

Final Report and Feasibility Study Scranton, Iowa



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JEFFREY L. BRUCE & COMPANY LLC
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.



David A. Stokes, PLA, ASLA

Mr. Stokes is a senior project manager with 17 years of professional experience in providing clients with urban design, landscape design, comprehensive master planning, integrated green infrastructure, parks-trails-greenways planning/design, and resource based planning on projects of all sizes throughout the country. Mr. Stokes also has professional experience in facilitating public input and stakeholder meetings, cultural/environmental assessments, biological assessment studies, and other various GIS related analysis planning projects. Since joining Jeffrey L. Bruce & Company, Mr. Stokes has also worked extensively with clients on green roof and green infrastructure design, agronomic soils design, subdrainage and stormwater management design, water resource management, construction documentation and construction administration for public and private sector clients.



Eric A. Doll, PLA, ASLA

Mr. Doll has been involved with Iowa's Living Roadways Community Visioning Program for eight 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 and this provided him a smooth landing here at JBC. Mr. Doll has worked extensively on green roof and green infrastructure design, agronomic soils design, subdrainage and stormwater management design, water reuse and resource management, and community/client meeting facilitation of various institutional, commercial, and sports field related projects. With a passion for digital media, Eric conducts cutting edge graphic representation of design concepts to create a holistic understanding for our clients.



Riley Dunn, Intern

Ms. Dunn is a Landscape Architecture student at Iowa State University entering her fourth year of study. Her love of running and the outdoors sparked her interest in the profession and she is always itching to explore the world outside. As a former Iowa Natural Heritage Foundation intern, she loves the ecological side of design and holds Aldo Leopold's Land Ethic as the core value of what she wishes to pursue in her future career. With a double major in Environmental Science and a minor in Sustainability, she is well on her way to fulfill her dream of changing the world...one plant at a time.



Carol Joella Ustine, Intern

Ms. Ustine is an architect and artist from Chennai, India. Her innate relationship with natural systems called for the integration of architecture and landscape architecture, which she is currently working on. Her focus lies on sustainability, mud architecture, natural building techniques, therapeutic landscapes, restoration ecology and biodiversity. In short, creating a healing space for both human and non-human nature is her line of thought. She also engages herself in other activities like art, photography, and dance. She graduated from Anna University, India with a Bachelor of Architecture degree in 2015. She is a Master of Landscape Architecture student at Iowa State University, Ames, Iowa, USA and will graduate in 2018. Her beliefs are "Create innovative designs to experience and inspire a positively balanced environment" and "Achieve balance with non-human nature".

Program Overview

Scranton is one of 10 communities selected to participate in the 2017 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 **Scranton** visioning committee identified a number of goals and priority areas during the visioning process, which are included below:

- **Comprehensive Trail System**
- **Community Park Enhancements**
- **Street and Sidewalk Improvements**
- **Main Street Renovations**

Capturing the **Scranton** 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.

Program Overview

The City of Scranton is one of 10 communities selected to participate in the 2017 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 within the existing communities.
3. Assist local communities in using external funds as leverage for transportation corridor enhancement.

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

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

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

Community Goals

The Scranton steering committee identified a number of goals and priority areas during the visioning process: a comprehensive trail system to connect all community parks, enhancements to community parks, street and sidewalk improvements, and Main Street renovations.

Capturing the Scranton Vision

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

1. Program Overview
2. Bioregional Assessments
3. Transportation Assets and Barriers
4. Transportation Inventory
5. Goal Setting: Assessing and Programming Community Needs
6. Concept Overview
7. Sidewalks/Safety
8. Loop Trail/Park Connections
- 9a. Pond Park
- 9b. City Park
- 9c. Recreation Fields
- 9d. Gazebo Park
- 10a. Downtown/Main Street
- 10b. Main Street Details
11. Water Tower Park
12. Signage Typologies



Scranton's water tower is the oldest working water tower in Iowa.



The Scranton Steering Committee shares a wealth of knowledge at the Goal Setting Meeting.



Panoramic view of Pond Park and Scranton as seen from the Highway 25 waduct looking east.

Scranton

Program Overview

Jeffrey L. Bruce and Company LLC

Landscape Architects: Eric Doll, P.L.A., ASLA and David Stokes, P.L.A., ASLA
Interns: Riley Dunn and Carol Joella Ustine

Iowa State University | Trees Forever | Iowa Department of Transportation



Bioregional Assessment

Settlement Patterns

This board uses maps 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.) High-quality scans of the Atlas have been arranged to correspond closely with present-day maps revealing major landscape changes as well as features that have persisted, such as railroad rights-of-way and in some cases remnant vegetation patches.

Scranton 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 System Library." <http://www.gis.iastate.edu/englib/>

Scranton
Settlement Patterns

Bioregional Context

Julia Bodenhoppe, Matthew Gordy, Colby Fangman, Sam Thompson
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. The vegetation 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 communities mapped by the GLO surveyors varied in classification and the terminology from the original maps has been preserved.

The vegetation types are defined²:

1. Field: Cultivated lands of early pioneers.
2. Grove: Isolated dense young stand of trees.
3. Marsh: Perennial wetlands, basins of irregular shape.
4. Prairie: Dominated by prairie grasses with individual or few scattered trees.
5. Thicket: Impenetrable blocks of young trees, often thorny.
6. Timber: Contiguous blocks of trees extending to the horizon in at least one direction.
7. Slough: Like marsh but more linear in shape.

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.

² 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), 134-135.

Historical Vegetation

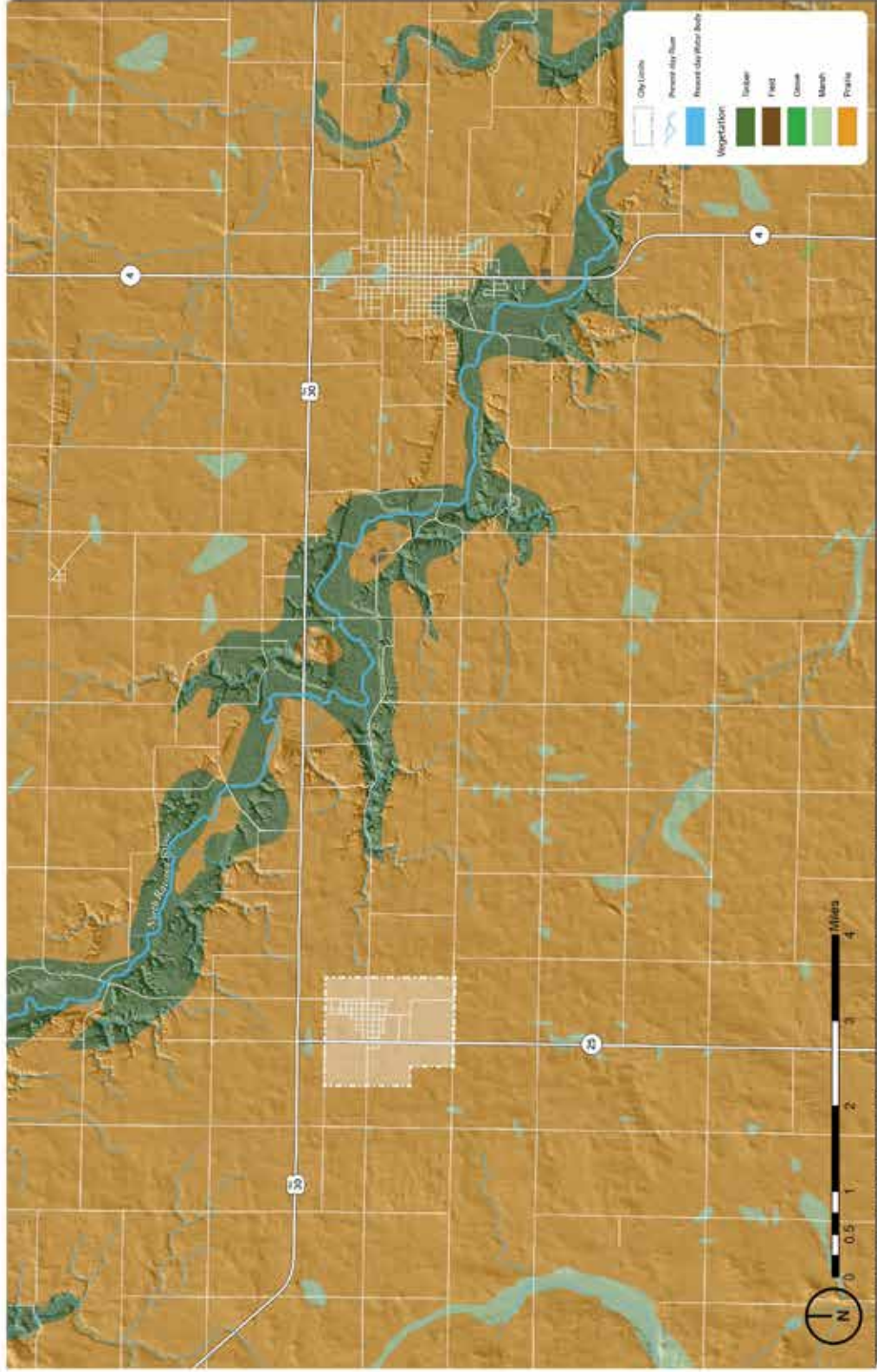
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The plant communities mapped by the GLO surveyors varied in classification and the terminology from the original maps has been preserved.

The vegetation types are defined:

1. **Field:** Cultivated lands of early pioneers.
2. **Grass:** Isolated dense young stand of trees.
3. **Marsh:** Perennial wetlands, basins of irregular shape.
4. **Prairie:** Dominated by prairie grasses with individual or few scattered trees.
5. **Thicket:** Impenetrable blocks of young trees, often thorny.
6. **Timber:** Contiguous blocks of trees extending to the horizon in at least one direction.
7. **Slaugh:** Like marsh but more linear in shape.

1. U.S. Geog. "Terrestrial Vegetation of Ohio Counties, Ohio." Transactions of the State Academy of Science (1867) 1: 1-34. <http://www.ohiohistorycentral.org/ohio>
 2. "The General Land Office Survey Maps of Ohio." <http://www.ohiohistorycentral.org/ohio>
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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information System Library." <http://www.gis.iastate.edu/insglib/>

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Historical Vegetation

Bioregional Context

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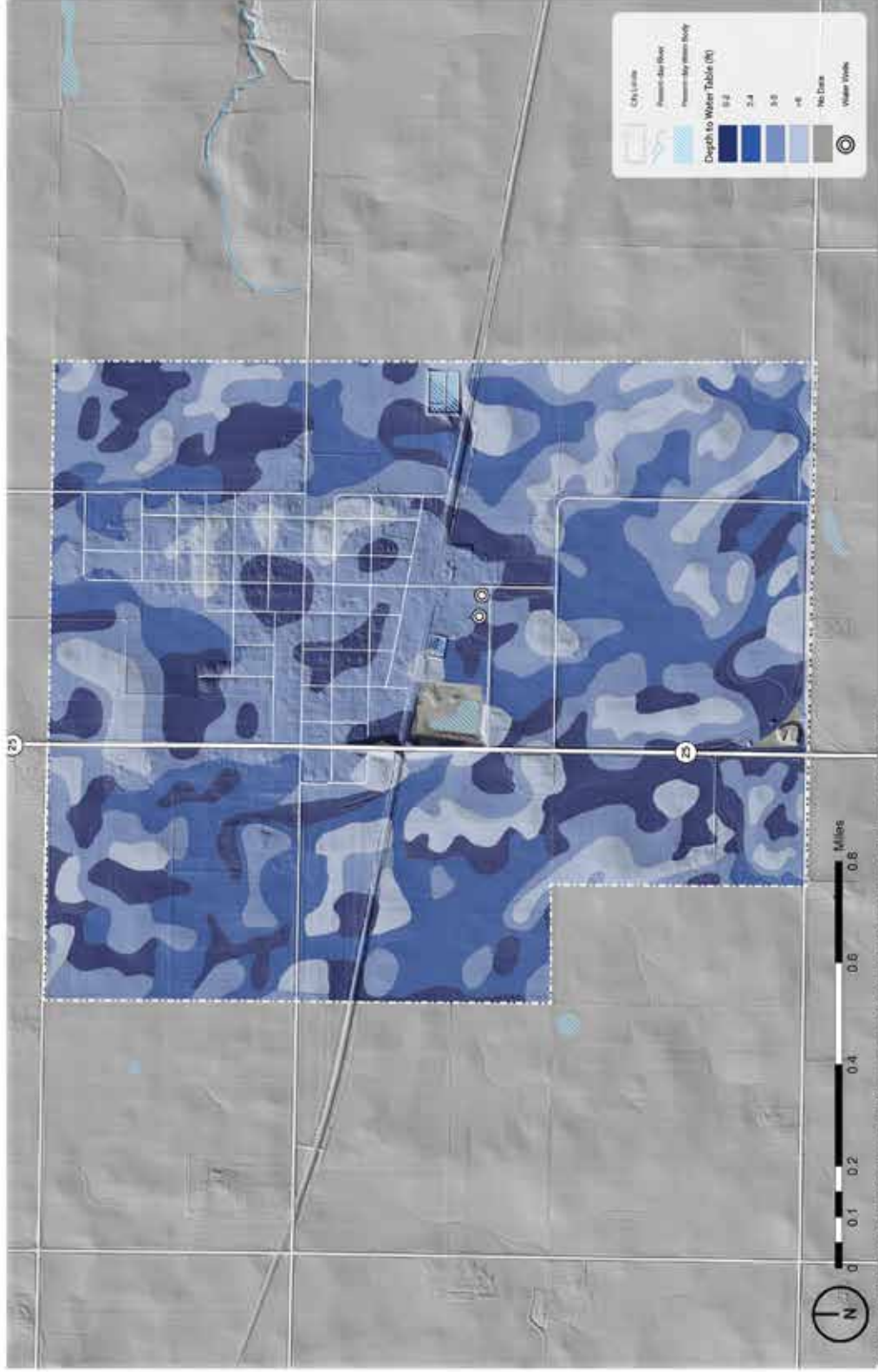


Depth to Water Table

The water table is defined as the level below which the ground is saturated with water. The water table generally mimics surface topography, but there are differences depending on localized conditions such as the permeability and porosity of soils and depth to bedrock. Depth to water table is represented as a range because it varies due to seasonal changes and precipitation volumes. For example, following spring snow-melt 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. Impermeable layers such as concrete also affect the depth to water table by preventing precipitation from infiltrating into the soil which could result in a lowered water table.

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Depth to Water Table

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Elevation and Flood Risk

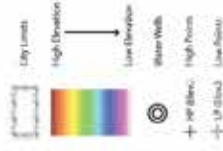
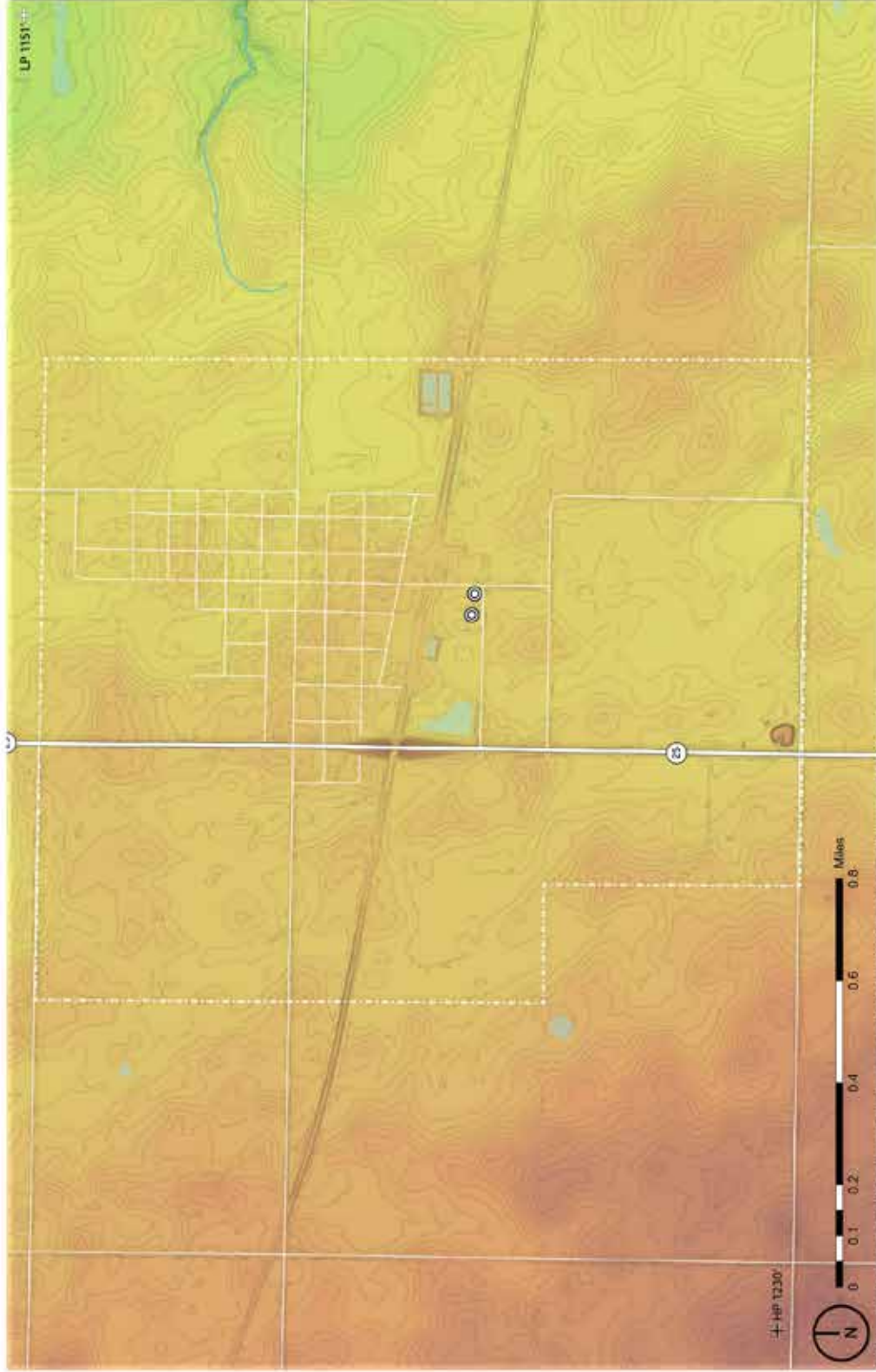
The map to the left displays topographic differences in elevation using a combination of contour lines and the color gradient depicted in the legend. The high points and low points have also been located.

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? Flood risk is correlated to low-lying land, this map also shows your community's flood risk as defined by the Federal Emergency Management Agency (FEMA) Flood Map Service Center. This map shows the two most important flood zones, the Base Flood and the Regulatory Floodway (consult legend.) Base Flood is the zone having a one percent 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.

Elevation and Topographic Features

The map to the left displays topographic differences in elevation using a combination of contour lines and the color gradient depicted in the legend. The high points 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?



