Main Street Intersection and Streetscape Improvement Project

ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM
ROUND 18

Application for Funding for a Local Transportation Enhancement Project

Sponsored by:

Arizona Department of Transportation
and
U.S. Department of Transportation
Federal Highway Administration

CITY OF SAFFORD, ARIZONA
# TRANSPORTATION ENHANCEMENT APPLICATION

## APPLICANT INFORMATION

1. **APPLICANT AND SPONSOR**
   (Must be ADOT if on ADOT right of way)
   - City of Safford

2. **DATE**
   - May 15, 2010

3. **PROJECT NAME & LIMITS**
   Main Street Intersection and Streetscape Improvement Project
   Main Street from 8th Avenue to Central Avenue in Safford, Arizona.

4. **Contact Person-Name and Title.**
   - Jenny Howard,
     Projects Management Specialist

4a. **Mailing Address**
   - 405 W. Discovery Park Boulevard

4b. **CITY**
   - Safford

4c. **ZIP CODE**
   - 85546

5. **COUNTY**
   - Graham

6. **CONGRESSIONAL DISTRICT**
   - Five

4d. **PHONE NO:**
   - (928) 432-4082

4e. **FAX NO:**
   - (928) 348-3150

4f. **EMAIL:**
   - Jhoward@ci.safford.az.us

7. **ALTERNATE Contact-Name and Title.**
   - Randy Petty, P.E.

7b. **PHONE NO:**
   - (928) 348-4261

7a. **Mailing Address**
   - 405 W. Discovery Park Boulevard

7c. **FAX NO:**
   - (928) 348-3150

7d. **EMAIL:**
   - NRPetty@ci.safford.az.us

8. **List eligible activity(ies) by number and title:**
   - Landscaping and other Scenic Beautification
   - Historic Preservation

9. **List requested federal amount:**
   - $659,806

10. **List total cost of project:**
    - (scoping, design and construction including federal funds, and ADOT review fees)
    - $699,688

---

*Please fill in all requested information for Items 1 through 10*
CHECK ONE or TWO BOXES THAT APPLY

11. Circle primary activity in which you wish to be evaluated

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES. This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.</td>
</tr>
<tr>
<td>2.</td>
<td>PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS Activities must have a broad and preferably regional target audience</td>
</tr>
<tr>
<td>□</td>
<td>ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – NOT ELIGIBLE IN ARIZONA</td>
</tr>
<tr>
<td>4.</td>
<td>SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES) ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. Must be on or within 2 miles of a State designated Scenic or Historic road.</td>
</tr>
<tr>
<td>5.</td>
<td>LANDSCAPING AND OTHER SCENIC BEAUTIFICATION This is for primarily plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Maintenance of landscaping does not qualify under this program.</td>
</tr>
<tr>
<td>□</td>
<td>HISTORIC PRESERVATION Any work under this category must have a strong surface transportation link either past, present or future.</td>
</tr>
<tr>
<td>7.</td>
<td>REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)</td>
</tr>
<tr>
<td>8.</td>
<td>PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)</td>
</tr>
<tr>
<td>9.</td>
<td>CONTROL AND REMOVAL OF OUTDOOR ADVERTISING</td>
</tr>
<tr>
<td>10.</td>
<td>ARCHEOLOGICAL PLANNING AND RESEARCH</td>
</tr>
<tr>
<td>11.</td>
<td>ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY</td>
</tr>
<tr>
<td>12.</td>
<td>ESTABLISHMENT OF TRANSPORTATION MUSEUMS Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.</td>
</tr>
</tbody>
</table>
12. PROJECT SPECIFIC DESCRIPTION: LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE. INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, NUMBER OF ACRES, etc. (e.g., construct .5 miles of 10 foot wide asphalt multi-use pathway along north side of X Rd)

Word Count Maximum: 200

The Main Streetscape project includes five Main street intersections at Central, 5th, 6th, 7th and 8th Avenues.

The intersections will be enhanced by constructing decorative, pedestrian friendly crosswalk “bump-outs”. Each corner of each intersection will be bumped out into the existing parking lane of the street and a curb cut will be provided for drainage. The bump-outs will be constructed of concrete integrated with decorative brick and pavers. Each bump-out will include wheelchair ramps on each side and all pedestrian access will be ADA compliant. Each corner will be joined together with a concrete crosswalk colored and stamped to resemble a paver pattern matching the patterns on the bump-outs.

Intersections will be decorated with landscaping and planters. The landscaping will be irrigated with drip irrigation and will include trees, shrubs and plants. Trees will also be added along the Main Street frontage between the intersections and will be protected with tree grates. Streetscape furnishings will be integrated to include bike racks, street benches and decorative trash receptacles.

