

**Scotch Grove**  
***Final Report +***  
***Feasibility Study***  
**Fall 2022**

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SEELMAN  
LANDSCAPE  
ARCHITECTURE

# **Scotch Grove *Final Report + Feasibility Study* Fall 2022**

*Design Consultant*  
Seelman Landscape Architecture  
600 Third Street SE  
Cedar Rapids, IA 52401  
[www.seelman.land](http://www.seelman.land)

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

## Contributors

### Scotch Grove Steering Committee

Lance Webber, *Webber Automotive*  
Brandon Schrader, *The Grove Bar + Grill*  
David Balster  
David Naylor, *Naylor Seed Co*  
Charlie Becker, *Camp Courageous*  
Jan Hoag  
Alberto Lacayo III  
John Null  
Helgens Family  
Byron Freese  
Karen Dirks  
Max Alan Dirks  
Roger Flom  
John Schlarmann  
Jeff Swisher

### Trees Forever

80 West 8th Avenue  
Marion, IA 52302  
319-373-0650  
[www.treesforever.org](http://www.treesforever.org)

Nick McGrath  
319-640-9634  
[nmcgrath@treesforever.org](mailto:nmcgrath@treesforever.org)

### Iowa State University

Landscape Architecture Extension  
2321 North Loop Drive, Suite 121  
Ames, IA 50010  
515-294-3721  
[www.communityvisioning.org](http://www.communityvisioning.org)

Julia Badenhope, *Program Director and Professor of Landscape Architecture*  
Sandra Oberbroeckling, *Project Manager and Program Specialist*  
Chad Hunter, *Landscape Architecture Outreach Studio Manager*

### Seelman Landscape Architecture

600 Third Street SE, Studio 202  
Cedar Rapids, IA 52401  
[www.seelman.land](http://www.seelman.land)

Brett Seelman, PLA, ASLA, *Founding Principal*  
Alex Priest, *Project Manager / Associate*  
Lexi Banks, *Landscape Architecture Intern*

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# About Seelman Landscape Architecture

## **Land Acknowledgement**

The Seelman Landscape Architecture studio is located on the tribal land of the loway, Meskwaki, Sauk, and Sioux nations, who hunt its woodlands, harvest its fields, and fish its waterways. SLA acknowledges the Indigenous people that have lived with and nurtured this land for thousands of years and who were removed from their territories through the numerous changes this region has experienced.



# SEELMAN LANDSCAPE ARCHITECTURE

## Seelman Landscape Architecture

SLA is a design-focused landscape architecture studio based in the Midwest. Through native materials and plants, scale and restraint; our designs connect people to place. More at [www.seelman.land](http://www.seelman.land).



### **Brett Seelman, PLA, ASLA**

*Founding Principal*

Brett received a Bachelor of Landscape Architecture from Iowa State University, graduating magna cum laude. From 2010 to 2015, he worked at Michael Van Valkenburgh Associates's New York and Cambridge offices. From 2016 to 2019, he was a Project Manager at the University of Iowa. After the devastating derecho of 2020, Brett established S.LA \ Seelman Landscape Architecture in Cedar Rapids.



### **Alex Priest**

*Project Manager / Associate*

Alex received a Bachelor of Landscape Architecture and Design Studies from Iowa State University, graduating cum laude. Since 2011, he has produced exhibitions, performances, and associated public programs at Bemis Center for Contemporary Arts, Omaha Public Library, El Dorado Inc, and the 2019 Chicago Architecture Biennial.



### **Lexi Banks**

*Landscape Architecture Intern*

Lexi is a landscape architecture student at Iowa State University. During the summer of 2022, she was an intern at S.LA.

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# Program Overview

Scotch Grove sign along Highway 38

Photo: Seelman Landscape Architecture



## Community Visioning

The Community Visioning Program integrates landscape planning and design with sustainable action to empower community leaders and volunteers in making sound, meaningful decisions about the local landscape. Throughout the process, the committee identified and investigated the physical and cultural dimensions of landscape issues, sets goals for change, and developed implementation strategies for meeting community goals.

Scotch Grove is one of ten communities selected to participate in the 2022 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities with populations of fewer than 10,000. In the 25 years of the Iowa's Living Roadways Community Visioning Program, Scotch Grove is the second unincorporated community to participate.

Goals for the Community Visioning Program include:

- Development of a conceptual plan and implementation strategies with local communities
- Enhancement of the bioregional, cultural, and visual resources of communities
- Assist local communities in using external funds as leverage for transportation corridor enhancements

Current Streetscape at the Village Crossroads,  
looking east

Photo: Seelman Landscape Architecture



Scotch Grove, Summer 2022

Photo: Seelman Landscape Architecture



## Program Overview

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 composed of professional landscape architects, student interns, and ISU faculty and staff. The program is sponsored by the Iowa Department of Transportation.

## Community Goals

The Scotch Grove Visioning steering committee identified a number of goals and priority areas during the Community Visioning process. The residents of Scotch Grove at the focus groups and design workshop identified three priority areas: Regional Trail Connections, The Village Crossroads, and Historic Depot Park. Based on 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, which is illustrated in the following set of presentation boards.

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# Bioregional Assessment



Source: Native Land, <https://native-land.ca>

<sup>1</sup><https://nativegov.org/news/a-guide-to-indigenous-land-acknowledgment/>

<sup>2</sup><https://www.kickapootribeofoklahoma.com>

<sup>3</sup><https://www.britannica.com/topic/Kickapoo>

<sup>4</sup><https://www.sacandfoxks.com>

<sup>5</sup><https://iowatribeofkansasandnebraska.com/about-us/>

<sup>6</sup><https://blog.nativehope.org/sioux-native-americans-their-history-culture-and-traditions>

## Indigenous Land Acknowledgement

Scotch Grove is located on the traditional homelands of the Kickapoo, Sauk + Fox, loway, and Sioux nations. According to Northwestern University, "It is important to understand the longstanding history that has brought you to reside on the land, and to seek to understand your place within that history."<sup>1</sup>

The Kickapoo are a Woodland tribe, speaking an Algonquian language, and were related to the Sac and Fox.<sup>2</sup> Traditionally, the Kickapoo lived in fixed villages, moving between summer and winter residences; they raise corn (maize), beans, and squash and hunt buffalo on the prairies. Their society is divided into several clans based on descent through the paternal line.<sup>3</sup>

The Sauk/Sac are called the 'People of the Yellow Earth' which distinguishes them from the Foxes who are called the 'Red Earth People'. The Sac and Fox Nation are Algonquian speaking people and are of the Woodland culture.<sup>4</sup>

The loway have customs similar to those of the other Siouan-speaking tribes of the Great Plains, such as the Omaha, Ponca and Osage. They are a semi-nomadic people who have adopted horses for hunting and have an agricultural lifestyle similar to the tribes inhabiting the Eastern Woodlands.<sup>5</sup>

The Sioux are one of the largest and oldest Indigneous tribes in North America, dating back three thousand years. With a territory that spanned thousands of square miles at the peak of their strength, the Sioux are one of the most well-known and influential tribes in the history of the area currently known as the "United States."<sup>6</sup>



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

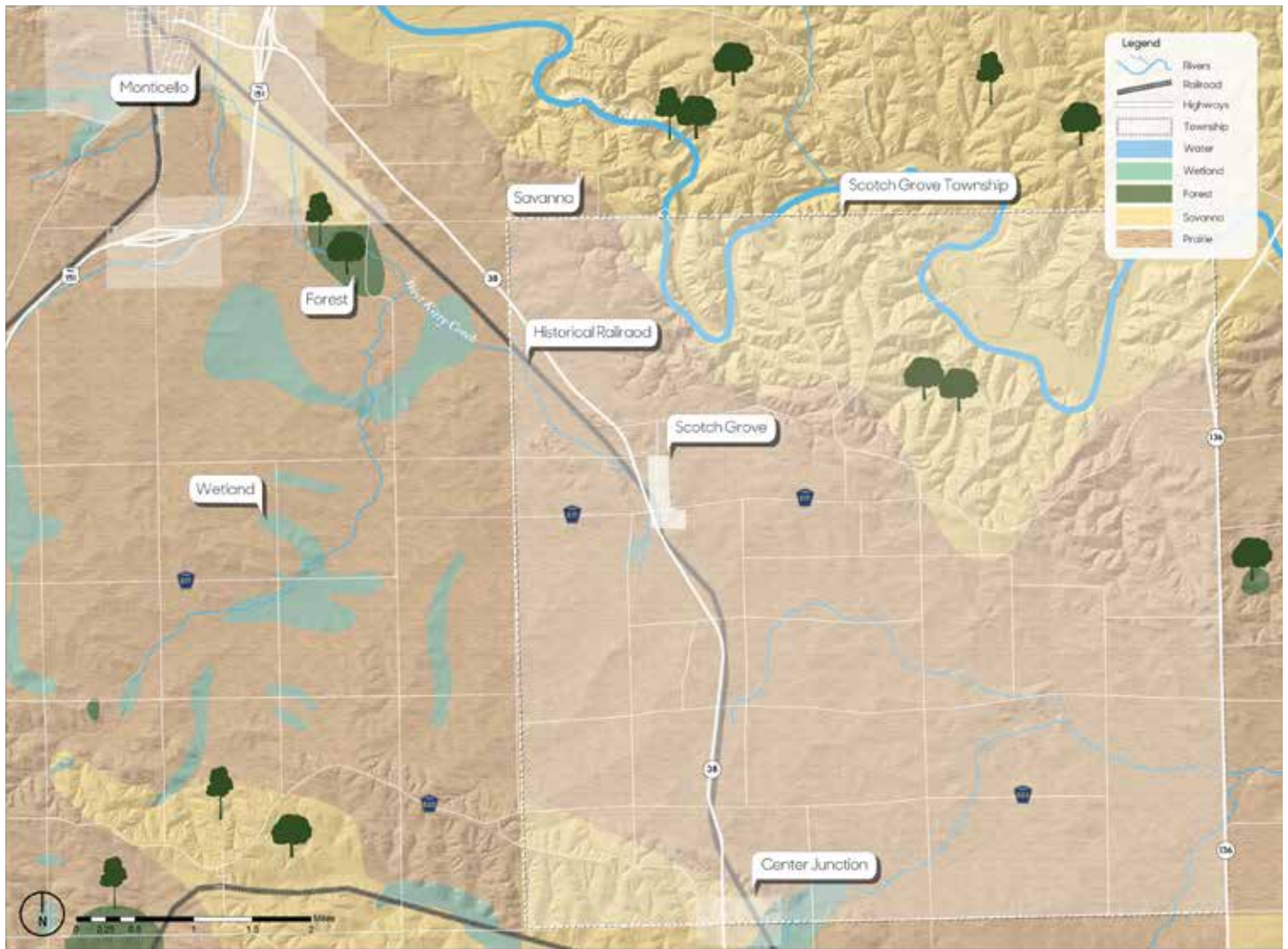
## Historic Settlement Patterns

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.

### **Scotch Grove 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?



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

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

## Historical Vegetation

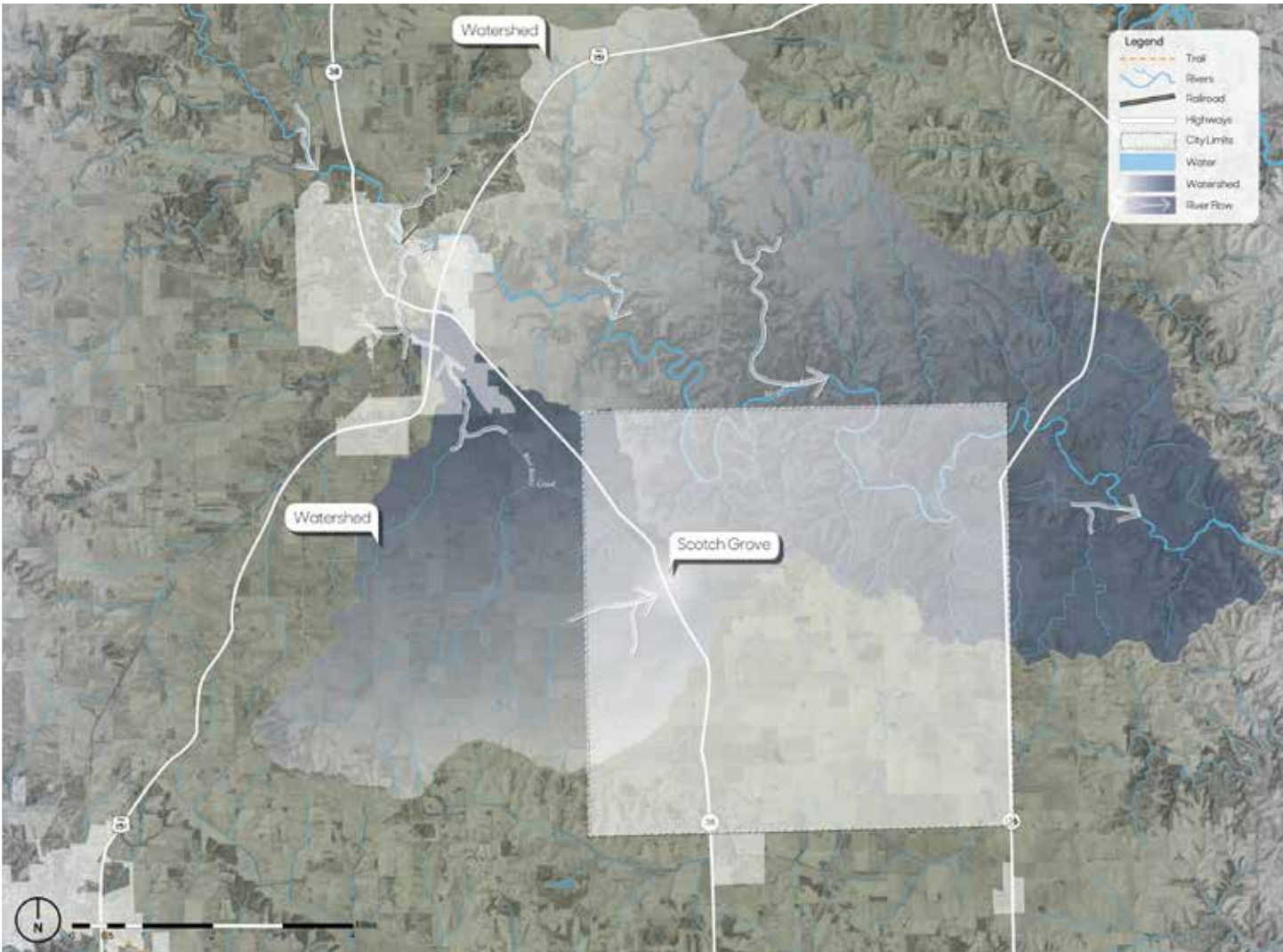
The vegetation information shown here is derived from township maps made by the General Land Office (GLO) surveys beginning in 1836 through 1859. This information was digitized in 1996 as a resource for natural resource management and is useful "...for the study of long term ecological processes and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

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

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

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

1. *Wetland*: Perennial non-woody plants, water and fire dominated.
2. *Forest*: Tree dominated, with a mostly closed canopy. Ground vegetation shade tolerant. developed under infrequent fire.
3. *Savanna*: Scattered trees, with an open canopy, and prairie below. Fire dominated.
4. *Prairie*: Perennial non woody plants, fire dominated.