Regional Watershed

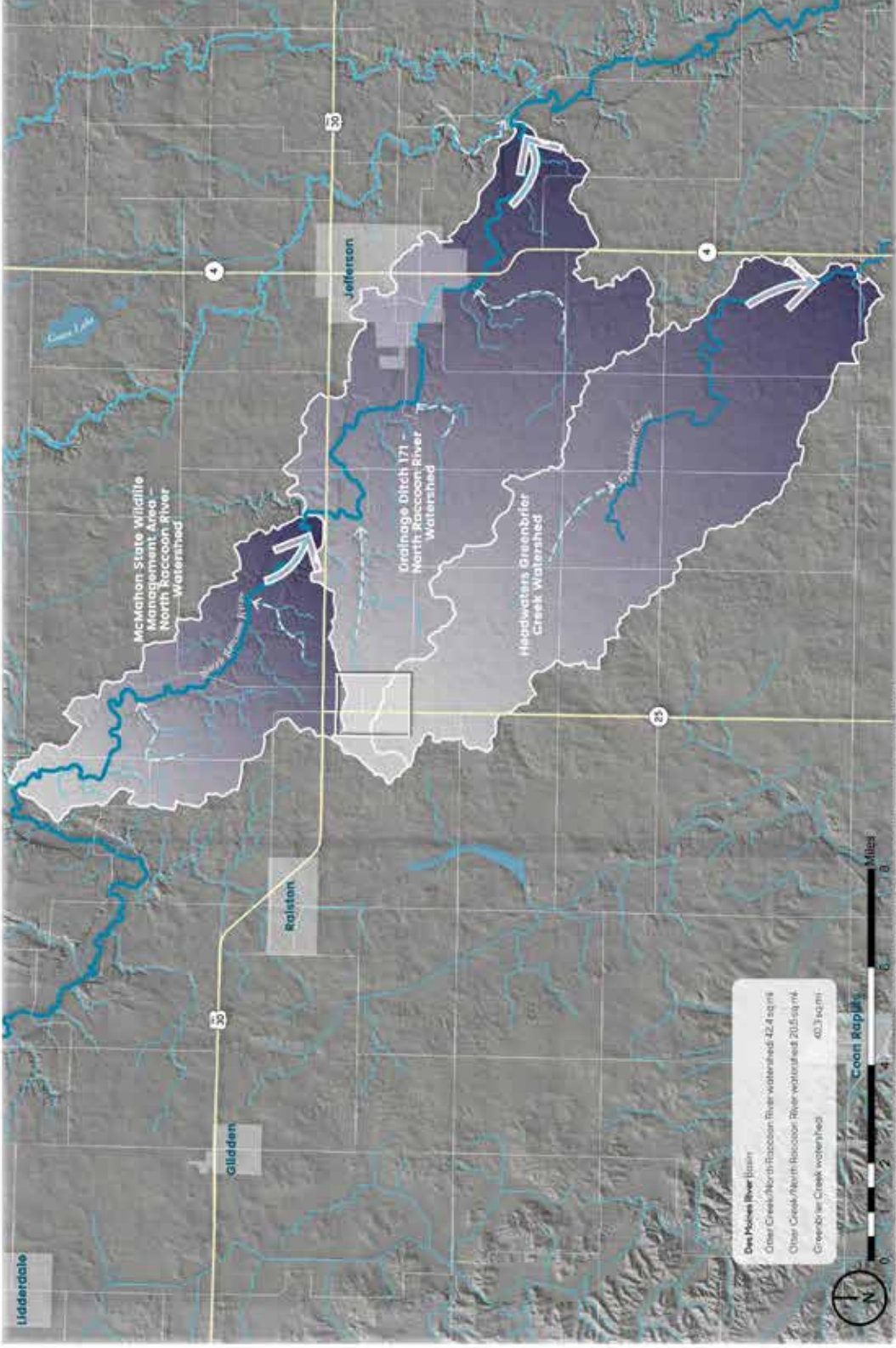
A watershed is a defined area or ridge of land with a boundary that separates waters flowing to different rivers, creeks, or basins. Watershed boundaries show the extent of a drainage area flowing to a single outlet point, and determines whether precipitation is directed into one watershed or an adjacent watershed. It is important to note that there are multiple levels of watersheds, for instance the Iowa River watershed has 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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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library." <http://www.gis.iastate.edu/englib/>

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Regional Watershed

Bioregional Context

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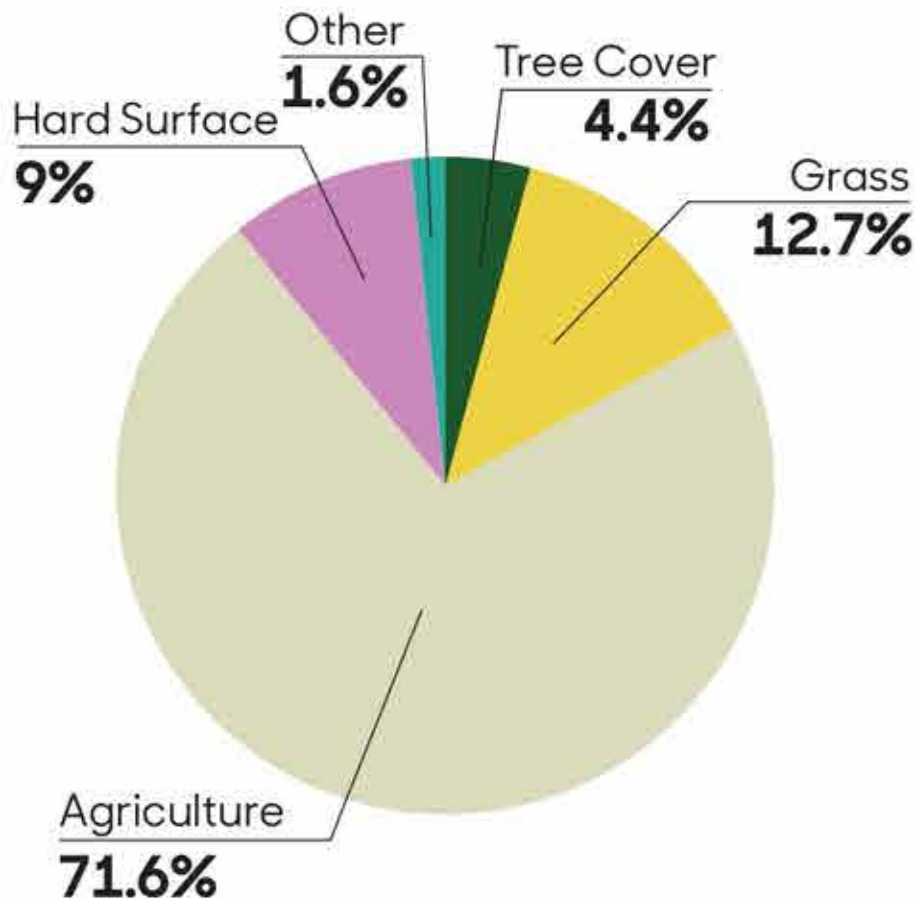


Present Day Land Cover

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.

What do you observe about the dominant land cover types in your community? Where is the tree canopy most concentrated? Compare the amount of impervious surfaces (e.g., parking lots, roads, buildings) to the other surfaces (e.g., water, grass, and agriculture.) What parts of town are covered with the most impervious surfaces and what patterns do you observe about these locations?

Percent Land Cover Type



Present Day Land Cover

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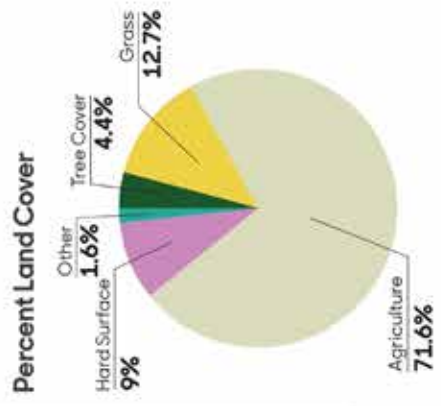
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information System Library." <http://www.gis.iastate.edu/igalib/>

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Present Day Land Cover

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Present Day Vegetation

Overlaying a present-day aerial image on the historic, 1875 Andreas Atlas shows how management of the land over several decades has changed the locations of trees and other native vegetation in the landscape.



Scranton

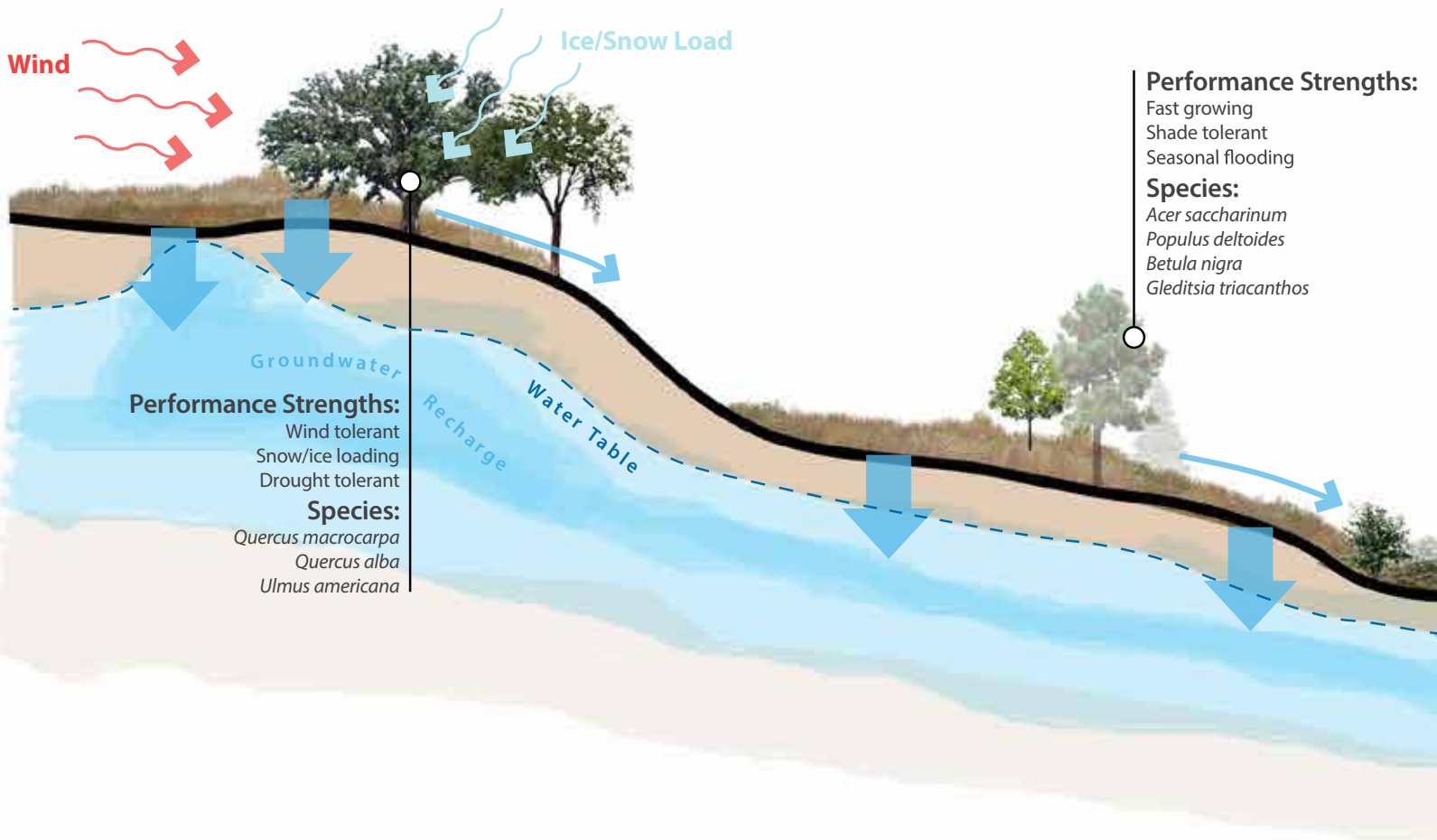
Present Day Vegetation

Bioregional Context

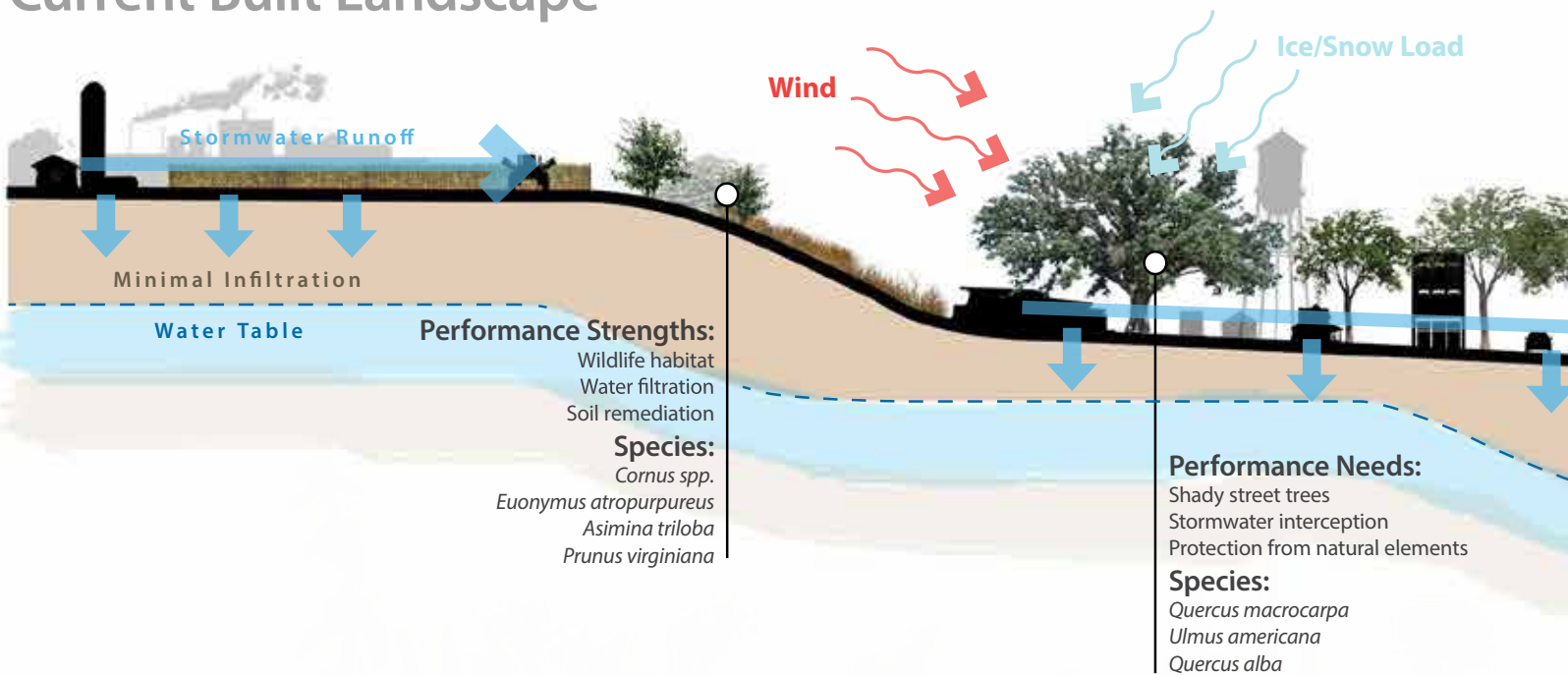
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Using Native Plants



Current Built Landscape



Pre-Settlement Landscape

Performance Strengths:

- Wildlife habitat
- Water filtration
- Soil remediation

Species:

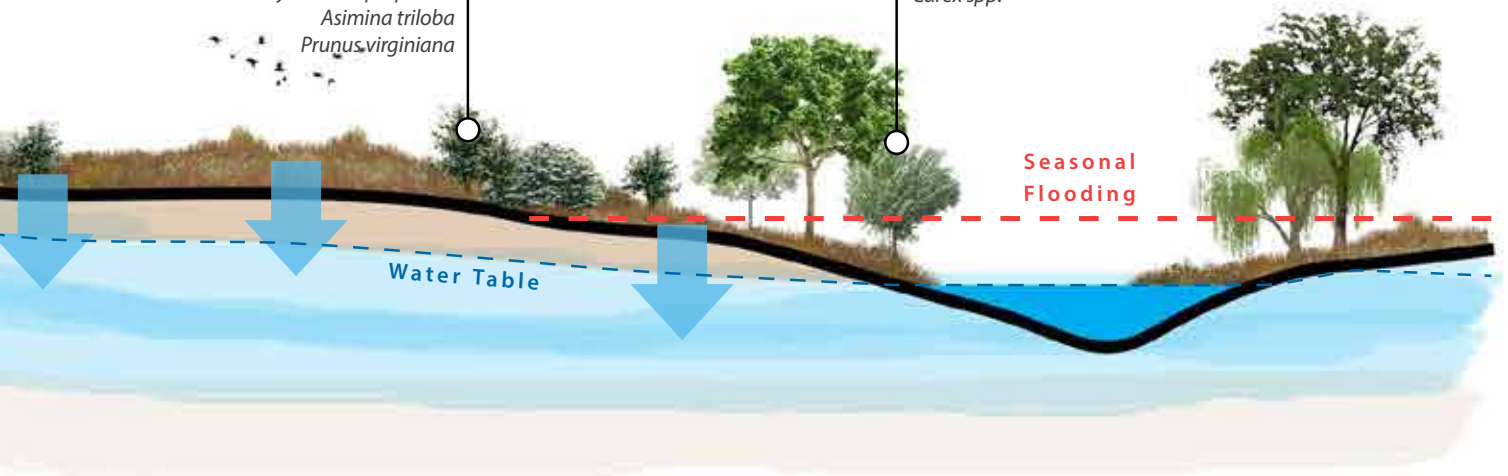
- Cornus spp.*
- Euonymus atropurpureus*
- Asimina triloba*
- Prunus virginiana*

Performance Strengths:

- Flood tolerant
- Fast growing
- Soil stabilization
- Humus production

Species:

- Salix spp.*
- Ulmus spp.*
- Carex spp.*



Performance Needs:

- Fast growing
- Shade tolerant
- Seasonal flooding

Species:

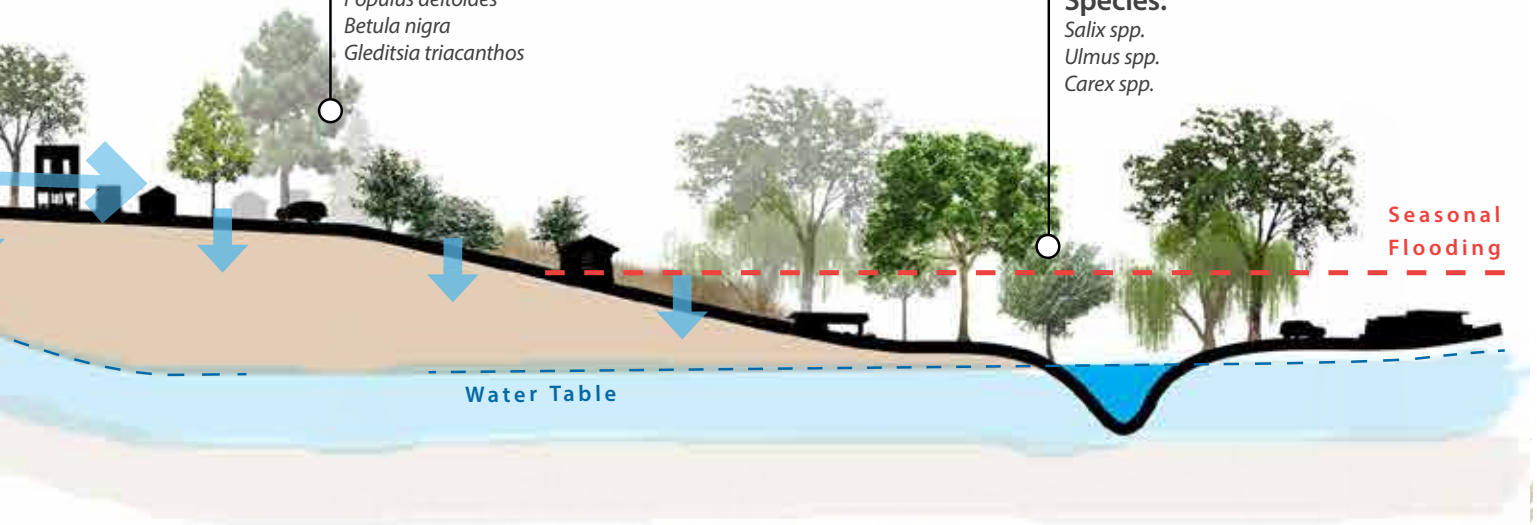
- Acer saccharinum*
- Populus deltoides*
- Betula nigra*
- Gleditsia triacanthos*

Performance Needs:

- Bank stabilization
- Vegetated buffers
- Flood resilience

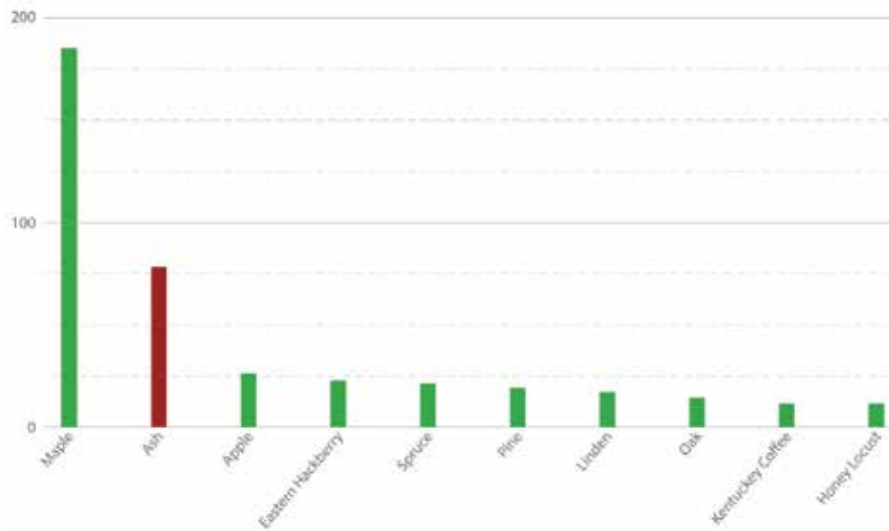
Species:

- Salix spp.*
- Ulmus spp.*
- Carex spp.*



The Urban Forest

The map depicts public right-of-way trees that have been surveyed by the Iowa Department of Natural Resources (Iowa DNR).¹ The trees are divided into three categories: healthy trees, hazard trees, and ash trees. Hazard trees were determined using the Iowa DNR's priority rating. The ratings range from one to seven; trees with a rating of six or seven were classified as hazard trees.** A six rating is indicative of a tree that is "dangerous, dead, or dying, and no amount of maintenance will increase longevity or safety." A seven rating means there are "insects, pathogens, or parasites present and detrimental to tree longevity; treatment should be given to maintain longevity." Ash trees have been identified specifically due to imminent threats from the Emerald Ash Borer (EAB),* an invasive highly destructive beetle that has already killed tens of millions of ash trees in North America.² EAB was first discovered in Iowa in 2010 and has been confirmed in 30 Iowa counties and counting.³



The bar graph above depicts the breakdown of the tree species surveyed by the Iowa DNR. Take note of the high number of ash and maple trees. Increasing species diversity in the urban forest will make the urban forest more resilient should a new bug or plant disease emerge. There is a strong possibility that 27% (255 ash trees) of Scranton's city owned trees will die once EAB becomes established in the community. With proper planning and management, the costs of removing dead and dying trees can be extended over years, mitigating public safety issues.