The project will include the removal of the existing and deteriorating sidewalk, curb, gutter and drainage facilities. Asphalt will be removed to make way for the bump-outs, underground irrigation and drainage infrastructure.

13. Describe the project. Please answer all questions.

A. Where is the project located?
   - Describe actual physical location
   - Attach state and vicinity map in appendix
   - For State projects, include the route and beginning and ending mileposts

   The project is located within Safford’s City limits on city right of way along downtown Main Street, an urban collector road serving the downtown core, between Central and 8th Avenue.

B. Is the project on:
   - Planned transportation corridor? YES ☐ NO ☒
   - Corridor under construction? ☐ ☒
   - Existing transportation corridor? ☒ ☐

   Estimated Completion Date:
   Scheduled Completion Date:
C. What major construction, design, and right-of-way work does the project entail? Describe any need for major land modification, retaining walls, etc. and include in cost estimate.

<table>
<thead>
<tr>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>The project construction will include the demolition and removal of the existing and deteriorating sidewalk along with existing curb and gutter. Asphalt will also be excavated to remove and replace current drainage facilities and to install the new bump-outs and new concrete stamped crosswalks.</td>
</tr>
<tr>
<td>New construction will include installing new drainage, consisting of 1,050 feet of HDPE drainage pipe ranging from 12” to 24” in diameter, 17 double-grate catch basins and 3 single-grate catch basins. Existing drainage structures will be replaced to ensure the streets drain and minimize the chances of flooding of the downtown area. New bump-outs with curb and gutter will be installed at each corner of each intersection. Bump-outs will be constructed of concrete accented with brick in-lay. Each corner will be joined with concrete crosswalks stamped and colored to match the brick pattern in the bump-outs.</td>
</tr>
<tr>
<td>The project design started January, 2009, and is complete. Thus far the City of Safford has invested $39,000 to complete the project design. We have included an estimate for design, to cover possible design changes as per ADOT’s review and comments.</td>
</tr>
<tr>
<td>There is no right of way work on this project.</td>
</tr>
</tbody>
</table>

D. Can the project be constructed entirely within the project right-of-way? YES
Who owns the proposed project ROW? City of Safford
Are any private landowners involved? If so, list below. No
What percent of the project area is on ADOT ROW? Zero

E. Are there drainage issues to consider? YES
To minimize the occurrences of flooding in the downtown area, we will install a larger, more efficient drainage system to remove storm water drainage from the streets. Presently, the City uses a “siphon” system which was constructed in a way that makes maintenance of the current system difficult and ineffective. This new system has been designed to increase flows and increase the effectiveness of the maintenance activities.

Describe any potential impacts to Waters of the U.S. This system will not increase the impacts to the waters of the US.

F. Are utility relocations necessary? NO
There are no known utility conflicts at this time. Utility clearances will be obtained as per ADOT’s Utility Clearance guidelines.

G. What is the proposed time frame for completion of the project? The project design is complete pending ADOT’s approvals. We anticipate construction to be completed within 24 months following notice to proceed from ADOT/FHWA.

H. Will the project be ADA accessible? YES
14. **How will the project be maintained?** Prior to project construction, all projects will require a signed Joint Project Agreement (JPA) with the government sponsoring entity. If the project is a State project, the local government sponsor/applicant will be responsible for long term maintenance. If agreement is not signed the project will be terminated. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

<table>
<thead>
<tr>
<th>A.</th>
<th>Organization(s) responsible for on-going maintenance and repairs of the TE project.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The City of Safford will maintain the project through the Public Works and Parks Division.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B.</th>
<th>Proposed on-going maintenance and repair program</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The City of Safford maintains all sidewalks and roadways on a daily basis. Business owners assist with the cleanliness around their personal store fronts while the streets and parks departments monitor and maintain cleanliness, repairs and vegetation maintenance.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C.</th>
<th>Source of funds for on-going maintenance and repairs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The funding source for the City of Safford’s maintenance efforts is dedicated from the City’s General Fund.</td>
</tr>
</tbody>
</table>

15. **If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines?** (See TE Handbook, revised 2008, for clarification - available at www.adotenhancement.com)

- Yes ☑

16. **Does the proposed project involve or is it adjacent to a historic property or historic district?**

- Yes ☑

A. **If yes, has the SHPO been allowed to review, comment and provide direction on the proposed project?”**

- Yes ☑

If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor “rail banked” or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

There are three buildings located on Main Street that are listed on the National Register of Historic Buildings. Two of those buildings are located adjacent to the project.

