



HUXLEY COMMUNITY VISIONING FINAL REPORT AND FEASIBILITY STUDY



Program Partners:

Iowa Department of Transportation
Trees Forever
ISU Landscape Architecture
ISU Extension Community and Economic Development

Prepared by:



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Consultant History and Expertise

Bolton & Menk

At Bolton & Menk, Inc. our staff is trained to consider new and innovative technologies in designing, planning and building for tomorrow. Ever since John Bolton and Martin Menk founded the company over six decades ago, we have been committed to improving quality of life through engineering excellence and client service. Today, Bolton & Menk, Inc. has over 325 employees including a professional staff of over 125 engineers, planners, landscape architects and surveyors.

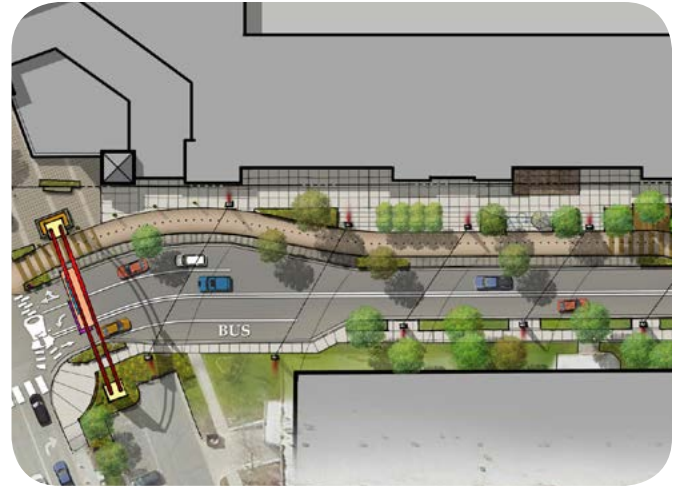
In serving cities of all sizes for more than 65 years, we have become experts in providing essential community services such as reconstruction, expansion and maintenance of public infrastructure. As city needs have grown more complex and diversified, we have added corresponding specialized expertise in many service areas.

Beyond our technical experience and engineering skills, our ability to serve cities is also based on management and product delivery strategies we have developed over time:

- Learning and adapting to each city's standards and processes
- Early definition of the project, goals and expectations
- Staff retention that provides our clients with consistent & familiar staffing
- Proactive communication with city staff, stakeholders and the public
- Following through on all aspects of project delivery, start to finish

Bolton & Menk's success with municipalities is grounded not only in these technical and managerial approaches, but also in a commitment to customer service and client satisfaction. We realize that our clients can choose from a number of municipal consultants. Consequently, we must continually strive to not only be a reliable technical resource, but also a responsive partner with the ability to listen to and understand the unique needs of each city, resulting in a truly collaborative and successful relationship.

Project Work Examples



Hopkins ARTerY

Hopkins, MN

- Incorporation of innovative storm-water infrastructure into a highly urbanized drainage area with local art integrated into the treatment process
- Balance the needs of owners, pedestrians, and vehicular traffic to create a unique experience for all users



Broadway Avenue Streetscape and Infrastructure Improvements

Albert Lea, MN

- Project focused on pedestrian accessibility and amenities, including plazas, safer street crossings and signage
- Design process involved extensive community involvement

Introduction

Program Overview

The city of Huxley is one of 10 communities selected to participate in the 2014 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 interns, and ISU faculty and staff. The program is sponsored by the Iowa Department of Transportation.

Community Goals

The Huxley visioning committee identified a number of goals and priority areas during the visioning process.

1. Enhance the Highway 69 corridor aesthetic and pedestrian experience.
 - Enhance landscape opportunities along Highway 69
 - Improve natural drainage features through the use of native plant species
2. Expand Huxley's identity through improved entryway signage and a stronger tie to the native prairie landscape.
 - Incorporate prairie style architecture and landscape improvements into north/south entryway monumentation
3. Promote circulation through town and increase the exposure of local amenities.
 - Create way-finding signage and promote pedestrian route to local parks and amenities
 - Create native prairie opportunities to heighten awareness of the prairie landscape and enhance the aesthetic of local parks

Capturing the Huxley 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, which is illustrated in the following set of presentation boards:

1. Program Overview
2. Transportation Assets and Barriers Assessment
3. Special Places Mapping Assessment
4. Transportation Inventory and Analysis
5. Concept Plan
6. Highway 69 Improvements
7. Entry Monumentation
8. Prairie Extension



Community Design Workshop

Program Overview

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Preliminary Design Review

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Community Goals

The Huxley visioning committee identified a number of goals and priority areas during the visioning process.

- **"Enhance the Highway 69 corridor aesthetic and pedestrian experience"**
 - Enhance landscape opportunities along Highway 69
 - Improve natural drainage features through the use of native plant species
- **"Expand Huxley's identity through improved entryway signage and a stronger tie to the native prairie landscape"**
 - Incorporate prairie style architecture and landscape improvements into north/south entryway monumentation
- **"Promote circulation through town and increase the exposure of local amenities"**
 - Create way-finding signage and promote pedestrian routes to local parks and amenities
 - Create native prairie opportunities to heighten awareness of the prairie landscape and enhance the aesthetic of local parks



Heart of Iowa Trail Kiosk

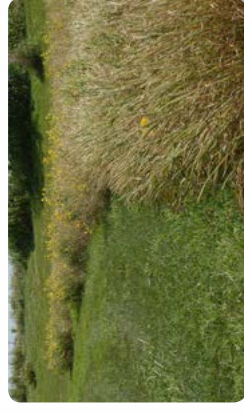
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Highway 69 Corridor



Existing Prairie at High School

Huxley

Program Overview

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LA Intern: Amber Gable - Bolton & Menk

Iowa Department of Transportation

Trees Forever

ISU Landscape Architecture Extension

ISU Extension Community and Economic Development

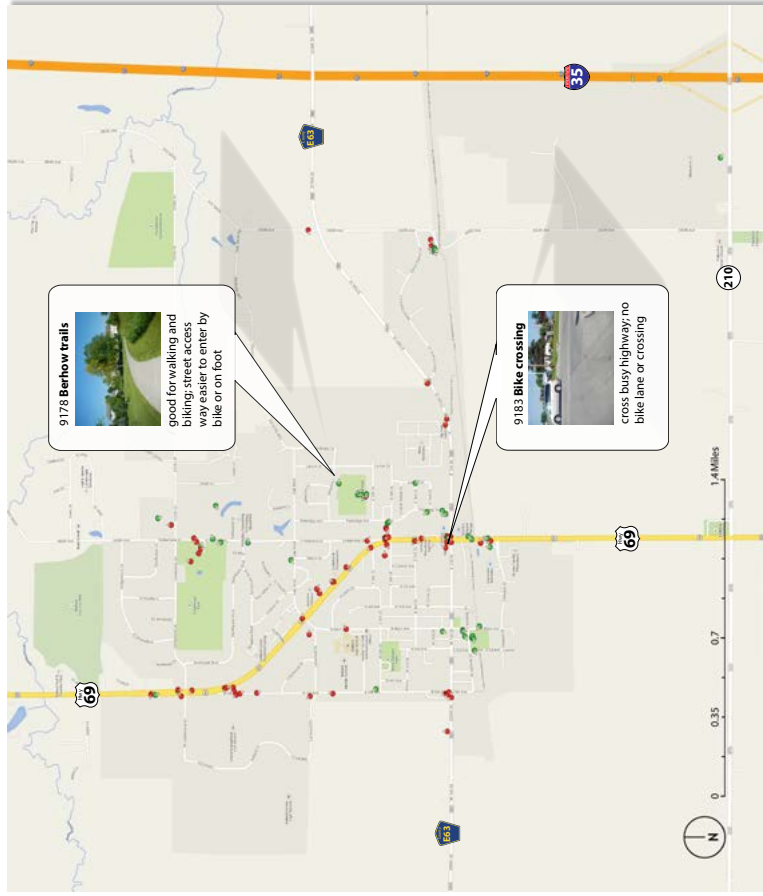
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Transportation Assets and Barriers

Context

Transportation behavior—how and why people drive, walk, and bike where they do—is different in each community. These behaviors are influenced by regional and local elements such as highways, topography, sidewalk conditions, and destination. People have destinations in mind when they set out to go somewhere, but barriers such as difficult intersections, broken sidewalks, and lack of shade or visibility create negative experiences residents want to avoid. By talking to small groups of people and mapping destinations and desired connections, as well as barriers and other problems, we can get a good sense for what works well and what should be changed.

Twenty-two people attended the Huxley focus groups, including 6 seniors, 4 active adults, and 10 steering committee members. Only one parent and child took part; as a result, the data presented are not representative of the parents and children's groups. Participants took photographs of 42 assets and 66 barriers in the community, for a total of 108 images.



Map Source: Google Maps, accessed June 2014.

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Historic bridge over the Heart of Iowa Nature Trail

“[Railroad Park has] the stage for band events and those kind of things. It’s always the focus part during our Prairie Festival. Most people hang around that park area.”

“Centennial Park is such a nice central location that people from all around can come.”

“The trail [by the pond] is kind of cool because it’s shaded and has lots of trees and goes by this little lake here.”

“There are really beautiful, tall, mature trees [in Berhow Park].”