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

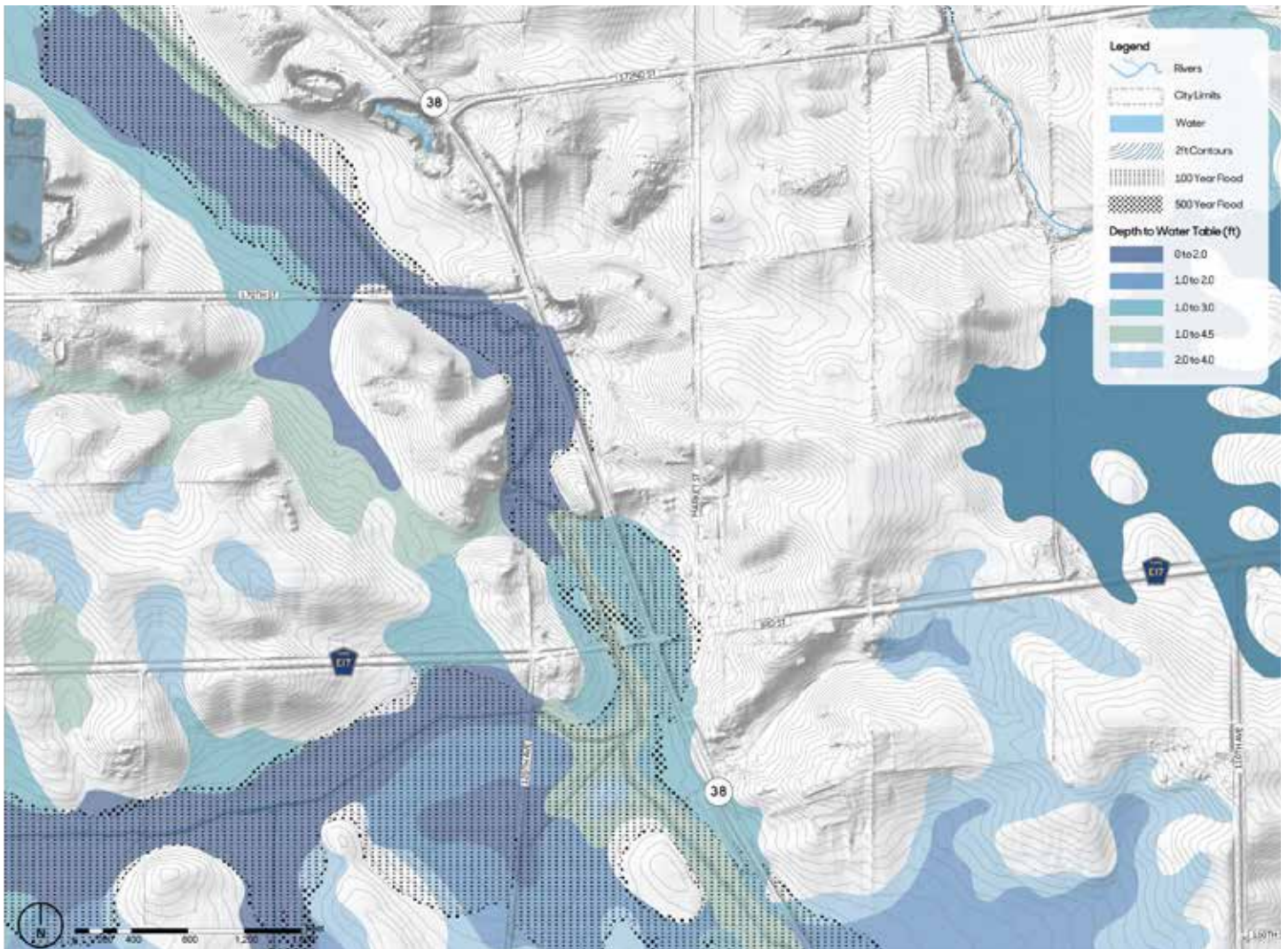


## Regional Watershed

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

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

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



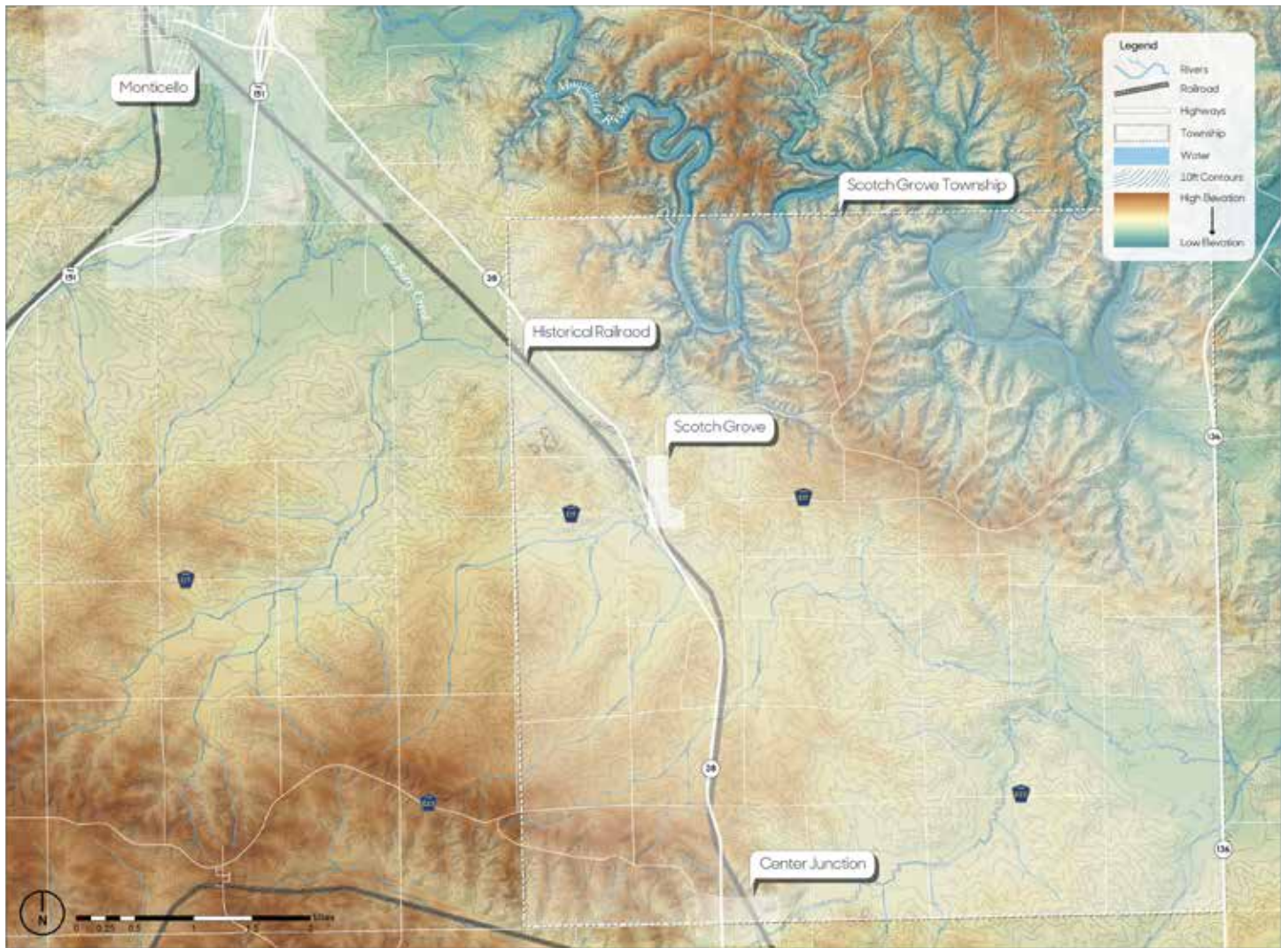
Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

## Depth to Water Table

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

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

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



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

## Elevation and Flow

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

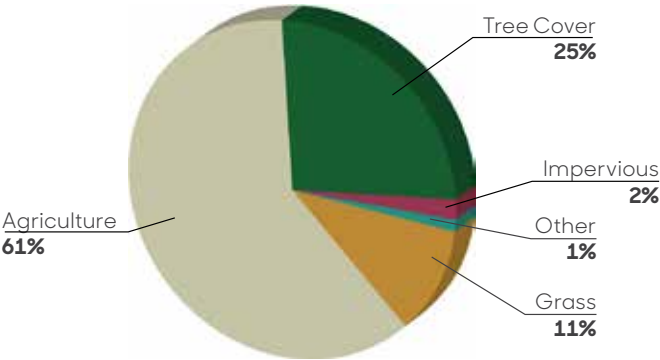
If your community lies within or near a floodplain or floodway, the map reflects these features. Not all communities will have these elements; if they are absent on this map, none are present.

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



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

**Percent Land Cover Type**



## 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?



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

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



## Landscape Change Over Time

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

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

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

This map also shows current and historical stream and river corridors. Alterations to waterways such as channelization have

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

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# Transportation Assets and Barriers



County Road E23's scenic views make it a popular route for drivers and an ideal location for a bike lane.



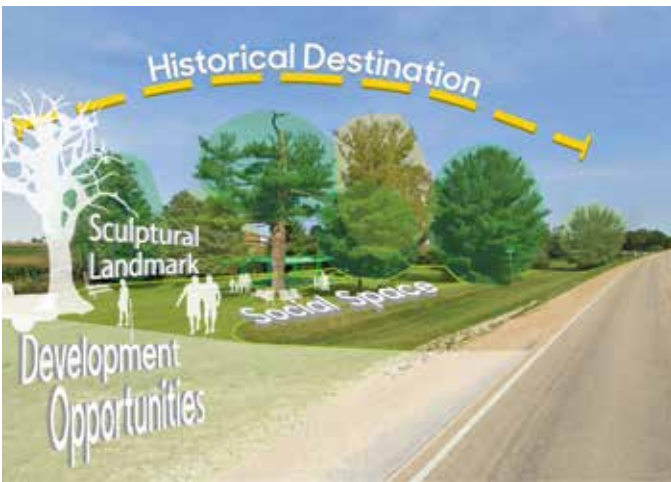
The dirt surface of 116th Avenue gets muddy when it rains or snows. The absence of sidewalks forces pedestrians and cyclists into the roadway.



The heart of Scotch Grove is at the crossroads. People socialize and experience the village's charm at The Grove Bar and Grill and annual flea market.



Walking on County Road E17 is uncomfortable due to a lack of sidewalks and lighting. The hill to the east causes visibility issues with oncoming traffic.



The historical railroad depot site provides an opportunity for a local tourist attraction with a sculptural landmark and outdoor amenities.



High-speed traffic along Highway 38 creates safety concerns for vehicles turning onto 190th Street to access Camp Courageous.

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



**Actives**

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



**Mobility Challenged**

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



**Older Adults**

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



**Youth**

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



**Parents**

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



**Steering Committee**

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



**Actives**


"I think for Scotch Grove to bring in people it's very important. The Grove is the only restaurant. The Grove brings a lot of people in, and when we bike, we bike to The Grove."

"...maybe this is for the people that need more accessibility, but for rock climbing [at Pictured Rocks], there's only one spot that's kind of easy to get to if you utilize a wheelchair or if you have any mobility issues, and it would be wonderful to have more access, so more people could use it."

"There's one way in and there's one way out [of Pictured Rocks]...And the road is not super great that goes down to the park...It gets closed off once it starts getting too cold or there's a possibility of snow. They don't maintenance that during the wintertime."

"Having some kind of trail, maybe in the Scotch Grove area...would be wonderful... [right now] there's nowhere just to go for a walk with my dogs."

"I think...a trail system [is needed] into Monticello as well— Monticello to Pictured Rocks, Pictured Rocks onto Scotch Grove."



**Older Adults**

"...I've brought our grandkids or relatives once in a while for visiting...and we'll just walk the trails of Camp Courageous down to the river. It's just beautiful. Many of these trails are... quite developed."

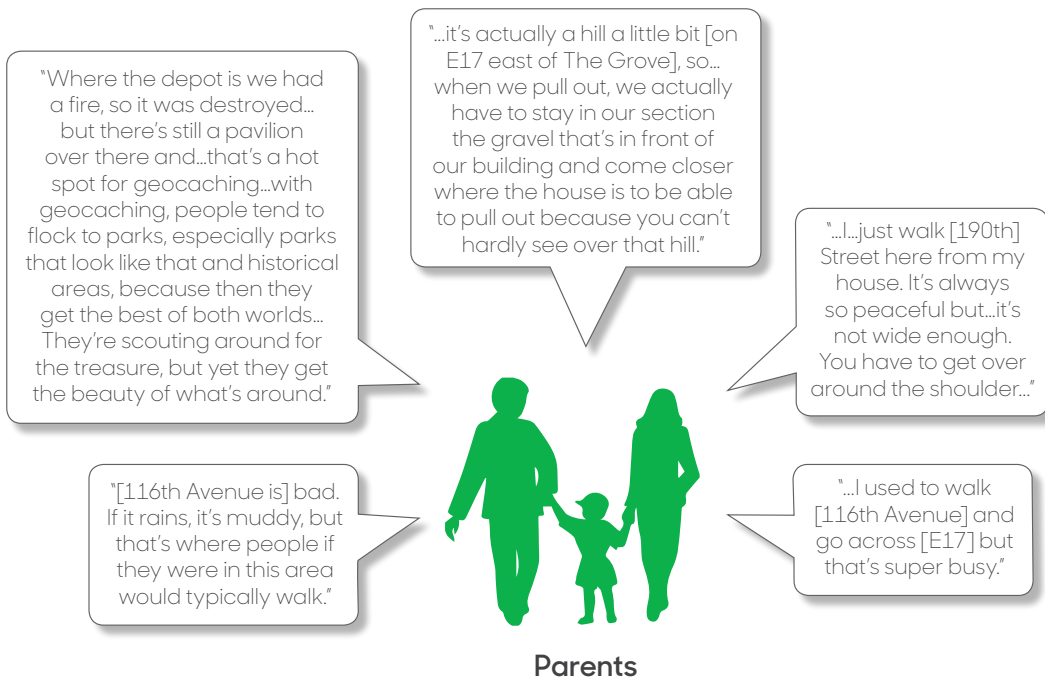
"...there [are] a lot of people walking on 190th Street and [doesn't feel] safe either...There's...a partial bike lane... And people speed up and down [that] road too...especially in the summer with the canoeing."