There are also a number of buildings that would qualify as historic buildings, but have not been nominated or listed. We have contacted SHPO regarding the Main Streetscape Project. They have reviewed plans and photographs and we have received very positive comments. Pursuant to 36 CFR Part 800, *Protection of Historic Properties*, SHPO also concurs with the project.
17. Describe how the community was or will be involved in this project. Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

Word Count Maximum: 200

Beginning in June, 2007, the City of Safford, the Mayor’s Historic Preservation Committee, The Sculpture Committee, and the Safford Downtown Association, held several public workshops and a downtown walk-about, of which they invited business owners and the public to discuss and create a “Vision Plan” for the City of Safford.

As part of the Vision Plan, the City of Safford contracted with RBF consulting to create a comprehensive economic improvement plan for downtown. To achieve this plan a Charette Study was performed in the downtown specifically, studying streetscape improvements, traffic patterns, parking, properties, pedestrian traffic and all opportunities to enhance the long term transportation, economic and historic strengths.

Public workshops were held following advertisement through radio, newspaper and public schools. The workshops received widespread support, feedback and a lot of community help to create a holistic approach to the study including how residents and business owners would like to enhance historical downtown Safford keeping in mind the provision of safe, vehicle and non-motorized circulation.

Through these studies, group efforts with the community and utilization of the Traffic Study adopted in 2007, The City’s Vision Plan was finalized and adopted by City Council May 27, 2008. The Vision Plan is an important tool to assist us in continuing to enhance and make Safford and its downtown economically viable in the long term while sustaining the historical significance of downtown.
18. **Describe why the project is an enhancement** and how it relates to the transportation infrastructure of the community, region and/or state. Describe how this project will benefit the community and improve existing conditions. Why should this project be funded? (Answer all three parts in detail).

**Describe why the project is an enhancement**
The project is an enhancement because it offers historical beautification to the downtown while focusing on providing a safe means of pedestrian and non-motorized circulation within the congested area of Main Street.

**Describe how this project will benefit the community and improve existing conditions.**
With Safford’s downtown development dating back to 1874, the design of the Main Street vehicular and pedestrian rights-of-way dates back to the turn of the 20th century modes of transportation. The size of today’s vehicles, 1/3 longer and 1-2 feet wider take much more space when parking and driving down the narrow right of way. Combined with the increased population and Main Street, an Urban Collector, has become very congested and very pedestrian un-friendly. Once constructed, the bump-outs will offer a safe pedestrian designated right of way so pedestrians can enjoy a safe and pleasurable commute around town on foot. The design of the bump-outs will enhance the beautification to the historic area while creating a place that is very functional for vehicles and pedestrians.

**Why should this project be funded?**
This project should be funded so the city can provide a viable transportation component dedicated to pedestrian safety within the busy vehicular patterns, while enhancing the beauty and historical significance of Main Street. Construction of the bump-outs will create a division between vehicles and pedestrians which will increase the safety of those who choose to access on foot, the many facilities downtown such as banks, law offices, engineering firms, mixed retail, restaurants as well as county and city offices.
19. Approval of Authorized Official (Sponsor)

This project has the concurrence of the sponsoring agency, is consistent with the agency’s plans and meets all of the basic criteria listed above, which are required by the state of Arizona’s Transportation Enhancement Program. **State applications MUST be signed by the appropriate ADOT District Engineer.**

<table>
<thead>
<tr>
<th>Sponsor Representative</th>
<th>City of Safford</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>David Kincaid, City Manager</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signature of Rep</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date Signed</th>
<th>6/23/10</th>
</tr>
</thead>
</table>

20. **Local applications MUST have Endorsement of Metropolitan Planning Organization - Council of Governments, unless a statewide application.**

This project has been reviewed and endorsed by:

<table>
<thead>
<tr>
<th>MPO or COG</th>
<th>SouthEastern Arizona Governments Organization SEAGO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name and Title</td>
<td>Sharon Mitchell, Transportation Planner</td>
</tr>
<tr>
<td>Signature</td>
<td>Sharon Mitchell</td>
</tr>
<tr>
<td>Date Signed</td>
<td>July 15, 2010</td>
</tr>
</tbody>
</table>

21. **Cost Estimate review – include for State and Local projects.**

The project cost estimate included in this application has been reviewed by:

<table>
<thead>
<tr>
<th>Organization</th>
<th>City of Safford</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name and Title</td>
<td>Randy Petty, City Engineer</td>
</tr>
<tr>
<td>Signature</td>
<td></td>
</tr>
<tr>
<td>Date Signed</td>
<td></td>
</tr>
<tr>
<td>ITEM DESCRIPTION</td>
<td>UNIT</td>
</tr>
<tr>
<td>------------------</td>
<td>------</td>
</tr>
<tr>
<td>1. SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) (Enter $0 in Unit Price column if none required)</td>
<td>LS</td>
</tr>
<tr>
<td>2. PROJECT ASSESSMENT REPORT (infrastructure projects) or DETAILED WORKPLAN INCLUDING SCHEDULE AND COSTS (non-infrastructure projects) (About 5% of construction or implementation cost)</td>
<td>LS</td>
</tr>
<tr>
<td>3. ENVIRONMENTAL DETERMINATION for infrastructure projects, including technical supporting documents. (Anticipate $20,000 to $40,000)</td>
<td>LS</td>
</tr>
<tr>
<td>4. HAZARDOUS MATERIALS ASSESSMENT including heavy metals &amp; asbestos (If an assessment is necessary, about $1,500. Enter $0 in Unit Price column if none required)</td>
<td>LS</td>
</tr>
</tbody>
</table>

**SUBTOTAL – PROJECT SCOPING COSTS**

Federal funds for scoping are calculated at 94.3% of the total scoping cost. If requesting less than 94.3% federal funds, enter new total or 0 in the Federal column.

$ 55,500 | $52,337 | $3,164

**B. DESIGN - Stages II, III, IV (30%, 60%, 95%-100% Preliminary Design) (Pre-engineering)**

Not applicable to non-infrastructure projects. All infrastructure projects must include these costs regardless if the application is for a State or Local project. If federal funds are used for design, the project shall not advance beyond Stage II (30%) until it has received environmental clearance.

1. PS&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs. | LS | 1 | $10,000.00 | $10,000.00 | $9,430.00 | $570.00 |

The program will automatically calculate the Totals and Federal Share at 94.3%, but manual overriding entries may be necessary where noted.
### C. CONSTRUCTION OR IMPLEMENTATION - Stage V

For non-infrastructure projects (no ground disturbing activities), address only parts 4, D and F.

#### 1. SITE ACQUISITION & HARDSCAPE CONSTRUCTION

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>QUAN.</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
<th>FEDERAL TE FUNDS @ 94.3%</th>
<th>SPONSOR MATCHING FUNDS @ 5.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way Acquisition (if necessary)</td>
<td>LS</td>
<td>1</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Installation of Stormwater Pollution Prevention Measures (if over 1 acre of disturbance, about 5% of constr. costs)</td>
<td>LS</td>
<td>1</td>
<td>$1,500.00</td>
<td>$1,500.00</td>
<td>$1,414.50</td>
<td>$85.50</td>
</tr>
<tr>
<td>Site Preparation (Clearing and grubbing, plant salvage)</td>
<td>LS</td>
<td>1</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Demolition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sawcut</td>
<td>LF</td>
<td>2,564</td>
<td>$2.00</td>
<td>$5,128.00</td>
<td>$4,836.70</td>
<td>$292.30</td>
</tr>
<tr>
<td>Remove Structures and Obstructions</td>
<td>LS</td>
<td>1</td>
<td>$18,000.00</td>
<td>$18,000.00</td>
<td>$16,974.00</td>
<td>$1,026.00</td>
</tr>
<tr>
<td>Remove Fencing</td>
<td>LF</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Remove Structural Concrete</td>
<td>CY</td>
<td>102</td>
<td>$240.00</td>
<td>$24,480.00</td>
<td>$23,084.64</td>
<td>$1,395.36</td>
</tr>
<tr>
<td>Remove Asphalitic Concrete Pavement</td>
<td>CY</td>
<td>71</td>
<td>$245.00</td>
<td>$17,395.00</td>
<td>$16,403.49</td>
<td>$991.51</td>
</tr>
<tr>
<td>Hazardous Materials Abatement (if applicable; include heavy metals &amp; asbestos; about 5% of construction cost)</td>
<td>LS</td>
<td>1</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
<td>$4,715.00</td>
<td>$285.00</td>
</tr>
<tr>
<td>Utility Relocation. Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible. Enter $0 in Unit Price column if none required.</td>
<td>LS</td>
<td>1</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Retaining Wall (Concrete; SF of face above the footing)</td>
<td>SF</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Earthwork</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Excavation</td>
<td>CY</td>
<td>0</td>
<td>$7,000.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Drainage Excavation</td>
<td>CY</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Structural Excavation</td>
<td>CY</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Structural Backfill</td>
<td>CY</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Borrow (In Place)</td>
<td>CY</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Curb &amp; Gutter</td>
<td>LF</td>
<td>4,100</td>
<td>$15.00</td>
<td>$61,500.00</td>
<td>$57,994.50</td>
<td>$3,505.50</td>
</tr>
<tr>
<td>Aggregate Base</td>
<td>CY</td>
<td>245</td>
<td>$52.00</td>
<td>$12,740.00</td>
<td>$12,013.82</td>
<td>$726.18</td>
</tr>
<tr>
<td>Pathway or Sidewalk Materials</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concrete</td>
<td>SF</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>Colored Concrete</td>
<td>SF</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