1 Iowa Department of Natural Resources Community Tree Inventories, <http://www.iowadnr.gov/Conservation/Forestry/Urban-Forestry/Community-Tree-Inventories>

2 EAB is a significant threat to our urban, suburban, and rural forests because it kills stressed and healthy ash trees. EAB is so aggressive that ash trees may die within two or three years after they become infested. Ash trees are as important ecologically as they are economically in the forests of the eastern United States. 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 website," Entomology and Plant Science Bureau of the Iowa Department of Agriculture and Land Stewardship (IDALS), last updated February 9, 2016, http://www.iowatreepests.com/eab_home.html.



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

Scranton

Urban Forest Conditions

Bioregional Context

Julia Bodenhoppe, Matthew Gordy, Colby Fangman, Sam Thompson
Iowa State University | Trees Forever | Iowa Department of Transportation

The Urban Forest

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The bar graph above depicts the breakdown of the tree species surveyed by the Iowa DNR. Take note of the high number of ash and maple trees. Increasing species diversity in the urban forest will make the urban forest more resilient should a new bug or plant disease emerge. There is a strong possibility that 19% (79 ash trees) of Scranton's city forest trees will die once EAB becomes established in the community. With proper planning and management, the costs of removing dead and dying trees can be extended over years, mitigating public safety issues.

¹ Iowa Department of Natural Resources, Community Tree Inventory, <http://www.dnr.iastate.edu/CommunityTreeInventory/>
² IADNR's priority rating system is based on a tree's size, age, and health. A tree is rated one through seven based on its condition. A tree with a rating of one is in good health and a tree with a rating of seven is in poor health and should be removed or replaced. A tree with a rating of six or seven is in poor health and should be removed or replaced. A tree with a rating of five is in poor health and should be removed or replaced. A tree with a rating of four is in poor health and should be removed or replaced. A tree with a rating of three is in poor health and should be removed or replaced. A tree with a rating of two is in poor health and should be removed or replaced. A tree with a rating of one is in good health and should be maintained.
³ "Emerald Ash Borer." <http://www.dnr.iastate.edu/CommunityTreeInventory/>
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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 **Scranton**, 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 **Scranton'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 **Scranton** residents with different transportation needs to participate in focus groups. A total of **50** residents attended **Scranton's** workshop. Participants were separated into five user groups and the **Scranton** 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 Impaired

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.

What Factors Affect Transportation in Scranton?

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.

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(7 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.



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(17 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.



(8 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.



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Barrier: Flooding and Lack of Sidewalks on State Street



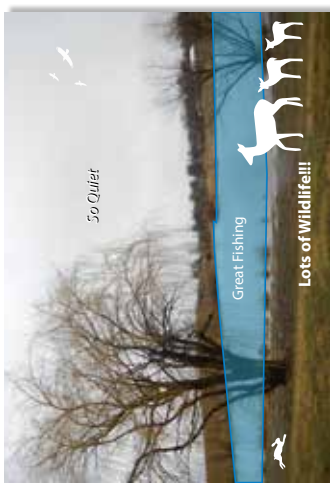
Barrier: Railroad Tracks Make Access to Pond Park Difficult



Barrier: Lack of Curb Cuts and Crosswalks at Hwy 25/State Street Intersection



Asset: Gazebo Park




Asset: Pond Park



Asset: City Park

What People Said



As far as the parks go, I think we have beautiful parks, I think they need some work.

"When you're biking, you just have to pick a safe street...I don't ride my bicycle up and down [Highway] 25. I usually kind of stay away from that, I'll cross it, but I don't ride it."

"I like taking the dog [to the pond] to walk, it's quiet."

"If we had a bike trail to Jefferson, that'd be good."

[The Recreation Field] is a big, open field, and it's great for flying kites."

Actives



"I know whenever Scranton [Manufacturing] lets out whatever shift it is, they go straight down State Street and they don't slow down. It's car after car after car like a parade."


"You're just better off to walk in the street. It's such a small town, you can usually safely get by with that."

"There is no sidewalk on [Highway 25] for people to walk from Casey's back into town."

"My husband bikes quite a bit, and there is not safe place to bike if you want to go a long distance...there's no connection to a bike trail or anything like that from here."

"I think they do a really good job in this town of snow removal."

Older Adults



"There's no sidewalk [along Highway 25]. You can't walk on that road because of traffic."

"I would consider coming to town to walk...if I didn't have to just walk around the streets, if there was a trail or a track or something like that."

"I love the trees in town, but I think that some of them are getting too big and old and need to be taken out and replaced."

"I would love a designated trail or walking area."

"Sometimes we push our daughter around in the stroller in the streets."

Parents



Youth

"There's a trail around the pond, but you just walk on it."

"[The baseball field] is really small and it doesn't have any bases, and then sometimes there's a lot of grass on it."

"[I would like] a bridge across the pond or maybe to the middle of the pond or something. I go fishing down there."

"We just have two parks, but they're kind of boring."

"We just usually ride [bikes] around town."



Steering Committee

"[Highway 25] is a scary highway because it's a two-way, those trucks screaming through there. Even cars."

"There are no crosswalks painted on the streets...No one's stopping to let [kids] cross, but if there was something...marked out for them to cross, maybe that would help."

"When we're out walking, we avoid State Street just because it's a farm-to-market road through town and there's a lot of traffic that travels on it."

"Sidewalks are not in the best condition, so that kind of detracts from the nice walk."

"There's some activity at [Pond Park] in the winter for ice fishing, people out walking their dogs."



Mobility Impaired

"Ramps are a very good thing if you're in a wheelchair and so on, but I'm walking...So in certain instances, it would be better to have a step and a ramp."

"I just bike around town to wherever I want to go or else in the summertime I ride up the highway and over towards one of the other little towns over here and back."

"Lighting isn't that good in town period, I think."

"There [are] a lot of places in town where we don't even have sidewalks."

"I like the idea of having trees along the road and some shade."

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, drive, and bike regularly, either as part of a daily commute or as recreational/sports training. This group would like improvements such as a walking trail to make walking and biking more comfortable.

Mobility-impaired individuals often rely on motorized scooters and wheelchairs to get around. Golf carts are also popular; hence, this group would like more areas of town to be accessible to golf carts.

Older adults primarily drive, bike, and walk to destinations. This group uses golf carts to get around and are also interested in increasing golf-cart access throughout town.

Youth mainly walk and bike to get around the community. Some ride with their parents, and older youth drive. This group is interested in having more outdoor recreation opportunities and improving existing facilities.

Parents drive, walk, and bike. They also use golf carts and four-wheelers. Parents are concerned about their children's safety as they travel throughout town.

Steering committee members walk, drive, and bike. This group would like to make improvements such as adding crosswalks, installing better street lighting, and reducing the speed along Highway 25 through town.

User Types	Destinations and Activities			Diverse and Accessible Destinations			Understandable Cues and Features			Most Used and Improvements and Activities			
	Library	Community Center	Senior Center	Home Care of Living	Community Gathering House	Book, Programs, Tables	Book Access to Bookshelves	Highway 25 & 50th Street Intersection	Curved Parks	Landmark Parks	Walking/Biking Trail	Improve Access to Sports	Community Recreation
Active	●	●	●	●	●	●	●	●	●	●	●	●	●
Mobility Impaired	●	●	●	●	●	●	●	●	●	●	●	●	●
Older Adults	●	●	●	●	●	●	●	●	●	●	●	●	●
Youth	●	●	●	●	●	●	●	●	●	●	●	●	●
Parents	●	●	●	●	●	●	●	●	●	●	●	●	●
Steering Committee	●	●	●	●	●	●	●	●	●	●	●	●	●

Active walk, drive, and bike regularly. They are interested in more recreational opportunities. The group would like improvements such as a walking trail to make walking and biking more comfortable.

Mobility-impaired individuals often rely on their cars to get around. They would like to get around. Golf carts are also popular. Hence, this group would like more areas of town to be accessible to golf carts.

Older adults primarily drive, bike, and walk. They are interested in using golf carts to get around and also interested in increasing golf-cart access throughout town.

Youth mainly walk and bike to get around the community. Some ride with parents and others use bikes. This group is interested in having more outdoor recreation opportunities and improving existing facilities.

Parents drive, walk, and bike. They also use golf carts and four-wheelers. Parents are concerned about their children's safety as they travel throughout town.

Steering committee members walk, drive, and bike. This group would like to make improvements such as adding crosswalks, making their street crossings safer, and making their speed along Highway 25 through town.

Active residents feel fortunate to have a new library. The active parent group would like to have a good place to meet. The group would like to have a good place to meet. The group would like to have a good place to meet.

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Analysis of Barriers

The analysis of barriers synthesizes the feedback we received from the five transportation user groups. Although not summarized below, input from the steering committee is incorporated into the map of all five user types.

Barriers identified in Scranton are focused on Highway 25 and on accessibility issues. Focus-group participants perceive Highway 25 as a barrier because of the high volume of high-speed truck traffic it carries. The intersection of Highway 25 and State Street is difficult to cross for all types of traffic because of the speeding traffic and poor visibility. Access to Pond Park is limited for pedestrians and cyclists to crossing the viaduct or cutting across the railroad tracks, neither of which is ideal in terms of safety.



Actives

Active recreationists see the lack of amenities at the city’s parks as barriers. For example, City Park has no restrooms or drinking fountains, and Pond Park doesn’t have enough fish in the pond. This group also noted that Main Street has no lighting and that old US 30 has no shoulder.



Mobility Impaired

Mobility-impaired individuals are concerned about the lack of universal accessibility to the businesses and services downtown, noting that both stairs and curb ramps with railings are needed. The lack of access to certain streets for golf carts is also an issue.



Older Adults

Older adults see lack of access for golf carts as a barrier. They also noted the death of trees at the recreation field.



Youth

Insufficient outdoor recreation opportunities, specifically no soccer field and poorly maintained play equipment, are a barrier to the youth group. They also noted fast traffic on State Street and graffiti on the viaduct bridge as problems.



Parents

Parents identified broken and missing sidewalks throughout town as a barrier. They also pointed out seasonal barriers such as flooding on the north side of town and blind spots created by snow piles during winter.

Scranton's Barriers: Common Factors

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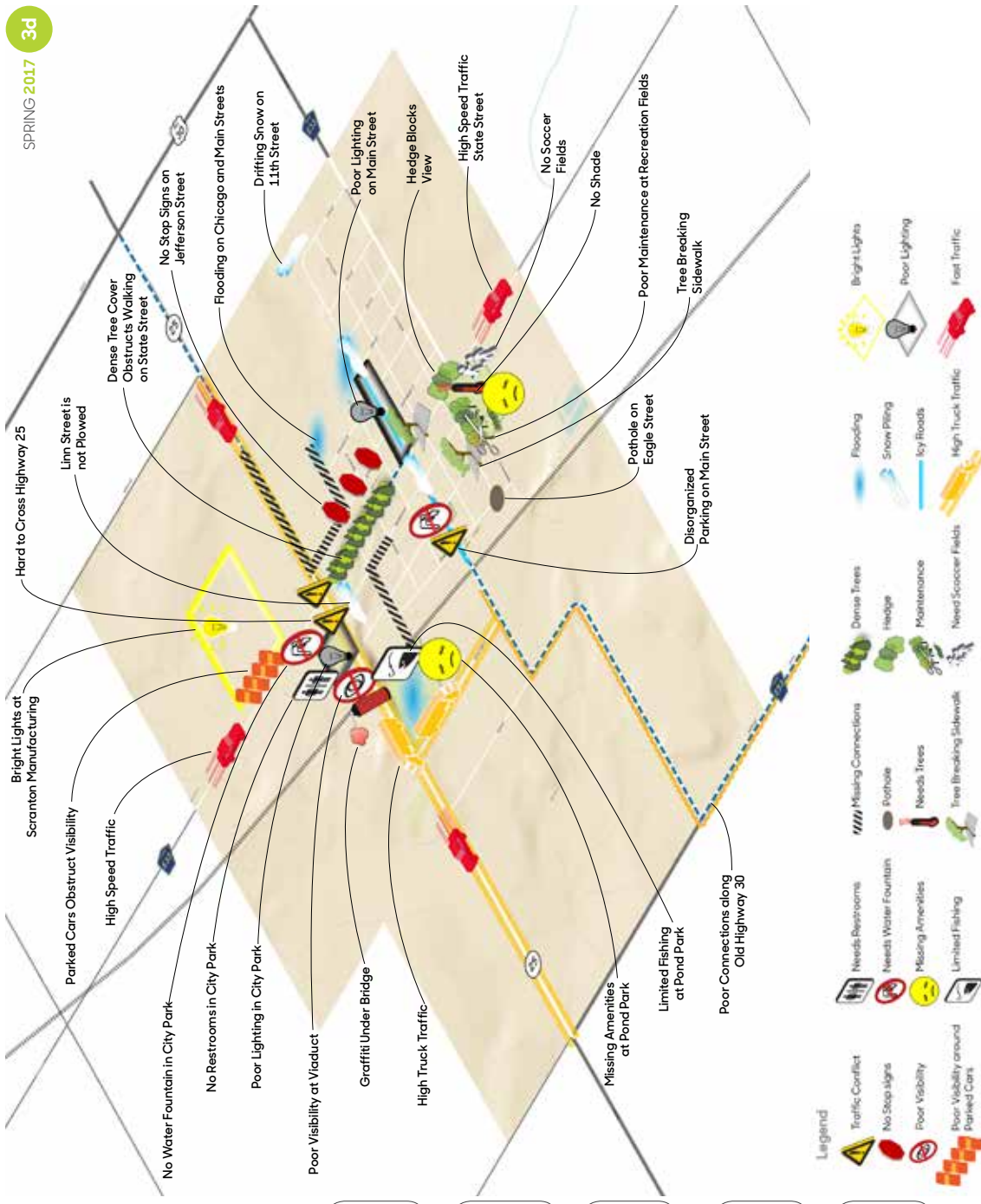
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SPRING 2017 3d

Scranton Barriers

Transportation Assets and Barriers

Julia Badenhope, Sandra Oberbroeckling, Matthew Gordy, Samuel Thompson

Iowa State University | Trees Forever | Iowa Department of Transportation



Analysis of Assets

The analysis of assets synthesizes the feedback we received from the five transportation user groups. Although not summarized below, input from the steering committee is incorporated into the map of all five user types.

Both adult and youth users value Scranton's outdoor facilities, especially Pond Park and the Recreation Fields. Adult users appreciate the Community Center because it provides a local gathering space for community events, as well as a place to walk during the winter months.



Active recreationists like to fly kites and let their dogs run loose at the Recreation Fields. This group appreciates the wildlife at Pond Park. Actives also like local amenities such as the congregated meals at the Methodist Church and the benches on Main Street.



Mobility-impaired individuals value the active Methodist Church in town and the new library. This group noted how snow is piled by the water tower and stored by the co-op during winter. They appreciate the fox stand located at the end of Chicago Street.



Older adults like that downtown is well lit and has benches and trees. They like to go to the senior coffee group at the congregated meal site. This group also noted that most sidewalks in town are ADA compliant.



Scranton's outdoor recreation opportunities are important to youth. They engage in activities such as fishing at Pond Park, basketball, and baseball. They also make snow caves by the old town hall during winter.



Parents appreciate that Scranton overall is a walkable community. This group enjoys the Lincoln Highway Bar and Grill, as well as the new library. They like Pond Park because it has restrooms and provides a venue for skating and fishing.

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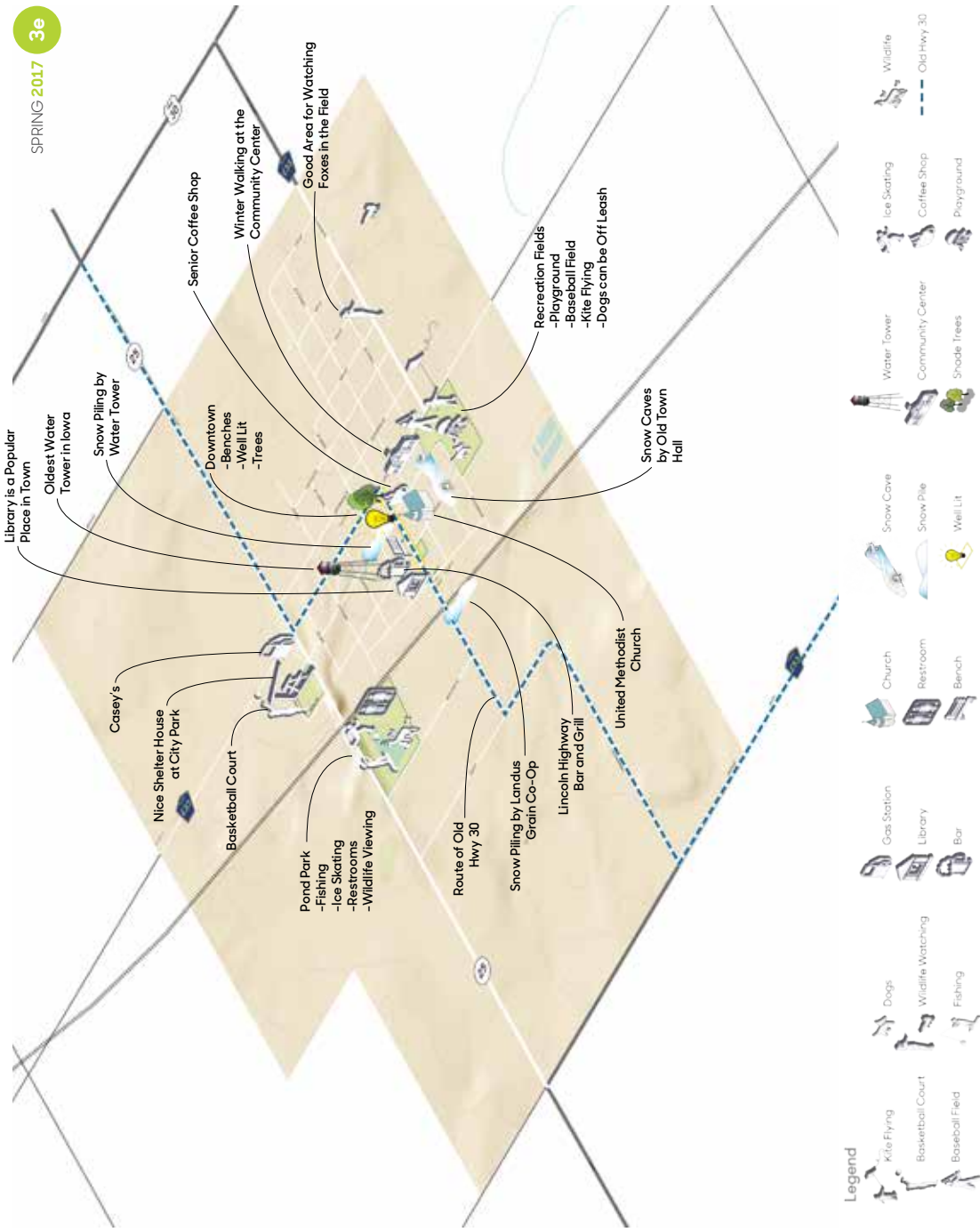
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SPRING 2017 3e

Desired Improvements

The analysis of desired improvements synthesizes the feedback we received from the five transportation user groups. Although not summarized below, input from the steering committee is incorporated into the maps of all five user groups.

