestrian Way-finding Signs on Post (Trail & Directional Sign Styles)	1	ls	\$1,100.00	\$1,100.00
Sub-Total				
24% Contingency, Contractor Mark-Up, and Design Fees				
Total				



This new trail will be aligned to provide connections to both the elementary school and sports complex, and will create an opportunity for a new trailhead, designed in the same style as the Neal Smith Trail. Trailhead (see board 8a), to be placed in the northeast corner of the campus.

There is an opportunity to add new amenities as part of the Big Creek Technology Campus in Polk City, including a new elementary school, fields, and facilities to make up a new sports complex extending to the east, as well as a trail connection that connects the Neal Smith Trail to the High Trestle Trail.



Jeffrey L. Bruce & Company LLC
 Landscape Architect: Eric Doll PLA, ASLA
 Interns: Sandeep S Kumar, Zoey Mauck
 Iowa State University | Trees Forever | Iowa Department of Transportation

Polk City
 City Sports Complex

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 Polk City. It is the design team's intent to continue providing Polk City 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:



- Grant Funding Opportunities Legend**
- Iowa DNR REAP**: open space, parks, trails
 - The Wellmark Foundation**: food nutrition, healthy environments
 - Keep Iowa Beautiful**: garden tools, site furniture, paint
 - Iowa Economic Development Authority**: main street, green infrastructure
 - Iowa Department of Transportation**: accessibility, trails, roadside vegetation
 - Environmental Protection Agency**: education, brownfields, innovation
 - Trees Forever**: plantings, trees, education
 - Historical and Cultural Affairs**: preservation, signage, art

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 Polk City. It is the design team's intent to continue providing Polk City with professional consulting services for significant future development and enhancement of community resources.

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

Year 1

- TASK 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.**
- TASK 2**: Determine the most practical first project for implementation and **identify all applicable and eligible grant funding opportunities.**
- TASK 3**: Utilizing Community Visioning deliverables and assistance from Trees Forever and a landscape architect, **submit application(s) for eligible and related grant programs.**
- TASK 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.**

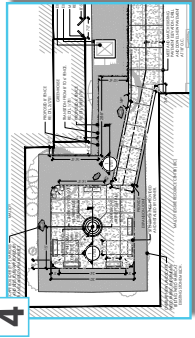
Year 2

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

TASK 1	TASK 2	Grant Funding Opportunities
Community Visioning Project Areas	<ul style="list-style-type: none"> Trails Improvements Pedestrian Safety/Access Way-finding and Branding Signage Park/Year-round Recreation Improvements Beautification 	<ul style="list-style-type: none"> Iowa DNR REAP The Wellmark Foundation Keep Iowa Beautiful Iowa Economic Development Authority Iowa Department of Transportation Environmental Protection Agency Trees Forever Historical and Cultural Affairs



Example of a schematic landscape plan for a meditation garden.



Example of a landscape construction document for a meditation garden.



Implementation Strategies

Jeffrey L. Bruce & Company LLC

Landscape Architect: Eric DollPLA, ASLA

Interns: Sandeep S Kumar, Zoey Mauck

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	https://www.epa.gov/education/environmental-education-ee-grants
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	https://www.epa.gov/exchangenetwork/exchange-network-grant-program#Resources
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	http://www.epa.gov/p2/pubs/grants/index.htm#p2grant
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)	https://www.epa.gov/research-grants/research-funding-opportunities
Small Business Innovation Research (SBIR)	Competitive funding through environmental technology research at small businesses.	osape_communications@epa.gov	(Multiple Dates)	http://www.epa.gov/ncer/sbir/
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)	https://www.epa.gov/brownfields/types-brownfields-grant-funding
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	https://www.epa.gov/smartgrowth/greening-americas-communities#background

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	http://www.iowagrocers.com/build-with-bags-grant-application.cfm
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	https://keepiowabeautiful.org/2020-paint-iowa-beautiful-program/
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	www.keepiowabeautiful.com/grants/build-with-bags

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	https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program
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 https://www.iowadot.gov/iowarail/fundguide.pdf
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 https://www.iowadot.gov/iowarail/fundguide.pdf
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	https://iowadot.gov/lrtf/Grants/Cities-under-10-000-in-population
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	https://iowadot.gov/systems_planning/Grant-Programs/-Federal-and-State-Recreational-Trails
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	https://iowadot.gov/systems_planning/Grant-Programs/-Federal-and-State-Recreational-Trails

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.	https://apps.polkcountyiowa.gov/communitygrants/ProgramInformation
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	https://apps.polkcountyiowa.gov/communitygrants/ProgramInformation

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	http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund
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	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/City-Parks-Open-Spaces
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	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/County-Conservation
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	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Conservation-Education
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	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Soil-Water-Enhancement
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	http://www.iowadnr.gov/Conservation/Forestry/Educational-Opportunities
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	http://www.iowadnr.gov/swap
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	http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Fish-Habitat-Program
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	http://www.iowadnr.gov/Things-to-Do/Canoeing-Kayaking
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	http://www.iowadnr.gov/Things-to-Do/Boating/Water-Rec-Access-Cost-Share

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	https://www.iowadnr.gov/Environmental-Protection/Water-Quality/Watershed-Improvement
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	https://www.iowadnr.gov/Conservation/Iowa-Wildlife/Wildlife-Diversity-Program/Wildlife-Grant-Opportunities
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	http://www.iowasrf.com/about_srf/sponsored_projects_home_page.cfm

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	https://www.iowaeda.com/cdbg/water-sewer/
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	https://www.iowaeda.com/cdbg/community-facilities/
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	https://www.iowaeda.com/cdbg/downtown-revitalization-fund/
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.	https://www.iowaeconomicdevelopment.com/userdocs/programs/EICATApp.doc
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	https://www.iowaeda.com/disaster-recovery/watershed/
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	https://www.iowaeda.com/reinvestment-districts/
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	http://www.iowaeconomicdevelopment.com/mainstreetiowa

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	https://www.nrcs.usda.gov/wps/portal/nrcs/ia/programs/financial/cig/
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)	https://northcentral.sare.org/State-Programs/Iowa/

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	https://www.wellmark.com/foundation/rfps.html
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	https://www.wellmark.com/foundation/rfps.html

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	http://iowaculture.gov/about-us/about/grants/historical-resource-development-program
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	http://iowaculture.gov/about-us/about/grants/art-project-grant
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	https://www.arts.gov/grants-organizations/our-town/introduction

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	https://iowaagriculture.gov/news/apply-now-funding-support-urban-water-quality-projects
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	https://www.iowaagriculture.gov/FieldServices/stormwaterBMPloans.asp

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	https://kidsgardening.org/2020-gromoregood-grassroots-grant/
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	https://peopleforbikes.org/grant-guidelines/
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	http://www.treesforever.org/Granting-a-Better-Tomorrow
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	http://www.treesforever.org/Working_Watersheds
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	https://amwater.com/corp/customers-and-communities/environmental-grant-program