### SUBTOTAL – PROJECT DESIGN COSTS
Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.

- Federal Funds: $37,500
- Total: $35,363
- Subtotal: $2,138

---

**ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM**
Page 2 of 4
<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>QUAN.</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
<th>FEDERAL TE FUNDS @ 94.3%</th>
<th>SPONSOR MATCHING FUNDS @ 5.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stamped Color Concrete</td>
<td>SF</td>
<td>9,017</td>
<td>$7.50</td>
<td>$67,627.50</td>
<td>$63,772.73</td>
<td>$3,854.77</td>
</tr>
<tr>
<td>Precast Concrete Pavers</td>
<td>SF</td>
<td>1,036</td>
<td>$8.50</td>
<td>$8,606.00</td>
<td>$8,304.06</td>
<td>$501.94</td>
</tr>
<tr>
<td>Asphaltic Concrete</td>
<td>Ton</td>
<td>51</td>
<td>$85.00</td>
<td>$4,335.00</td>
<td>$4,087.91</td>
<td>$247.10</td>
</tr>
<tr>
<td>Polymer or Resin Stabilized Surface</td>
<td>SF</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

CROSSWALK ENHANCEMENT
- Concrete Pavers | SF | 0 | $0.00 | $0.00 | $0.00 | $0.00 |
- Stamped Asphalt | SF | 3,920 | $7.50 | $29,400.00 | $27,724.20 | $1,675.80 |
- Concrete | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
- Integral Color Concrete | 0 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |

PEDESTRIAN ADA RAMP | SF | 2,656 | $9.00 | $23,904.00 | $22,541.47 | $1,362.53 |

CULVERT EXTENSIONS | LF | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

PEDESTRIAN LIGHTING
- (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.

HANDRAIL
- Standard | LF | 0 | $0.00 | $0.00 | $0.00 | $0.00 |
- Decorative | LF | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

SUBTOTAL - SITE ACQUISITION & Hardscape Construction $279,816 $263,866 $15,949

2. LANDSCAPING & IRRIGATION ITEMS

**TREES**
- (Above 15 gallon in size as required per Local code or special design requirements)
  - Each | 17 | $250.00 | $4,250.00 | $4,007.75 | $242.25 |
- TREES (15 GALLON SIZE) Each | 17 | $250.00 | $4,250.00 | $4,007.75 | $242.25 |
- TREES (5 GALLON SIZE) Each | 0 | $0.00 | $0.00 | $0.00 | $0.00 |
- SHRUBS (5 GALLON SIZE) Each | 20 | $25.00 | $500.00 | $471.50 | $28.50 |
- SHRUBS (1 GALLON SIZE) Each | 0 | $0.00 | $0.00 | $0.00 | $0.00 |
- CACTUS (5 GALLON SIZE) Each | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**MULCH**
- Organic | CY | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**TOPSOIL**
- Organic | CY | 62 | $10.00 | $620.00 | $584.66 | $35.34 |

**SEEDING**
- Acre | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**TURF SOD**
- SY | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**BOULDERS**
- Each | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**IRRIGATION SYSTEM**
- Drip | SF | 1,287 | $13.05 | $16,795.35 | $15,838.02 | $957.33 |
- Turf | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**SLEEVING FOR IRRIGATION SYSTEM**
- Directional Bore | LF | 1,287 | $3.50 | $4,504.50 | $4,247.74 | $256.76 |

**LANDSCAPE HEADER CURB**
- LF | 552 | $15.00 | $8,280.00 | $7,808.04 | $471.96 |

**LANDSCAPE ESTABLISHMENT**
- (Typically about 4.5% of the cost of landscaping)
  - LS | 1 | $1,572.75 | $1,572.75 | $1,483.10 | $89.65 |

SUBTOTAL - LANDSCAPING & IRIGATION ITEMS $36,523 $34,441 $2,082

3. SITE FURNISHINGS

**BENCHES**
- Each | 5 | $950.00 | $4,750.00 | $4,479.25 | $270.75 |

**SEATWALLS**
- LF | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**BIKE RACKS**
- Each | 5 | $550.00 | $2,750.00 | $2,593.25 | $156.75 |