"...a bike lane would be really smart on Highway 136 because that is actually a well-known bike route...but the big trucks...go like heck through there...[so] you're just afraid for [the bikers]..."

"[Scotch Grove Prairie] would be a great place for walking paths I would think. It's fairly level ground. I mean, there's a little bit of hill to it. It's actually very beautiful out there..."

"If anything is going on in Scotch Grove and you want to go there, you have a devil of a time finding a place to park and walk."





User Types	Destinations and Activities			Desirable Qualities and Features			Undesirable Qualities and Features					Most Desired Improvements			
	Pictured Rocks County Park	Camp Courageous	The Grove	Access to Nature & Wildlife	Scenic Views	Outdoor Recreation Opportunities	Rich History	Absence of Pedestrian/Cyclist Infrastructure	Traffic on Highway 38	Conditions on 190th Street	Conditions on 116th Avenue	Limited Access for ATVs/UTVs	Bike Lanes	Trail System	Outdoor Recreation Amenities
 Actives	●	●	●			●	●	●		●			●	●	●
 Older Adults	●	●	●			●	●	●		●			●	●	●
 Parents	●	●	●			●	●	●		●			●	●	●
 Steering Committee	●	●	●			●	●	●		●			●	●	●

User Types



Actives



Older Adults



Parents



Steering Committee

## 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** drive and bike to get around the area and bike, kayak, and rock climb for recreation. They feel constrained by having only one access road to Pictured Rocks Park. This group would like more universally accessible rock-climbing options.

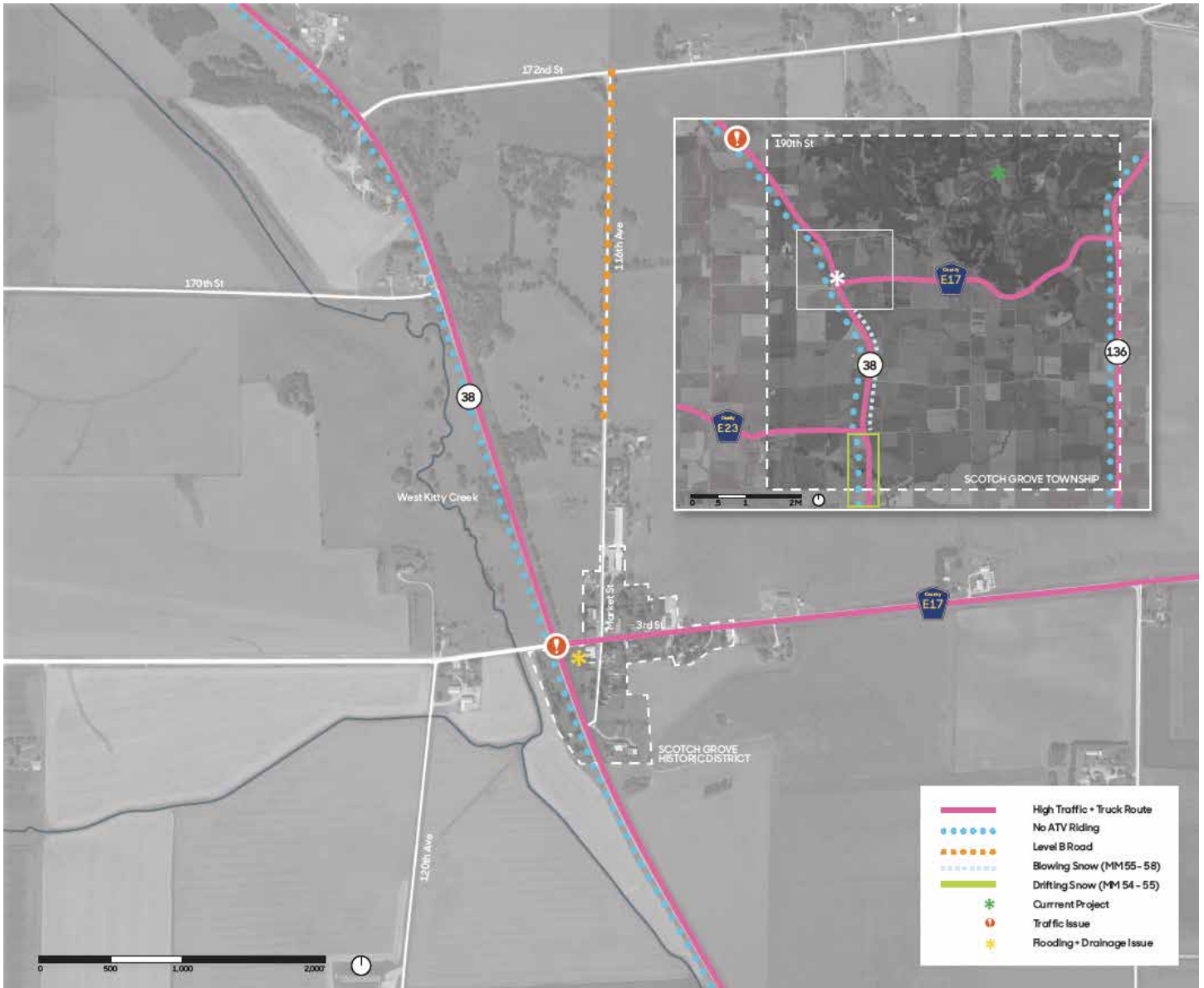
**Older adults** drive, bike, and walk in the Scotch Grove area. They consider the lack of parking in town a barrier. This group is interested in restoring the site of the depot as a rest area with parking and a metal sculpture of the Hula-Hoop Tree.

**Parents** walk, bike, and drive cars, golf carts, and ATV/UTVs. They are concerned about the safety of their children. Speeding traffic into town on County Road E17 is an issue for parents. This group wants the gravel roads to be paved to allow for easier access via ATV/UTV.

**Steering committee** members mainly drive cars and ATV/UTVs to get around. They are excited about the potential to create more recreational opportunities in the area. This group suggested a roundabout at the intersection of Highway 38 and County Road E17 to slow traffic.

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# **Transportation Inventory and Analysis**



## Overview

Understanding transportation is key for sustainable planning at both the village and township scale. The township's main transportation system consists of paved and gravel roads maintained by Jones County and the Iowa Department of Transportation. Camp Courageous and Pictured Rocks County Park are key destinations attracting 100,000+ visitors and large amounts of traffic annually. The Scotch Grove Antique Fair and Flea Market drawing 1,000+ visitors three times a year. Additionally, programming at The Grove Bar and Grill brings multi-modal traffic weekly. County Road E23/"Ridge Road" is an asset to many. Eby's Mill Road and Dales Ford Road were also discussed as scenic roadways with expansive views of the landscape and Maquoketa River.

Transportation issues along State Highway 38 include the intersections at 190th Street and County Road E17. Without sidewalks and crosswalks, pedestrians walk along the highway, county, and village roads but feel unsafe because of the heavy high-speed traffic. Due to current parking constraints, pedestrians cross Highway 38 with oncoming high-speed traffic. Focus-group participants suggested a pedestrian underpass along Highway 38. Large numbers of ATV and UTV riders take "back roads" and have issues with parking because of their inability to take most state roads.

When it comes to weather, blowing snow has become an issue between mile markers 55 and 58, and snow drifting between mile markers 54 and 55. Ponding also occurs after heavy rains on the southeast side

of the Highway 38 and County Road E17 intersection, the former path of West Kitty Creek.

A primary transportation-related goal for Scotch Grove is a trail connecting popular township destinations with larger connections to more than 2,250 acres of managed natural areas at Indian Bluffs, Edy's Mill, Rose and Leifker Wildlife Areas; and to nearby Monticello, Anamosa, and beyond to Cedar Rapids and Dubuque. Focus-group participants suggested using the rights-of-way along specific roadways for safer bike and pedestrian travel.

As of 01 July 2022, the IDOT code HF 2130 states ATV/UTV vehicles can be driven on:

- "undivided two-lane primary highway (not interstate) on the most direct route between an ATV park/trail, secondary road where authorized, city street where authorized, and the operator's residence;
- any secondary road that is unpaved;
- any secondary road that is paved and undivided on the most direct route between an ATV park/trail, secondary road where authorized, city street where authorized, and the operator's residence;
- paved, undivided secondary road as authorized by the board of supervisors;
- directly across a highway that is not an interstate at an unobstructed intersection after stopping and yielding to oncoming traffic."

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# Performance Objectives

The Scotch Grove focus groups engaged four user types (older adults, active users, parents, and the steering committee) on transportation-related issues.

Photo: Seelman Landscape Architecture



## Phase 1: Understanding Scotch Grove

Scotch Grove is unique in that it is the second unincorporated community to participate in the Community Visioning Program and the first community to approach the program from both a village and township scale. With this position, in coordination with the steering committee members, Trees Forever, and the Community Visioning team, the design team took special consideration in gathering feedback and input on the three priority projects. A recap of the Community Visioning process shows where and how this content was gathered; all of which informed the content found on the following boards. The project is broken up into three main phases over the course of one year.

Phase one began on 15 September 2021 when the steering committee formally applied to the Community Visioning Program. The design team worked alongside the steering committee to develop this application. The 2022 Community Visioning Program officially kicked off on 19 November 2021, held in conjunction with the 25-year anniversary of the program. Steering committee members attended the event with the design team. On 16 February 2022, the bio-regional context meeting was held where the visioning team in Ames presented their findings on the historical, ecological, hydrological, and naturalistic realities of Scotch Grove. The design team added additional Indigenous land context showing the tribes that call Scotch Grove and eastern Iowa home. Following this meeting was the 23 April 2022 focus groups held at Camp Courageous. The public was invited to share their thoughts and perspectives on transportation-related issues within the community and township. This content directly influenced the overall and detailed designs for Scotch Grove. On 23 May 2022, the design team, Trees Forever, and members of the steering committee met with the Iowa Department of Transportation to learn about ongoing/upcoming projects and hear guidance for implementation of visioning projects.

Top  
During the "Time and Place mapping" portion of the design workshop, Scotch Grove residents were invited to indicate their family, geographic, and anecdotal histories of the Scotch Grove Township.

Bottom  
During the design charrette portion of the design workshop, residents drew and mapped their ideas for the three priority projects directly onto maps of the village and township.

Photos: Seelman Landscape Architecture



## Phase 2: Community Input

Phase two of the Visioning process began with the 15 June 2022 Review of Assessments and Program Overview meeting where the design team and Trees Forever met with members of the steering committee to go over the content that had been discussed up to this point. The design team held the 30 June 2022 Design Workshop at Camp Courageous and invited members of the community to participate. The design team developed four interactive activities based on the three priority projects identified by the Steering Committee in phase one. The "Community Input Questions" were the first activity that asked residents to respond to the prompts, "Who is Scotch Grove" and "Where is Scotch Grove." Next, participants were asked to respond to four prompts in the "Time and Place Mapping." First, everyone added a yellow dot on the map indicating where they live or their families have land. Next, on four Post-It notes, Scotch Grovians responded to the following questions: Cyan: "Where was your favorite childhood memory," Magenta: "Where do you spend most of your time," Yellow: "Where is the most improvement needed," Green: "Other Scotch Grove memory." The public added their notes directly on the vinyl map. The Steering Committee then presented the three transportation-related projects and the design team brought out large printouts: Regional Trail Connections, Historic Depot Park, and the Village Crossroads. The design team, Trees Forever, and the Visioning team from Iowa State lead the focused charrette process at separate tables. Members of the community wrote notes, added string, mini-flags, pins directly to the printouts

indicating their thoughts and ideas. This content was directly utilized by the design to make informed community-based decisions presented on the following boards. Lastly at the Design Workshop, the community was asked to place a colored dot on the map indicating their personal preference on each priority project: green for high priority, yellow for moderate priority, and red for low priority—the projects mostly received green dots.

Design Workshop

Photos: Seelman Landscape Architecture





Proposed Streetscape and Park, looking south  
Rendering: Seelman Landscape Architecture





### Phase 3: Purposeful Design

Phase three began when the design workshop ended. The design team went to work sorting and identifying what the community said and the input received from the design charrette process. The totality of this content directly informed each decision made on the three priority projects. In the five weeks after the design workshop, the design team was preparing designs to present to the steering committee at the 04 August 2022 Plan Review. The design team gave a virtual presentation speaking to the reasoning and basis for design decisions on the three priority projects, asking for feedback along the way and recapping the visioning process to date. The design team and the steering committee re-presented the design workshop charrette process at the Scotch Grove Flea Market and Antique Fair 12-14 August 2022. These boards represent the feedback, not only from the Plan Review, but from each Post-It note and conversation had about Scotch Grove and the Scotch Grove Township.

A digital copy of this content can be found at [www.communityvisioning.org/scotch-grove](http://www.communityvisioning.org/scotch-grove). Thank you to everyone who participated and to Camp Courageous for hosting.

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# Historical Context

Detail of Scotch Grove Township in 1875 showing the village of Scotch Grove, the extent of the original plat, and the landowners, schools, churches, town, and post offices nearby. (p. 98)



The National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. Scotch Grove was included in the The National Register of Historic Places in 2013. The content on the following pages is from this historic report.