Developing a walking/biking trail and updating the city's recreation areas are desired enhancements that emerged across user types. Proposed updates to the parks include adding restrooms, installing new play equipment, adding more basketball courts, and improving lighting.



Actives

Active recreationists are interested in both a walking/biking trail around town and a trail connecting Scranton to Jefferson. This group would like expanded hours at the Community Center for walking, as well as expanded library hours.



Mobility Impaired

Mobility-impaired individuals want more access throughout town for golf carts. They suggested putting golf-cart lanes on Main and State Streets. This group also wants more ramps and the addition of handrails to existing ramps. They also want more handicapped signage and parking stalls on Main Street.



Older Adults

Desired improvements of older adults are focused on trees. They would like more trees planted at the Recreation Fields, Gazebo Park, and along Highway 25. Participants in this group noted that the lights at Scranton Manufacturing are too bright at night and suggested planting trees to buffer the light.



Youth

The youth group focused its desired improvements on outdoor recreation opportunities. They would like to see the baseball field updated. They also want a bike track, new playground equipment, and a swimming pool.



Parents

Parents prioritized slowing traffic through town, specifically on State Street and on Highway 25. They would also like a dog park, a sledding hill for youth, and a boys and girls club. This group suggested removing all the ash trees in town before the emerald ash borer reaches Scranton.

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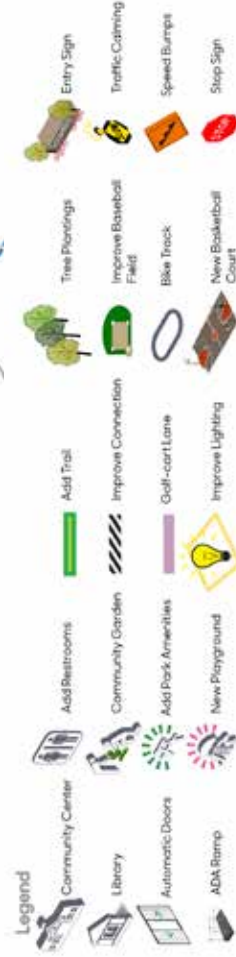
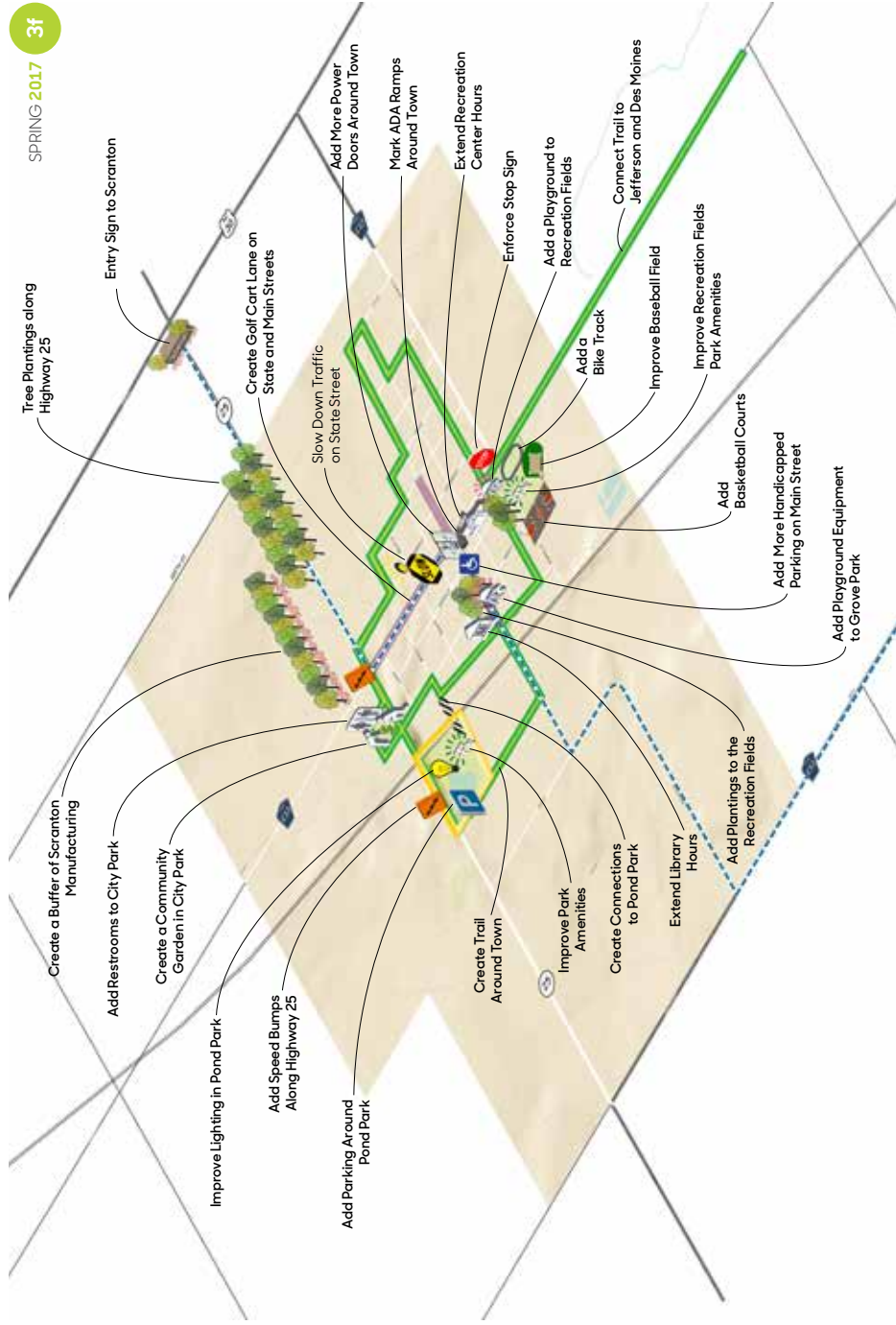


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Parents



Scranton

Desired Improvements

Transportation Assets and Barriers

Julia Badenhop, Sandra Oberbroeckling, Matthew Gordy, Samuel Thompson

Iowa State University | Trees Forever | Iowa Department of Transportation

Transportation Inventory and Analysis

Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Scranton's transportation systems include roadways, pedestrian walking and biking routes, railways, and the Lincoln Highway Heritage Byway.

Scranton is intersected on the west side by Highway 25 (referred to as E Ave. or Locust St.). The Union Pacific railroad tracks also traverse through the community to the south and County Road E33 (Kendrick St.) forms part of the easternmost border.

The visioning design team met with Iowa Department of Transportation (DOT) personnel, the Greene County Engineer, and local officials to identify existing, past, and future transportation system capital improvements, maintenance, and other transportation-related constraints and opportunities in the Scranton area.

Several transportation-related assets and opportunities include the three (3) entrance signs and the various parks located throughout town. The Lincoln Highway Heritage Byway also runs directly through the community, providing historic references and interpretation while creating an identity for Scranton.

Items of concern related to the transportation systems include a variety of shared vehicular and pedestrian constraints such as street crossings, poor visibility, vehicular speed, and ADA accessibility. There are several areas noted to the northwest that are prone to snow drifting, as well as poor drainage surrounding Pond Park. Heavy truck traffic was also noted along State and Kendrick Streets.

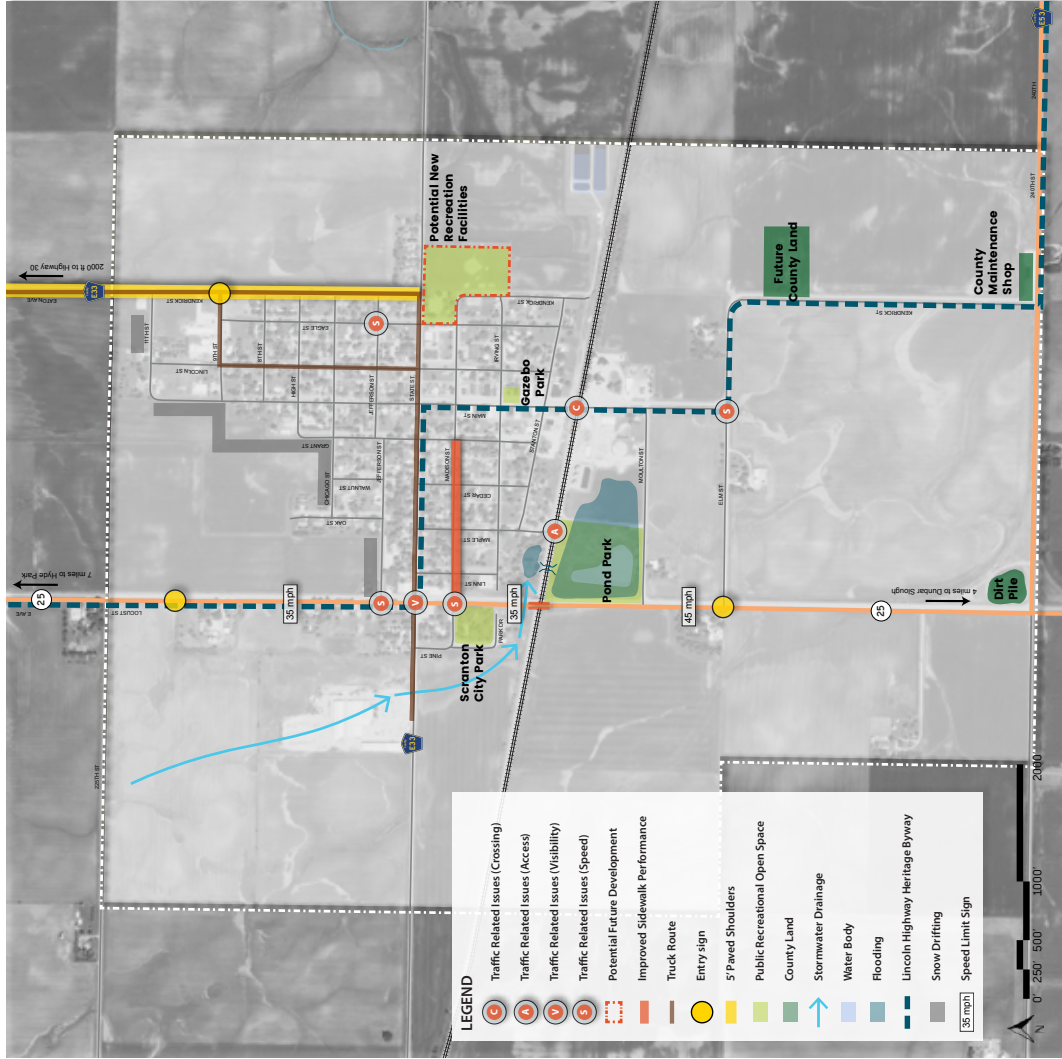
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Map of Scranton highlighting and analyzing existing transportation infrastructure.

Steering Committee



"[Highway 25] is a scary highway because it's a two-way, these trucks screaming through there. Even cars."

"When we're out walking, we avoid State Street just because it's a farm-to-market road through town and there's a lot of traffic that travels on it."

Older Adults



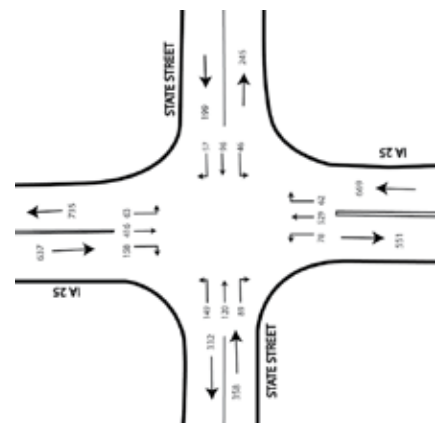
"There is no sidewalk on [Highway 25] for people to walk from Casey's back into town."

Bikers



"When you are biking, you just have to pick a safe street... I don't ride my bicycle up and down [Highway 25], I usually kind of stay away from that. I'll cross it but I don't ride it."

People's opinions about these two streets - IA 25 and State Street






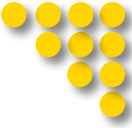

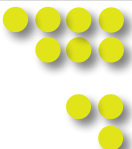








Turning Movement Traffic Count Summary - 2011 Annualized Daily Traffic For All Vehicles

Goal Setting and Programming

The Scranton Steering Committee presented what they learned from the TAB assessment, survey, and bioregional information to the landscape architects. The committee, then completed a worksheet (combined results to the right) identifying goals and values. The goals are based off of the information from the assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for areas of concern to them.

The landscape architects organized programming themes for the City of Scranton using the goals identified by the steering committee. Greater importance was given to goals that were highlighted in discussions and/or repeated by individuals on the worksheet.

Community Values/ Themes Based on Assessments	Broad-Based Outcomes/ Goals
<p>Downtown - Main Street</p> 	 <ul style="list-style-type: none"> Increase visibility of Gazebo Park Add lighting Update building facades for character Life after business hours ADA accessibility
<p>Sidewalks - Pathways - Trails</p> 	 <ul style="list-style-type: none"> Added capacity needed Safety Recreational trails Resident vs. town responsibility
<p>Signage - Wayfinding</p> 	 <ul style="list-style-type: none"> Welcome visitors Beautify entrances into town Community identity Signs to specific destinations (parks)
<p>Safety</p> 	 <ul style="list-style-type: none"> Improved sidewalks, crosswalks, and ramps Connectivity between community assets and features Increased mobility for residents Increased line of sight
<p>Parks System</p> 	 <ul style="list-style-type: none"> Multi-use facilities Theming and connectivity between parks Attractions for outside visitors Financial resource Support for local/regional team sports
<p>Landscaping - Trees</p> 	 <ul style="list-style-type: none"> More colorful/diverse trees Improved watershed function/absorption Beautification Improved use Creation of shade
<p>Drainage/Rain Gardens</p> 	 <ul style="list-style-type: none"> Absorption of stormwater Reduce impacts of flooding Educate residents and public

Goal Setting Process

The Scranton steering committee presented what they learned from the TAB assessment, survey and bio-regional information to the landscape and architects. The committee then completed a worksheet (combined results to the right) identifying goals and values. The goals are based off of the information from the assessments. Each committee member also included reasoning for improvements and highlighted specific programming needs for areas of concern to them.



Open discussion and documentation of the goal setting worksheet.



Steering committee provides design team with feedback.

Programming themes were created for the City of Scranton using the goals identified by the steering committee. Greater importance was given to goals that were highlighted in discussions and/or repeated by individuals on the worksheet.

Scranton

Goal Setting

Combined Results from the Goal Setting and Programming Worksheets

Represents individuals who voiced the same goal.

SUMMER 2017

Community Values/ Themes Based on Assessments	Broad-Based Outcomes/ Goals	Why Change Anything?	What Exactly and Where?
Downtown - Main Street 	<ul style="list-style-type: none"> Increase visibility of Gazebo Park Add lighting Update building facades for character Life after business hours ADA accessibility 	<ul style="list-style-type: none"> Beautification Visibility and viewing Attract people Attract new businesses Revitalization 	<ul style="list-style-type: none"> Main Street Businesses/storefronts Plantings at water tower
Sidewalks - Pathways - Trails 	<ul style="list-style-type: none"> Added capacity needed Safety Recreational trails Resident vs. town responsibility 	<ul style="list-style-type: none"> Safety reasons Aesthetics Increased access and mobility To keep people from walking on streets 	<ul style="list-style-type: none"> State Street Madison Street Highway 25 viaduct Bike path Community loop trail Improvements along byway
Signage - Wayfinding 	<ul style="list-style-type: none"> Welcome visitors Beautify entrances into town Community identity Signs to specific destinations (parks) 	<ul style="list-style-type: none"> Existing signs are too small Improve outside/visitor perception Gives a reason for people to stop 	<ul style="list-style-type: none"> South entrance (near Pond Park) North entrance (on Highway 25) Lighting/highlight water tower North entrance (E33/Kendrick St.)
Safety 	<ul style="list-style-type: none"> Improved sidewalks, crosswalks, and ramps Connectivity between community assets and features Increased mobility for residents Increased line of sight 	<ul style="list-style-type: none"> Increased use of community parks and streets 	<ul style="list-style-type: none"> Crossings on Highway 25 Crosswalks Sidewalk improvements Crossing to Casey's
Parks System 	<ul style="list-style-type: none"> Multi-use facilities Theming and connectivity between parks Attractions for outside visitors Financial resource Support for local/regional team sports 	<ul style="list-style-type: none"> Increase usership Increase marketing/tourism/public relations Improve outside/visitor perception 	<ul style="list-style-type: none"> Pond Park (floating dock, camping, aeration fountain) Frisbee (disc) golf West-End Park (shelter upgrades, parking, perimeter definition) Connectivity
Landscaping - Trees 	<ul style="list-style-type: none"> More colorful/diverse trees Improved watershed function/absorption Beautification Improved use Creation of shade 	<ul style="list-style-type: none"> Make beautiful places Improve outside/visitor perception Marketability Attract new businesses downtown 	<ul style="list-style-type: none"> Main Street Community entrances Community parks Along the designated byway
Drainage/Rain Gardens 	<ul style="list-style-type: none"> Absorption of stormwater Reduce impacts of flooding Educate residents and public 	<ul style="list-style-type: none"> Reduces peak discharge Improves water quality Landscape amenity 	<ul style="list-style-type: none"> Along streets prone to drainage and flooding Pilot project in a park Near entry signage

Jeffrey L. Bruce and Company LLC

Landscape Architects: Eric Doll, PLA, ASLA and David Stokes, PLA, ASLA

Interns: Riley Dunn and Carol Joella Ustine

Iowa State University | Trees Forever | Iowa Department of Transportation



Community Concept Plan

After meetings with the steering committee and other members of the community, the design team has proposed several concepts for Scranton based on the goals identified. Below is an outline of the proposed concepts which correspond to the map:

Trail and Sidewalk Systems

The design proposal for improvements to the trail and sidewalk networks in town address residents' desire to have safer options when getting around Scranton and connecting to each of the four (4) parks.

Parks and Recreation

Improvements to the aged portions of the park system, along with new elements to further enhance the public space and encourage various types of recreation.

Main St./Downtown Revitalization

State Street and the downtown core have a lot of history with the Lincoln Highway. Scranton can impress visitors and residents with new street configurations, landscaping, and site furnishings to further enhance their Main Street appeal.

Scranton Water Tower

The water tower also gives Scranton a unique historical connection and a destination for visitors. Highlighting this feature enhances its visibility and bring more people into town.