“Highway 69 is very busy, and with the new bank and a future new grocery store, I can see where there’s going to need to be...a place where actually people can ride their bike. I mean, I will ride my bike to get groceries...”

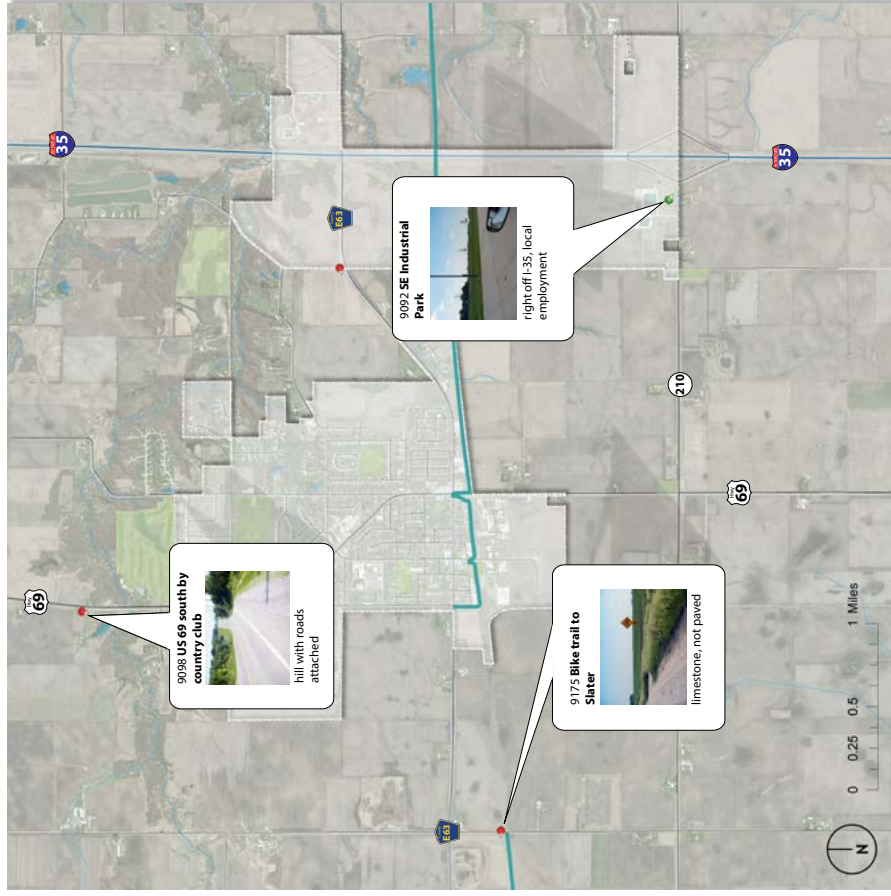
Huxley

Transportation Assets and Barriers | 1. Overview

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2A



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2014, <http://www.igis.iu.edu/igislib/>.



Heart of Iowa Nature trail crossing west of Huxley

"When I was younger, I used to like to run the trail along the railroad track."

"People take their dogs out there [to the Christiansen Forest Preserve trails and it is rugged]."

"There's a lot of cool nature [at the Christiansen Forest Preserve]."

"I do not like that you have to ride on gravel to go to Slater. You have to ride out on the highway and then on a gravel road quarter of a mile or so and then you can get on the path, and then that path is crushed limestone."

"We go to Slater and get on at the trailhead because we both have street tires—road tires—and they don't work very well on [the Heart of Iowa Nature Trail]."

Huxley

Transportation Assets and Barriers | 2. Regional Context

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Analysis of Assets

The two routes that Huxley focus group participants mentioned most frequently are the Heart of Iowa Nature Trail (1) and the loop trail (2) in Berhow Park (3). People like the Berhow trail loop because it's paved and lined with "beautiful, tall, mature trees." The park has playground equipment and a large open area as well. People use the Heart of Iowa Nature trail for biking, walking, geocaching, and picking berries. It also connects to the High Trestle Trail (4) at Slater (5), which is used by some of the active participants. The Christiansen Forest Preserve (6) also has a trail, where some people walk their dogs. This county park also features prairie areas, monarch butterflies, and berries.

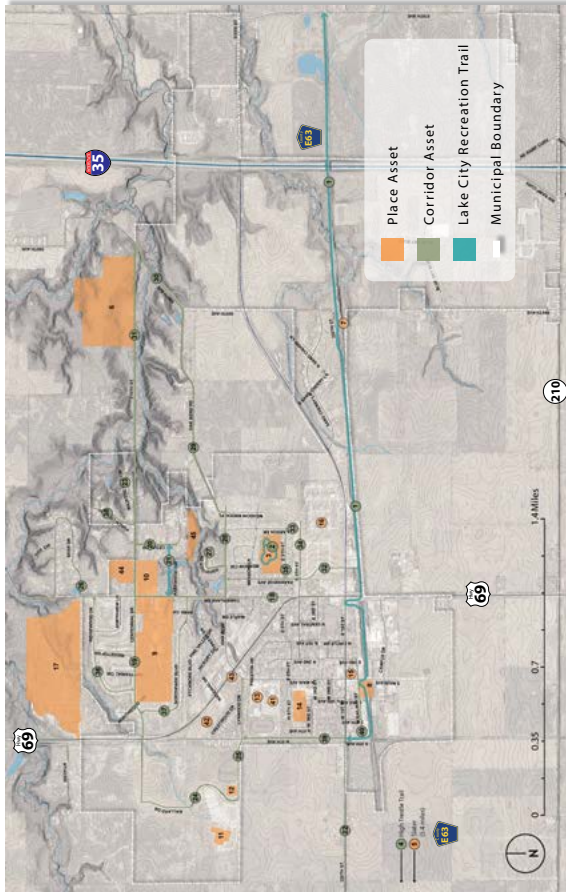
Huxley is fortunate to have several parks interspersed in and around the community. In addition to Berhow Park and the Christiansen Forest Preserve, Huxley residents have at their disposal two trailhead parks—Trailridge Park (7) on the east side of town, and Railroad Park (8) on the west side. Railroad Park is the designated trailhead that features an amphitheater, the farmers market, and a historic wooden bridge, and is the site for community events such as Music at the Park and PrairieFest. Every group cited Centennial Park (9) as a favorite destination, because it has tennis courts, a pickleball court, ball fields, soccer field, a sand volleyball court, and more.

Other outdoor sports venues in town are the Larson Family Sports Fields (10) and the high school ball field (11) and tennis courts (12). The Citizen's Community Center (3Cs) (13) offers a venue for indoor recreation—walking, exercise classes, and weight lifting—as well as the library, city hall, and police station. Nord-Kalsem Park (14) has a playground, horseshoe pit, ball fields, and a community center. Other parks that participants mentioned are Memorial Park (15), Prairie Ridge Park (16), and the Ballard Country Club and Golf Course (17).

Timberlane (18) and Centennial Drives (19) are the most frequently used north-south and east-west routes identified by the focus groups, respectively. People in the seniors and actives groups like to go down Cedar Lane (20) to the paved trail (21) by the pond because it has lots of shade trees and not much traffic. Some active participants bike down Timberlane to First Street (22) and then on to Slater to reach the High Trestle Trail. Another active participant runs in a loop Berhow Park trail from Majestic Oak Circle (23) to Centennial to Ballard Drive (24) to Lynwood (25) and back to Majestic Oak. Active participants also use the Deer Drive loop (26) and either go north on Timberlane to the gravel and over the hill or south into town. A member of the steering committee makes a loop from Ashwood Drive (27) to Oak Boulevard (28) to Oak Bend (29) to 560th Ave (30) to 310th (31) to Timberlane back to Oak.

Several people said that they use streets adjacent to the parks, such as Parkridge (32), Larson (33), and East 4th (34) and 5th Streets (35) near Berhow Park, and Ridgewood (36) and Northpark (37) near Centennial Park. Other streets identified include Porchlight Drive (38), 5th Avenue (39), and Railway Street (40). Participants in the senior group indicated that they like to walk or ride all around town early in the morning, or walk the golf course.

In addition to the parks, focus group participants identified Ballard Middle School (41), the new grocery store and the bank (42), and the electronic information board (43) as community assets. They also pointed out opportunities for additional recreational space—namely, the green space (44) along the north side of Centennial Drive and the wooded area (45) behind Ashwood Drive. The steering committee group would like a trail loop that connects all the parks in town.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2014, <http://www.gis.iowa.edu/ingdb/v4/>.

Analysis of Assets

The two routes that Huxley focus group participants mentioned most frequently are the **Heart of Iowa Nature Trail (1)** and the **loop trail (2)** in **Berhow Park (3)**. People like the Berhow trail loop because it's paved and lined with "beautiful, tall, mature trees." The park has playground equipment and a large open area as well. People use the Heart of Iowa Nature trail for biking, walking, geocaching, and picking berries. It also connects to the **High Trestle Trail (4)** at **Slater (5)**, which is used by some of the active participants. The **Christiansen Forest Preserve (6)** also has a trail, where some people walk their dogs. This county park also features prairie areas, monarch butterflies, and berries.

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Berhow Park trail

from **Majestic Oak Circle (23)** to **Centennial to Ballard Drive (24)** to **Lynwood (25)** and back to **Majestic Oak**. Active participants also use the **Deer Drive loop (26)** and either go north on Timberlane to the gravel and over the hill or south into town. A member of the steering committee makes a loop from **Ashwood Drive (27)** to **Oak Boulevard (28)** to **Oak Bend (29)** to **560th Ave (30)** to **310th (31)** to Timberlane back to Oak.