## Regional Trail Connections

Scotch Grove was platted in 1872 by the Applegate brothers. From the onset, connections, especially via the railroad, placed Scotch Grove as both a regional hub and community-oriented village:

*In 1955, the Iowa State Highway Commission made plans to relocate Highway 38 from Market and Third streets to the west of Scotch Grove. The news prompted the village of 52 residents to make an effort at incorporation to organize a municipal government and receive designation on state maps. (p. 51)*

*The builders of Scotch Grove, themselves, belonged to [a] close inter-related rural community that included the village, the surrounding township, and nearby towns such as Langworthy, Center Junction, and Monticello. (p. 54)*

*In 1957, the Chicago, Milwaukee & St. Paul Railroad abandoned the line between Center Junction and Monticello, which included Scotch Grove Station, and railroad property reverted to private ownership. The same year, the paving and relocation of Iowa Highway 38 shifted traffic from Market Street to a paved two-lane bypass that separated the depot from the village and eliminated the depot park. (p. 52)*

*The Scotch Grove community has never been confined to the village of Scotch Grove. The schools and churches attended by Scotch Grove families remained outside of the village proper and were part of the larger township community to which residents of the village of Scotch Grove have always belonged. This feeling of belonging to a community of people unconstrained by streets, blocks, and lots may partly explain [...] Scotch Grove's survival to the present day. (p. 58)*

Scotch Grove Station in its final year of service in 1951, looking northeast. The tall spruce on the far right indicate the depot park was part of the historic setting of the Scotch Grove Station. (p. 105)



## Historic Depot Park

The Scotch Grove railroad depot and the surrounding park have been main characters in the history of the Scotch Grove; defining important moments for residents and the village:

*By August [1872], the railroad was planning a small depot at Applegate's Crossing, located on land owned by Charles R. Applegate: "The new depot has been located at Applegate's Crossing, and a hundred and sixty acres of land have been laid off for a new town, which will probably assume the name of the township- Scotch Grove." (p. 34)*

*The planned railroad depot on Charles Applegate's farm thus provided an opportunity, and the Applegate brothers hired civil engineer Thomas Murray to survey and plat a town called Scotch Grove. The town plat, filed in late October, was located in Section 17 of Scotch Grove Township, immediately north and east of the new depot. (p. 35)*

*In 1979, the abandoned Scotch Grove Station became the centerpiece of a roadside park established as a community project. Several groups in Scotch Grove worked to renovate the depot and recreate the depot park, complete with picnic pavilion, tables, and an outdoor grill. Scotch Grove residents, present and past, gather annually at the park for a reunion, and in this way maintain Scotch Grove Station as an important symbol of the community. (p. 58)*

*Fortunate is this little town in having Scotch Grove park [...] a natural amphitheater, with a slope toward the depot where the bandstand will be erected. Here an audience of visitors from various parts of Iowa and surrounding states and former residents returning from as far as 2,000 miles away, will watch the centennial pageant next Saturday night. (p. 58)*

Postcard view of Market Street in Scotch Grove, looking southeast in 1912. (p.108)





## The Village Crossroads

The heart of Scotch Grove is the Village Crossroads at the intersection of Market and 3rd Street – a significant place that makes Scotch Grove “Scotch Grove:”

*The Scotch Grove Historic District is locally significant for its history and development as an agriculture-related business center and rural crossroads community. (p. 32)*

*In its mid-twentieth-century heyday, the village of Scotch Grove was described as “a typical Iowa hamlet in some ways and very atypical in others.” (p. 33)*

*The community’s railroad and successful agricultural niche companies secured not only its survival, but its prosperity as well. Yet these factors fail to explain the village’s enduring crossroads community aesthetics –the picturesque, old-fashioned charm of the Scotch Grove Historic District. The combination of modern business and rural timelessness in the development of the village reflects the architectural and generational continuity of the Scotch Grove community. (p. 53)*

*The familiar wood storefront that had occupied the corner of Third and Market streets since the village’s first year of existence likely presented an attractive symbol of the longevity and well tended roots of this rural community. (p. 53)*

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# Concept Overview



## Community Visioning Projects

Based on review of the bioregional assessment, feedback from the focus groups and design workshop, and input from the Scotch Grove steering committee, the design team proposed three community and regional improvement concepts:

### REGIONAL TRAIL CONNECTIONS

A proposed 28+ mile regional trail system connecting the village of Scotch Grove to more than 2,250 acres of managed wildlife areas and to eastern Iowa communities in and beyond Jones County. Five eight-foot-wide trails create safe, pedestrian-friendly routes for area residents and for drawing visitors to this unique rural community.

The five trails include: Harvest Trail, Camp Trail, Scotch Grove Prairie Trail, Jones County Great Trail, and Wildlife Trail. All five trail types utilized Iowa Department of Transportation's rights-of-way and four trail types include native prairie restorations.

### HISTORIC DEPOT PARK

The proposed Historic Depot Park is immediately west of Scotch Grove on Highway 38. Within the park's updated design, new features include the much discussed Hula-Hoop Tree, elements speaking to Scotch Grove's historical connection to the railroad, a trailhead, a natural playscape, a network of paths and trails, and spaces to build community. Pedestrian access to this park is from an underpass below Highway 38 that follows the historical path of West Kitty Creek.

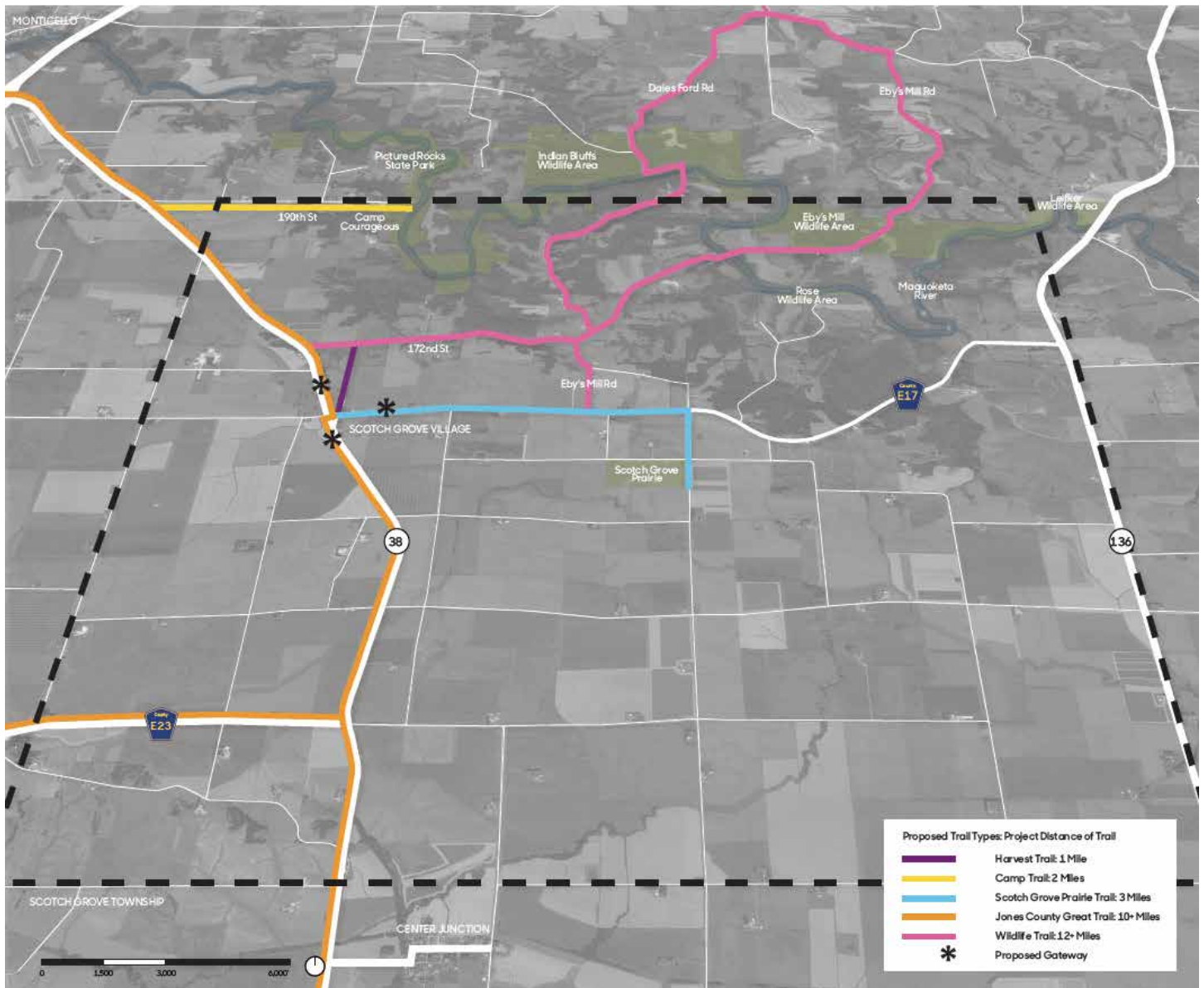
### THE VILLAGE CROSSROADS

Proposed "Complete Street" improvements to the village crossroads coalesce the themes in the regional trail system and Historic Depot Park. The streetscape in Scotch Grove includes safe and ADA-accessible crossings, parking, bike lanes, sidewalks, street trees, light poles with American flags and banners, seating, and the reinstatement of a historic road wrapping around the north edge of the village. These contemporary additions look to Scotch Grove's historical importance as a rural crossroads community for inspiration.

These three proposed projects seek to improve the aesthetic, ecological, and physical conditions along vehicular and pedestrian routes in and near the village of Scotch Grove. Individually and collectively, the projects address a range of community ideas that were identified in the research and analysis phase of the Community Visioning process. These proposed projects rely heavily on community feedback and Scotch Grove's National Register of Historic Places report.

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# Regional Trail Connections



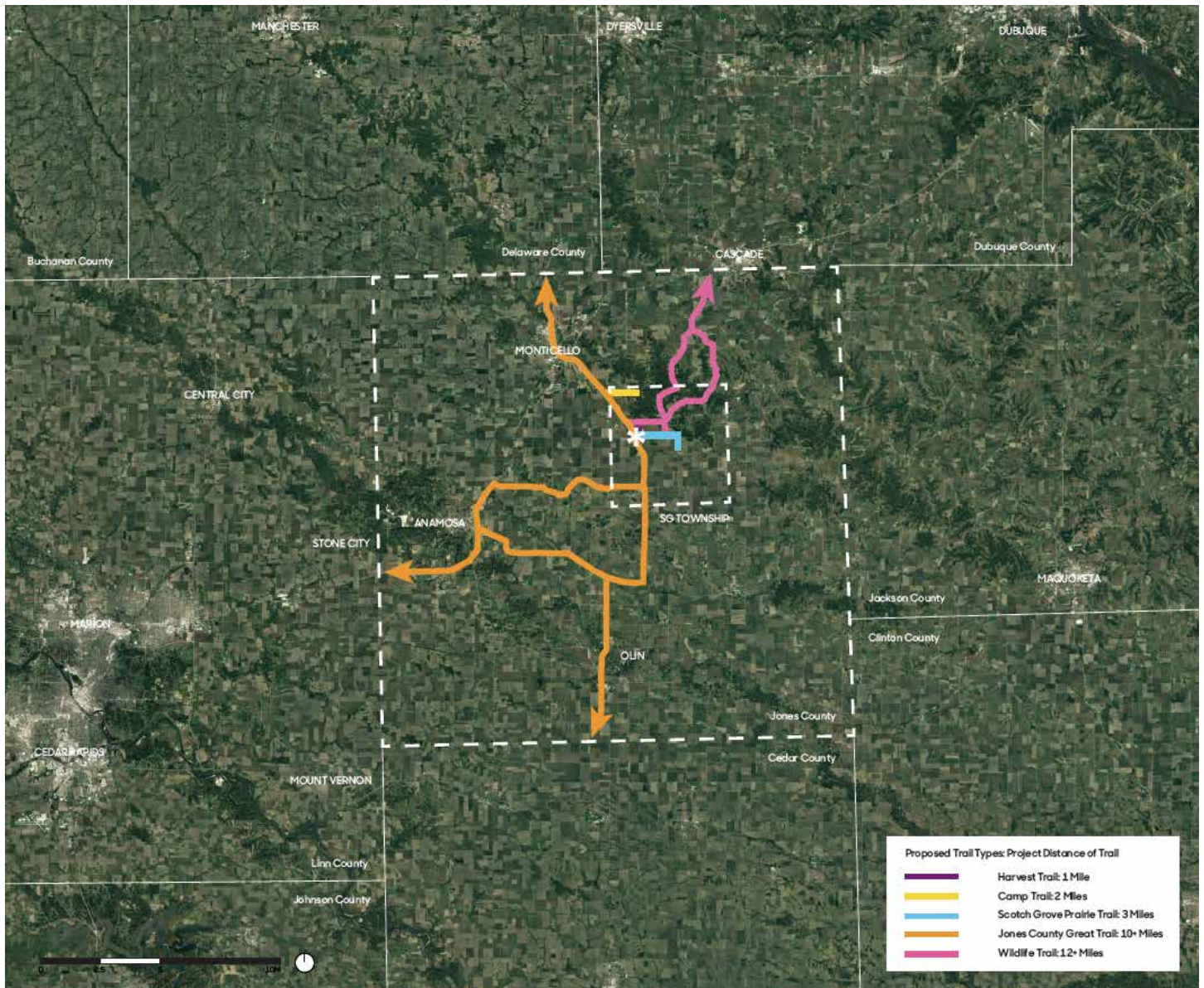


## Overview

Scotch Grove is uniquely positioned as the center point for large-scale connections to 2,250+ acres of wildlife areas and other communities in Jones County and eastern Iowa through a strategic trail system. In analyzing the Iowa Department of Transportation's rights-of-way; paved/gravel roadways; and accounts from the steering committee, focus groups, and design workshop, two themes emerged: 1. Pedestrian and cyclist safety and 2. Connections to and beyond nearby towns, natural areas, and the Maquoketa River.

Five new trails in the Scotch Grove Township take advantage of the natural beauty and pragmatic realities along 28 miles of roads. Each paved trail is eight feet wide and employs state, county, and local agencies to include prairie and native plant restorations within the rights-of-way. Along the Level B road north of Market Street is the proposed Harvest Trail, featuring one mile of community gardens, fruit trees, and edible plants. A concern for the safety of residents and campers/staff at Camp Courageous prompted the addition of Camp Trail. This trail connects the Jones County Great Trail to Pictured Rocks County Park. Extending east along 3rd Street, the Scotch Grove Prairie Trail connects Historic Depot Park through the village to the prairie oasis three miles away. Two expansive trails encourage larger connections between Scotch Grove, Scotch Grove Township, Jones County, and eastern Iowa. The 12+ mile long Wildlife Trail uses part of the Scotch Grove Prairie Trail to connect north along Eby's Mill Road and Dales Ford Road into managed natural

areas, the Maquoketa River, and Dubuque. Additionally, the Jones County Great Trail takes the most expansive approach to making local and regional pedestrian connections. Using the rights-of-way along Highway 38, this trail extends north out of Scotch Grove connecting with the Harvest and Camp Trails to Monticello and beyond. Utilizing the underpass at the Historic Depot Park, the trail connects to the Scotch Grove Prairie Trail and Wildlife Trail and then south with connections to Anamosa and Cedar Rapids.



**Focus Groups**

"I think... a trail system [is needed] into Monticello as well—Monticello to Pictured Rocks, Pictured Rocks onto Scotch Grove."

**Focus Groups**

"...a bike lane would be really smart on Highway 38 because that is actually a well-known bike route..."

**Design Workshop**

"Create a series of trails coming out of and into Scotch Grove."

**Design Workshop**

"Use the right-of-ways on roads for trails; connect to trailheads and boat ramps along River."