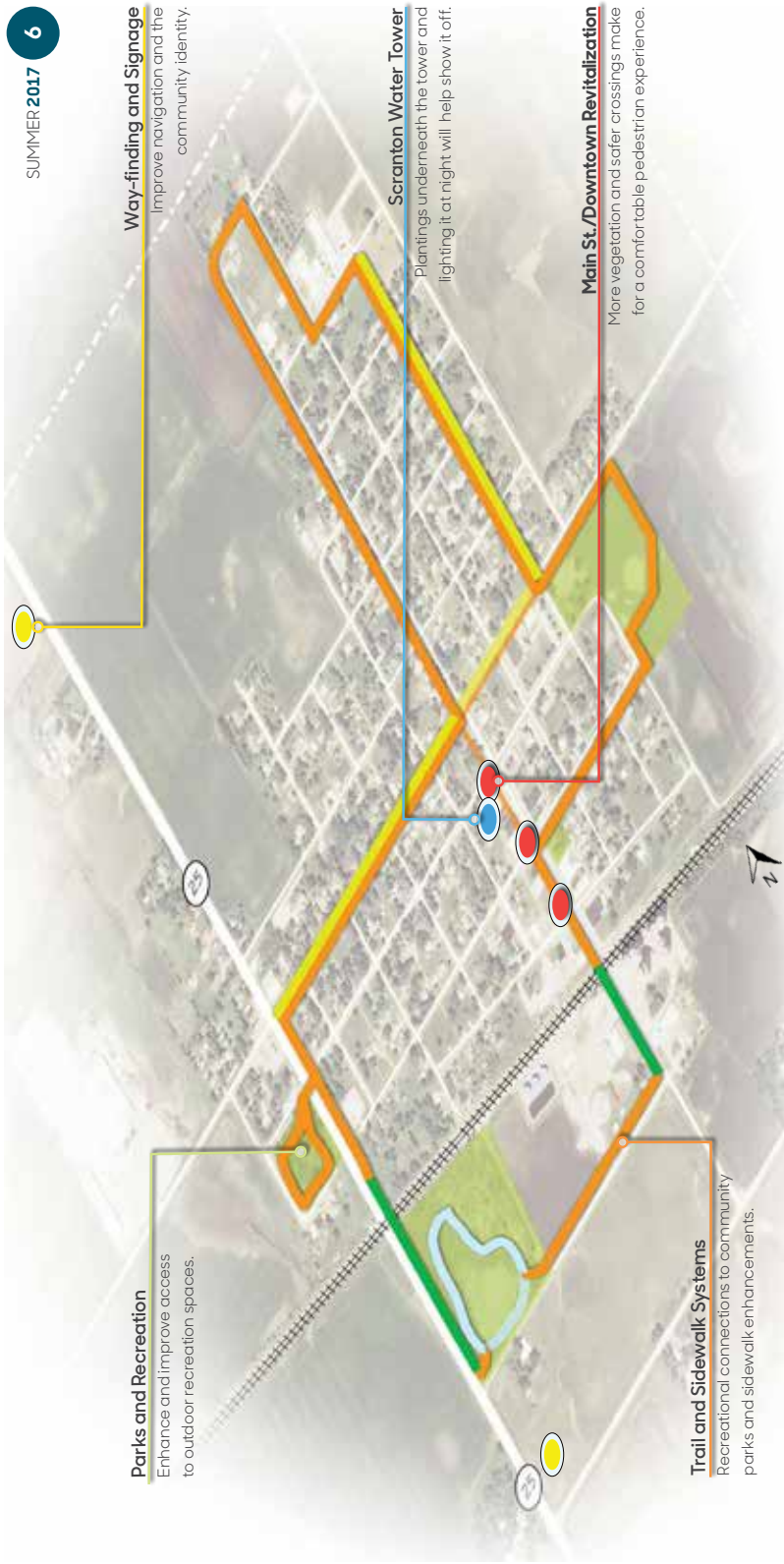
Way-finding and Signage

An attractive and cohesive signage scheme incorporating elements of existing community signage and enhancing Scranton's visual appearance and legibility.

Concept Overview

After meetings with the steering committee and other members of the community, the design team has proposed several concepts for Scranton based on the goals identified. Below is an outline of the proposed concepts which correspond to the map:

- 1. Trail and Sidewalk Systems**
The design proposal for improvements to the trail and sidewalk networks in town address residents' desire to have safer options when getting around Scranton and connecting to each of the four (4) parks.
- 2. Parks and Recreation**
Improvements to the aged portions of the park system, along with new elements to further enhance the public space and encourage various types of recreation.
- 3. Main St./Downtown Revitalization**
State Street and the downtown core have a lot of history with the Lincoln Highway. Scranton can impress visitors and residents with new street configurations, landscaping, and site furnishings to further enhance their Main Street appeal.
- 4. Scranton Water Tower**
The water tower also gives Scranton a unique historical connection and a destination for visitors. Highlighting this feature enhances its visibility and bring more people into town.
- 5. Way-finding and Signage**
An attractive and cohesive signage scheme incorporating elements of existing community signage and enhancing Scranton's visual appearance and legibility.



Parks and Recreation
Enhance and improve access to outdoor recreation spaces.

Scranton Water Tower
Plantings underneath the tower and lighting it at night will help show it off.

Main St./Downtown Revitalization
More vegetation and safer crossings make for a comfortable pedestrian experience.

Trail and Sidewalk Systems
Recreational connections to community parks and sidewalk enhancements.



Board 7



Board 9a



Board 9c



Board 10b



Board 11



Board 12

Cost Opinion Summary

The projects and their estimated budgets are discussed in more detail in the following pages. Cost opinions presented here are based on industry sources, previous project bid tabulations, and research. Costs are presented in 2017 dollars and is forecasted to escalate in subsequent years. Local site conditions, labor, and material costs may affect actual construction costs differently than presented in estimate. 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 design assumptions and quantities shown in these cost opinions.

Sidewalk Improvements	
Crosswalks (4) @ Hwy 25/Madison Street (30' x 9')	
Sub-Total	\$ 20,400.00
24% Contingency and Design Fees	\$ 4,896.00
Total	\$ 25,296.00
Sidewalk Improvements Total	\$ 25,296.00

Loop Trail	
8' Wide Asphalt Trail Throughout Rec. Fields Park	
Sub-Total	\$ 146,800.00
24% Contingency and Design Fees	\$ 35,232.00
Total	\$ 182,032.00
8' Wide Concrete Sidewalk along Eagle Street	
Sub-Total	\$ 104,000.00
24% Contingency and Design Fees	\$ 24,960.00
Total	\$ 128,960.00
8' Wide Concrete Sidewalk along 9th, Lincoln, and 11th Streets	
Sub-Total	\$ 82,700.00
24% Contingency and Design Fees	\$ 19,848.00
Total	\$ 102,548.00
8' Wide Concrete Sidewalk along Main Street	
Sub-Total	\$ 144,367.00
24% Contingency and Design Fees	\$ 34,648.08
Total	\$ 179,015.08
8' Wide Concrete Sidewalk along State Street	
Sub-Total	\$ 115,667.00
24% Contingency and Design Fees	\$ 27,760.08
Total	\$ 143,427.08
8' Wide Concrete Sidewalk along Hwy 25	
Sub-Total	\$ 37,500.00
24% Contingency and Design Fees	\$ 9,000.00
Total	\$ 46,500.00
5' Wide Paved Shoulder on Hwy 25 to Pond Park	
Sub-Total	\$ 42,875.00
24% Contingency and Design Fees	\$ 10,290.00
Total	\$ 53,165.00
8' Wide Asphalt Trail at Southern Edge of Pond Park	
Sub-Total	\$ 60,600.00
24% Contingency and Design Fees	\$ 14,544.00
Total	\$ 75,144.00

8' Wide Asphalt Trail along Moulton Street		
Sub-Total	\$	64,500.00
24% Contingency and Design Fees	\$	15,480.00
Total	\$	79,980.00
5' Wide Paved Shoulder on Main Street to Train Tracks		
Sub-Total	\$	23,625.00
24% Contingency and Design Fees	\$	5,670.00
Total	\$	29,295.00
8' Wide Concrete Sidewalk along Irving Street to Rec. Fields Park		
Sub-Total	\$	56,800.00
24% Contingency and Design Fees	\$	13,632.00
Total	\$	70,432.00
Loop Trail Total	\$	1,090,498.16

Community Park Improvements		
Pond Park		
Sub-Total	\$	333,456.00
24% Contingency and Design Fees	\$	80,029.00
Total	\$	413,485.00
City Park		
Sub-Total	\$	282,833.00
24% Contingency and Design Fees	\$	67,880.00
Total	\$	350,713.00
Recreation Fields		
Sub-Total	\$	627,949.00
24% Contingency and Design Fees	\$	150,708.00
Total	\$	778,657.00
Splash Pad and Dog Park		
Sub-Total	\$	140,750.00
24% Contingency and Design Fees	\$	33,780.00
Total	\$	174,530.00
Gazebo Park		
Sub-Total	\$	53,442.00
24% Contingency and Design Fees	\$	12,826.00
Total	\$	66,268.00
Community Park Improvements Total	\$	1,783,653.00

Downtown Improvements		
Main Street		
Sub-Total	\$	462,200.00
24% Contingency and Design Fees	\$	110,928.00
Total	\$	573,128.00
Downtown Improvements Total	\$	573,128.00

Community Park Additions		
Water Tower Park		
Sub-Total	\$	69,480.00
24% Contingency and Design Fees	\$	16,675.00
Total	\$	86,155.00
Water Tower Park Total	\$	86,155.00

Grand Total	\$	3,558,730.16
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Sidewalks/Safety

Safety is a serious concern for pedestrians along Highway 25. There are no sidewalks along a majority of the roadway and several intersections yield dangerous crossings. State and Madison Streets in particular are problematic; and are in need of sidewalk repair. Providing signage that makes vehicles aware of walkers/bikers results in a much safer environment.

Design Expertise Recommended

Projects may require help beyond the capability of the Scranton Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a the Iowa Department of Transportation and a Landscape Architect.

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

Sidewalk Improvements					
Pavement Removal					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Sidewalk					
Sidewalk (100 lf @ 4" Depth - 4' width)	44	sy	\$15.00	\$667.00	\$667.00
Curb and Gutter					
Remove Curb and Gutter (100 lf)	100	lf	\$15.00	\$1,500.00	\$1,500.00
Sidewalk Installation Per 100 lf					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
4' Wide Sidewalk					
New Concrete Sidewalk (100 lf @ 5" Depth)	400	sf	\$6.50	\$2,600.00	\$2,600.00
6' Wide Sidewalk					
New Concrete Sidewalk (100 lf @ 5" Depth)	600	sf	\$6.50	\$3,900.00	\$3,900.00
8' Wide Sidewalk					
New Concrete Sidewalk (100 lf @ 5" Depth)	800	sf	\$6.50	\$5,200.00	\$5,200.00
Curb Ramps at Intersections					
ADA Curb Ramps w/ Truncated Domes	1	ea	\$950.00	\$950.00	\$950.00
Crosswalks (4) @ Hwy 25/Madison Street (30' x 9')					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					
Mobilization	1	ls	\$5,000.00	\$5,000.00	\$8,000.00
Pavement Removal for Crosswalks (810 sf)	120	sy	\$25.00	\$3,000.00	
Crosswalk					
Brick or Colored Concrete Crosswalk (4 @ 270 sf ea.)	1,080	sf	\$10.00	\$10,800.00	\$10,800.00
Crosswalk Signage					
Flashing Sign	1	ea	\$1,500.00	\$1,500.00	\$1,600.00
Non-Flashing Yield to Pedestrians Sign	1	ea	\$100.00	\$100.00	
Sub-Total					\$20,400.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$4,896.00
Total					\$25,296.00

Before



Perspective A. Proposed crossing at Highway 25 and Madison to access City Park and Casey's

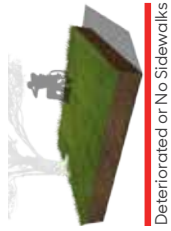
Sidewalks

Safety is a serious concern for pedestrians along Highway 25. There are no sidewalks along a majority of the roadway and several intersections yield dangerous crossings. State and Madison Streets in particular are problematic; and are in need of sidewalk repair. Above is a before/after look at the intersection of Madison St. and Hwy 25.

Providing signage that makes vehicles aware of walkers/bikers results in a much safer environment. To the right are examples of potential signs and material alterations to be used at these intersections.



Flashing signs draw attention to pedestrians crossing as well as material changes such as brick or colorful paintings.



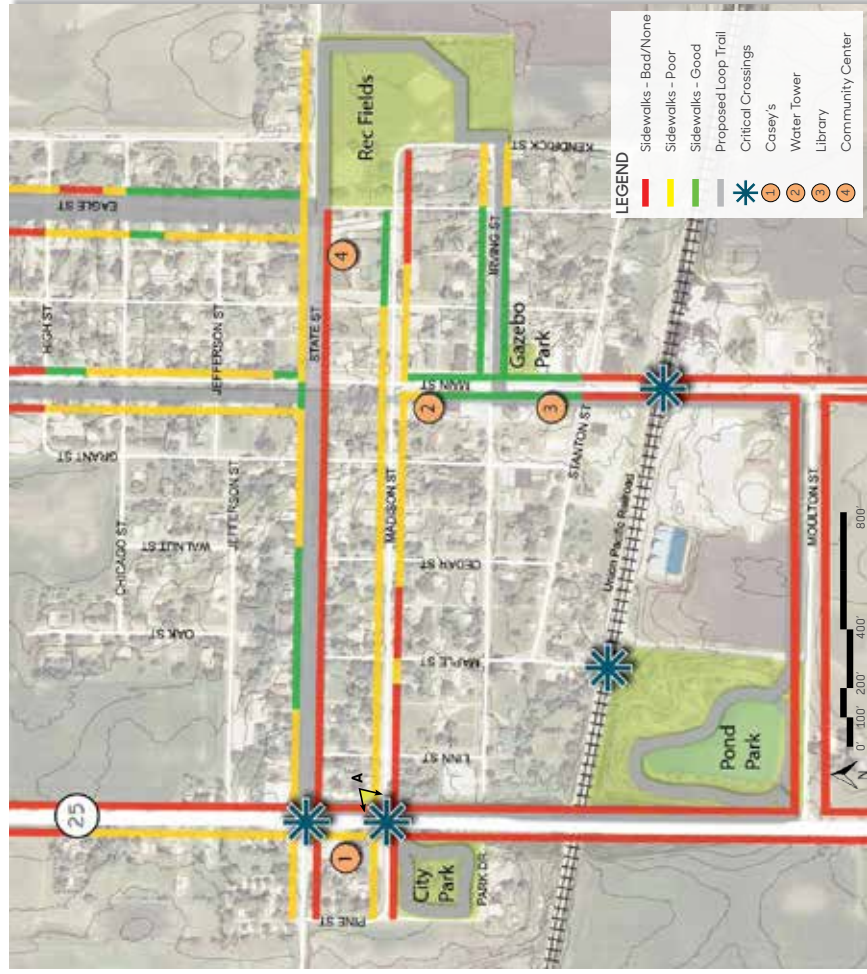
Deteriorated or No Sidewalks



Deteriorating Sidewalks - Covered With Soil/Grass



Sidewalks In Good Condition



Sidewalk coverage highlighting major intersections

Scranton

Sidewalks/Safety

Jeffrey L. Bruce and Company LLC

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Iowa State University | Trees Forever | Iowa Department of Transportation



Loop Trail/Park Connections

Eagle Street

Eagle Street, between 8th and 9th Streets, the road is significantly narrower. Implementing a separate trail along the west side is most feasible. A 10-foot vegetated buffer would be added for safety.

State Street

Much concern was expressed regarding State Street and the lack of quality sidewalks/high volume of cars. Updating the sidewalks on both sides is a priority, however, the south side is most critical. Making that an 8' wide path to accommodate the trail, as well as an additional on-street bike lane option will increase pedestrian connections throughout Scranton.

Pond Park

The goal of this loop trail is to provide safe walking/biking routes, but also to connect all the parks in Scranton. To the right is a section of what the trail might look like in Pond Park.

Design Expertise Recommended

Projects may require help beyond the capability of the Scranton Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect.

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

Loop Trail

8' Wide Asphalt Trail Throughout Rec. Fields Park

Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					\$18,500.00
Clearing and Grubbing	1	ls	\$1,500.00	\$1,500.00	
Site Survey	1	ls	\$8,000.00	\$8,000.00	
SWPPP Preparation/Documentation	1	ls	\$4,000.00	\$4,000.00	
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$12,500.00
Electrical Service (Outlet and Circuiting)	1	ls	\$10,000.00	\$10,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$2,500.00	\$2,500.00	
Site Sedimentation and Erosion Control					\$1,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,500.00	\$1,500.00	
Site Earthwork					\$6,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Fine Grading	1	ls	\$4,000.00	\$4,000.00	
Trail Surfacing					\$63,800.00
8' Wide Asphalt Trail at Rec Fields Park (1,450 lf @ 5" Depth)	11,600	sf	\$5.50	\$63,800.00	
Site Plant Material					\$4,000.00
Overstory Trees (for Shade along Trails)	8	ea	\$500.00	\$4,000.00	
Site Amenities					\$40,500.00
Pedestrian LED Lighting (1 Light at each Turn in Trail)	4	ea	\$8,000.00	\$32,000.00	
Trail Signage	1	ea	\$500.00	\$500.00	
Benches along Trail	4	ea	\$1,200.00	\$4,800.00	
Trash/Recycling Receptacle	4	ea	\$800.00	\$3,200.00	
Sub-Total					\$146,800.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$35,232.00
Total					\$182,032.00

8' Wide Concrete Sidewalk along Eagle Street

Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					\$5,000.00
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Sidewalk Removal (1000 lf @ 4" Depth - 4' width)	444	sy	\$15.00	\$6,667.00	
Site Utilities					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Site Sedimentation and Erosion Control					\$1,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,500.00	\$1,500.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$78,000.00
8' Wide Concrete Sidewalk along Eagle Street (1,500 lf @ 5" Depth)	12,000	sf	\$6.50	\$78,000.00	
Site Amenities					\$12,500.00
Pedestrian LED Lighting (1 Light at each Turn in Trail)	1	ea	\$8,000.00	\$8,000.00	
Trail Signage	1	ea	\$500.00	\$500.00	
Bike Lane Painting	1	ls	\$2,000.00	\$2,000.00	
Benches along Trail	1	ea	\$1,200.00	\$1,200.00	
Trash/Recycling Receptacle	1	ea	\$800.00	\$800.00	
Sub-Total					\$104,000.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$24,960.00
Total					\$128,960.00

8' Wide Concrete Sidewalk along 9th, Lincoln, and 11th Streets

Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					\$5,000.00
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Site Sedimentation and Erosion Control					\$1,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,500.00	\$1,500.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$57,200.00
8' Wide Concrete Sidewalk along 9th, Lincoln, and 11th Streets (1,100 lf @ 5" Depth)	8,800	sf	\$6.50	\$57,200.00	
Site Plant Material					\$1,000.00
Overstory Trees (for Shade along Trails)	2	ea	\$500.00	\$1,000.00	
Site Amenities					\$11,000.00
Pedestrian LED Lighting (1 Light at each Turn in Trail)	1	ea	\$8,000.00	\$8,000.00	
Trail Signage	2	ea	\$500.00	\$1,000.00	
Benches along Trail	1	ea	\$1,200.00	\$1,200.00	
Trash/Recycling Receptacle	1	ea	\$800.00	\$800.00	
Sub-Total					\$82,700.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$19,848.00
Total					\$102,548.00

5' Wide Paved Shoulder on Hwy 25 to Pond Park					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Site Demolition					\$5,000.00
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$34,375.00
5' Wide Asphalt Shoulder on Hwy 25 to Pond Park (1,250 lf)	6,250	sf	\$5.50	\$34,375.00	
Site Amenities					\$500.00
Trail Signage	1	ea	\$500.00	\$500.00	
Sub-Total					\$42,875.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$10,290.00
Total					\$53,165.00

8' Wide Asphalt Trail at Southern Edge of Pond Park					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Site Demolition					\$6,500.00
Clearing and Grubbing	1	ls	\$1,500.00	\$1,500.00	
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$28,600.00
8' Wide Asphalt Trail (650 lf @ 5" Depth)	5,200	sf	\$5.50	\$28,600.00	
Site Plant Material					\$2,000.00
Overstory Trees (for Shade along Trails)	4	ea	\$500.00	\$2,000.00	
Site Amenities					\$20,500.00
Pedestrian LED Lighting (1 Light at each Turn in Trail)	2	ea	\$8,000.00	\$16,000.00	
Trail Signage	1	ea	\$500.00	\$500.00	
Benches along Trail	2	ea	\$1,200.00	\$2,400.00	
Trash/Recycling Receptacle	2	ea	\$800.00	\$1,600.00	
Sub-Total					\$60,600.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$14,544.00
Total					\$75,144.00

8' Wide Asphalt Trail along Moulton Street					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Site Demolition					\$5,000.00
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$44,000.00
8' Wide Asphalt Trail (1,000 lf @ 5" Depth)	8,000	sf	\$5.50	\$44,000.00	
Site Plant Material					\$2,000.00
Overstory Trees (for Shade along Trails)	4	ea	\$500.00	\$2,000.00	
Site Amenities					\$10,500.00
Pedestrian LED Lighting (1 Light at each Turn in Trail)	1	ea	\$8,000.00	\$8,000.00	
Trail Signage	1	ea	\$500.00	\$500.00	
Benches along Trail	1	ea	\$1,200.00	\$1,200.00	
Trash/Recycling Receptacle	1	ea	\$800.00	\$800.00	
Sub-Total					\$64,500.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$15,480.00
Total					\$79,980.00