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Huxley

Transportation Assets and Barriers | 3. Analysis of Assets

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Analysis of Barriers

Walking was the most common form of exercise among the focus group demographics, followed by biking. People in the active group also run, hike, and play pickleball. Seniors also said that they play golf.

Traffic on US 69 (1) is a major barrier in Huxley. Cyclists and pedestrians are uncomfortable on US 69 because of the soft shoulders. Many are concerned that the traffic will increase when the grocery store (2) near National Drive opens. The active group suggested a turning lane on US 69 to alleviate the problem. Four intersections are perceived as dangerous: 69 and Timberlane (3), 69 and 4th Street (4), 69 and 1st Street/trail crossing (5). Various people suggested lowering the speed limit into town from the north, adding sidewalks along the corridor, and installing a smart stoplight at US 69 and 1st Street. Some people think that US 69 should be four-lane. Other safety issues raised are the heavy traffic on Lynwood (6) and the difficulty of backing out of the Trailridge Park (7) because it's located on a curve.

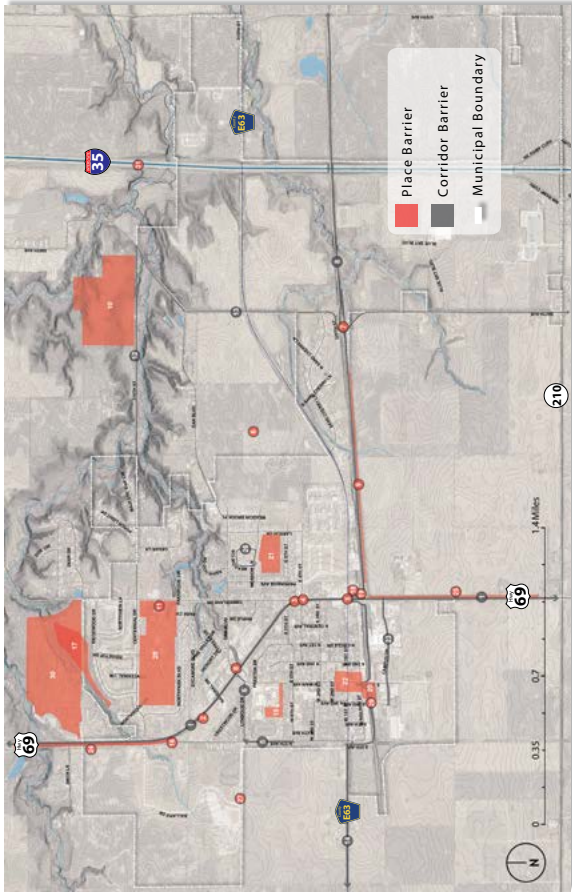
Focus group participants noted that the sidewalks in Huxley are intermittent. According to the seniors, installing sidewalks in the newer parts of town would require moving the utilities. Paving is desired in several places in and around town. Some people want the Heart of Iowa Nature Trail (8) to be paved because it is difficult to bike on the gravel and sometimes watershed drainage washes out in the section west of Trailridge Park (9). They would also like the trail paved at Christiansen Forest Preserve (10). The active and steering committee groups would like the Centennial Park parking lot (11) paved and expanded. Both 310th (12) and 560th (13) are gravel and need to be repaired. Senior and active participants suggested that 560th Avenue be paved south of Hwy 210 to create a direct route to Ankeny.

A significant barrier addressed by all groups is the lack of a bike lane on County Road E63 (14) to connect the Heart of Iowa Trail from S 5th Avenue to where it picks up again along 535th Avenue. The steering committee group suggested putting a gondola there.

Other barriers named were the restricted parking (15) at football games, the need for handicapped-accessible parking spaces closer to building entrances, and the fact that N 5th Avenue (16) is now a dead end. In addition to the Heart of Iowa Trail, runoff causes the pond (17) at the country club to flood, which in turn causes erosion in the adjacent backyards. Water also runs behind the hardware store (18), and sewers sometimes back up in the old part of town.

Way-finding also emerged as an issue. Specifically, the signage for entering the Heart of Iowa Trail (19) and parking at Railroad Park (20) and Trailridge Park is inadequate. The Berhow Park sign (21) is not visible from the street, and there are no way-finding signs to the park. Some participants think that planning and zoning signage requirements should be more strictly enforced. Others think that the comprehensive plan should be updated. Participants had a number of suggestions regarding aesthetics, such as improving the overall streetscape by adding decorative lighting, and other amenities. This would include more trees, better lighting, and wide sidewalks along US 69. Others think that the downtown (22) should be made nicer by adding more shops and cleaning up the area. Specifically mentioned were community gardens, hanging planters, and updated Christmas lights. Another area in need of clean up, landscaping, and repair is Campus Drive (23).

Several people proposed landscaping and improving the signage the north (24) and south (25) entryways along US 69. Active participants noted a lack of trees in new developments, especially Meadow Circle (26) and the need for a wind break around high school (27) so it's not so windy at the tennis courts. They also would like better lighting at Centennial Park (28). The steering committee group wants to restore the old wooden bridge (29) over the trail to celebrate Huxley's railroad history. Other needs and desires that emerged are a swimming pool, more pickleball courts, nine more holes and a driving range at the golf course (30), a light rail line between Ames and Des Moines via Huxley, and a new interchange at I-35 and 310th Street (31).



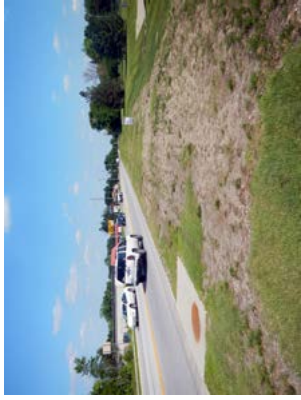
Analysis of Barriers

Walking was the most common form of exercise among the focus group demographics, followed by biking. People in the active group also run, hike, and play pickleball. Seniors also said that they play golf. Traffic on **US 69 (11)** is a major barrier in Huxley. Cyclists and pedestrians are uncomfortable on US 69 because of the soft shoulders. Many are concerned that the traffic will increase when the **grocery store (2)** near National Drive opens. The active group suggested lowering the speed on US 69 to alleviate the problem. Three intersections are perceived as dangerous: **69 and Timberlane (3)**, **69 and 4th Street (4)**, and **1st Street/trail crossing (5)**. Various people suggested lowering the speed limit into town from the north, adding sidewalks along the corridor, and installing a smart spotlight at US 69 and 1st Street. Some people think that US 69 should be four-lane. Other safety issues raised are the heavy traffic on **Lynwood (6)** and the difficulty of backing out of the **Trailridge Park (7)** because it's located on a curve.

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A significant barrier addressed by all groups is the lack of a bike lane on **County Road E63 (14)** to connect the Heart of Iowa Trail from S 5th Avenue to where the trail picks up again along 535th Avenue. The steering committee group suggested putting a gondola there. Other barriers named were the **restricted parking (15)** at football games, the need for handicapped-accessible parking spaces closer to building entrances, and the fact that **N 5th Avenue (16)** is now a dead end. In addition to the Heart of Iowa Trail, runoff causes the **pond (17)** at the country club to flood, which in turn causes erosion in the adjacent backyards. Water also runs behind the **hardware store (18)**, and sewers sometimes back up in the old part of town.

Way-finding also emerged as an issue. Specifically, the signage for entering the **Heart of Iowa Trail (19)** and parking at **Railroad Park**



US 69 shoulder in Huxley

(20) and **Trailridge Park** is inadequate. The **Barlow Park sign (21)** is not visible from the street, and there are no way-finding signs to the park. Some participants think that planning and zoning signage requirements should be more strictly enforced. Others think that the comprehensive plan should be updated.

Participants had a number of suggestions regarding aesthetics, such as improving the overall streetscape by adding decorative lighting, and other amenities. This would include more trees, better lighting, and wide sidewalks along US 69. Others think that the **downtown (22)** should be made nicer by adding more shops and cleaning up the area. Specifically mentioned were community gardens, hanging planters, and updated Christmas lights. Another area in need of clean up, landscaping, and repair is **Campus Drive (23)**.

Several people proposed landscaping and improving the signage the **north (24)** and **south (25)** entryways along US 69. Active participants noted a lack of trees in new developments, especially **Meadow Circle (26)** and the need for a wind break around **high school (27)** so it's not so windy at the tennis courts. They also would like better lighting at **Centennial Park (28)**. The steering committee group wants to restore the **old wooden bridge (29)** over the trail to celebrate Huxley's railroad history. Other needs and desires that emerged are a swimming pool, more pickleball courts, nine more holes and a diving range at the **golf course (30)**, a light rail line between Ames and Des Moines via Huxley, and a new interchange at **I-35 and 310th Street (31)**.

Huxley

Transportation Assets and Barriers | 4. Analysis of Barriers

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Special Places Mapping

Special Places Mapping identifies places and views valued by local residents in order to change the local landscape and transportation network. This method unearths what places and qualities are important to preserve and which should be enhanced. The descriptions associated with these places and views are also useful in understanding why they are significant. These special places and values will be taken into consideration during the development of design concepts for Huxley.