**Emerging Themes**

A trail system is a priority among residents; a multi-use Jones County loop trail was also mentioned

**Emerging Themes**

All user groups proposed incorporating bike lanes along major roadways

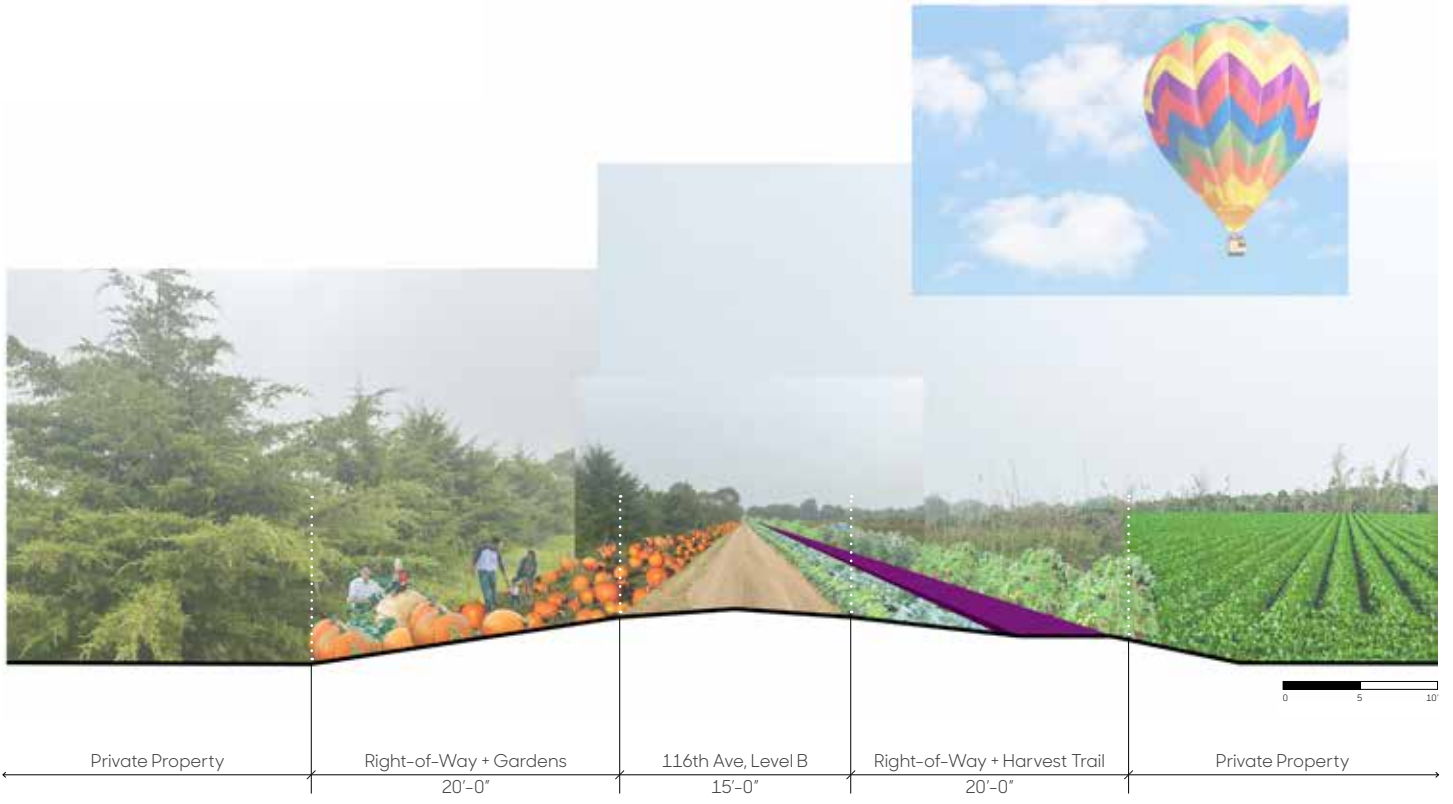
## Scotch Grove and beyond

At the Design Workshop, participants were asked to describe the location of Scotch Grove. One resident wrote, "In the rolling hills of a Grant Wood painting." These vistas in and around the Scotch Grove Township create an opportunity to connect to the unique natural and rural attributes of the Scotch Grove Township and Jones County; the birthplace of Grant Wood.

Throughout the Community Visioning process, pedestrian-focused trails remained at the forefront of discussion. Within this proposed 28+ mile trail system, Scotch Grove is the epicenter. The trails system of Scotch Grove is designed to be implemented over time, utilizing only public land, roadways, and rights-of-ways and connecting to existing and proposed trail initiatives in the region. Through coordination with local, county, state, and national agencies, this trail system is an ambitious and deliberate attempt at connecting the Scotch Grove Township with the assets within and beyond these boundaries with future desired connections between Cedar Rapids and Dubuque. Together and individually, these trails are about building connections, fostering community, and alliances with the countryside ethos.



Grant Wood  
*Stone City, Iowa* (1930)  
Oil on wood panel  
30.25 x 40 inches  
Courtesy: Joslyn Art Museum



**Trail Type 1: Harvest Trail**  
**Total Proposed Distance: 1 Mile**

The Harvest Trail is a one mile, eight foot-wide paved trail in the right-of-way of 116th Avenue, a Level B road, extending from Market Street to 172nd Street. Harvest Trail features edible plants, fruit and nut trees, and shrubs, a deer fence, and a trailhead. The trailhead functions as both a storage facility and co-op for selling food and creating spaces for cross-generational learning and mentoring. The Harvest Trail responds to the community's desire to make 116th Avenue safe for pedestrians and the steering committee's hope for cultivating a unique space for instituting new narratives around learning and growing food in the Heartland.



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

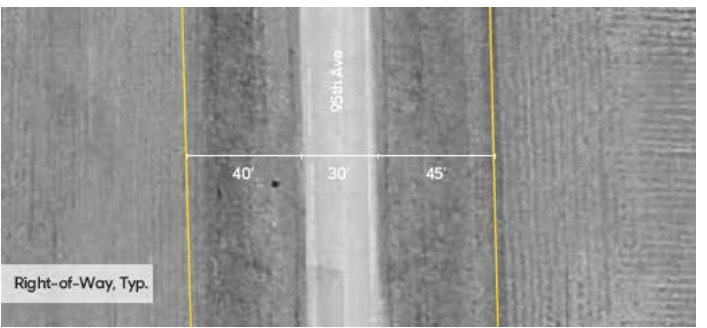
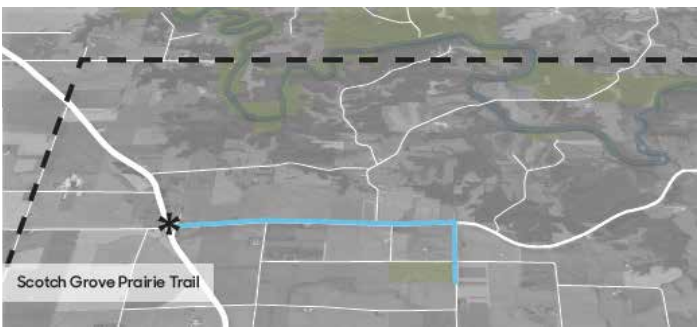
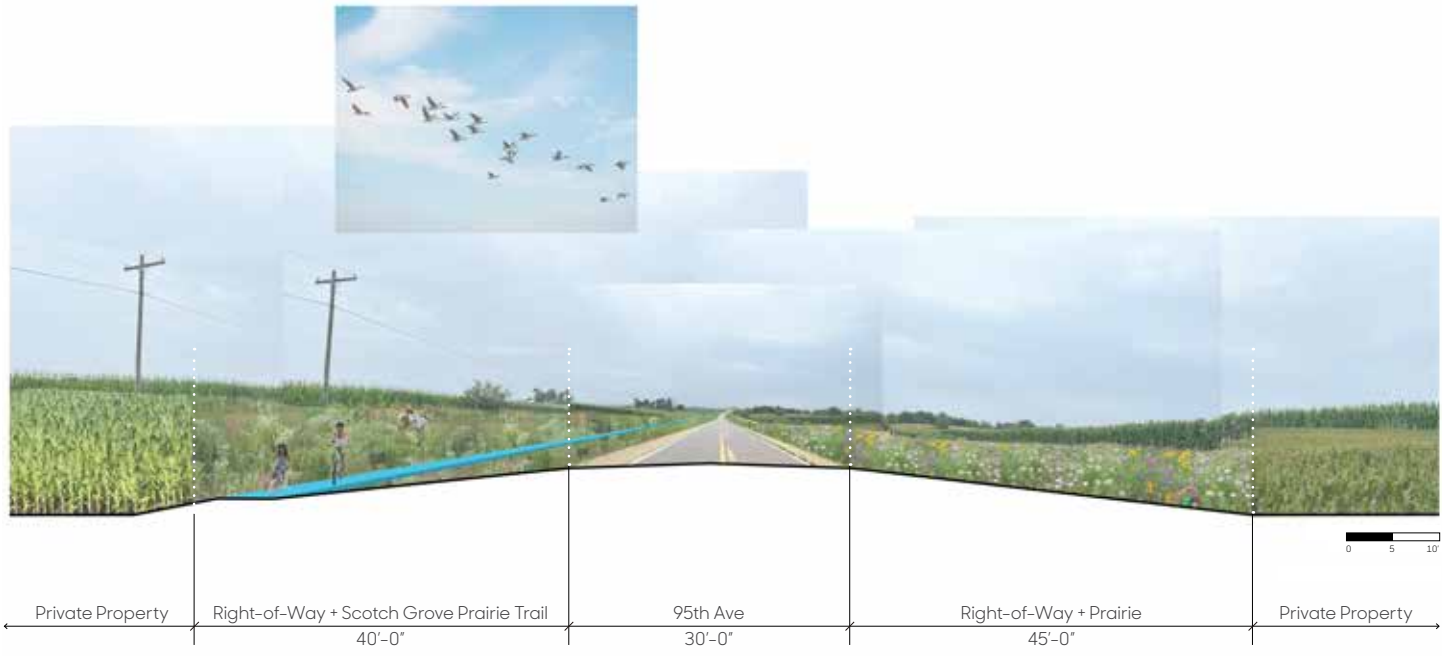


**Trail Type 2: Camp Trail**  
**Total Proposed Distance: 2 Mile**

At the focus groups and design workshop, community members discussed 190th Street as a desirable location for a trail in the right-of-way. The Camp Trail is a two-mile, eight-foot -wide, paved trail connecting the Jones County Great Trail along Highway 38 to Camp Courageous and Pictured Rocks State Park. Along this stretch of the Scotch Grove trail system, the rights-of-way feature a restored prairie ecosystem with educational signage about Iowa’s native ecosystems and places for rest. The Camp Trail is designed with accessibility in mind to accommodate the campers and visitors at Camp Courageous and the active users of Pictured Rocks.



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.



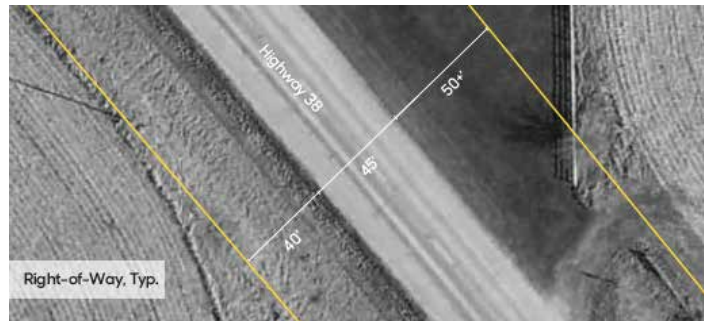
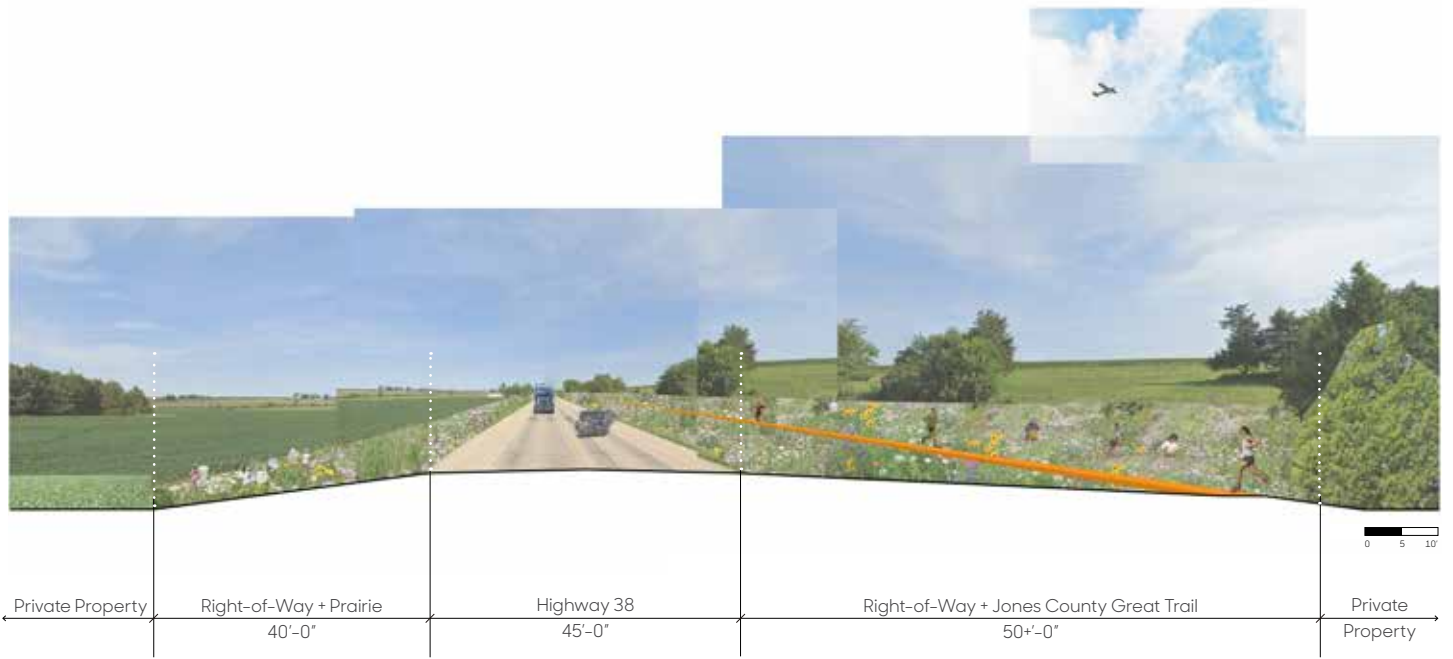


**Trail Type 3: Scotch Grove Prairie Trail**  
**Total Proposed Distance: 3 Mile**

Following the newly designed streetscape within the Village Crossroads, the three-mile-long Scotch Grove Prairie Trail is the spine for the Scotch Grove trail system, connecting to three other trails—the Jones County Great Trail, Harvest Trail, and the Wildlife Trail—and bringing trail users to one of the most discussed assets of the township, the Scotch Grove Prairie. The eight-foot-wide paved trail utilizes the rights-of-way and includes a restored prairie ecosystem to extend the Scotch Grove Prairie into the village. Educational signage populates the trail to generate learning opportunities about prairies, plant and wildlife identification, and the importance of restoration along Iowa’s roadways.