8' Wide Concrete Sidewalk along Main Street					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					\$11,167.00
Clearing and Grubbing	1	ls	\$1,500.00	\$1,500.00	
Sidewalk Removal (700 lf @ 4" Depth - 4' width)	311	sy	\$15.00	\$4,667.00	
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Site Sedimentation and Erosion Control					\$1,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,500.00	\$1,500.00	
Site Earthwork					\$3,000.00
Rough Grading	1	ls	\$3,000.00	\$3,000.00	
Trail Surfacing					\$109,200.00
8' Wide Concrete Sidewalk along Main Street (2,100 lf @ 5" Depth)	16,800	sf	\$6.50	\$109,200.00	
Site Plant Material					\$4,000.00
Overstory Trees (for Shade along Trails)	8	ea	\$500.00	\$4,000.00	
Site Amenities					\$10,500.00
Pedestrian LED Lighting (1 Light at each Turn in Trail)	1	ea	\$8,000.00	\$8,000.00	
Trail Signage	1	ea	\$500.00	\$500.00	
Benches along Trail	1	ea	\$1,200.00	\$1,200.00	
Trash/Recycling Receptacle	1	ea	\$800.00	\$800.00	
Sub-Total					\$144,367.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$34,648.00
Total					\$179,015.00

8' Wide Concrete Sidewalk along State Street					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					\$5,667.00
Sidewalk Removal (100 lf @ 4" Depth - 4' width)	44	sy	\$15.00	\$667.00	
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$7,500.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$2,500.00	\$2,500.00	
Site Sedimentation and Erosion Control					\$1,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,500.00	\$1,500.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$78,000.00
8' Wide Concrete Sidewalk along State Street (1,500 lf @ 5" Depth)	12,000	sf	\$6.50	\$78,000.00	
Site Amenities					\$21,000.00
Pedestrian LED Lighting (1 Light at each Turn in Trail)	2	ea	\$8,000.00	\$16,000.00	
Trail Signage	2	ea	\$500.00	\$1,000.00	
Bike Lane Painting	1	ls	\$2,000.00	\$2,000.00	
Benches along Trail	1	ea	\$1,200.00	\$1,200.00	
Trash/Recycling Receptacle	1	ea	\$800.00	\$800.00	
Sub-Total					\$115,667.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$27,760.00
Total					\$143,427.00

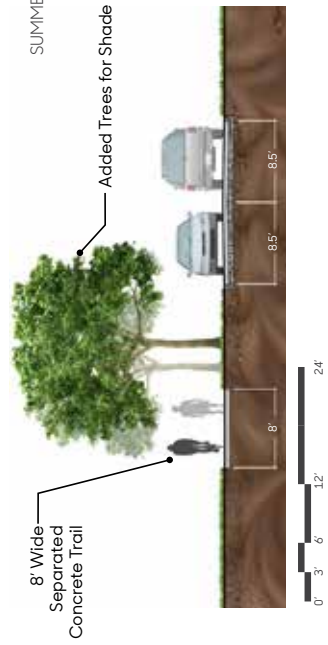
8' Wide Concrete Sidewalk along Hwy 25					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					\$6,000.00
Sidewalk Removal	1	ls	\$2,000.00	\$2,000.00	
Mobilization	1	ls	\$4,000.00	\$4,000.00	
Site Sedimentation and Erosion Control					\$1,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,500.00	\$1,500.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$27,500.00
8' Wide Concrete Sidewalk along Hwy 25 (525 lf @ 5" Depth)	5,000	sf	\$5.50	\$27,500.00	
Site Amenities					\$500.00
Trail Signage	1	ea	\$500.00	\$500.00	
Sub-Total					\$37,500.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$9,000.00
Total					\$46,500.00

5' Wide Paved Shoulder on Main Street to Train Tracks					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Site Demolition					\$5,000.00
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$15,125.00
5' Wide Asphalt Shoulder on Hwy 25 to Pond Park (550 lf)	2,750	sf	\$5.50	\$15,125.00	
Site Amenities					\$500.00
Trail Signage	1	ea	\$500.00	\$500.00	
Sub-Total					\$23,625.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$5,670.00
Total					\$29,295.00

8' Wide Concrete Sidewalk along Irving Street to Rec. Fields Park					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Site Demolition					\$6,000.00
Sidewalk Removal	1	ls	\$2,000.00	\$2,000.00	
Mobilization	1	ls	\$4,000.00	\$4,000.00	
Site Sedimentation and Erosion Control					\$1,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,500.00	\$1,500.00	
Site Earthwork					\$2,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Trail Surfacing					\$46,800.00
8' Wide Concrete Sidewalk along Hwy 25 (900 lf @ 5" Depth)	7,200	sf	\$6.50	\$46,800.00	
Site Amenities					\$500.00
Trail Signage	1	ea	\$500.00	\$500.00	
Sub-Total					\$56,800.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$13,632.00
Total					\$70,432.00

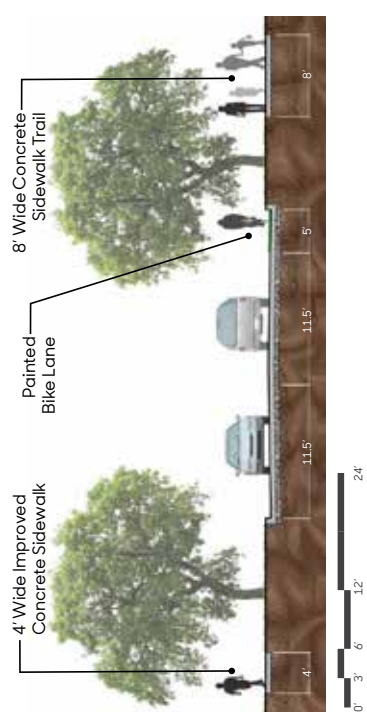
A-A' : Eagle Street Looking North

Eagle Street, between 8th and 9th Streets, the road is significantly narrower. Implementing a separate trail along the west side is most feasible. A 10-foot vegetated buffer would be added for safety.



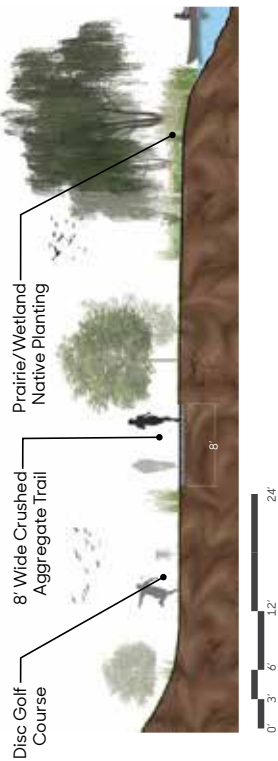
B-B' : State Street Looking East

Much concern was expressed regarding State Street and the lack of quality sidewalks/high volume of cars. Updating the sidewalks on both sides is a priority, however, the south side is most critical. Making that an 8' wide path to accommodate the trail, as well as an additional on-street bike lane option will increase pedestrian connections throughout Scranton.



C-C' : Pond Park Looking North

The goal of this loop trail is to provide safe walking/biking routes, but also to connect all the parks in Scranton. To the right is a section of what the trail might look like in Pond Park.



Comprehensive trail plan.

Scranton

Loop Trail/Park Connections

Jeffrey L. Bruce and Company LLC
 Landscape Architects: Eric Doll, PLA, ASLA and David Stokes, PLA, ASLA
 Interns: Riley Dunn and Carol Joella Ustine
 Iowa State University | Trees Forever | Iowa Department of Transportation



Pond Park

On the southwest end of Scranton along Highway 25 is Pond Park. Access to the park via walking and biking is limited and often dangerous due to the lack of any sidewalks. The park is bordered by the Highway 25, three (3) railroad tracks, and gravel roads popular among truck drivers heading to the Co-op nearby.

The two (2) proposed safe access options to Pond Park are a paved shoulder trail to be installed with future Highway 25 viaduct improvements and a separated paved trail entering Pond Park from the southeast along the north side of Moulton St. There is discussion of an at-grade crossing over the railroad tracks from Maple Street to the north side of Pond Park, but more detailed discussion shall occur with the railway company to validate the opportunities here. See Board 8 for more info on Trails.

The area often floods and is used as a stormwater detention facility. Based on the Needs Assessment, Scranton residents prefer to embellish Pond park with additional recreation features while providing a sustainable approach to stormwater needs. A nine-hole disc golf course is proposed alongside a recreation trail around the pond. Floating docks are proposed to bring users closer to the water. A pond aerator is identified to add more oxygen to its water. Additionally, the option of public camping at the park shall be carefully considered, but is a viable possibility.

Design Expertise Recommended

Projects may require help beyond the capability of the Scranton Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect.

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

Community Park Improvements

Pond Park					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Tree Protection					\$1,000.00
Tree Protection	1	ls	\$1,000.00	\$1,000.00	
Site Demolition					\$28,333.00
Clearing and Grubbing	1	ls	\$3,000.00	\$3,000.00	
Site Survey	1	ls	\$8,000.00	\$8,000.00	
SWPPP Preparation/Documentation	1	ls	\$4,000.00	\$4,000.00	
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Removal of Existing Sidewalks (5,000 sf)	556	sy	\$15.00	\$8,333.00	
Site Utilities					\$15,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$10,000.00	\$10,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$5,000.00	\$5,000.00	
Site Sedimentation and Erosion Control					\$2,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
Site Earthwork					\$20,000.00
Rough Grading	1	ls	\$10,000.00	\$10,000.00	
Fine Grading	1	ls	\$10,000.00	\$10,000.00	
Site Hardscape					\$95,203.00
8' Wide Crushed Aggregate Trail around Pond (1,500 lf @ 4" Depth)	148	cy	\$75.00	\$11,111.00	
Concrete Gathering Area Adjacent to Shelter (800 sf @ 5" Depth)	800	sf	\$6.50	\$5,200.00	
6' Concrete Walkway from Shelter to SW Parking (400 lf @ 5" Depth)	2,400	sf	\$6.50	\$15,600.00	
6' Concrete Walkway along Edge of Parking (500 lf @ 5" Depth)	3,000	sf	\$6.50	\$19,500.00	
6' Concrete Walkway from Playground to Dock (375 lf @ 5" Depth)	2,250	sf	\$6.50	\$14,625.00	
Gravel Parking Lot (21,000 sf @ 6" Depth)	389	cy	\$75.00	\$29,167.00	
Site Plant Material					\$54,550.00
Planting Bed Preparation	1	ls	\$1,000.00	\$1,000.00	
Bioswale on North Side of Pond	3200	sf	\$9.00	\$28,800.00	
Native Prairie and Wildflower Mix	3.25	ac	\$1,800.00	\$5,850.00	
Educational Signage	1	ls	\$1,500.00	\$1,500.00	
Overstory Trees	26	ea	\$500.00	\$13,000.00	
Ornamental Trees	11	ea	\$400.00	\$4,400.00	
Disc Golf Course					\$8,620.00
Disc Golf Baskets	9	ea	\$340.00	\$3,060.00	
Locking Collar Assembly	9	ea	\$15.00	\$135.00	
Anchor Assembly	9	ea	\$25.00	\$225.00	
Concrete Pads	9	ea	\$200.00	\$1,800.00	
Tee Signs	9	ea	\$100.00	\$900.00	
Installation and Labor	1	ls	\$2,500.00	\$2,500.00	
Site Amenities					\$108,750.00
Park Sign	1	ea	\$1,500.00	\$1,500.00	
Pedestrian LED Lighting	6	ea	\$8,000.00	\$48,000.00	
Trash/Recycling Receptacle	5	ea	\$800.00	\$4,000.00	
Custom Pedestrian Benches	5	ea	\$1,200.00	\$6,000.00	
Pond Aerator/Fountain	1	ea	\$1,750.00	\$1,750.00	
Nature Playground including Mulch Surfacing	1	ls	\$10,000.00	\$10,000.00	
Floating Docks	1,500	sf	\$25.00	\$37,500.00	
Sub-Total					\$333,456.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$80,029.00
Total					\$413,485.00



After: Improved/Pedestrian Access to Pond Park from Maple Street

Pond Park

On the southwest end of Scranton along Highway 25 is Pond Park. Access to the park via walking and biking is limited and often dangerous due to the lack of any sidewalks. The park is bordered by the Highway 25, three (3) railroad tracks, and gravel roads popular among truck drivers heading to the Co-op nearby.

The two (2) proposed safe access options to Pond Park are a paved shoulder trail to be installed with future Highway 25 viaduct improvements and a separated paved trail entering Pond Park from the southeast along the north side of Moulton St. There is discussion of an at-grade crossing over the railroad tracks from Maple Street to the north side of Pond Park, but more detailed discussion shall occur with the railway company to validate the opportunities here. See Board 8 for more info on Trails.

The area often floods and is used as a stormwater detention facility. Based on the Needs Assessment, Scranton residents prefer to embellish Pond park with additional recreation features while providing a sustainable approach to stormwater needs. A nine-hole disc golf course is proposed alongside a recreation trail around the pond. Floating docks are proposed to bring users closer to the water. A pond aerator is identified to add more oxygen to its water. Additionally, the option of public camping at the park shall be carefully considered, but is a viable possibility.



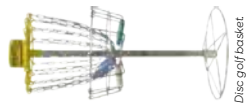
Potential camping at Pond Park.



Example floating dock.



Example disc golf signage.



Disc golf basket.



Perspective A: Pond Park with proposed trail routing as seen from the viaduct. Pending future viaduct improvements, a paved shoulder trail would be installed on the east side.

City Park

Located directly south of Casey's, this park is separated from the heart of the community by Highway 25. Additionally, poor lighting makes it challenging to utilize the park after dark. Various amenities include the shelter house, playground, and basketball court. However, the new pathway system and better connections across Highway 25 make for safer access. Updated play equipment and resurfacing also increase usership.

To address parking issues, the plan improvement defines areas surrounded by vegetation, as well as boulders, to prevent drivers from parking on the grass. These parking areas are also designed to be surfaced with gravel to save on cost, and these areas make City Park more organized.

Design Expertise Recommended

Projects may require help beyond the capability of the Scranton Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect.

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 Park Improvements

City Park					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Tree Protection					\$1,000.00
Tree Protection	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Site Demolition					\$20,333.00
Site Survey	1	ls	\$8,000.00	\$8,000.00	
SWPPP Preparation/Documentation	1	ls	\$4,000.00	\$4,000.00	
Mobilization	1	ls	\$5,000.00	\$5,000.00	
Removal of Existing Sidewalk (2,000 sf)	222	sy	\$15.00	\$3,333.00	
Site Earthwork					\$8,500.00
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Fine Grading	1	ls	\$3,500.00	\$3,500.00	
Site Sedimentation and Erosion Control					\$1,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,500.00	\$1,500.00	
Site Hardscape					\$56,900.00
6' Wide ADA Concrete Sidewalk Loop (1,200 lf @ 5" Depth)	7,200	sf	\$6.50	\$46,800.00	
Gravel Parking Lot (4,500 sf @ 6" Depth)	83	cy	\$75.00	\$6,250.00	
ADA Curb Ramps w/ Truncated Domes	2	ea	\$950.00	\$1,900.00	
Curb Stops	26	ea	\$75.00	\$1,950.00	
Site Plant Material					\$59,300.00
Planting Bed Preparation	1	ls	\$1,000.00	\$1,000.00	
Bioswale on Northwest Corner	2500	sf	\$9.00	\$22,500.00	
Bioswale on Southwest Corner	3000	sf	\$9.00	\$27,000.00	
Educational Signage	1	ls	\$1,500.00	\$1,500.00	
Ornamental Shrubs around Parking	37	ea	\$100.00	\$3,700.00	
Screening Trees	9	ea	\$400.00	\$3,600.00	
Site Amenities					\$130,300.00
Playground Edging Modifications	1	ls	\$20,000.00	\$20,000.00	
Park Sign	1	ea	\$1,500.00	\$1,500.00	
Pedestrian LED Lighting	10	ea	\$8,000.00	\$80,000.00	
Trash/Recycling Receptacle	10	ea	\$800.00	\$8,000.00	
Picnic Tables	9	ea	\$1,000.00	\$9,000.00	
Custom Pedestrian Benches	7	ea	\$1,200.00	\$8,400.00	
Electric Speed Control Sign	1	ea	\$3,000.00	\$3,000.00	
Pavement Markings (speed control)	2	ea	\$200.00	\$400.00	
Sub-Total					\$282,833.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$67,880.00
Total					\$350,713.00

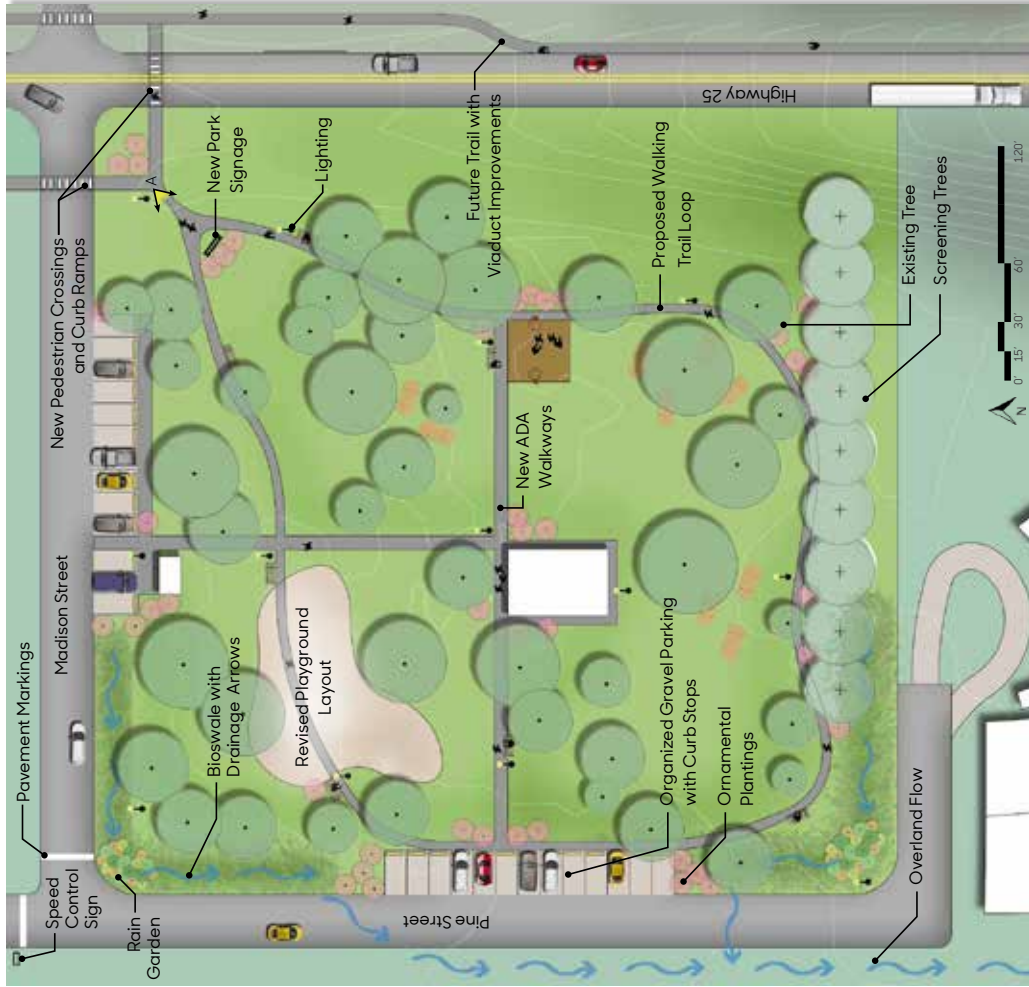
City Park

Located directly south of Casey's, the park is separated from the heart of the community by Highway 25. Additionally, poor lighting makes it challenging to utilize the park after dark. Various amenities include the shelter house, playground, and basketball court. However, the new pathway system and better connections across Highway 25 make for safer access. Updated play equipment and resurfacing also increase usership.

To address parking issues, the plan improvement defines areas surrounded by vegetation, as well as boulders, to prevent drivers from parking on the grass. These parking areas are also designed to be surfaced with gravel to save on cost, and these areas make City Park more organized.