During the Special Places Mapping workshop, the visioning committee shared meaningful pictures of past and present places and events from Huxley. The Visioning Program research team recorded these special places and events on an aerial map of the community and facilitated a discussion with the committee to understand why each mentioned location and event is a special place. The ISU research team documented the photographs and conversation and developed an interactive online map available to the committee and the public.

Community

Community can reveal how individuals or groups support one another. Huxley shows community care through its many events for children and adults. Large gatherings such as the annual Prairie Fest and more regular activities put on by the High School exemplify this notion.

Celebrations

Celebrations are an important way to create community. Putting on these events takes time and teamwork, as seen with Huxley's annual Prairie Fest. Activities, such as the Tractor Pull, incorporate community members of all ages. Celebrations also bring people together at key town locations like Railroad Park.

Identity

The essence of a community is how it identifies itself. A town's identity is often centered on points of pride. Huxley is proud of its many town enriching landmarks, a large portion of which are local parks and outdoor areas. Places like Centennial Park record key moments in the town's history.

Recreation

Places where community members can interact with each other promote friendly competition, teamwork, and building relationships are key to the general happiness and connectivity of people. Huxley is especially rich with parks and other outdoor spaces that provide a venue for activity. Nord Kalsem Park and Larson's Family Sports Fields are just a couple of the many opportunities to recreate in Huxley.

Relaxation

A relaxing setting is a place where people go to recuperate, reduce mental fatigue, and connect with the natural environment. Christiansen Preserve, Berhow Park, and the Heart of Iowa Trail are all places to go for a relaxing walk or to play and enjoy the outdoors.

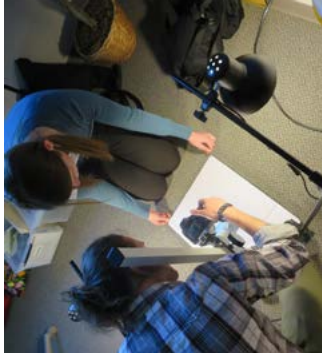
Process

Special Places Mapping identifies places and views valued by local residents in order to change the local landscape and transportation network. This method unearths what places and qualities are important to preserve and which should be enhanced. The descriptions associated with these places and views are also useful in understanding why they are significant. These special places and values will be taken into consideration during the development of design concepts for Huxley.

During the Special Places Mapping workshop, the visioning committee shared meaningful pictures of past and present places and events from Huxley. The Visioning Program research team recorded these special places and events on an aerial map of the community and facilitated a discussion with the committee to understand why each mentioned location and event is a special place. The ISU research team documented the photographs and conversation and developed an interactive online map available to the committee and the public.



Map Source: Google Maps, accessed June 2014.



Community

Community can reveal how individuals or groups support one another. Huxley shows community care through its many events for children and adults. Large gatherings such as the annual Prairie Fest and more regular activities put on by the High School exemplify this notion.

Celebrations

Celebrations are an important way to create community. Putting on these events takes time and teamwork, as seen with Huxley's annual Prairie Fest. Celebrations also bring people together at key town locations like Railroad Park.

Identity

The essence of a community is how it identifies itself. A town's identity is often centered on points of pride. Huxley is proud of its many town enriching landmarks, a large portion of which are local parks and outdoor areas. Places like Centennial Park record key moments in the town's history.

Recreation

Places where community members can interact with each other to promote friendly competition, teamwork, and building relationships are key to the general happiness and connectivity of people. Huxley is especially rich with parks and other outdoor spaces that provide a venue for activity. Nord Kalsen Park and Larson's Family Sports Fields are just a couple of the many opportunities to recreate in Huxley.

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Huxley Special Places Mapping | 1. Process Overview

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development

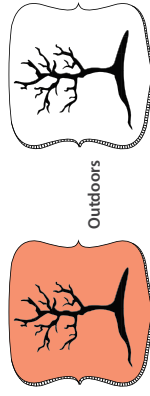
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Product Overview

The ISU research team developed a website to showcase Huxley's special places and events, along with their corresponding stories, to create a community narrative. Through this website, community members can easily gain access to Huxley's photographs, stories, and pieces of history in one concise format. Special places have been categorized based on their uses and identified on a map of the community. Each place and event has its own page that features photos, stories, and audio from local residents.

Product Overview

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Outdoors

The icons located on the right edge of the screen allow the user to filter through the different special places and events.



Each place and event has a drop-down menu that offers additional descriptions and analysis. Users can find related places and events on the accompanying map. The related places are organized by category (e.g. recreation).



The audio bars offer another way to learn about the special place. Audio recordings from Huxley residents offer added detail to the location's story.

Huxley

Special Places Mapping | 2. Huxley's Special Places

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Transportation Inventory and Analysis

Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Transportation systems include paved and unpaved roadways, pedestrian and bike trails, waterways, railroad lines or railbeds from abandoned railroad lines and airports.

The design team met with the Huxley steering committee as well as local and regional DOT officials to identify existing, past, and future transportation systems in the area and to discuss possible transportation related opportunities and constraints that could affect proposed projects.

Within the city of Huxley, Highway 69 is a major vehicular transportation asset and the main artery through town. However, it is also a physical and visual barrier, dividing the community and making pedestrian access difficult. The Iowa DOT is planning to resurface Highway 69 and will be adding 10' paved shoulders over the spring/summer of 2015. While it is too late to include additional improvements in this project, it will be a welcomed enhancement to the corridor.

The Heart of Iowa Nature Trail is another transportation asset to the community, connecting bicyclists from Melbourne to Slater. The trail runs on the south end of Huxley, and many committee members suggested a connection to other parts of the community might attract more local users to the trail.



Source: Story County GIS. Accessed August 2014



Heart of Iowa Nature Trail



Highway 69 & Main Avenue Intersection



Highway 69 & 1st Street Intersection

Transportation Inventory & Analysis

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Huxley

Transportation Inventory & Analysis

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk

LA Intern: Amber Gable - Bolton & Menk

Iowa Department of Transportation

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Community Concept Plan

The design team led a conceptual design workshop following the goal setting process. Preliminary concepts created during the workshop with help from community members focused on:

- Highway 69 improvements
- Entry signage
- Increased exposure of local amenities

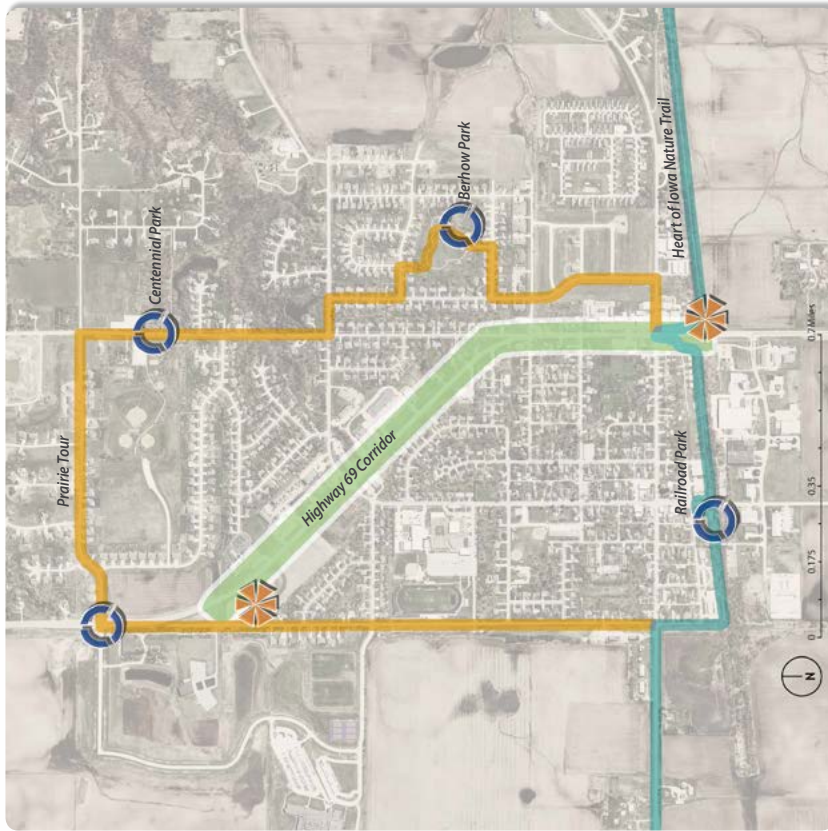
This concept plan merges goals, ideas, and visions for both short-term and long-term improvements. The plan addresses specific priority areas identified by the Huxley steering committee.

Through conceptual plan development the design team looked at comprehensive opportunities present in the community, including visual aesthetics, functionality, safety and circulation. This concept plan encompasses the individual goals set forth by the steering committee by creating a consistent community design approach. This theme celebrates the natural history of the Iowa prairie landscape, creates educational opportunities, and celebrates the beauty of the prairie landscape.

Summary of Preliminary Opinion of Probable Costs

The preliminary opinions of probable construction costs in this report are based on current construction costs for typical contractors bidding on materials and installation. These costs also reflect generally conceptualized master plan concepts for each area described in the following pages. Final costs may be impacted by quantities, size, and type of materials used and may also change based on further design development. The opinions also do not reflect donations, in-kind gifts, volunteer labor, alternatives, regulatory agency permits/fees, property costs, and utilities or other various unknown conditions.