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

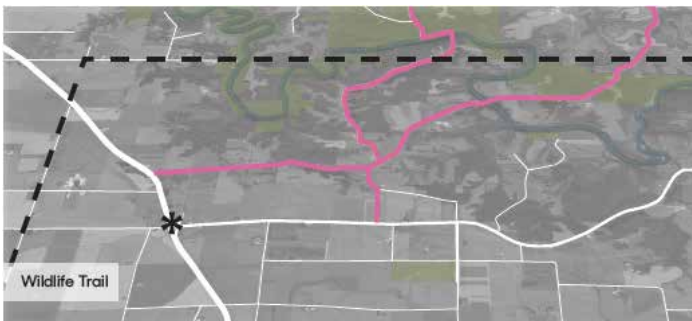
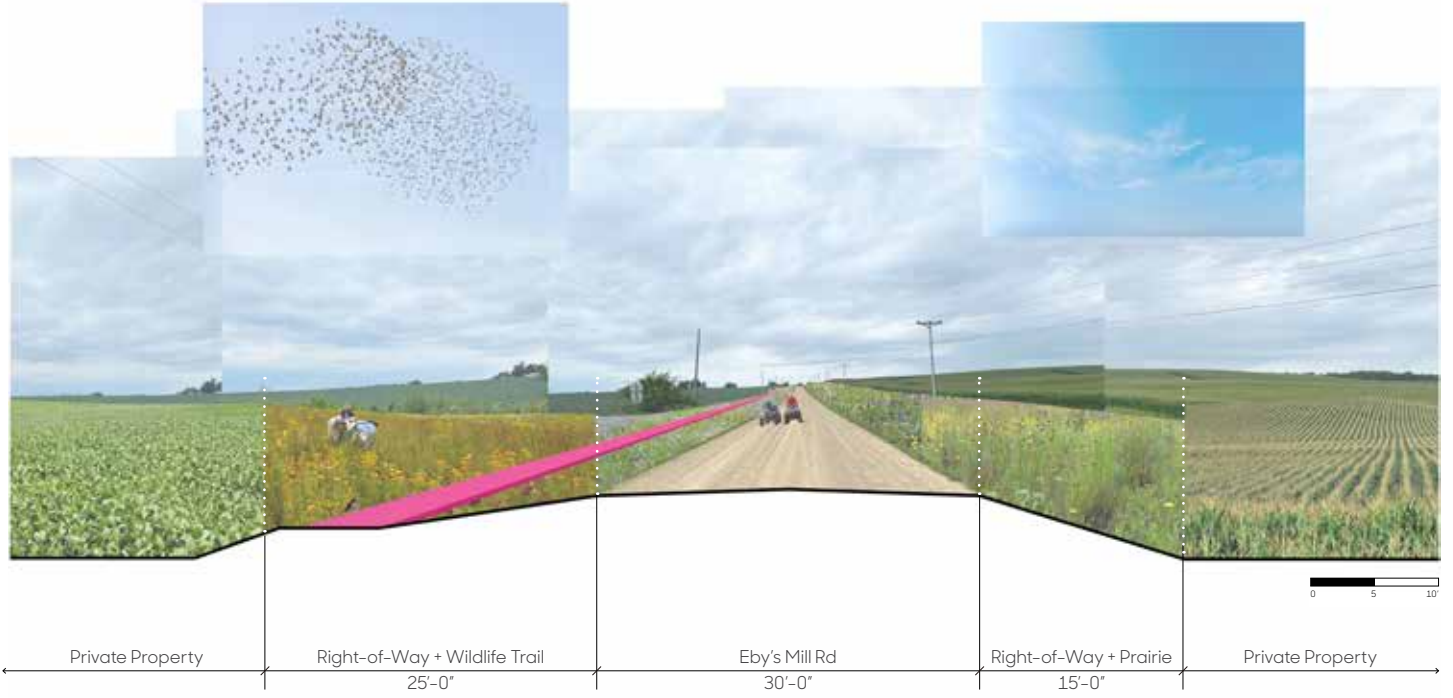


**Trail Type 4: Jones County Great Trail**  
**Total Proposed Distance: 10+ Mile**

Safety concerns for pedestrians on Highway 38 were brought up consistently throughout the visioning process. Additionally, regional connections to Monticello, Dubuque, and Cedar Rapids were priorities for residents of Scotch Grove. The Jones County Great Trail utilizes the rights-of-way along Highway 38 for a paved trail and prairie restoration on over 10 miles of the highway. The eight-foot-wide trail connects with the Camp Trail, Scotch Grove Prairie Trail, and importantly, the Village Crossroads. As the trail branches out from Scotch Grove, additional connections are made along "Ridge Road" and to Central Park. An underpass allows pedestrians to safely cross Highway 38 and the trailhead at the Historic Depot Park allows trail users an opportunity to rest and connect with the history of Scotch Grove. For the Jones County Great Trail, Scotch Grove is the center point for experiences and connections in the unique rural geography of Jones County.



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.



**Trail Type 5: Wildlife Trail**  
**Total Proposed Distance: 12+ Mile**

Scotch Grove is adjacent to 2,250+ acres of managed natural areas at Pictured Rocks State Park and Eby's Mill, Indian Bluffs, Leifker, and Rose Wildlife Areas. The Wildlife Trail is more than 12 miles of paved trails in the rights-of-way of Eby's Mill Road and Dales Ford Road. The eight-foot-wide trail, and surrounding restored prairie ecosystem along the roadways wind through the Maquoketa River Valley and place the iconic "Grant Wood landscape" in full view. The trail starts at a connection with either the Scotch Grove Prairie Trail, Jones County Great Trail, or Harvest Trail and converges north of the township near Cascade, providing an opportunity to connect with Dubuque. There is an opportunity to build a bridge across the Maquoketa River to make these connections. Taken as a loop or individually, the Wildlife Trail brings to the forefront the naturalistic and historical attributes of the Scotch Grove Township.



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

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# Historic Depot Park



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.



Current Conditions, looking southwest  
Photo: Seelman Landscape Architecture



Current Condition, looking west  
Photo: Seelman Landscape Architecture



## Overview

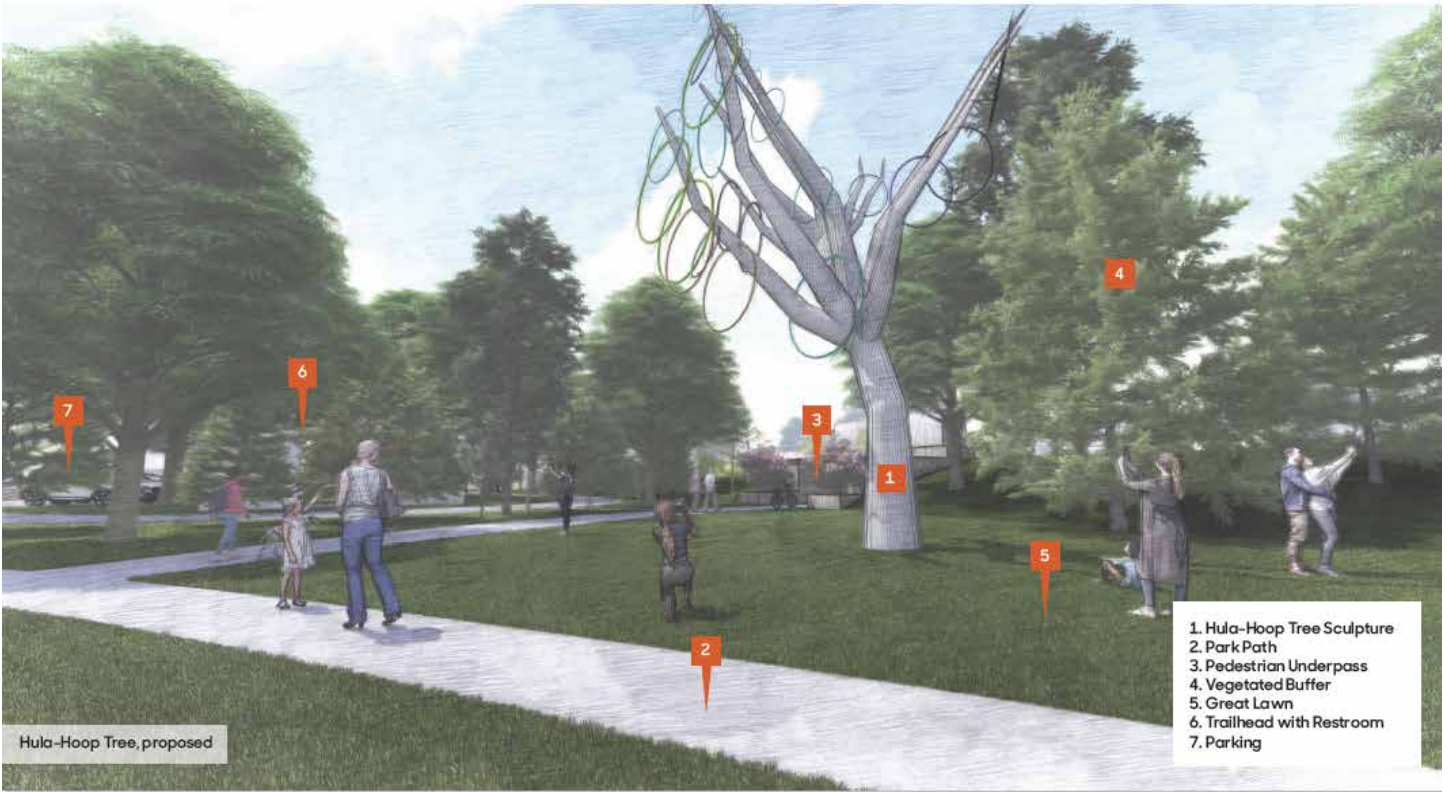
Historical and anecdotal evidence establishes the Historic Depot Park as an integral component to Scotch Grove. To amplify this place-based history, the updated Historic Depot Park is a space for learning, connection, and community.

At the northern edge of the park is a new parking area that dually functions as a trailhead for the Scotch Grove trail system. Spaces for automobiles and RVs are interspersed throughout a grove of trees. A series of paths connect visitors to the Village Crossroads and trail system through an underpass. This path and underpass trace the historic location of West Kitty Creek. Located near the underpass is a new sculptural Hula-Hoop tree that pays homage to the iconic tree formerly located near the village of Scotch Grove. The new Hula-Hoop Tree is also an opportunity for interactive learning. The natural playscape, sport court, and Great Lawn are flexible spaces for gathering and recreation. Along the walking path spine and Jones County Great Trail is the site of the former depot. Reconstructed to match its original character, the depot, new pavilion, and plaza give resonance to the history of Scotch Grove's connection to the railroad. A war memorial commemorates members of the armed forces, some of whom may have taken the train from the depot to serve. Extending south from the memorial is a railroad-inspired path that terminates at the southern edge of the park complete with a train engine. An important element of the park is the vegetated buffer along Highway 38. As a backdrop, visitors are re-oriented

to face west where the wonders of rural sunsets are in full view.

As a whole, the Historic Depot Park explores the human and naturalistic histories of Scotch Grove. Each interrelated element of the park references the themes and comments procured during the visioning process.

Board 9a shows the proposed improvements to the park. Boards 9b-9c provide a detailed view of the Hula-Hoop Tree and restored depot station with historical and anecdotal evidence. Boards 9d-9e include before and after views of the proposed improvements to the park with annotations.



The original Hula-Hoop tree was a place for creating shared memories and destination for many.

While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.



Facebook: "Amber Iowa Hula Hoop Tree," 10 October 2021



Facebook: "Amber Iowa Hula Hoop Tree," 12 July 2019

## Proposed: Hula-Hoop Tree Sculpture

"Wish they could recreate it out of a sturdy material in a park!"

Roffman Daniel Diana via Facebook, 22 June 2021

"The Hula-Hoop Tree, one of Eastern Iowa's most whimsical tourist attractions..."

The Gazette, 01 May 2020

"This tree has [been] a magical symbol to many."

The Gazette, 01 May 2020

"Gone but not forgotten..."

Pat Kelley Glenn via Facebook, 05 December 2021

"I hope a new one is created, in a safe location."

David Tallman via Facebook, 05 August 2020

"Our little corner of the County proudly took 'Her Majesty' into our hearts."

Amber Iowa Hula Hoop Tree via Facebook, 02 May 2020

"Drove 6 hours round trip to throw hula hoops in a tree!! Totally worth it! We had a blast!!!"

Nicole Schran via Facebook, 22 April 2020

### Focus Groups

"...I used to walk [116th Avenue] and go across [E17] but that's super busy."

### Focus Groups

"The historical railroad depot site provides an opportunity for a local tourist attraction with outdoor amenities."

### Design Workshop

"Railroad and historical"

### Design Workshop

"Safe crossing under the road"

### Emerging Themes

Residents appreciate venues where they can [enjoy] nature and see wildlife

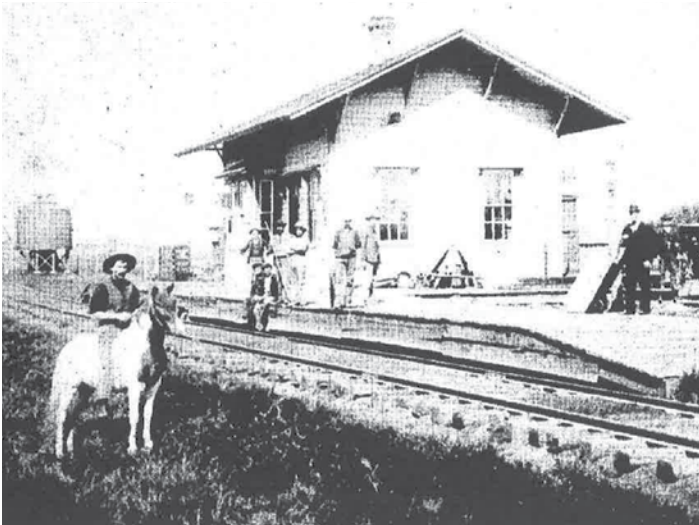
### Emerging Themes

Restoring the site of the depot as a rest area with parking and a metal sculpture of the Hula-Hoop Tree



These images speak to the historic and contemporary relevance of the Historic Depot Park to residents of Scotch Grove across time.

While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.