**TRASH RECEPTACLES**
- Each | 9 | $500.00 | $4,500.00 | $4,243.50 | $256.50 |

**DRINKING FOUNTAINS**
- Each | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**SIGNAGE (Standard Traffic Control)**
- Each | 0 | $0.00 | $0.00 | $0.00 | $0.00 |

**TREE GRATES**
- Each | 9 | $400.00 | $3,600.00 | $3,394.80 | $205.20 |

SUBTOTAL – SITE FURNISHINGS $15,600 $14,711 $889

ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM
Page 3 of 4
**ITEM DESCRIPTION** | **UNIT** | **QUAN.** | **UNIT PRICE** | **TOTAL** | **FEDERAL TE FUNDS @ 94.3%** | **SPONSOR MATCHING FUNDS @ 5.7%**
--- | --- | --- | --- | --- | --- | ---
Install Catch Basins, Double Grate | each | 17 | $3,500.00 | $59,500.00 | $56,108.50 | $3,391.50
Install Catch Basins, Single Grate | each | 3 | $2,500.00 | $7,500.00 | $7,072.50 | $427.50
Install 24" HDPE Drainage Pipe | L. Ft. | 722 | $75.00 | $54,150.00 | $51,063.45 | $3,086.55
Install 18" HDPE Drainage Pipe | L. Ft. | 225 | $65.00 | $14,625.00 | $13,791.38 | $833.63
Install 12" HDPE Drainage Pipe | L. Ft. | 85 | $55.00 | $4,675.00 | $4,408.53 | $266.48
Install Conc. Valley Gutter | SY | 75 | $80.00 | $6,000.00 | $5,658.00 | $342.00

**CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)**
| **UNIT** | **QUAN.** | **UNIT PRICE** | **TOTAL** | **FEDERAL TE FUNDS @ 94.3%** | **SPONSOR MATCHING FUNDS @ 5.7%**
--- | --- | --- | --- | --- | ---
LS | 1 | $38,300.00 | $38,300.00 | $36,116.90 | $2,183.10

**TRAFFIC CONTROL (0-8% of construction cost)**
| **UNIT** | **QUAN.** | **UNIT PRICE** | **TOTAL** | **FEDERAL TE FUNDS @ 94.3%** | **SPONSOR MATCHING FUNDS @ 5.7%**
--- | --- | --- | --- | --- | ---
LS | 1 | $10,000.00 | $10,000.00 | $9,430.00 | $570.00

**CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)**
| **UNIT** | **QUAN.** | **UNIT PRICE** | **TOTAL** | **FEDERAL TE FUNDS @ 94.3%** | **SPONSOR MATCHING FUNDS @ 5.7%**
--- | --- | --- | --- | --- | ---
LS | 1 | $5,000.00 | $5,000.00 | $4,715.00 | $285.00

**CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)**
| **UNIT** | **QUAN.** | **UNIT PRICE** | **TOTAL** | **FEDERAL TE FUNDS @ 94.3%** | **SPONSOR MATCHING FUNDS @ 5.7%**
--- | --- | --- | --- | --- | ---
LS | 1 | $25,000.00 | $25,000.00 | $23,575.00 | $1,425.00

**CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)**
| **UNIT** | **QUAN.** | **UNIT PRICE** | **TOTAL** | **FEDERAL TE FUNDS @ 94.3%** | **SPONSOR MATCHING FUNDS @ 5.7%**
--- | --- | --- | --- | --- | ---
LS | 1 | $50,000.00 | $50,000.00 | $47,150.00 | $2,850.00

**SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS** | NO ENTRY | NO ENTRY | NO ENTRY | NO ENTRY

**TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V)**
| | | | | |
--- | --- | --- | --- | ---
LS | 1 | $3,000.00 | $3,000.00 | NO ENTRY

**TOTAL PROJECT COST**
| | | |
--- | --- | ---
LS | 1 | $702,688 | NO ENTRY

**F. SUMMARY OF FEDERAL AND NON-FEDERAL FUNDS**

**TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V) FROM THE ESTIMATE ABOVE. ALSO ADD IN THE TOTAL COST FOR SCOPING AND DESIGN (STAGES I THRU IV) IF REQUESTING FEDERAL FUNDS FOR REIMBURSEMENT OF THOSE COSTS.**

**TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above).**

**TOTAL SPONSOR MATCHING FUNDS (0.057 x cost shown in Box A above).**

**TOTAL ADDITIONAL FUNDS (OVERMATCH). Note: Enter the amount in Box A in excess, if any, of $795,334 for Local projects or $1,000,000 for State projects.**

**TOTAL NON-FEDERAL FUNDS**

(Note: This is the sum of Box C and Box D).
RESOLUTION NO. 10-016

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SAFFORD, GRAHAM COUNTY, ARIZONA AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION TO THE STATE OF ARIZONA, DEPARTMENT OF TRANSPORTATION, FOR TRANSPORTATION ENHANCEMENT PROJECT FUNDS FOR THE CONSTRUCTION OF DOWNTOWN INTERSECTION IMPROVEMENTS.