The opinions of cost presented in this report are intended to be used as preliminary estimates only and will need to be refined and updated as the concepts are further developed.



Source: Story County GIS, Accessed August 2014.

Concept Development

The design team led a conceptual design workshop following the goal setting process. Preliminary concepts created during the workshop with help from community members focused on:

- Highway 69 improvements
 - Entry signage
 - Increased exposure of local amenities
- This concept plan merges goals, ideas, and visions for both short-term and long-term improvements. The plan addresses specific priority areas identified by the Huxley steering committee.

Through conceptual plan development the design team looked at comprehensive opportunities present in the community, including visual aesthetics, functionality, safety and circulation. This concept plan encompasses the individual goals set forth by the steering committee by creating a consistent community design approach. This theme celebrates the natural history of the Iowa prairie landscape, creates educational opportunities, and celebrates the beauty of the prairie landscape.



Huxley

Concept Plan

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk

LA Intern: Amber Gable - Bolton & Menk

Iowa Department of Transportation

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Highway 69 Improvements

Landscape improvements along the Highway 69 corridor will add visual interest and appeal for both motorists and pedestrians. The design team worked with community members during the community tour and design workshop to develop concepts for the corridor. The existing swale conditions provide a unique opportunity to employ native vegetation to improve storm-water quality. These plant species' root systems improve water infiltration and reduce pollution that would otherwise run into waterways. Native vegetation also improves erosion control and will reduce long-term maintenance costs associated with mowing, fertilizing and spraying these areas in their current condition.

Native plantings will enhance the community's prairie identity and provide habitat for birds, butterflies, and other pollinators. The plan below highlights the primary area of focus for bio-swale plantings. This concept could be phased along the entire corridor.

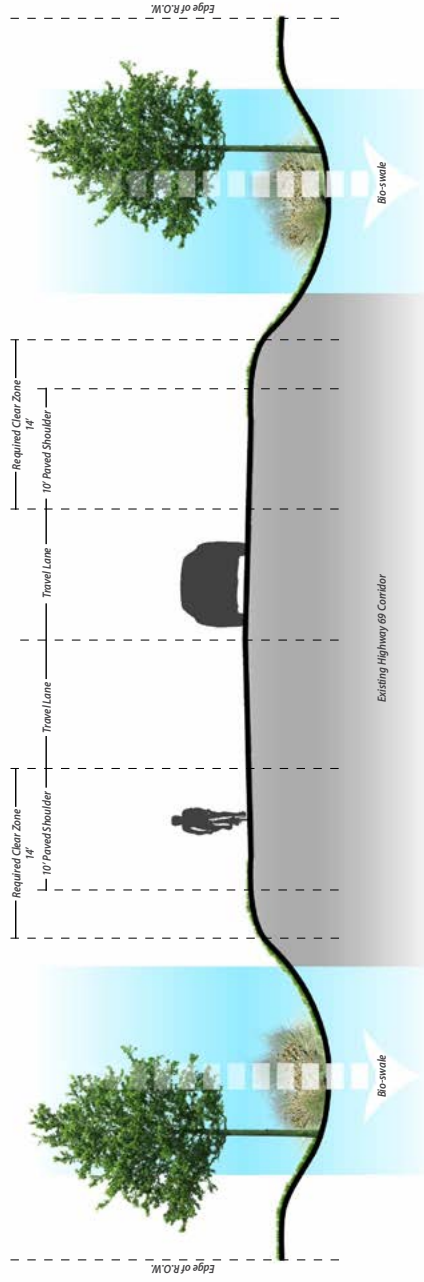
Design Expertise Recommended

Projects may require help beyond the capability of the visioning committee or available city staff. For this improvement project, the committee should expect to involve the following design professionals: landscape architect, civil engineer. The committee should also expect to coordinate design efforts with the District DOT Office and county officials. Public education will be an important factor in the acceptance and implementation of the bio-swales along the Highway 69 corridor.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. The area selected for the first phase of installation included approximately 30,000 square feet of bio-swale on both sides of Highway 69 to the south of the North Main Avenue intersection.

	UNIT	QUANTITY	UNIT COST	TOTAL
HIGHWAY 69 BEAUTIFICATION				
MOBILIZATION	LS	1	\$2,000.00	\$2,000.00
SITE PREPARATION	AC	1	\$4,500.00	\$4,500.00
NATIVE SEEDING	AC	1.0	\$6,500.00	\$6,500.00
TREE PLANTING	EA	20	\$500.00	\$10,000.00
IMPROVEMENTS SUBTOTAL				\$23,000.00
CONTINGENCY (15%)				\$3,450.00
DESIGN/ENGINEERING FEES (10%)				\$2,300.00
SITE IMPROVEMENTS TOTAL				\$28,750.00
ANTICIPATED COST RANGE				\$25,000 - \$35,000

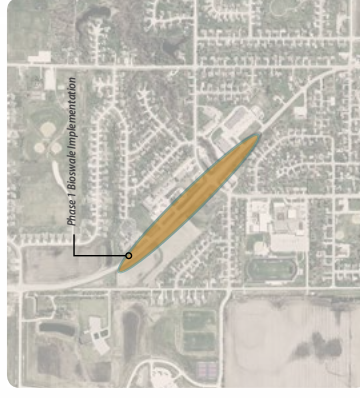
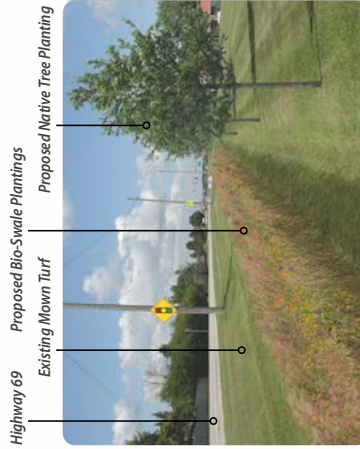
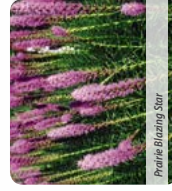
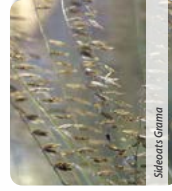
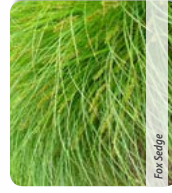
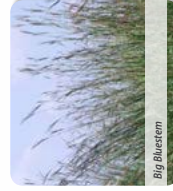
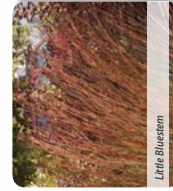


Storm-water Management

Landscape improvements along the Highway 69 corridor will add visual interest and appeal for both motorists and pedestrians. The design team worked with community members during the community tour and design workshop to develop concepts for the corridor. The existing swale conditions provide a unique opportunity to employ native vegetation to improve storm-water quality. These plant species' root systems improve water infiltration and reduce pollution that would otherwise run into waterways. Native vegetation also improves erosion control and will reduce long-term maintenance costs associated with mowing, fertilizing and spraying these areas in their current condition.

Native plantings will enhance the community's prairie identity and provide habitat for birds, butterflies, and other pollinators. The plan below highlights the primary area of focus for bio-swale plantings. This concept could be phased along the entire corridor.

Highway 69 Section



Huxley

Highway 69 Improvements

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk
 LA Intern: Amber Gable - Bolton & Menk
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Entry Monumentation - South

The design team worked with the steering committee to determine potential entry sign concepts and locations within the community. The purpose of this entry signage is to welcome people to the community and communicate Huxley's prairie identity. The proximity of Huxley's entry sign locations to existing and proposed trail corridors provides an opportunity to develop these features into useable pedestrian amenities. These spaces would provide trail users with seating to rest along the trail and a kiosk on the back of the entry sign to display information about attractions located along Huxley's Prairie Tour loop.

An art installation along the trail near the south entry to town will provide a great visual amenity and catch motorists' attention to alert them of the Heart of Iowa Nature Trail and the upcoming crossing. This art installation also provides the community with another opportunity to strengthen its prairie identity, promote local artists, and celebrate the Heart of Iowa Nature Trail.

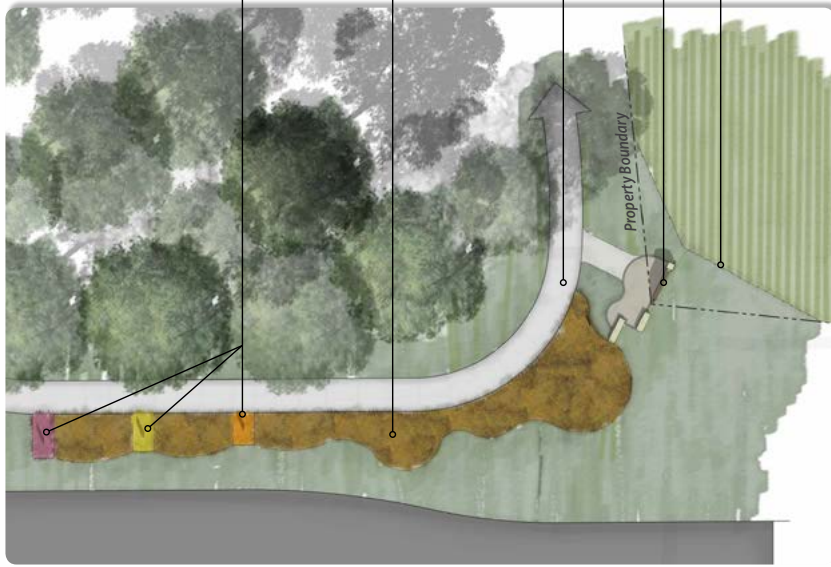
Design Expertise Recommended

Projects may require help beyond the capability of the visioning committee or available city staff. For this improvement project, the committee should expect to involve the following design professionals: landscape architect, artist, and electrical engineer. The committee should also expect to coordinate design efforts with the District DOT Office and county officials.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Land acquisition will be an important variable in implementation of this concept, but was not included in the cost estimate below because of the unpredictability of negotiations.