Scotch Grove Station, 1889  
National Register of Historic Places Registration Form, 2013 (p.103)



Current Conditions, looking north  
Photo: Seelman Landscape Architecture

## Proposed: Scotch Grove Station Plaza

"Essentially, the depot was the first building in the village of Scotch Grove."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p. 62)

"The visual connections between the depot property and the remainder of the community remain intact."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p. 31)

"In addition to passenger travel and grain and livestock shipping, the depot often served as a town hall and community center."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p. 62)

"Scotch Grove residents, present and past, gather annually at the park for a reunion, and in this way maintain Scotch Grove Station as an important symbol of the community."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p. 58)

"Scotch Grove Station is now the centerpiece of a roadside park created by Scotch Grove residents in 1979."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p.105)

Playscape

Current Conditions



# Playscape

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

**Great Lawn**

Current Conditions





## Great Lawn

Proposed



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Park Entry + Trailhead

Current Conditions



## Park Entry + Trailhead

Proposed



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**Underpass + Hula-Hoop Tree**

Current Conditions





Underpass + Hula-Hoop Tree

Proposed



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The Depot + War Memorial

Current Conditions



The Depot + War Memorial

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

Railroad History Path

Current Conditions





## Railroad History Path

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

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# The Village Crossroads



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.



Current Conditions, looking east  
 Photo: Seelman Landscape Architecture



Current Condition, looking northeast  
 Photo: Seelman Landscape Architecture

## Overview

The crossroads of Scotch Grove is a gateway into the village offering an opportunity to celebrate the historical rural character of Scotch Grove. Themes of revitalization and the unique charm of Scotch Grove as a historic crossroads community were present throughout the Community Visioning process as well as in the The National Register of Historic Places report. The proposed improvement along Market Street, and especially along 3rd Street, take careful consideration to preserve Scotch Grove's unique historical narrative while providing safe, multi-modal transportation routes and parking along with contemporary "Complete Street" additions.

Safely crossing the intersection of Highway 38 and E17 was brought up by many residents at the focus groups and design workshop. To address this need, a pedestrian underpass at the Historic Depot Park allows residents to park at a new trailhead and make their way into the heart of downtown Scotch Grove. Along this path, the proposed streetscape plan includes a wetland restoration to address flooding that occurs along the southeast part of this intersection.

The intersection of Market and 3rd Streets reinstates The Village Crossroads. Along 3rd Street are "Complete Street" additions including street trees, light poles with American flags, sidewalks on both sides of the street, seating, and bike lanes/trails connecting Scotch Grove to larger Jones County and beyond.

Accessible parking and drop-off areas are placed along 3rd Street and the re-established historic road wrapping around the north edge of the village. These set the tone for future sites of development, including a Tiny Home Village and parking for the Antique Fair and Flea Market and The Grove Bar + Grill. As a whole, the improvements to Scotch Grove at a pedestrian level look to the future of Scotch Grove as the nexus of activities and development at a variety of scales.

Board 10a shows proposed improvements. Board 10b provides a detailed view of the Village Crossroads with historical evidence. Boards 10c-10d include before and after views of the proposed improvements with annotations.



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.



The Village Crossroads, 1912

National Register of Historic Places Registration Form, 2013 (p. 108)



Current Condition, looking east

Photo: Seelman Landscape Architecture

## Proposed: The Crossroads "Complete Street"

"The overall feeling of the Scotch Grove Historic District is that of a small tightly-knit crossroads community and still reflects a sense of time and place as Scotch Grove was during the period of significance."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p. 31)

"Through its resources the historic district retains strong associations with Scotch Grove's historic function as a niche market center and rural crossroads community."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p. 31)

"At Applegate's Crossing they have started a town, and already have a store building erected, and other buildings in contemplation.  
It will be a convenient station for farmers."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p. 34-35)

"[In 2011], former and current residents of Scotch Grove and the surrounding area purchased most of the buildings with an eye toward rehabilitation and the preservation of the physical components and aesthetics of this largely intact crossroads community."

Scotch Grove's National Register of Historic Places Registration Form, 2013 (p. 58-59)

### Focus Groups

"Walking on County Road E17 is uncomfortable due to a lack of sidewalks and lighting."

### Focus Groups

"The heart of Scotch Grove is at the crossroads."

### Design Workshop

"Sidewalks and Lights"

### Design Workshop

"Safe crossing across 38 and E17 intersection"

### Emerging Themes

All demographics consider the absence of trails, sidewalks, and bike lanes a significant barrier to cyclists and pedestrians

### Emerging Themes

Participants frequently discussed the rich history of the Scotch Grove area

The Village Crossroads

Current Conditions





## The Village Crossroads

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

### 3rd Street Improvements

Current Conditions



### 3rd Street Improvements

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

Wetland Restoration

Current Conditions



## Wetland Restoration

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

Scotch Grove  
Eastern Gateway

Current Conditions



Scotch Grove  
Eastern Gateway

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

Market Street Improvements

Current Conditions





## Market Street Improvements

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

Historic Road + Parking

Current Conditions



Historic Road + Parking

Proposed



While drawn at scale from existing available resources, renderings are not intended for construction and were prepared to demonstrate the potential proposed design intent.

Intentionally Blank

# Cost Estimates

<b>Harvest Trail</b>					
<b>Site Preparation, Demolition, and Earthwork</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Mobilization	1	LS	\$15,000.00	\$15,000.00	
Construction Survey	1	LS	\$9,000.00	\$9,000.00	
Traffic Control	1	LS	\$22,000.00	\$22,000.00	
Erosion Control Measures	1	LS	\$4,000.00	\$4,000.00	
Clearing and Grubbing	1	LS	\$4,000.00	\$4,000.00	
Construction Staking	1	LS	\$3,000.00	\$3,000.00	
Temporary Construction Fencing	10,700	LF	\$2.00	\$21,400.00	1 Mile each side
Grading and Earthwork	1	LS	\$10,000.00	\$10,000.00	
<i>Subtotal</i>				\$88,400.00	
<b>Utilities</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Utility Adjustments	1	LS	\$8,000.00	\$8,000.00	
Electrical Service	1	LS	\$12,000.00	\$12,000.00	
<i>Subtotal</i>				\$20,000.00	
<b>Hardscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Topsoil, strip, salvage, and spread	3,912	CY	\$46.00	\$179,952.00	20 ft wide x 1 mile x 12 inches
Macadam Stone Base, 4"	5,867	SY	\$36	\$211,212.00	10ft wide x 1 mile
Recreational Trail, Hot Mix Asphalt, 4"	5,867	SY	\$26.00	\$152,542.00	10 ft wide x 1 mile
Painted pavement markers (centerline)	5,280	LF	\$1.75	\$9,240.00	
<i>Subtotal</i>				\$552,946.00	
<b>Landscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Plant Beds, seeds	211,200	SF	\$5.00	\$1,056,000.00	1 Mile x 20 Feet wide x 2
Ornamental trees	50	EA	\$300.00	\$15,000.00	
<i>Subtotal</i>				\$1,071,000.00	
<b>Site Furnishings</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Pedestrian LED Lighting	8	EA	\$3,500.00	\$28,000.00	
Raised Planting Beds	20	EA	\$250.00	\$5,000.00	
Trash/recycling Receptacle	4	EA	\$600.00	\$2,400.00	
Bike Racks	2	EA	\$800.00	\$1,600.00	
Signage	4	EA	\$800.00	\$3,200.00	
Picnic Shelter	1	EA	\$20,000.00	\$20,000.00	Prefabricated structure
Equipment Shed	2	EA	\$1,500.00	\$3,000.00	
Garden equipment	1	LS	\$5,000.00	\$5,000.00	
<i>Subtotal</i>				\$68,200.00	
<b>Subtotal</b>				\$1,800,546.00	
General Conditions	15%			\$270,081.90	
Design Contingency	10%			\$180,054.60	
<b>GRAND TOTAL - PHASE 1</b>				\$2,250,682.50	

<b>Camp Trail</b>					
<b>Site Preparation, Demolition, and Earthwork</b>	QTY	UNITS	UNIT COST	TOTAL	Notes
Mobilization	1	LS	\$15,000.00	\$15,000.00	allowance
Construction Survey	1	LS	\$9,000.00	\$9,000.00	
Traffic Control	1	LS	\$22,000.00	\$22,000.00	
Erosion Control Measures	1	LS	\$4,000.00	\$4,000.00	
Clearing and Grubbing	1	LS	\$4,000.00	\$4,000.00	
Construction Staking	1	LS	\$3,000.00	\$3,000.00	
Temporary Construction Fencing	21,120	LF	\$2.00	\$42,240.00	2 Miles each side
Grading and Earthwork	1	LS	\$20,000.00	\$20,000.00	
<i>Subtotal</i>				\$119,240.00	
<b>Utilities</b>	QTY	UNITS	UNIT COST	TOTAL	Notes
Utility Adjustments	1	LS	\$8,000.00	\$8,000.00	
Electrical Service	1	LS	\$12,000.00	\$12,000.00	
<i>Subtotal</i>				\$20,000.00	
<b>Hardscape</b>	QTY	UNITS	UNIT COST	TOTAL	Notes
Macadam Stone Base, 4"	11,733	SY	\$36	\$422,388.00	10 ft wide x 2 miles
Recreational Trail, Hot Mix Asphalt, 4"	11,733	SY	\$26.00	\$305,058.00	10 ft wide x 2 miles
Painted pavement markers (centerline)	10,560	LF	\$1.75	\$18,480.00	2 Miles
<i>Subtotal</i>				\$745,926.00	
<b>Landscape</b>	QTY	UNITS	UNIT COST	TOTAL	Notes
					<i>Consult the IRVM plan, Jones County roadside manager Wes Gibbs, and Kristine Nemac at Iowa Living Roadways Trustfund for prairie seed and installation (2 Mile x 20-25 Feet wide x 2)</i>
Hydroseding Seeding in ROW	11	ACRE	\$360.00	\$3,960.00	
Seeding by Jones County	11	ACRE	\$315.00	\$3,465.00	
Jones County Equipment rental	11	ACRE	\$432.00	\$4,752.00	
Mulch/Covercrop	11	ACRE	\$550.00	\$6,050.00	
<i>Subtotal</i>				\$18,227.00	
<b>Site Furnishings</b>	QTY	UNITS	UNIT COST	TOTAL	Notes
Pedestrian LED Lighting	8	EA	\$3,500.00	\$28,000.00	
Trash/recycling Receptiacle	4	EA	\$600.00	\$2,400.00	
Bike Racks	2	EA	\$800.00	\$1,600.00	
Signage	4	EA	\$800.00	\$3,200.00	
<i>Subtotal</i>				\$35,200.00	
<b>Subtotal</b>				\$938,593.00	
General Conditions	15%			\$140,788.95	
Design Contingency	10%			\$93,859.30	
<b>GRAND TOTAL - PHASE 1</b>				\$1,173,241.25	

<b>Prairie Trail</b>					
<b>Site Preparation, Demolition, and Earthwork</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Mobilization	1	LS	\$15,000.00	\$15,000.00	
Construction Survey	1	LS	\$9,000.00	\$9,000.00	
Traffic Control	1	LS	\$22,000.00	\$22,000.00	
Erosion Control Measures	1	LS	\$4,000.00	\$4,000.00	
Clearing and Grubbing	1	LS	\$4,000.00	\$4,000.00	
Construction Staking	1	LS	\$3,000.00	\$3,000.00	
Temporary Construction Fencing	31,680	LF	\$2.00	\$63,360.00	3 Miles each side
Grading and Earthwork	1	LS	\$30,000.00	\$30,000.00	\$10,000 per mile
<i>Subtotal</i>				\$150,360.00	
<b>Utilities</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Utility Adjustments	1	LS	\$8,000.00	\$8,000.00	
Electrical Service	1	LS	\$12,000.00	\$12,000.00	
<i>Subtotal</i>				\$20,000.00	
<b>Hardscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Macadam Stone Base, 4"	17,600	SY	\$36	\$633,600.00	10 ft wide x 3 miles
Recreational Trail, Hot Mix Asphalt, 4"	17,600	SY	\$26.00	\$457,600.00	10 ft wide x 3 miles
Painted pavement markers (centerline)	15,840	LF	\$1.75	\$27,720.00	3 Miles
<i>Subtotal</i>				\$1,118,920.00	
<b>Landscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
					<i>Consult the IRVM plan, Jones County roadside manager Wes Gibbs, and Kristine Nemas at Iowa Living Roadways Trustfund for prairie seed and installation (3 Miles x 40-45 Feet wide x 2)</i>
Hydroseding Seeding in ROW	31	ACRE	\$360.00	\$11,160.00	
Seeding by Jones County	31	ACRE	\$315.00	\$9,765.00	
Jones County Equipment rental	31	ACRE	\$432.00	\$13,392.00	
Mulch/Covercrop	31	ACRE	\$550.00	\$17,050.00	
<i>Subtotal</i>				\$51,367.00	
<b>Site Furnishings</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Pedestrian LED Lighting	8	EA	\$3,500.00	\$28,000.00	
Trash/recycling Receptacle	4	EA	\$600.00	\$2,400.00	
Bike Racks	2	EA	\$800.00	\$1,600.00	
Signage	4	EA	\$800.00	\$3,200.00	
<i>Subtotal</i>				\$35,200.00	
<b>Subtotal</b>				\$1,375,847.00	
General Conditions	15%			\$206,377.05	
Design Contingency	10%			\$137,584.70	
<b>GRAND TOTAL - PHASE 1</b>				\$1,719,808.75	



Jones County Great Trail					
Site Preparation, Demolition, and Earthwork	QTY	UNITS	UNIT COST	TOTAL	Notes
Mobilization	1	LS	\$15,000.00	\$15,000.00	
Construction Survey	1	LS	\$9,000.00	\$9,000.00	
Traffic Control	1	LS	\$22,000.00	\$22,000.00	
Erosion Control Measures	1	LS	\$4,000.00	\$4,000.00	
Clearing and Grubbing	1	LS	\$4,000.00	\$4,000.00	
Construction Staking	1	LS	\$3,000.00	\$3,000.00	
Temporary Construction Fencing	105,600	LF	\$2.00	\$211,200.00	10 Miles each side
Grading and Earthwork	1	LS	\$100,000.00	\$100,000.00	\$10,000 per mile
<i>Subtotal</i>				\$368,200.00	
Utilities	QTY	UNITS	UNIT COST	TOTAL	Notes
Utility Adjustments	1	LS	\$8,000.00	\$8,000.00	
Electrical Service	1	LS	\$12,000.00	\$12,000.00	
<i>Subtotal</i>				\$20,000.00	
Hardscape	QTY	UNITS	UNIT COST	TOTAL	Notes
Macadam Stone Base, 4"	58,667	SY	\$36	\$2,112,012.00	10 ft wide x 10 miles
Recreational Trail, Hot Mix Asphalt, 4"	58,667	SY	\$26.00	\$1,525,342.00	10 ft wide x 10 miles
Painted pavement markers (centerline)	52,800	LF	\$1.75	\$92,400.00	10 Miles
<i>Subtotal</i>				\$3,729,754.00	
Landscape	QTY	UNITS	UNIT COST	TOTAL	Notes
Hydroseding Seeding in ROW	109	ACRE	\$360.00	\$39,240.00	Consult the IRVM plan, Jones County roadside manager Wes Gibbs, and Kristine Nemas at Iowa Living Roadways Trustfund for prairie seed and installation (10 Miles x 40-50 Feet wide x 2)
Seeding by Jones County	109	ACRE	\$315.00	\$34,335.00	
Jones County Equipment rental	109	ACRE	\$432.00	\$47,088.00	
Mulch/Covercrop	109	ACRE	\$550.00	\$59,950.00	
<i>Subtotal</i>				\$180,613.00	
Site Furnishings	QTY	UNITS	UNIT COST	TOTAL	Notes
Pedestrian LED Lighting	8	EA	\$3,500.00	\$28,000.00	
Trash/recycling Receptacle	4	EA	\$600.00	\$2,400.00	
Bike Racks	2	EA	\$800.00	\$1,600.00	
Signage	4	EA	\$800.00	\$3,200.00	
<i>Subtotal</i>				\$35,200.00	
<b>Subtotal</b>				\$4,333,767.00	
General Conditions	15%			\$650,065.05	
Design Contingency	10%			\$433,376.70	
<b>GRAND TOTAL - PHASE 1</b>				\$5,417,208.75	