Before



Overall plan for City Park



Perspective A: Improved lighting, sidewalks, signage, and amenities within the park.

Recreation Fields

Concessions Area

Revitalizing the existing building with seating and shade provides a more comfortable environment for spectators. More organized gravel parking spaces are also proposed.

Splash Pad

On the southern end of the park is currently a large open space. This area is utilized as a splash pad and a dog park. A new net on the beach volleyball court is included to promote more activity in that area.

Design Expertise Recommended

Projects may require help beyond the capability of the Scranton Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect.

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

Community Park Improvements

Recreation Fields					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Tree Protection					\$1,500.00
Tree Protection	1	ls	\$1,500.00	\$1,500.00	
Site Utilities					\$15,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$10,000.00	\$10,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$5,000.00	\$5,000.00	
Site Demolition					\$27,000.00
Clearing and Grubbing	1	ls	\$3,000.00	\$3,000.00	
Site Survey	1	ls	\$12,000.00	\$12,000.00	
SWPPP Preparation/Documentation	1	ls	\$4,000.00	\$4,000.00	
Mobilization	1	ls	\$8,000.00	\$8,000.00	
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 Sedimentation and Erosion Control					\$2,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
Site Hardscape					\$162,319.00
8' Wide Concrete Sidewalk throughout Park (22,400 sf @ 5" Depth)	22,400	sf	\$6.50	\$145,600.00	
Perimeter Gravel Parking Lot (9,500 sf @ 6" Depth)	176	cy	\$75.00	\$13,194.00	
Curb Stops	47	ea	\$75.00	\$3,525.00	
Site Plant Material					\$19,000.00
Ornamental Shrubs	30	ea	\$100.00	\$3,000.00	
Shade Trees	32	ea	\$500.00	\$16,000.00	
Site Amenities					\$319,500.00
Park Sign	1	ea	\$1,500.00	\$1,500.00	
Open Air Shelter with 1 Restroom at Scranton School Memorial Park	1	ea	\$80,000.00	\$80,000.00	
Pedestrian LED Lighting along Pathways	10	ea	\$8,000.00	\$80,000.00	
Trash/Recycling Receptacle	12	ea	\$800.00	\$9,600.00	
Concessions Area Picnic Tables	4	ea	\$2,500.00	\$10,000.00	
Athletic Field Lighting at Football Field	1	ls	\$100,000.00	\$100,000.00	
Custom Pedestrian Benches	7	ea	\$1,200.00	\$8,400.00	
Baseball Field Improvements					\$71,630.00
Bleachers	3	ea	\$6,500.00	\$19,500.00	
New Side 6' High Fencing	300	lf	\$25.00	\$7,500.00	
Cantilever Shade Structure	1	ea	\$3,000.00	\$3,000.00	
New Dugouts	2	ea	\$8,000.00	\$16,000.00	
Field Markings	1	ls	\$1,000.00	\$1,000.00	
Red Ball Diamond Aggregate for Infield (9,500 sf @ 6" Depth)	352	tn	\$70.00	\$24,630.00	
Sub-Total					\$627,949.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$150,708.00
Total					\$778,657.00

Splash Pad and Dog Park					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Splash Pad					\$112,300.00
Concrete Seating Area (1,200 sf @ 5" Depth)	1,200	sf	\$6.50	\$7,800.00	
Non-Slip Surface Material	5,700	sf	\$10.00	\$57,000.00	
Area Seating	4	ea	\$2,500.00	\$10,000.00	
Spray Equipment	1	ls	\$17,500.00	\$17,500.00	
Splash Pad Mechanical System	1	ls	\$20,000.00	\$20,000.00	
Dog Park					\$28,450.00
Arched Sign	1	ea	\$3,500.00	\$3,500.00	
Dog Waste Station	1	ea	\$250.00	\$250.00	
5' High Fencing	750	lf	\$20.00	\$15,000.00	
Gate	1	ea	\$1,200.00	\$1,200.00	
Play Equipment	1	ls	\$5,000.00	\$5,000.00	
Fido & Me Water Fountain	1	ea	\$3,500.00	\$3,500.00	
Sub-Total					\$140,750.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$33,780.00
Total					\$174,530.00



Overall plan for Rec Fields



Before

Perspective A: Concessions/seating area with lots of shade.

Concessions Area

Revitalizing the existing building with seating and shade provides a more comfortable environment for spectators. More organized gravel parking spaces are also proposed.



Before

Perspective B: Beach volleyball, splash pad, and dog park with the trail winding through.

Splash Pad

On the southern end of the park is currently a large open space. This area is utilized as a splash pad and a dog park. A new net on the beach volleyball court is included to promote more activity in that area.

Gazebo Park

Located right along Main Street, this park is easily accessed by anyone in the community. The primary concern with Gazebo Park is that the actual gazebo is blocked by a large spruce tree which can be seen in the before/after perspective to the right. Additionally, many of the proposed improvements along Main St. feed into the park.

Lighting with hanging banners, bump outs, and biocells increases the vegetative components and drainage in the downtown area. Making Gazebo Park more inviting to visitors and residents provides a comfortable place for people to relax and a destination in Scranton.

Water Harvesting and Reuse

Collecting rainwater off the roof of the gazebo allows it to passively water adjacent plantings. Water is also be stored in rain barrels if it's not all needed at once.

Gazebo Park Improvements

Removing the large spruce tree in front of the gazebo opens up the space. Replacing it with a smaller tree (perspective) or using the area as an open lawn (plan) are functional and appropriate treatments.

Design Expertise Recommended

Projects may require help beyond the capability of the Scranton 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 Civil Engineer.

Project Scope and Cost Opinion

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Community Park Improvements

Gazebo Park					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Tree Protection					\$1,000.00
Tree Protection	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Site Demolition (for paved surfaces)					\$2,617.00
Removal of Existing Sidewalk (850 sf)	94	sy	\$15.00	\$1,417.00	
Tree Removal	1	ls	\$1,200.00	\$1,200.00	
Site Earthwork					\$2,500.00
Rough Grading	1	ls	\$2,500.00	\$2,500.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Hardscape					\$13,325.00
8' Wide Concrete Sidewalk (2,050 sf @ 5" Depth)	2,050	sf	\$6.50	\$13,325.00	
Site Plant Material					\$5,500.00
Planting Bed Preparation	1	ls	\$1,000.00	\$1,000.00	
Ornamental Shrubs	45	ea	\$100.00	\$4,500.00	
Site Amenities					\$22,500.00
Park Sign	1	ea	\$1,500.00	\$1,500.00	
Pedestrian LED Lighting	2	ea	\$8,000.00	\$16,000.00	
Trash/Recycling Receptacle	2	ea	\$800.00	\$1,600.00	
Custom Pedestrian Benches	2	ea	\$1,200.00	\$2,400.00	
Gutter and Rain Barrel	1	ls	\$1,000.00	\$1,000.00	
Sub-Total					\$53,442.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$12,826.00
Total					\$66,268.00



Water Harvesting and Reuse

Collecting rainwater off the roof of the gazebo allows it to passively water adjacent plantings. Water can also be stored in rain barrels if it's not all needed at once.

Gazebo Park Improvements

Removing the large spruce tree in front of the gazebo opens up the space. Replacing it with a smaller tree (perspective) or using the area as an open lawn (plan) are functional and appropriate treatments.



Detail plan with new pathway layout

Gazebo Park

Located right along Main Street, this park is easily accessed by anyone in the community. The primary concern with Gazebo Park is that the actual gazebo is blocked by a large spruce tree which can be seen in the before/after perspective to the right. Additionally, many of the proposed improvements along Main St. feed into the park.

Lighting with hanging banners, bump outs, and biocells increases the vegetative components and drainage in the downtown area. Making Gazebo Park more inviting to visitors and residents provides a comfortable place for people to relax and a destination in Scranton.



Perspective A. Renewed space with signage, plantings, and painted gazebo.

Scranton

Gazebo Park

Jeffrey L. Bruce and Company LLC

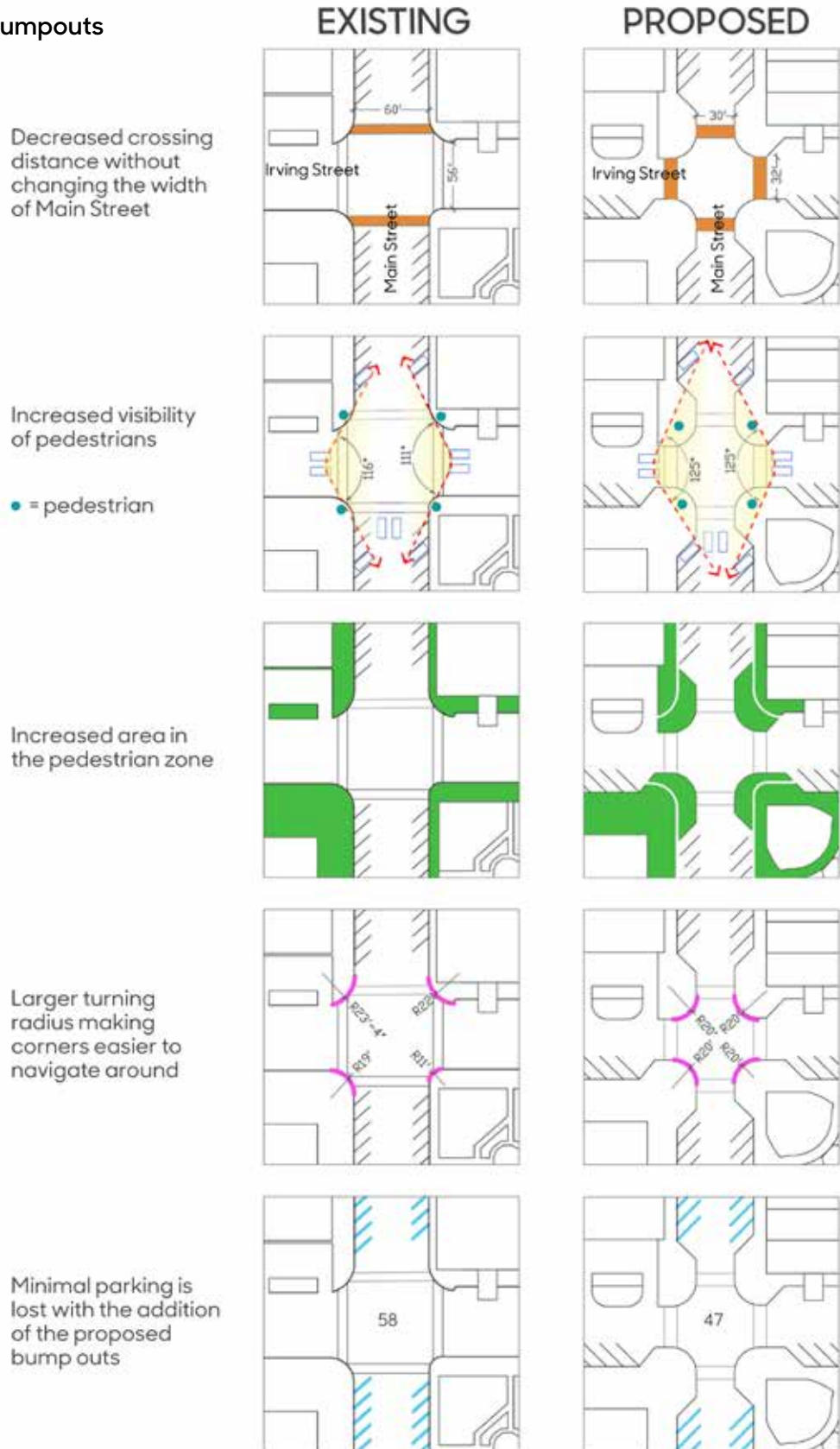
Landscape Architects: Eric Doll, PLA, ASLA and David Stokes, PLA, ASLA
Interns: Riley Dunn and Carol Joella Ustine

Iowa State University | Trees Forever | Iowa Department of Transportation



Downtown/Main Street

Stormwater BMP Bumpouts



Benefits of bump outs at Main and Irving.

Design Expertise Recommended

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

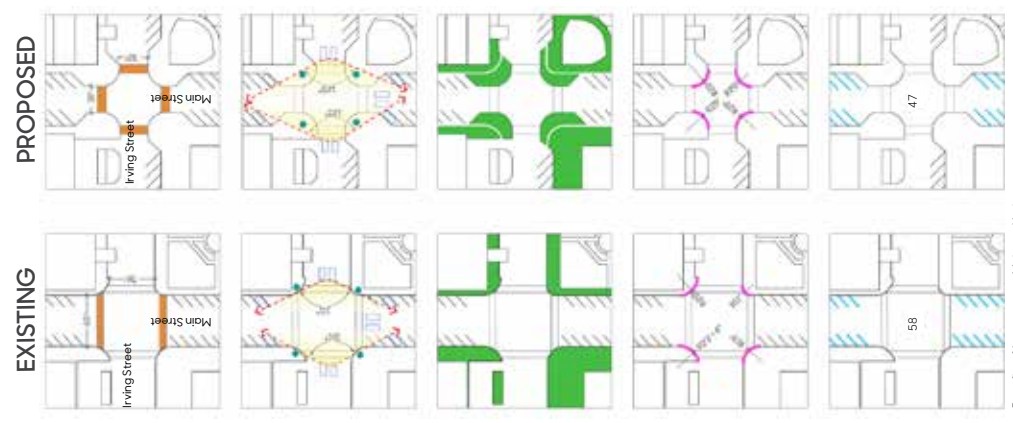
Downtown Improvements					
Main Street					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition					\$53,500.00
Concrete Street Removal (6,300 sf)	700	sy	\$25.00	\$17,500.00	
Site Survey	1	ls	\$12,000.00	\$12,000.00	
SWPPP Preparation/Documentation	1	ls	\$4,000.00	\$4,000.00	
Mobilization	1	ls	\$15,000.00	\$15,000.00	
Curb and Gutter Removals (700 lf)	500	lf	\$10.00	\$5,000.00	
Site Utilities					\$40,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$20,000.00	\$20,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$20,000.00	\$20,000.00	
Site Earthwork					\$5,000.00
Rough Grading	1	ls	\$2,500.00	\$2,500.00	
Fine Grading	1	ls	\$2,500.00	\$2,500.00	
Site Hardscape					\$71,500.00
New Curb and Gutter (750 lf)	750	lf	\$70.00	\$52,500.00	
ADA Curb Ramps	20	ea	\$800.00	\$16,000.00	
Truncated Domes	20	ea	\$150.00	\$3,000.00	
Stormwater Bio Cells at Bumpouts					\$82,000.00
Planting Bed Preparation	1	ls	\$2,500.00	\$2,500.00	
Bio Cell - Installed Components at 13 Bump-Outs (Soil, Gravel, Subdrainage, Plants, Mulch, Erosion Control, etc.)	6,500	sf	\$12.00	\$78,000.00	
Educational Signage	1	ls	\$1,500.00	\$1,500.00	
Street Trees	12	ea	\$500.00	\$6,000.00	
Site Amenities					\$210,200.00
Pedestrian LED Lighting	16	ea	\$12,000.00	\$192,000.00	
Banners	16	ea	\$75.00	\$1,200.00	
Custom Pedestrian Benches	8	ea	\$1,200.00	\$9,600.00	
Trash/Recycling Receptacle	8	ea	\$800.00	\$6,400.00	
Parking Line Markings	1	ls	\$1,000.00	\$1,000.00	
Painted Crosswalks	10	ea	\$1,500.00	\$15,000.00	
Sub-Total					\$462,200.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$110,928.00
Total					\$573,128.00



Plan for southern block of Main Street.



Plan for northern block of Main Street.



Decreased crossing distance without changing the width of Main Street

Increased visibility of pedestrians
● = pedestrian





Increased area in the pedestrian zone

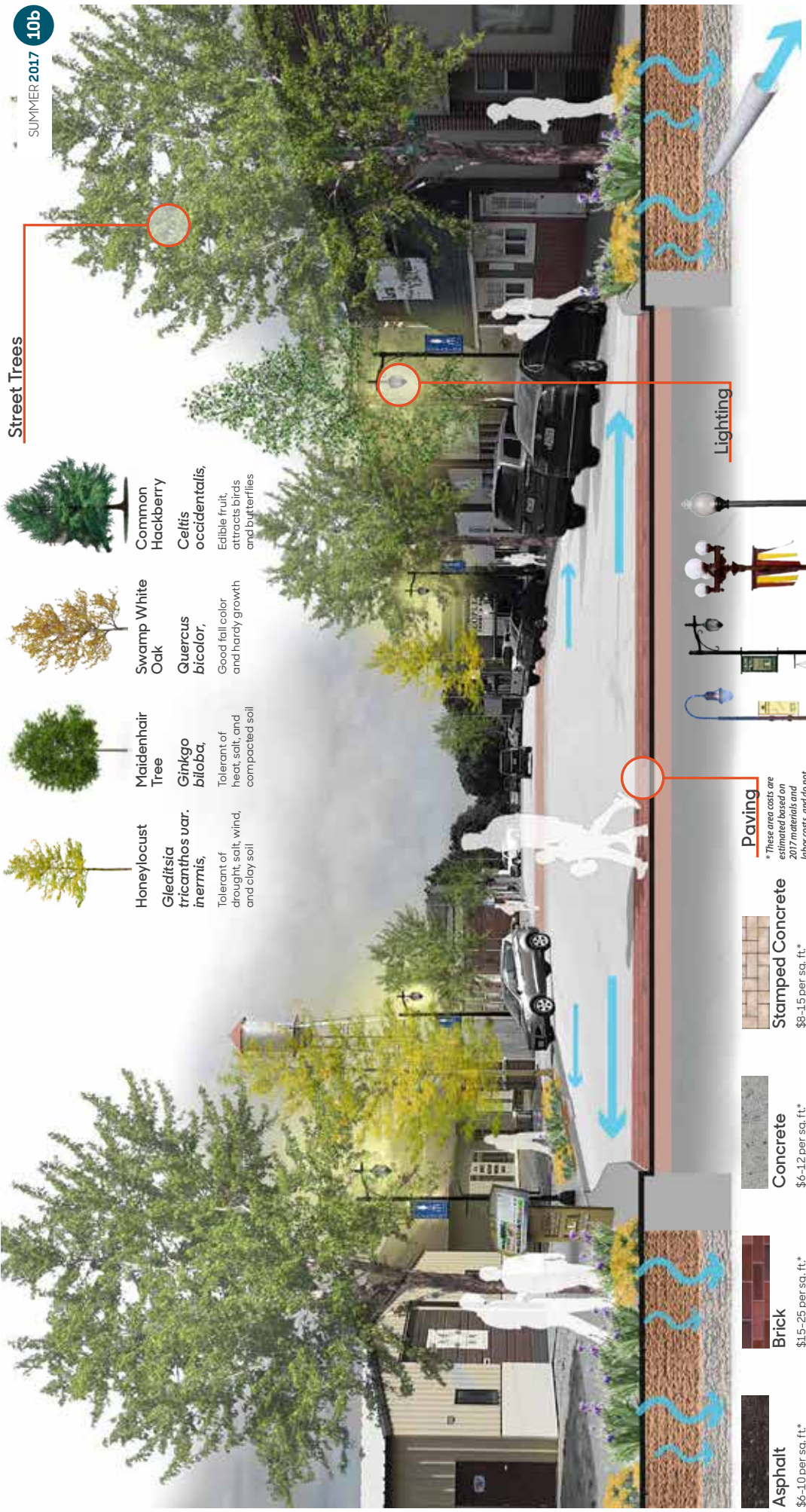
Larger turning radius making corners easier to navigate around

Minimal parking is lost with the addition of the proposed bump outs

Benefits of bump outs at Main and Irving.


Street Trees


-  **Honeylocust**
Gleditsia tricanthos var. inermis
Tolerant of drought, salt, wind, and clay soil
-  **Maidenhair Tree**
Ginkgo biloba
Tolerant of heat, salt, and compacted soil
-  **Swamp White Oak**
Quercus bicolor
Good fall color and hardy growth
-  **Common Hackberry**
Celtis occidentalis
Edible fruit, attracts birds and butterflies




Paving

* These area costs are estimated based on 2017 materials and labor costs, and do not reflect inflation and changes in future prices and demand.