	UNIT	QUANTITY	UNIT COST	TOTAL
SOUTH ENTRY MONUMENTATION				
MOBILIZATION	LS	1	\$2,500.00	\$2,500.00
ENTRY MONUMENT AND LIGHTING	LS	1	\$10,000.00	\$10,000.00
TRAIL INFO BOARD FOR BACK OF MONUMENT	EA	1	\$1,500.00	\$1,500.00
SITE FURNISHINGS/LIMESTONE BLOCK	EA	3	\$1,000.00	\$3,000.00
SITE PREPARATION	AC	0.25	\$4,500.00	\$1,125.00
NATIVE SEEDING	AC	0.25	\$6,500.00	\$1,625.00
COMMUNITY ART PANEL AND FOOTING	EA	3	\$1,500.00	\$4,500.00
CONCRETE UNIT PAVING	SY	22	\$120.00	\$2,640.00
CRUSHED LIMESTONE PATH	SF	20	\$4.00	\$80.00
IMPROVEMENTS SUBTOTAL				\$26,970.00
CONTINGENCY (15%)				\$4,045.50
DESIGN/ENGINEERING FEES (10%)				\$2,697.00
SITE IMPROVEMENTS TOTAL				\$33,712.50



South Entry Sign Feature

Entry Monumentation

The design team worked with the steering committee to determine potential entry sign concepts and locations within the community. The purpose of this entry signage is to welcome people to the community and communicate Huxley's prairie identity. The proximity of Huxley's entry sign locations to existing and proposed trail corridors provides an opportunity to develop these features into useable pedestrian amenities. These spaces would provide trail users with seating to rest along the trail and a kiosk on the back of the entry sign to display information about attractions located along Huxley's Prairie Tour loop.

An art installation along the trail near the south entry to town will provide a great visual amenity and catch motorists' attention to alert them of the Heart of Iowa Nature Trail and the upcoming crossing. This art installation also provides the community with another opportunity to strengthen its prairie identity, promote local artists, and celebrate the Heart of Iowa Nature Trail.

Native Perennial Plantings & Community Art Installation

Native Shortgrass Prairie Planting

Heart of Iowa Nature Trail

Entry Signage

Relocated Fenceline

Community Art Installation

Native Shortgrass Prairie Planting

Limestone Outcropping

Heart of Iowa Nature Trail

Entry Signage



South Entry Sign, Plantings, and Art Installation

Huxley Entry Monumentation

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk

L.A Intern: Amber Gable - Bolton & Menk

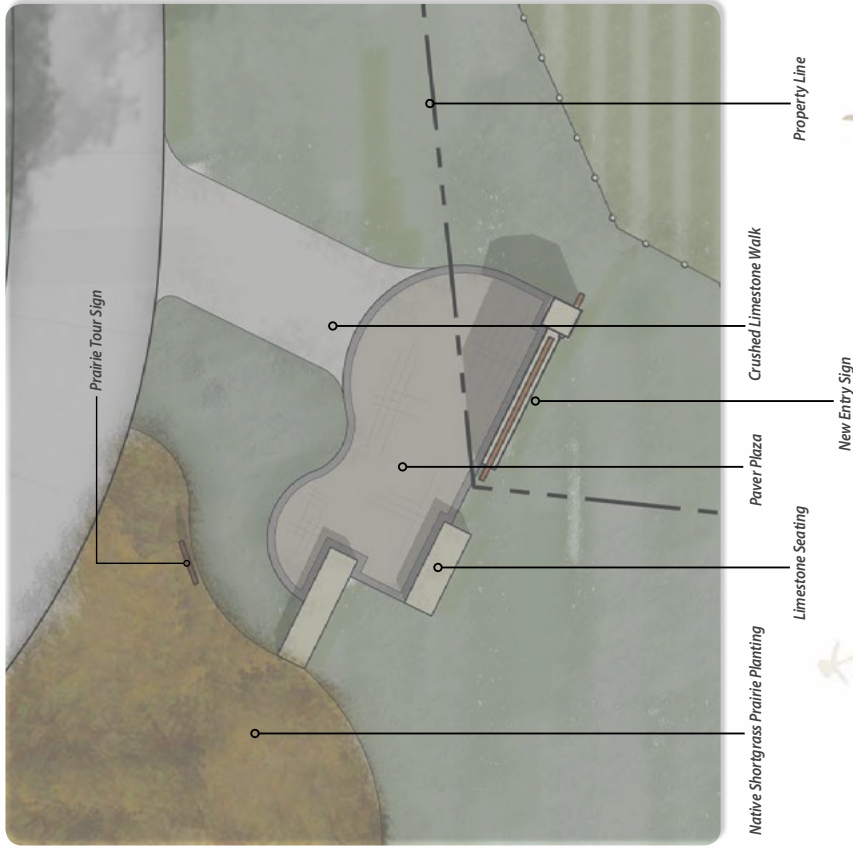
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IOWA'S LIVING RIVERS

The redesign of entry monument signage to incorporate characteristics of Prairie Style Architecture and the prairie landscape is an important step as Huxley strives to promote its identity and slogan as the “Heart of the Prairie.” The proposed entry signage concept incorporates locally quarried limestone and Cor-Ten steel, surrounded by shortgrass prairie plantings.



View of Community Art Installation Along the Heart of Iowa Nature Trail

Entry Monumentation

Huxley is located along Highway 69, which plays a significant role in the community. Many motorists travel through town as part of their daily route and numerous others use Hwy 69 to visit Huxley and neighboring communities. Redesign of entry monument signage to incorporate characteristics of Prairie Style Architecture and the prairie landscape is an important step as Huxley strives to promote its identity and slogan as the "Heart of the Prairie." The proposed entry signage concept incorporates locally quarried limestone and Cor-Ten steel, surrounded by shortgrass prairie landscaping.

The south entry area and signage are designed to promote Huxley's image while creating a functional space and strong connection to local amenities. Limestone seating is incorporated into the sign to provide cyclists and pedestrians a place to relax, and an information kiosk on the back of the sign includes a map of the Heart of Iowa Nature Trail, along with the proposed Huxley Prairie Trail Loop. Just north of the entry sign, community art panels will celebrate the significance of the regional trail, draw motorists' attention to the upcoming trail crossing, and showcase the prairie landscape. The design for the south entry could be easily tailored to the community's north entry, further showcasing Huxley as the "Heart of the Prairie."



Huxley

Entry Monumentation

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk

LA Intern: Amber Gable - Bolton & Menk

Iowa Department of Transportation

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Entry Monumentation - North

At the community's north entrance, the entry monument promotes Huxley's identity while enhancing the aesthetic and functionality of this location through existing site features. During the visioning process, the design team learned that a detention basin is being considered along Highway 69 to store and treat runoff from future development. This creates an opportunity for incorporating entry signage into the design of the storm-water treatment basin and draw pedestrians and cyclists through this space. The addition of a prairie landscape in this area will serve as one of the first visual cues to visitors who enter Huxley.

Key Concept Components

- Entry signage
- Primary informational kiosk
- Secondary informational kiosk
- Timeline informational sign

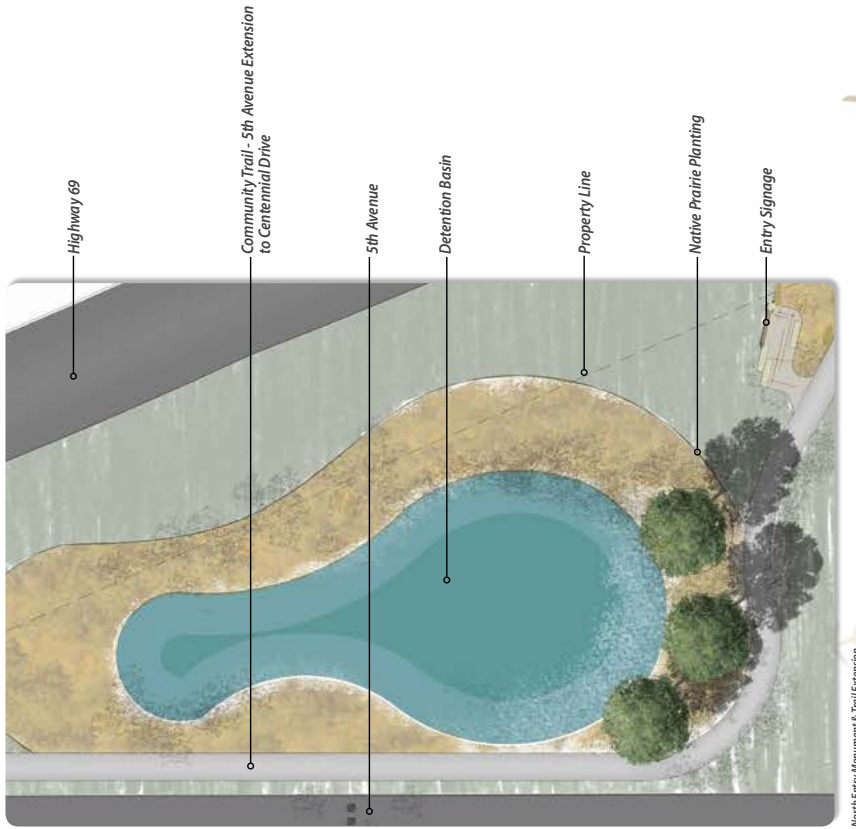
Design Expertise Recommended

Projects may require help beyond the capability of the visioning committee or available city staff. For this improvement project, the committee should expect to involve the following design professionals: landscape architect, civil engineer, and electrical engineer. The committee should also expect to coordinate design efforts with the District DOT Office and county officials.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state. These costs may be reduced with discounted or donated materials and volunteer labor for appropriate projects. Land acquisition will be an important variable in implementation of this concept, but was not included in the cost estimate below because of the unpredictability of negotiations and undetermined location of the entry monument sign. The detention basin and surrounding native plantings are also not included in the cost opinion because of the uncertainty of exact demand, which will determine size and location of the basin. The trail connection included in the cost estimate consists of a 4' concrete walk that will connect from Centennial Drive to the new Fareway site.