<b>Wildlife Trail</b>					
<b>Site Preparation, Demolition, and Earthwork</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Mobilization	1	LS	\$15,000.00	\$15,000.00	
Construction Survey	1	LS	\$9,000.00	\$9,000.00	
Traffic Control	1	LS	\$22,000.00	\$22,000.00	
Erosion Control Measures	1	LS	\$4,000.00	\$4,000.00	
Clearing and Grubbing	1	LS	\$4,000.00	\$4,000.00	
Construction Staking	1	LS	\$3,000.00	\$3,000.00	
Temporary Construction Fencing	126,720	LF	\$2.00	\$253,440.00	12 Miles each side
Grading and Earthwork	1	LS	\$120,000.00	\$120,000.00	\$10,000 per mile
<i>Subtotal</i>				\$430,440.00	
<b>Utilities</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Utility Adjustments	1	LS	\$8,000.00	\$8,000.00	
Electrical Service	1	LS	\$12,000.00	\$12,000.00	
<i>Subtotal</i>				\$20,000.00	
<b>Hardscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Macadam Stone Base, 4"	70,400	SY	\$36	\$2,534,400.00	10 ft wide x 12 miles
Recreational Trail, Hot Mix Asphalt, 4"	70,400	SY	\$26.00	\$1,830,400.00	10 ft wide x 12 miles
Painted pavement markers (centerline)	63,360	LF	\$1.75	\$110,880.00	12 Miles
<i>Subtotal</i>				\$4,475,680.00	
<b>Landscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Hydroseding Seeding in ROW	58	ACRE	\$360.00	\$20,880.00	<i>Consult the IRVM plan, Jones County roadside manager Wes Gibbs, and Kristine Nemas at Iowa Living Roadways Trustfund for prairie seed and installation (12 Miles x 20-25 Feet wide x 2)</i>
Seeding by Jones County	58	ACRE	\$315.00	\$18,270.00	
Jones County Equipment rental	58	ACRE	\$432.00	\$25,056.00	
Mulch/Covercrop	58	ACRE	\$550.00	\$31,900.00	
<i>Subtotal</i>				\$96,106.00	
<b>Site Furnishings</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Pedestrian LED Lighting	8	EA	\$3,500.00	\$28,000.00	
Trash/recycling Receptiacle	4	EA	\$600.00	\$2,400.00	
Bike Racks	2	EA	\$800.00	\$1,600.00	
Signage	4	EA	\$800.00	\$3,200.00	
<i>Subtotal</i>				\$35,200.00	
<b>Subtotal</b>				\$5,057,426.00	
General Conditions	15%			\$758,613.90	
Design Contingency	10%			\$505,742.60	
<b>GRAND TOTAL - PHASE 1</b>				\$6,321,782.50	

<b>The Village Crossroads: Streetscape</b>					
<b>Site Preparation, Demolition, and Earthwork</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Mobilization	1	LS	\$20,000.00	\$20,000.00	
Site Survey	1	LS	\$5,000.00	\$5,000.00	
Demolition along 3rd and Market Street	1	LS	\$10,000.00	\$10,000.00	
Traffic Control	1	LS	\$4,500.00	\$4,500.00	
SWPPP Preperation/Documentation	1	LS	\$5,000.00	\$5,000.00	
Erosion Control Measures	1	LS	\$5,000.00	\$5,000.00	
Grading and Earthwork	1	LS	\$30,000.00	\$30,000.00	
<i>Subtotal</i>				\$79,500.00	
<b>Utilities</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Utility Adjustments	1	LS	\$8,000.00	\$8,000.00	<i>Allowance</i>
Storm Sewer and Electrical Coordination	1	LS	\$20,000.00	\$20,000.00	<i>Allowance</i>
Electrical Service	1	LS	\$20,000.00	\$20,000.00	<i>Allowance</i>
<i>Subtotal</i>				\$48,000.00	
<b>Hardscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
ADA Curb Ramps	4	EA	\$800.00	\$3,200.00	
Sidewalk on each side of 3rd Street, 5 ft wide, 1,500 ft Long x 2	15,000	SF	\$10.00	\$150,000.00	<i>each side of street</i>
Sidewalk on each side of Market Street, 5 ft wide, 1,500 ft long x 2	15,000	SF	\$10.00	\$150,000.00	<i>each side of street</i>
Reinstatement of Historic Road 20 ft wide, 600 ft long	12,000	SF	\$8.00	\$96,000.00	<i>Gravel road, 20 ft wide x 600 ft long</i>
<i>Subtotal</i>				\$399,200.00	
<b>Landscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Native Planting: 3,000 ft long x 2 ft wide x 2	12,000	SF	\$1.25	\$15,000.00	<i>each side of 3rd and Market Street</i>
Top soil	12,000	SF	\$5.00	\$60,000.00	<i>each side of 3rd and Market Street</i>
Overstory Trees	65	EA	\$650.00	\$42,250.00	
<i>Subtotal</i>				\$117,250.00	
<b>Site Furnishings</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Light Columns	35	EA	\$3,500.00	\$122,500.00	
Benches	10	EA	\$3,500.00	\$35,000.00	
Bike Racks	5	EA	\$1,000.00	\$5,000.00	
Café Tables / Chairs / Flexible Seating	10	SETS	\$1,000.00	\$10,000.00	<i>Fermob Bistro Collection</i>
Vehicular Way-finding sign	10	EA	\$2,500.00	\$25,000.00	
Misc Pavement Markings	1	LS	\$10,000.00	\$10,000.00	
<i>Subtotal</i>				\$207,500.00	
<b>Subtotal</b>				\$851,450.00	
General Conditions	15%			\$127,717.50	
Design Contingency	10%			\$85,145.00	
<b>GRAND TOTAL - PHASE 1</b>				\$1,064,312.50	

Historic Depot Park					
Site Preparation, Demolition, and Earthwork	QTY	UNITS	UNIT COST	TOTAL	Notes
Mobilization	1	LS	\$20,000.00	\$20,000.00	
Site Survey	1	LS	\$5,000.00	\$5,000.00	
Construction Staking	1	LS	\$3,000.00	\$3,000.00	
Clearing and Grubbing	1	LS	\$15,000.00	\$15,000.00	
SWPPP Preparation/Documentaiton	1	LS	\$4,500.00	\$4,500.00	
Erosion Control Measures	1	LS	\$4,500.00	\$4,500.00	
Grading and Earthwork	1	LS	\$10,000.00	\$10,000.00	
<i>Subtotal</i>				\$62,000.00	
Utilities	QTY	UNITS	UNIT COST	TOTAL	Notes
Utility Adjustments	1	LS	\$8,000.00	\$8,000.00	
Storm Sewer / Trench Drain	1	LS	\$20,000.00	\$20,000.00	
Electrical Service	1	LS	\$12,000.00	\$12,000.00	<i>Assumes new electrial for park</i>
<i>Subtotal</i>				\$40,000.00	
Hardscape	QTY	UNITS	UNIT COST	TOTAL	Notes
Concrete Path and Trail	1,800	SY	\$16.00	\$28,800.00	<i>Path 10 ft wide x 1,620 ft long</i>
Brick Plaza	1,500	SF	\$20.00	\$30,000.00	
Gravel Parking Area	8,900	SF	\$8.00	\$71,200.00	
Railroad Tracks	600	LF	\$200.00	\$120,000.00	<i>Assumption: \$1M / mile of new tracks</i>
<i>Subtotal</i>				\$250,000.00	
Landscape	QTY	UNITS	UNIT COST	TOTAL	Notes
Native Plants	12,500	SF	\$1.25	\$15,625.00	
Lawn	62,000	SF	\$0.80	\$49,600.00	
Understory Trees	100	EA	\$350.00	\$35,000.00	
Overstory Trees	100	EA	\$400.00	\$40,000.00	
<i>Subtotal</i>				\$140,225.00	
Site Furnishings	QTY	UNITS	UNIT COST	TOTAL	Notes
Light Columns	12	EA	\$3,500.00	\$42,000.00	
Benches	10	EA	\$3,500.00	\$35,000.00	
Bike Racks	1	EA	\$800.00	\$800.00	
Café Tables / Chairs / Flexible Seating	6	SETS	\$1,000.00	\$6,000.00	<i>Fermob Bistro Collection</i>
Vehicular Way-finding sign	5	EA	\$500.00	\$2,500.00	
Train Car	1	EA	\$75,000.00	\$75,000.00	
Shade structure	1	EA	\$30,000.00	\$30,000.00	
Inclusive Playground	1	EA	\$250,000.00	\$250,000.00	<i>Assumes working with playground specialist</i>
<i>Subtotal</i>				\$441,300.00	
Sculptures + Artifacts	QTY	UNITS	UNIT COST	TOTAL	Notes
Historic Railroad Depot Reconstruction	1	EA	\$250,000.00	\$250,000.00	<i>Consult with an architect and historian</i>
Custom Hula-Hoop Tree Sculpture	1	EA	\$150,000.00	\$150,000.00	<i>Consult with artist and fabricator</i>
War Memorial	1	EA	\$150,000.00	\$150,000.00	<i>Consult with artist and fabricator</i>
<i>Subtotal</i>				\$550,000.00	
<b>Subtotal</b>				\$1,483,525.00	
General Conditions	15%			\$222,528.75	
Design Contingency	10%			\$148,352.50	
<b>GRAND TOTAL - PHASE 1</b>				\$1,854,406.25	

<b>Trailhead</b>					
<b>Site Preparation, Demolition, and Earthwork</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Mobilization	1	LS	\$6,000.00	\$6,000.00	
Site Survey	1	LS	\$5,000.00	\$5,000.00	
SWPPP Preperation/Documentation	1	LS	\$2,000.00	\$2,000.00	
Clearing and Grubbing	1	LS	\$2,000.00	\$2,000.00	
Erosion Control Measures	1	LS	\$2,000.00	\$2,000.00	
Grading and Earthwork	1	LS	\$10,000.00	\$10,000.00	
<i>Subtotal</i>				\$27,000.00	
<b>Utilities</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Utility Adjustments	1	LS	\$8,000.00	\$8,000.00	
Storm Sewer / Trench Drain	1	LS	\$20,000.00	\$20,000.00	
Electrical Service	1	LS	\$15,000.00	\$15,000.00	
<i>Subtotal</i>				\$43,000.00	
<b>Building</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Concrete Slab	140	CY	\$160.00	\$22,400.00	
8" CMU Brick Wall	725	EA	\$3.15	\$2,283.75	
Concrete Column	5.33	CY	\$388.00	\$2,068.04	
Siding	695	SF	\$6.65	\$4,621.75	
Wood Truss	5	EA	\$150.00	\$750.00	
Wood Beam/Column	158	LF	\$15.20	\$2,401.60	
Roof Shingles	1,351	SF	\$3.15	\$4,255.65	
Foundation	440	CY	\$160.00	\$70,400.00	
Doors	3	EA	\$697.00	\$2,091.00	
Bathrooms	2	EA	\$5,000.00	\$10,000.00	
<i>Subtotal</i>				\$121,271.79	
<b>Hardscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Gravel Parking Lot	4,000	SF	\$8.00	\$32,000.00	
Gravel Trail	6,000	SF	\$8.00	\$48,000.00	
<i>Subtotal</i>				\$80,000.00	
<b>Landscape</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
General site seeding	1	LS	\$3,500.00	\$3,500.00	
Overstory Trees	5	EA	\$500.00	\$2,500.00	
<i>Subtotal</i>				\$6,000.00	
<b>Site Furnishings</b>	<b>QTY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>Notes</b>
Drinking Fountains	2	EA	\$1,000.00	\$2,000.00	
Picnic Tables	6	EA	\$750.00	\$4,500.00	
Bike Racks	5	EA	\$1,000.00	\$5,000.00	
Vehicular Way-finding sign	5	EA	\$500.00	\$2,500.00	
<i>Subtotal</i>				\$14,000.00	
<b>Subtotal</b>				\$291,271.79	
General Conditions	15%			\$43,690.77	
Design Contingency	10%			\$29,127.18	
<b>GRAND TOTAL - PHASE 1</b>				\$364,089.74	

<b>Underpass</b>					
<b>Site Preparation, Demolition, and Earthwork</b>	QTY	UNITS	UNIT COST	TOTAL	Notes
Mobilization	1	LS	\$110,000.00	\$110,000.00	
Erosion Control Measures	1	LS	\$25,000.00	\$25,000.00	
Grading and Earthwork	9,500	CY	\$30.00	\$285,000.00	
<i>Subtotal</i>				\$420,000.00	
<b>Utilities</b>	QTY	UNITS	UNIT COST	TOTAL	Notes
Site Utility Allowance	1	LS	\$300,000.00	\$300,000.00	
<i>Subtotal</i>				\$300,000.00	
<b>Underpass</b>	QTY	UNITS	UNIT COST	TOTAL	Notes
Underpass and Road Repair	1	LS	\$1,250,000.00	\$1,250,000.00	<i>Consult with IDOT</i>
Retaining Wall	380	LF	\$225.00	\$85,500.00	
Railing	380	LF	\$125.00	\$47,500.00	
Paving and Trail	6,356	SF	\$6.00	\$38,136.00	
<i>Subtotal</i>				\$1,421,136.00	
<b>Subtotal</b>				\$2,141,136.00	
General Conditions	15%			\$321,170.40	
Design Contingency	10%			\$214,113.60	
<b>GRAND TOTAL - PHASE 1</b>				\$2,676,420.00	

## 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.

National Recreational Trails Program  
Pheasants Forever  
Revitalization Assistance for Community Improvement (RACI) Grant Program  
State Recreational Trails Program  
Transportation Alternatives Program (TAP)

## 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

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Seelman Landscape Architecture  
600 Third Street SE, Studio 202  
Cedar Rapids, IA 52401

[www.seelman.land](http://www.seelman.land)