 **Stamped Concrete**
\$8-15 per sq. ft.*
Low maintenance, difficult or expensive repairs

 **Concrete**
\$6-12 per sq. ft.*
Low maintenance, cracks under extreme pressure

 **Brick**
\$15-25 per sq. ft.*
Regular maintenance, historic look

 **Asphalt**
\$6-10 per sq. ft.*
High maintenance, easy to repair

Lighting



Scranton
Main Street Details

Jeffrey L. Bruce and Company LLC
Landscape Architects: Eric Doll, PLA, ASLA and David Stokes, PLA, ASLA
Interns: Riley Dunn and Carol Joella Ustine
Iowa State University | Trees Forever | Iowa Department of Transportation

Water Tower Park

Historic Water Tower

The oldest working water tower in the state provides a unique destination for visitors to Scranton and is worthy of being highlighted (literally). Given its location along the former Lincoln Highway, it continues to be a primary focal point for anyone traveling down Main Street or looking at it from afar at nighttime.

Providing a relaxing space in the empty lot at the tower's base gives people a chance to sit down and take it all in.

There is a very nice sign already set to be installed, so adding some plantings and a potential mural on the adjacent building amplifies the whole area. Additionally, several stormwater Best Management Practices are proposed along the Main Street corridor. As seen in the perspective, one is directly in front of the water tower grounds. This is a prime opportunity to inform the public on how this technique works to mitigate flooding and provide more vegetation along the street.

Design Expertise Recommended

Projects may require help beyond the capability of the Scranton Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect.

Project Scope and Cost Opinion

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Water Tower Park

Water Tower Park					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Site Demolition					\$6,000.00
Tree Protection	1	ls	\$1,000.00	\$1,000.00	
Mobilization	1	ls	\$8,000.00	\$5,000.00	
Site Utilities					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Site Earthwork					\$4,000.00
Rough Grading	1	ls	\$4,000.00	\$4,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Hardscape (Concrete)					\$11,980.00
8' Wide Concrete Sidewalk (115 lf @ 5" Depth)	920	sf	\$6.50	\$5,980.00	
Permeable Brick Paving Gathering Area	600	sf	\$10.00	\$6,000.00	
Site Plant Material					\$7,400.00
Planting Bed Preparation	1	ls	\$1,000.00	\$1,000.00	
Ornamental Shrubs	40	ea	\$100.00	\$4,000.00	
Ornamental Trees	6	ea	\$400.00	\$2,400.00	
Site Amenities					\$34,100.00
Pedestrian LED Lighting	2	ea	\$8,000.00	\$16,000.00	
Trash/Recycling Receptacle	1	ea	\$800.00	\$800.00	
Custom Pedestrian Benches	4	ea	\$1,200.00	\$4,800.00	
Color-Changing LED Uplighting	4	ea	\$2,500.00	\$10,000.00	
Mural	1	ls	\$2,500.00	\$2,500.00	
Sub-Total					\$69,480.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$16,675.00
Total					\$86,155.00



Detail plan for Water Tower Park.

Historic Water Tower

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Additionally, several stormwater Best Management Practices are proposed along the Main Street corridor. As seen in the perspective, one is directly in front of the water tower grounds. This is a prime opportunity to inform the public on how this technique works to mitigate flooding and provide more vegetation along the street.



Conceptual rendering of water tower with color-changing LED lighting.



Before



Perspective A: Plaza area with path to the base of the water tower, seating, new sign, plantings, and mural.



Before



Perspective B: Seating area with plantings underneath the tower.

Signage Typologies

Identity/Branding

To the right are the existing signs present on the north and south boundaries of Scranton, as well as the banner style along Main Street. In an effort to make Scranton more visible from Highways 25 and 30, cohesive signage is proposed at each location to draw in more visitors.

Below are several options for entry signage with scale references to show their various heights. They all hold the water tower as a central theme and some use the slogan "Towering Above The Rest." The use of different materials such as corten steel, concrete, aluminum, and back-lighting makes each one stand out.

Design Expertise Recommended

Projects may require help beyond the capability of the Scranton Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect.

Project Scope and Cost Opinion

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Existing Signage



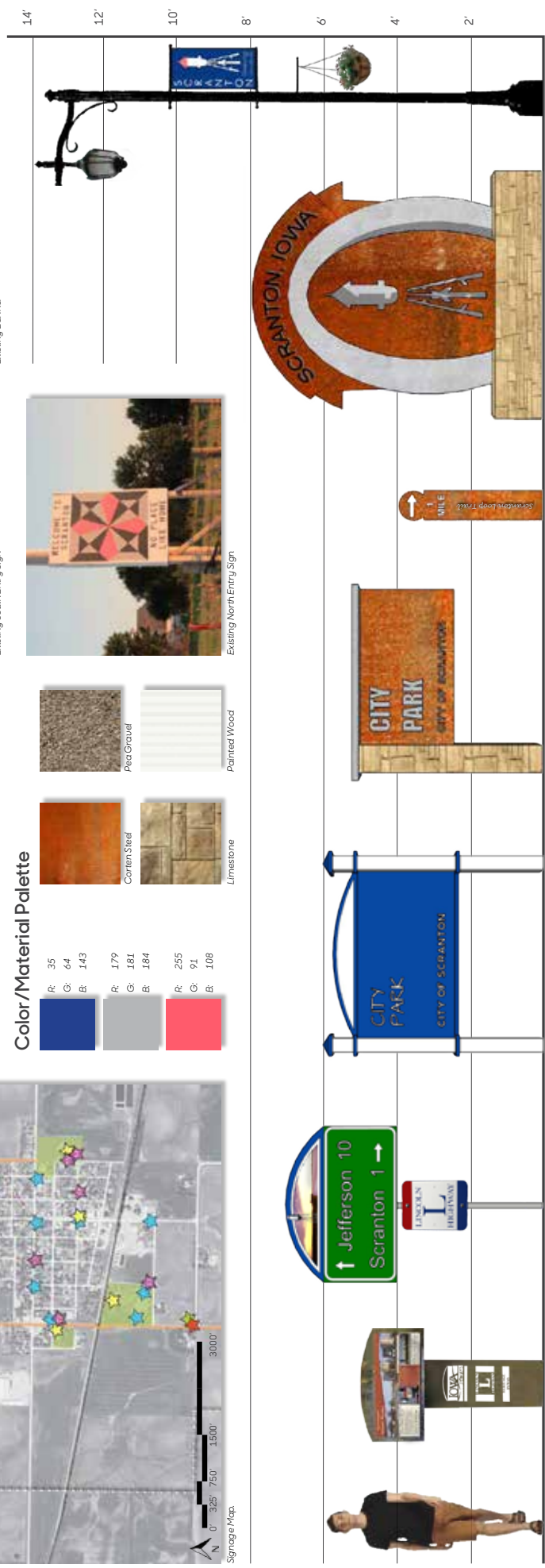
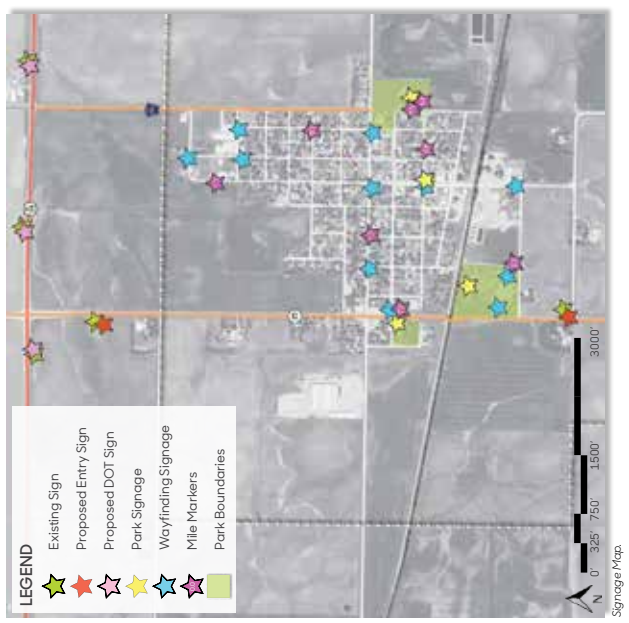
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Color/Material Palette

	R: 35 G: 64 B: 143		
	R: 179 G: 181 B: 184		
	R: 255 G: 91 B: 108		



Water Tower Sign DOT Sign Topper with Lincoln Highway Sign Park Sign 1 Park Sign 2 Trail Mile Marker Entry Sign Banner

Implementation Strategies

The Iowa's Living Roadways Community Visioning Program is just the beginning of the planning process for implementation of projects that contribute to an enhanced quality of life in Scranton. Although there is much value in data gathering, analysis, conclusions, and recommendations, the greatest value is providing residents of Scranton with the opportunity to look at their community from different perspectives and to motivate future positive change. It is the design team's intent to provide the community with a framework for significant future development and enhancement of community resources.

Design expertise from several different backgrounds is required to successfully implement the improvements and enhancements of Scranton. A professional Landscape Architecture firm is necessary to make adjustments to these schematic design concepts and to provide construction documents for the project being built. A Civil Engineer is recommended to review the design of storm overflow infrastructure and hydrology calculations. Electrical Engineer expertise is required to design street and athletic field lighting and foot candle requirements. A Structural Engineer is needed to provide support with paving reinforcement. A Traffic Engineer is needed for changes to parking, streets and crosswalks.

Recommendations are based on motivations for economic return and increased quality of life. It is recommended that projects be approached in the following order, keeping in mind that some may run concurrently and others may call for further phasing:

Identity/Wayfinding Signage					
Signage Typologies					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Informational Signage Options					
Corten Steel Sign (Already Fabricated)	1	ea	\$0.00	\$0.00	\$0.00
IDOT Enhancement Cap					\$1,250.00
Custom Entry Sign Topper The Iowa DOT Directional Sign	1	ea	\$1,250.00	\$1,250.00	
Park Signage Options					
Option 1 (white/blue painted wood)	1	ea	\$1,200.00	\$1,200.00	
Option 2 (Corten Steel and limestone)	1	ea	\$1,500.00	\$1,500.00	
Trail Mile Marker					\$250.00
Corten Steel Signs (every 1/2 mile)	1	ea	\$250.00	\$250.00	
Entry Sign					
Dynamic Corten Steel Sign with Lighting	1	ea	\$3,500.00	\$3,500.00	\$3,500.00
Lightpole Banners					\$800.00
Banner	16	ea	\$50.00	\$800.00	

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.

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
- Iowa Department of Agriculture and Land Stewardship
- 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
- Iowa DNR State Revolving Fund
- 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.	Kathleen Fenton U.S. EPA Region 7 11201 Renner Blvd. Mail Code REGADOPA Lenexa, Kansas 66219 fenton.kathleen@epa.gov	Early April	http://www.epa.gov/enviroed/grants.html
2017 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.	Salena Reynolds (202) 566-0466 reynolds.salena@epa.gov	Mid November	https://www.epa.gov/exchangenetwork/fiscal-year-2017-national-environmental-information-exchange-network-grant
Pollution Prevention	Provides matching funds to state and tribal programs to support pollution prevention and to develop State-based programs	Marcus Rivas (913) 551-7669 rivas.marcus@epa.gov	Early May	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.		(Multiple Dates)	http://www.epa.gov/ncer
Small Business Innovation Research (SBIR)	Competitive funding through environmental technology research at small businesses.		(Multiple Dates)	http://www.epa.gov/ncer/sbir/
Water Grants	Includes funding through the state revolving funds for drinking water and wastewater, grants for water pollution prevention and wetlands protection, and tribal grants.		(Multiple Dates)	http://www.epa.gov/water/funding.html

Alliant Energy

Community Grants	Community Grants are directed to programs and projects that benefit the residents and communities in the three Midwestern states Alliant Energy serves. Primary emphasis is given to organizations in area where Alliant energy has a presence.	1(866)769-3779 foundation@alliantenergy.com	March 1 September 1	http://alliantenergy.com/CommunityInvolvementCharitableFoundation/Programs/029784
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Department of Cultural Affairs

State Historical Society	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	First Quarter of Year	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 (515) 281-3293 600 E. Locust Des Moines, IA 50319 Veronica.ohern@iowa.gov	November May	http://iowaculture.gov/about-us/about/grants/art-project-grant

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. City or county governments as well as the Iowa Department of Transportation may apply for funding, imitate projects, and receive money. The applicant (city or county) involved must assure the dedication of the road to public use and ensure adequate future maintenance	Jennifer Kolacia (515) 239-1738 Jennifer.Kolacia	February 1 and September 1	http://www.iowadot.gov/systems_planning/rise.htm
Pedestrian Curb Ramp Construction Program	Assist cities in complying with the Americans with Disabilities Act (ADA) on primary roads in Iowa cities	Tony Lararowicz, P.E. District Engineer, Iowa DOT 2800 Gordon Drive, P.O. Box 987 Sioux City, IA 51102-0987 (712) 276-1451	Ongoing	(Use Contact Information)
Iowa DOT/DNR Fund	Roadside beautification of primary system corridors with plant materials	Iowa Department of Transportation Office of Design 800 Lincoln Way Ames, Iowa 50010 (515) 239-1424	Ongoing	(Use Contact Information)
Iowa's Living Roadway Projects Program	Aid Iowa's small communities in funding enhancements to transportation related landscape corridors. Goals include: · Beautification of transportation corridors (including trails) and entryways · Promoting environmental stewardship · Encouraging the use of professional design services to enhance the quality of projects · Promoting the use of native species	Leslie Berckes Trees Forever 770 7th Avenue Marion, Iowa 52302 (515) 681 - 2295 lberckes@treesforever.org	(Multiple Dates)	http://www.treesforever.org/ILR_Projects
Living Roadway Trust Fund	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 800 Lincoln Way Ames, IA 50010 (515) 239 - 1768 troy.siefert@dot.iowa.gov	Early June	http://www.iowadot.gov/lrtf/grants.html
Keep Iowa Beautiful Community Beautification Grants	This Grant Program is intended to leverage local dollars, support volunteer efforts and encourage the work of communities with the desire for improving the image and appearance of their areas.	Gary Schnepf 300 E. Locust St. Ste 100 Des Moines, Iowa 50309 (515) 323 - 6507 gschnepf@keepiowabeautiful.com	Mid March	http://www.keepiowabeautiful.com/grants-beautification-grant
Paint Iowa Beautiful	Keeping up the appearance of our buildings and facilities is an important component of viable communities. Well-maintained and painted buildings reflect pride in our communities. 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	http://www.keepiowabeautiful.com/grants/paint-iowa-beautiful
Recreational Trails Program (State)	Program established to provide trail systems for public use.	Yvonne Diller (515)239-1252 800 Lincoln Way Ames, IA 50010 yvonne.diller@dot.iowa.gov	July	http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm
Recreational Trails Program (Federal)	Program established to provide trail systems for public use.	Yvonne Diller (515)239-1252 800 Lincoln Way Ames, IA 50010 yvonne.diller@dot.iowa.gov	December	http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm

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.	Jessica Manken (515) 725 - 8488 jessica.manken@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 (515) 725 - 8443 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 tammie.krausman@dnr.iowa.gov	Mid August	http://www.iowadnr.gov/Environment/REAP/REAPFuningwork/CityParksOpenSpaces.aspx
Trees For Kids and Trees for Teens	This competitive grants awards between \$1,000 and \$5,000 to qualified tree planting projects on publicly owned property. Applicants must show an educational component of the planting as well.	Laura Wagner (515) 725 - 8456 laura.wagner@dnr.iowa.gov	(Multiple Dates)	http://www.iowadnr.gov/Conservation/Forestry
Solid Waste Alternatives Program	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 April 1 July 1 October 1	http://www.iowadnr.gov/environment/landstewardship/wastemanagement/swap.aspx
State Revolving Fund (SRF)	The State Revolving Fund (SRF) is the best choice to finance the design and construction of Iowa water and wastewater infrastructure. The Clean Water SRF funds wastewater treatment, sewer rehabilitation, and stormwater quality improvements, as well as non-point source projects. The Drinking Water SRF funds water treatment plants or improvements to existing facilities, water line extensions to existing unserved properties, water storage facilities, wells, and source water protection efforts.	Patti Cale-Finnegan (515) 725-0498 SRF Coordinator Iowa Department of Natural Resources Patti.cale-finnegan@dnr.iowa.gov	September 1	http://www.iowasrf.com/about_srf/sponsored_projects_home_page.cfm
Derelict Building Grant Program	Funding made available to assist communities and rural counties address derelict buildings.	Scott Flagg (515)725-8318 502 E. 9th St. Des Moines, IA 50319 scott.flagg@dnr.iowa.gov	February	http://www.iowadnr.gov/environment/landstewardship/wastemanagement/derelictbuildingprogram.aspx

Non-Government 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.	Crystal Swann, (202) 861-6707 cswann@usmayors.org	November	http://scottsmiraclegro.com/responsibility/gro1000/
People for Bikes	Program is established to provide a funding source for bicycling, active transportation and community development.	Zoe Kircos (303) 449-4893 x 106 Zoe@peopleforbikes.org	Late May Early December	http://www.peopleforbikes.org/pages/grants-guidelines
Build with Bags Grant	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	www.keepiowabeautiful.com/grants/build-with-bags

Department of Commerce (DOC)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Public Works and Economic Adjustment Assistance Programs Opportunity	Grants will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, and encourage economic development. EDA solicits applications from communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions	Steve Castaner 1244 Speer Blvd. Suite 431 Denver, CO 80204 (573) 590-1194 scastaner@eda.gov	(Multiple Dates)	http://www.eda.gov/how-to-apply/

Iowa Economic Development Authority (IEDA)

Community Development Block Grant (CDGB)	As outlined in Title 1 of the Housing and Community Development Act, the primary goal of the CDBG program is "the development of viable communities, by providing decent housing and suitable living environment and expanding economic opportunities, principally for persons of low and moderate incomes"	Iowa Economic Development Authority 200 East Grand Avenue Des Moines, Iowa 50309 (515) 725-3100	Ongoing	http://www.iowaeconomicdevelopment.com/Community/CDBG
Vision Iowa/ Community Attraction and Tourism Program (CAT) and Community Attraction and Tourism Program (RECAT)	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 Vision Iowa/ CAT Program Manager (515) 725 - 3100	Ongoing	http://www.iowaeconomicdevelopment.com/Community/VisionIowa
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@iowa.gov (515) 725-3197	March	http://www.iowaeconomicdevelopment.com/Community/ReinvestmentDistrict
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) 725-3051 200 E. Grand Avenue Des Moines, IA 50309 mainstreet@iowa.gov	Contact for Application Cycle	http://www.iowaeconomicdevelopment.com/mainstreetiowa

County Grants

Greene County Community Foundation	The mission of the Greene County Community Foundation (the "Foundation") is to foster private giving, strengthen service providers and improve the overall wellbeing of the county's residents. The Foundation works to build its endowment fund which in turn provides grants to accomplish its goals	Greene County Community Foundation c/o Home State Bank 115 W. State St. Jefferson, IA 50129 515-370-2896 greeneccf@gmail.com	February	http://forgreencounty.org/receive/
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United States Department of Agriculture (USDA)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Natural Resources Conservation Service (NRCS)	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	Melleny Cotton, Program Analyst (202) 720-7412 melleny.cotton@wdc.usda.gov	First Quarter of Year	http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/financial/cig/
Sustainable Agriculture Research and Education in Iowa (SARE)	A competitive grants program providing grants to researchers, agricultural educators, framers, and ranchers, and students in the United State	Linda Naeve (515) 294- 8946 lnaeve@iastate.edu	(Multiple Dates)	http://www.northcentralsareo.org/State-Programs/Iowa
Sustainable Agriculture Research and Education	Research and Education Grants	Beth nelson (612) 626-4436 bethnelson@umn.edu	Late October	http://www.northcentralsareo.org/Grants/Our-Grant-Programs/Research-and-Education
Sustainable Agriculture Research and Education	Partnership Grant Program	Rob Meyers (573) 882-1547 meyersrob@missouri.edu	Late October	http://www.northcentralsareo.org/Grants/Our-Grant-Programs/Research-and-Education
Sustainable Agriculture Research and Education	Youth Educator Grant Program	Joan Benjamin (573) 681-5545 BenjaminJ@lincolnu.edu	Early-December	http://www.northcentralsareo.org/Grants/Our-Grant-Programs/Youth-Educator-Grant-Program

Black Hills Energy

Power of Trees	Black Hills Energy provides matching grants of \$500 to \$7,000 per project. Trees Forever administers and facilitates the program, providing on-site technical and planning support.	Meredith Borchardt 641-430-3854	June 1 November 1	http://www.treesforever.org/Power_of_Trees
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