	UNIT	QUANTITY	UNIT COST	TOTAL
NORTH ENTRY MONUMENTATION				
MOBILIZATION	LS	1	\$5,000.00	\$5,000.00
ENTRY MONUMENT & LIGHTING	EA	1	\$10,000.00	\$10,000.00
TRAIL INFO BOARD FOR BACK OF MONUMENT	EA	1	\$1,000.00	\$1,000.00
SITE FURNISHINGS/LIMESTONE BLOCK	EA	3	\$1,000.00	\$3,000.00
NATIVE SEEDING	AC	0.25	\$6,500.00	\$1,625.00
TRAIL CONNECTION	SY	500	\$50.00	\$25,000.00
TREE PLANTING	EA	3	\$500.00	\$1,500.00
IMPROVEMENTS SUBTOTAL				\$47,125.00
CONTINGENCY (15%)				\$7,068.75
DESIGN/ENGINEERING FEES (10%)				\$4,712.50
SITE IMPROVEMENTS TOTAL				\$58,906.25



North Entry Monument & Trail Extension

North Entry Monument

At the community's north entrance, the entry monument promotes Huxley's identity while enhancing the aesthetic and functionality of this location through existing site features. During the visioning process, the design team learned that a detention basin is being considered along Hwy 69 to store and treat runoff from future development. This creates an opportunity for incorporating entry signage the into design of the storm-water treatment basin and draw pedestrians and cyclists through this space. The addition of a prairie landscape in this area will serve as one of the first visual cues to visitors who enter Huxley.



North Entry Feature & Trail Extension

Huxley

Entry Monumentation

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk

LA Intern: Amber Gable - Bolton & Menk

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Huxley Prairie Tour

Huxley is conveniently located along the Heart of Iowa Trail, providing pedestrians and cyclists easy access to numerous trail amenities. Residents expressed interest in drawing trail users into the community through improved pedestrian infrastructure. By reinforcing a prairie theme, the concept for a Prairie Tour was developed to provide a 3.5 mile internal circulation route connecting the Heart of Iowa Trail to local parks and other community amenities. This route will establish visual connections through the use of art panels and prairie demonstration gardens strategically located around Huxley. Along the tour, users will have opportunities to enjoy artwork from local artists and engage prairie demonstration areas that promote the benefits and history of the prairie landscape.

Key Concept Components

- Prairie Tour Signage with Route Map
- Route Markers
- Prairie Demonstration Garden at Each Location

Design Expertise Recommended

Projects may require help beyond the capability of the visioning committee or available city staff. For this improvement project, the committee should expect to involve the following design professionals: landscape architect and graphic designer. The committee should also plan to coordinate with the Story County Conservation Board.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state. These costs may be reduced with discounted or donated materials and volunteer labor for appropriate projects.

	UNIT	QUANTITY	UNIT COST	TOTAL
PRAIRIE TOUR SIGN MARKERS				
PRAIRIE TOUR INFORMATIONAL SIGNS	EA	5	\$1,500.00	\$7,500.00
PRAIRIE TOUR ROUTE MARKERS	EA	15	\$500.00	\$7,500.00
IMPROVEMENTS SUBTOTAL				\$15,000.00
CONTINGENCY (15%)				\$2,250.00
DESIGN/ENGINEERING FEES (10%)				\$1,500.00
SITE IMPROVEMENTS TOTAL				\$18,750.00
ANTICIPATED COST RANGE				\$15,000 - \$25,000

HUXLEY PRAIRIE TOUR MAP



Map Source: Google Maps, accessed June 2014.

Huxley

Prairie Extension

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk

L.A. Intern: Amber Gable - Bolton & Menk

Iowa Department of Transportation

Trees Forever

ISU Landscape Architecture Extension

ISU Extension Community and Economic Development

Summer 2014

Huxley Prairie Tour

Huxley is conveniently located along the Heart of Iowa Trail, providing pedestrians and cyclists easy access to numerous trail amenities. Residents expressed interest in drawing trail users into the community through improved pedestrian infrastructure. By reinforcing a prairie theme, the concept for a Prairie Tour was developed to provide a 3.5 mile internal circulation route connecting the Heart of Iowa Trail to local parks and other community amenities. This route would establish visual connections through the use of art panels and prairie demonstration gardens strategically located around Huxley. Along the tour, users will have opportunities to enjoy artwork from local artists and engage prairie demonstration areas that promote the benefits and history of the prairie landscape.



Prairie Tour Route Marker



Prairie Tour Info Signage (example)

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Prairie Extension

Berhow Park is a neighborhood park located in the heart of Huxley and within close proximity to the Heart of Iowa Trail. Established prairie plantings are present in the park. As part of the development of the Prairie Tour, the design team proposes strategically placed art panels to welcome visitors into the park. Prairie Tour signage will provide opportunities to educate visitors with information on prairie species, as well as the regional importance of the prairie landscape. Additional prairie plantings will strengthen the concept of prairie use in the community while providing extended habitat for birds and butterflies. Prairie landscaping will also allow the city to reduce maintenance needs in the park.

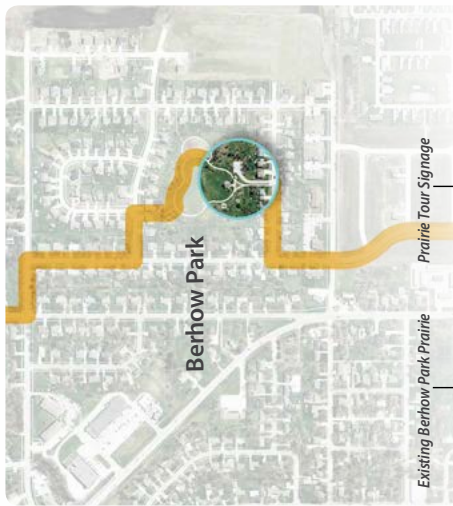
Design Expertise Recommended

Projects may require help beyond the capability of the visioning committee or available city staff. For this improvement project, the committee should expect to involve the following design professionals: landscape architect and artists.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state. These costs may be reduced with discounted or donated materials and volunteer labor for appropriate projects.

	UNIT	QUANTITY	UNIT COST	TOTAL
BERHOW PARK PRAIRIE DEMONSTRATION GARDENS				
MOBILIZATION	LS	1	\$500.00	\$500.00
SITE PREPARATION	LS	1	\$1,000.00	\$1,000.00
DEMONSTRATION GARDEN - NATIVE SEEDING	AC	0.1	\$6,500.00	\$650.00
COMMUNITY ART PANEL AND FOOTING	EA	3	\$1,500.00	\$4,500.00
IMPROVEMENTS SUBTOTAL				\$6,650.00
CONTINGENCY (15%)				\$997.50
DESIGN/ENGINEERING FEES (10%)				\$665.00
SITE IMPROVEMENTS TOTAL				\$8,312.50
ANTICIPATED COST RANGE				\$7,000 - \$12,000



Berhow Park

Berhow Park is a neighborhood park located in the heart of Huxley and within close proximity to the Heart of Iowa Trail. Established prairie plantings are present in the park. As part of the development of the Prairie Tour, the design team proposes strategically placed art panels to welcome visitors into the park. Prairie Tour signage will provide opportunities to educate visitors with information on prairie species, as well as the regional importance of the prairie landscape. Additional prairie plantings will strengthen the concept of prairie use in the community while providing extended habitat for birds and butterflies. Prairie landscaping will also allow the city to reduce maintenance needs in the park.



Berhow Park Prairie Demonstration Garden



Community Bike Loop Art

Berhow Park Art Installation



Prairie Tour Signage

Prairie Demonstration Garden

Berhow Park Prairie Demonstration Garden

Huxley

Prairie Extension

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk

LA Intern: Amber Gable - Bolton & Menk

Iowa Department of Transportation

Trees Forever

ISU Landscape Architecture Extension

ISU Extension Community and Economic Development

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ROADWAYS
Summer 2014

Centennial Park and Railroad Park are popular gathering spaces with recreational opportunities in Huxley. As part of the Prairie Tour, proposed prairie demonstration areas will take advantage of existing drainage features to promote improved storm-water quality. Visitors can engage native plant species and learn how these species adapt to different site conditions to create beautiful landscapes while providing numerous environmental benefits.