WHEREAS, the City of Safford desires to make these improvement to Main Street (Downtown) using City and State funds for the safety and benefit of the residents of Safford; and

WHEREAS, the Arizona Department of Transportation has requested applications for funding for transportation enhancement projects; and

WHEREAS, the City of Safford will provide the required funds (5.7% match) for these improvements; and

WHEREAS, the City of Safford will provide funding for clearance of the right of way and utilities; and,

WHEREAS, the City of Safford will commit that the project will be ready for advertisement no more than three (3) after award of this funding from the State Transportation Board; and,

WHEREAS, the City of Safford will commit to pay for all cost overruns or any cost not budgeted, if any, for the construction of this project; and,

WHEREAS, the City of Safford will commit to reimburse to ADOT/FHWA all federal funds used, if the project is canceled by the City; and,

WHEREAS, the City of Safford will commit submitting funds for ADOT’s review fee; and,

WHEREAS, the City of Safford will commit to a Joint Project Maintenance Agreement with ADOT; and,

WHEREAS, the City of Safford will prepare an application for funding these Downtown Improvements and will be requesting federal funds in the amount of $750,000 (maximum) with a City of Safford matching amount of $42,750 (maximum).

NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the City of Safford, Arizona that the City Manager is authorized to submit an application for funding to the State of Arizona, Department of Transportation, for federal funds in these amounts or for amounts in proximity to such, for a transportation enhancement project for these Intersection Improvements in Downtown Safford.
Resolution No. 10-016
April 12, 2010
Page 2

PASSED, ADOPTED, AND APPROVED by the Mayor and City Council of the City of Safford this 12th day of April 2010.

[Signature]
Ronald M. Green, Mayor
City of Safford

ATTEST:

[Signature]
Georgia Luster, MMC
City Clerk

APPROVED AS TO FORM:

[Signature]
William J. Sims
Interim City Attorney

CERTIFICATION

I HEREBY CERTIFY, that the foregoing Resolution Number 10-016 was duly passed and adopted by the Mayor and City Council of the City of Safford, Graham County, Arizona, at a regular meeting held April 12, 2010, and that a quorum of the Council was present at the meeting.

[Signature]
Georgia Luster, MMC
City Clerk

[Signature]
April 13, 2010
Date:
May 18, 2010

Randy Petty, City Engineer
405 W. Discovery Park Blvd
Safford, AZ 85548-0272

Subject: Letter of Support for City of Safford Enhancement Project

Dear Randy:

The Town of Thatcher is very pleased to offer our support for your proposed Transportation Enhancement Project. The Main Street Intersection and Streetscape Improvements Project is a wonderful project that will enhance the downtown Safford area and make it much more appealing.

The City of Safford’s continuing efforts to revitalize the original downtown area must be applauded. Main Street is becoming ever more popular and inviting to local businesses, shoppers, and visitors.

Main Street, and the surrounding downtown area in Safford, is unique in the Gila Valley as the only traditional downtown commercial district. It is important for Safford, Thatcher, Pima and the entire Valley to preserve the history of this location and maintain its value to our communities. This project will go a long way to ensuring those goals are met. Thatcher strongly encourages SEAGO and ADOT to approve this project for funding.

Sincerely,

Heath H. Brown, PE
Town Engineer
(928) 424-5215
hbrown@graham.az.gov

Terry H. Hinton
Town Manager
(928) 428-2290
thinton@graham.az.gov
6/4/2010

Jenny Howard  
Special Projects Manager  
City of Safford  
405 W. discovery Park Boulevard  
Safford, Arizona 85546

Dear Jenny Howard;

Please accept this letter as our enthusiastic support for the Round 18 Transportation Enhancement grant application. We continually work to enhance Downtown Safford so that people are living, working, eating, and playing in Downtown Safford. We are fortunate that all government services, banking, attorneys and so much retail is still found in our downtown along state routes Hwy 70, Hwy 191 or just one block south.

Downtown as we define it, is bordered by Hwy 70, Hwy 191, the Eastern Arizona Railway and out major interior collector street 8th Avenue running the north/south the length of Safford.

Substantial improvements are needed in our downtown intersections to accommodate for 21st century vehicle and pedestrian traffic. In fact our cute little mini street lights are nearly 60 years old and parts are no longer available. We only recently in 1997 re-stripped the parking stalls to accommodate for vehicles wider than a Model A.

Downtown Safford is the economic heart of Safford with many millions of city, state and federal dollars already invested over the last 100 years. We of course would like to see this economic engine remain accessible and welcoming and sales tax producing.

A transportation enhancement grant would help our community implement the vision plan established in 2007 that we have been diligently working to implement. Many aspects of the plan have and are being accomplished. Thank you for your work in this project.

Sincerely,

Danny Smith  
President, Safford Downtown Association  
520-668-7964
City of Safford  
405 W. Discovery Park Blvd.  
Safford, AZ 85546  

May 19, 2010  

Attn.: Jenny Howard  

I’m writing this letter in hopes of showing the need to continue the enhancement of the City of Safford’s Historic Down Town District.  

This project is vital to creating a visual pleasing area to conduct business. This would also include additional safety features, including designated crosswalks, and bumpouts with wheel chair ramps.  

This grant would be instrumental in keeping the backbone of Safford strong into the future.  

Steve Junion,  
Chairman,  
Graham County Chamber of Commerce
Intersection of 5th Avenue & Main Street before Improvements
Pedestrians have to walk halfway into the vehicular ROW to check for traffic prior to crossing the street.

Intersection of 5th Avenue and Main Street after Improvements
Bump-outs provide a designated pedestrian area that provides pedestrian safety while Enhancing the historical beauty dating back to 1874.
Northeast Intersection of Main and 5th Ave looking west
Pedestrian has to walk half way into the intersection to check for traffic prior to crossing.
If the black car was to turn right at a red light, this poses a danger to the pedestrian trying to cross.

Northeast Intersection of Main and 5th Ave looking west as a driver of the black car above
There is a blind area behind the van where a pedestrian has to advance to look for traffic before proceeding across the street. If a driver was going to make a right turn he would edge right while passing by the van and possibly strike the pedestrian if he was not looking closely while approaching the intersection.
Safford Downtown vision plan created during workshop

By Rick Schneider, Publisher, Eastern Arizona Courier
Published on Monday, June 11, 2007 12:04 PM MST

Safford residents and community leaders worked with professional consultants to chart a course for creating a vibrant and exciting Downtown during an intensive three-day Vision Plan workshop.

RBF Consulting of Irvine, Calif., will take the information gathered during this exercise to create a large, colored drawing of what Safford residents want their Downtown to look like.

Safford’s assets and opportunities were identified during a community workshop Tuesday. Participants were asked to write down three values, treasures, challenges and visions they had concerning Downtown Safford.

Some of the challenges included unsightly buildings and alleyways, not enough retail businesses, absentee landlords, building restoration, lack of a common development theme and a shortage of parking.

Treasures listed included the slow pace, a safe environment and friendly businesses.

Values noted included friendliness and the ease of walking around Downtown.

Visions listed included the need for more parking, a cultural museum, trees, art galleries, updated storefronts and unique retail.

After identifying the top three priorities in each category, participants broke into groups and drafted vision statements for Downtown Safford.

The group met Wednesday morning in front of the City Hall and walked around Downtown Safford.

Participants were asked to write down observations they had concerning pedestrian issues such as sidewalks, benches, crosswalks and shade, vacant sites or buildings with development opportunities, sites for additional parking and facade conditions. Pictures were taken of things they liked or disliked.

On Wednesday evening, participants broke into four groups and did team design exercises on Downtown maps. The areas worked on included parking and circulation, ease of getting around Downtown and arts, public spaces and Downtown districts.

Drawings were made and development solutions to problems were written down.

The master vision statement the group approved at the end of the session for Downtown was: “An inviting atmosphere for those that live, work and visit Safford to experience a taste of the Salsa Trail’s historic character and stimulating economic activity built upon cultural interest in local artisans and resources.”

There was an open house Thursday so the work of the group could be viewed by the public.

A Downtown implementation plan meeting was held in the morning to identify some top priorities to get the development process started.

It was decided that the city needed to establish design guidelines and historic building codes. It was also decided that it was very important that the city hire a professional Downtown planner/manager to ensure the development is done correctly.

Other projects include the finishing of the street-scapes, developing a plan to make Downtown alleys more appealing and accessible, using signs and artwork to direct travelers Down-town, and intersection enhancements such as water fountains.

The Eastern Arizona Courier will publish the Downtown Vision Plan when it’s completed in August.