Design Expertise Recommended

Projects may require help beyond the capability of the visioning committee or available city staff. For this improvement project, the committee should expect to involve the following design professionals: Landscape architect.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state. These costs may be reduced with discounted or donated materials and volunteer labor for appropriate projects.

	UNIT	QUANTITY	UNIT COST	TOTAL
RAILROAD PARK PRAIRIE DEMONSTRATION GARDENS				
MOBILIZATION	LS	1	\$500.00	\$500.00
SITE PREPARATION	LS	1	\$1,000.00	\$1,000.00
DEMONSTRATION GARDEN - NATIVE SEEDING	AC	0.1	\$6,500.00	\$650.00
IMPROVEMENTS SUBTOTAL				\$2,150.00
CONTINGENCY (15%)				\$322.50
DESIGN/ENGINEERING FEES (10%)				\$215.00
SITE IMPROVEMENTS TOTAL				\$2,687.50
ANTICIPATED COST RANGE				\$2,000 - \$5,000

	UNIT	QUANTITY	UNIT COST	TOTAL
CENTENNIAL PARK PRAIRIE DEMONSTRATION GARDENS				
MOBILIZATION	LS	1	\$500.00	\$500.00
SITE PREPARATION	LS	1	\$1,000.00	\$1,000.00
DEMONSTRATION GARDEN - NATIVE SEEDING	AC	0.1	\$6,500.00	\$650.00
IMPROVEMENTS SUBTOTAL				\$2,150.00
CONTINGENCY (15%)				\$322.50
DESIGN/ENGINEERING FEES (10%)				\$215.00
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Centennial & Railroad Parks
 Centennial Park and Railroad Park are popular gathering spaces with recreational opportunities in Huxley. As part of the Prairie Tour, proposed demonstration areas will take advantage of existing drainage features to promote improved storm-water quality. Visitors can engage native plant species and learn how these species adapt to different site conditions to create beautiful landscapes while providing numerous environmental benefits.



Centennial Park Prairie Demonstration Garden



Railroad Park Prairie Demonstration Garden

Huxley

Prairie Extension

Landscape Architects: Casey Byers, PLA & Josh Shields, PLA - Bolton & Menk

LA Intern: Amber Gable - Bolton & Menk

Iowa Department of Transportation

Trees Forever

ISU Landscape Architecture Extension

ISU Extension Community and Economic Development

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 Summer 2014

Implementation Strategies

The Visioning Program is just the beginning of the planning process for implementation of projects that will contribute to an enhanced quality of life in Huxley. Although there is much value in data gathering, analysis, conclusions, and recommendations, the greatest value is providing residents of Huxley 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.

Recommendations

Project implementation should be determined based on the priority given it by the community and also with the realization of available funding sources. These funding sources may be through grants and private donations, but may also be in the form of volunteer labor, donated materials, or donated services.

The projects have been developed with a variety of different scales in mind, allowing some to be more easily realized than others. By reviewing the available resources and developing an implementation plan, the community can move forward towards realizing the fruits of its vision.

The primary goal of the community as it moves forward should be planning for successful projects upon which it can build. Successful implementation of a project allows for public support and interest to grow and can quickly lead to availability of additional and more diverse implementation resources - a community with a history of successful projects and involvement is more appealing to funding agencies. Therefore, a smaller project that fits the following criteria is generally recommended as a starting project for the community to undertake:

1. Is highly visible
2. Has a good chance of receiving a grant or funding assistance
3. Can use volunteers
4. Is not overly complicated

Because the information depicted on each board is conceptual in nature, the edits, sketches, and other deliverables are not intended for use as final design/construction documents. They need to be further developed with the help of professionals during a "design phase." During a design phase, concepts will be refined and developed to determine the actual character, size, and essentials that will become part of the final project. The final products from this phase may retain the general concepts depicted on the boards but may look vastly different because of constraints or opportunities unknown during the visioning process. However, the design that emerges from final design may also look very similar to that developed during the Visioning Program.

One thing to keep in mind with all projects, whether phased or not, it is imperative that the overall project is designed and planned for at the beginning to ensure that each segment will interconnect and relate to another. Failing to plan for future construction phases can easily lead to complications that could set back positive progress for years.

Available Resources

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

Funding Opportunities

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

Funding Sources

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

Grant Programs

- Alliant Energy and Trees Forever Branching Out Program
- Federal Transportation Enhancement Act (TEA-21)
- Federal Surface Transportation Program (STP)
- Iowa Clean Air Attainment Program (ICAAP)
- Iowa DOT/DNR Fund Iowa
- Iowa DOT Iowa's Living Roadways Projects Program
- Iowa DOT Living Roadways Trust Fund Program
- Iowa DOT Pedestrian Curb Ramp Construction Program
- Iowa DOT Statewide Transportation Enhancement Funding
- Iowa DNR Recreation Infrastructure Program
- Land and Water Conservation Fund
- National Recreational Trails Program
- Pheasants Forever
- Revitalization Assistance for Community Improvement (RACI) Grant Program
- State Recreational Trails Program

Funding Synopsis

	Source	Administrative Agency	Application Due	Review Period
	Statewide & Regional Transportation Enhancement Funding Program	Iowa Dept. of Transportation	October 1; MPO-RPA schedules may differ	6 months
	Iowa Arts Council Project Grant	Iowa Arts Council	November 3, February 2	2 months
	Rural Arts Development Grant	Iowa Arts Council	November 3, February 2, May 2015	2 months
	REAP - City Parks and Open Space	Iowa Dept. of Natural Resources	August 15.	TBA
	ICAAP - Iowa Clean Air Attainment Program	Iowa Dept. of Transportation	October 1.	4 Months
	Recreational Trails Program	Iowa Dept. of Transportation	October 1 (postmarked)	6 Months
	State Recreational Trails Program	Iowa Dept. of Transportation	July 1.	3 Months
	Federal Transportation Alternatives Program	Iowa Dept. of Transportation	October 1.	TBA
	Keep Iowa Beautiful Community Beautification Grant Program	Keep Iowa Beautiful	20-Mar	30 days
	Iowa's Living Roadways Projects Programs	Trees Forever, IDOT, ISU Landscape Arch. Extension, Federal Highway Administration	December 1 (postmarked) & July 1	45 Days
	Living Roadway Trust Fund	Iowa Dept. of Transportation	May 31 (postmarked)	TBA
	DuPont Pioneer Seed Grants	Iowa State University Extension	November 15 and March 15	60 Days
	DOT/DNR Fund	IDOT, DNR	Letters of Request Accepted all year	90 Days
	Branching Out	Alliant Energy, Trees Forever	June 1 or November 1 (postmarked)	2 Months
	Trees Please!	Mid American Energy	17-Oct	3 Months

Color Key = Highway 69 Bio-Swales Entry Monumentation Prairie Tour

Match Requirement	Award Amount	Payment Method	Common Projects/Improvements	Huxley Project
30% State Projects; 20% Regional Projects	\$100,000 + Statewide projects; amount variable for RPA/MP	Grant	Trails, Roadside Beautification, Welcome Center	Trail Wayfinding, Highway 69 Bio-swale Plantings
50%	\$10,000 Maximum	Grant	Innovative, Collaborative, Original, High Impact Community Art	Community Art Panels
50%	\$5,000 Maximum	Grant	Innovative, Collaborative, Original, High Impact Community Art	Community Art Panels
0%	\$75,000	Grant	Parkland Expansion, Multi-purpose Outdoor- Related Recreation Development	Prairie Tour Elements, New Trail Connection
20%	Min. \$20,000 Total Cost	Grant	Highway/Street, Transit, Trail Projects	Prairie Tour Elements, New Trail Connection, Street Tree Plantings
20%	TBA	Grant	Trails, Trail-related Projects	New Trail Connection, Way-finding Signage
25%	TBA	Grant	Recreational Trails	New Trail Connection, Way-finding Signage
20%	TBA	Grant	Sidewalk Improvements, Bicycle and Pedestrian Facilities	New Trail Connection
Not required, but encouraged	\$5,000 Maximum	Grant	Litter Prevention, Recycling Education, General Beautification and Landscaping	Entry Monument Plantings, Highway 69 Bio- swale Plantings, Prairie Demonstration Gardens
30%	\$20,000 Maximum	Grant	Community Entryway Beautification, Highway Plantings, Beautification of Trails	Highway 69 Bio-swale Plantings, Entry Monument Plantings, Prairie Tour Elements, Demonstration Gardens
Variable	\$4,500 Maximum	Grant	Gateway Features, Roadside Vegetation Management, Native Plant Materials	Entry Monumentation, Highway 69 Bio-swale Plantings
50%	\$500 Maximum	Grant	Establishing Native Prairie, Replacing Trees, Restoring Cemetery or Historic Monument	Prairie Demonstration Gardens
0%	\$100,000 Maximum	Grant	Plant Material, Roadside Beautification	Highway 69 Bio-swale Plantings
Variable	\$500-\$10,000	Grant	Community Based Tree Planting Projects	Highway 69 Tree Plantings
50%	TBA	Grant	Community Based Tree Planting Projects	Highway 69 Tree Plantings

Community Art

