

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		1a. MPO / COG SEAGO		2. DATE May 15, 2010	
3. PROJECT NAME & LIMITS Main Street Intersection and Streetscape Improvement Project Main Street from 8 rd 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:			5. Landscaping and other Scenic Beautification 6. Historic Preservation		
9. List requested federal amount: (Must match amount in cost estimate)			\$ 659,806		
10. List total cost of project: (scoping, design and construction including federal funds, and ADOT review fees) (Must match amount in cost estimate)			\$ 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**

1.	<input type="checkbox"/>	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.
2.	<input type="checkbox"/>	PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS Activities must have a broad and preferably regional target audience
	<input checked="" type="checkbox"/>	ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – <i>NOT ELIGIBLE IN ARIZONA</i>
4.	<input type="checkbox"/>	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. <u>Must be on or within 2 miles of a State designated Scenic or Historic road.</u>
5.	<input checked="" type="checkbox"/>	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.
6.	<input checked="" type="checkbox"/>	HISTORIC PRESERVATION Any work under this category must have a strong surface transportation link either past, present or future.
7.	<input type="checkbox"/>	REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)
8.	<input type="checkbox"/>	PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)
9.	<input type="checkbox"/>	CONTROL AND REMOVAL OF OUTDOOR ADVERTISING
10.	<input type="checkbox"/>	ARCHEOLOGICAL PLANNING AND RESEARCH
11.	<input type="checkbox"/>	ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY
12.	<input type="checkbox"/>	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.

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? <ul style="list-style-type: none"> 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 8 th Avenue.														
B.	<table border="1"> <tr> <td data-bbox="203 1522 698 1564">Is the project on:</td> <td data-bbox="714 1522 812 1564">YES</td> <td data-bbox="828 1522 917 1564">NO</td> <td data-bbox="933 1522 1469 1564" rowspan="3">Estimated Completion Date: Scheduled Completion Date:</td> </tr> <tr> <td data-bbox="203 1564 698 1606">Planned transportation corridor?</td> <td data-bbox="714 1564 812 1606"><input type="checkbox"/></td> <td data-bbox="828 1564 917 1606"><input checked="" type="checkbox"/></td> </tr> <tr> <td data-bbox="203 1606 698 1648">Corridor under construction?</td> <td data-bbox="714 1606 812 1648"><input type="checkbox"/></td> <td data-bbox="828 1606 917 1648"><input checked="" type="checkbox"/></td> </tr> <tr> <td data-bbox="203 1648 698 1690">Existing transportation corridor?</td> <td data-bbox="714 1648 812 1690"><input checked="" type="checkbox"/></td> <td data-bbox="828 1648 917 1690"><input type="checkbox"/></td> <td></td> </tr> </table>	Is the project on:	YES	NO	Estimated Completion Date: Scheduled Completion Date:	Planned transportation corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Corridor under construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Existing transportation corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
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C.	<p>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.</p>								
	<p>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.</p> <p>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.</p> <p>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.</p> <p>There is no right of way work on this project.</p>								
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	<p>Describe any potential impacts to Waters of the U.S. This system will not increase the impacts to the waters of the US.</p>								
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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.

A.	Organization(s) responsible for on-going maintenance and repairs of the TE project.
The City of Safford will maintain the project through the Public Works and Parks Division.	
B.	Proposed on-going maintenance and repair program
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.	
C.	Source of funds for on-going maintenance and repairs
The funding source for the City of Safford's maintenance efforts is dedicated from the City's General Fund.	

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 NO

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

YES NO

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

YES NO

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?

Word Count Maximum: 100

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 down town 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).

Word Count Maximum: 250

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.

Main Street Streetscape and Intersection Improvements-City of Safford

ROUND 18


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.**

Sponsor Representative	City of Safford David Kincaid, City Manager
Signature of Rep	
Date Signed	6/23/10

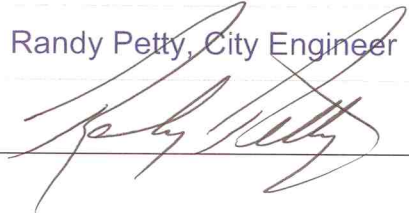
20. Local applications MUST have Endorsement of Metropolitan Planning Organization - Council of Governments, unless a statewide application.

This project has been reviewed and endorsed by:

MPO or COG	SouthEastern Arizona Governments Organization SEAGO
Name and Title	Sharon Mitchell, Transportation Planner
Signature	
Date Signed	July 15, 2010

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

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

Organization	City of Safford
Name and Title	Randy Petty, City Engineer
Signature	
Date Signed	

ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM ROUND 18 (2010) COST ESTIMATE						
IMPORTANT CONSIDERATIONS						
<ul style="list-style-type: none"> ▪ List all items necessary to develop and construct or implement your project. ▪ The applicant is responsible for verifying all costs and their accuracy. ▪ Unit prices must be a reasonable representation of the work to be performed. ▪ The use of federal funds for project Scoping and Design is optional. ▪ All federal funds must have FHWA authorization prior to incurring any costs to be reimbursed. ▪ Funds paid for reimbursement of costs incurred shall be returned if project is not constructed. 						
LOCAL PROJECTS: The amount of federal funds requested for project scoping and design should not exceed 30% of the total amount of federal aid requested. Cost overruns will be the responsibility of the Local sponsoring agency.						
STATE PROJECTS: To be eligible for State designation, the project must be on, adjacent to, or associated with the State Highway System, must be located on a minimum of 75% of ADOT right-of-way, and must have the signature and support of the appropriate ADOT District Engineer. State Projects shall not exceed \$1,000,000 in total project cost (including the State match) unless another source for the additional funding is available to cover the overage. The source of this additional funding shall be identified in the application submitted for the State project.						
NON-INFRASTRUCTURE PROJECTS (No ground disturbing activities): Address only parts A.2 (Workplan), C.4 (Itemized Costs), D (ADOT Review Fee), E (Total Project Cost), and F (Funding Breakdown). ADOT will issue the environmental clearance memo base on the final project description defined in the sponsor's detailed Workplan.						
Enter values into GREEN CELLS.			The program will automatically calculate the Totals and Federal Share at 94.3%, but manual overriding entries may be necessary where noted.			
ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
A. SCOPING - Stage 1 (15% Conceptual Design) All projects must include these costs regardless if the application is for a State or Local project. (Non-infrastructure projects: Only #2 applies).						
1. SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
2. PROJECT ASSESSMENT REPORT (infrastructure projects) or DETAILED WORKPLAN INCLUDING SCHEDULE AND COSTS (non-infrastructure projects) (About 5% of construction or implementation cost)	LS	1	\$14,000.00	\$14,000.00	\$13,202.00	\$798.00
3. ENVIRONMENTAL DETERMINATION for infrastructure projects, including technical supporting documents. (Anticipate \$20,000 to \$40,000)	LS	1	\$40,000.00	\$40,000.00	\$37,720.00	\$2,280.00
4. HAZARDOUS MATERIALS ASSESSMENT including heavy metals & asbestos <i>(If an assessment is necessary, about \$1,500. Enter \$0 in Unit Price column if none required)</i>	LS	1	\$1,500.00	\$1,500.00	\$1,414.50	\$85.50
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

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
2. GEOTECHNICAL INVESTIGATION (If a report is necessary, about 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) Enter \$0 in Unit Price column if none required.	LS	1	\$14,000.00	\$14,000.00	\$13,202.00	\$798.00
3. DRAINAGE REPORT (If a report is necessary, about 5% of construction cost) Enter \$0 in Unit Price column if none required)	LS	1	\$12,000.00	\$12,000.00	\$11,316.00	\$684.00
4. STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, about 1% of construction cost) Enter \$0 in Unit Price column if none required.	LS	1	\$1,500.00	\$1,500.00	\$1,414.50	\$85.50
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.				\$ 37,500	\$35,363	\$2,138
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						
RIGHT-OF-WAY ACQUISITION (If necessary)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, about 5% of constr. costs) Enter \$0 in Unit Price column if area of disturbance is less than one acre.	LS	1	\$1,500.00	\$1,500.00	\$1,414.50	\$85.50
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
DEMOLITION						
Sawcut	LF	2,564	\$2.00	\$5,128.00	\$4,835.70	\$292.30
Remove Structures and Obstructions	LS	1	\$18,000.00	\$18,000.00	\$16,974.00	\$1,026.00
Remove Fencing	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
Remove Structural Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement	CY	102	\$240.00	\$24,480.00	\$23,084.64	\$1,395.36
Remove Concrete Sidewalks, Slabs		71	\$245.00	\$17,395.00	\$16,403.49	\$991.51
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; about 5% of construction cost) Enter \$0 in Unit Price column if none required.	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
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.	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
EARTHWORK						
General Excavation		0	\$7,000.00	\$0.00	\$0.00	\$0.00
Drainage Excavation		0	\$0.00	\$0.00	\$0.00	\$0.00
Structural Excavation	CY	0	\$0.00	\$0.00	\$0.00	\$0.00
Structural Backfill		0	\$0.00	\$0.00	\$0.00	\$0.00
Borrow (In Place)		0	\$0.00	\$0.00	\$0.00	\$0.00
CURB & GUTTER	LF	4,100	\$15.00	\$61,500.00	\$57,994.50	\$3,505.50
AGGREGATE BASE	CY	245	\$52.00	\$12,740.00	\$12,013.82	\$726.18
PATHWAY OR SIDEWALK MATERIALS						
Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
Colored Concrete	SF	0	\$0.00	\$0.00	\$0.00	\$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
Stamped Color Concrete		9,017	\$7.50	\$67,627.50	\$63,772.73	\$3,854.77
Precast Concrete Pavers		1,036	\$8.50	\$8,806.00	\$8,304.06	\$501.94
Asphaltic Concrete	Ton	51	\$85.00	\$4,335.00	\$4,087.91	\$247.10
Polymer or Resin Stabilized Surface	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers		0	\$0.00	\$0.00	\$0.00	\$0.00
Stamped Asphalt		0	\$0.00	\$0.00	\$0.00	\$0.00
Stamped Concrete	SF	3,920	\$7.50	\$29,400.00	\$27,724.20	\$1,675.80
Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
Integral Color Concrete		0	\$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.	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
HANDRAIL						
Standard		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	0	\$0.00	\$0.00	\$0.00	\$0.00
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						
Decomposed Granite		0	\$0.00	\$0.00	\$0.00	\$0.00
Organic	CY	0	\$0.00	\$0.00	\$0.00	\$0.00
TOPSOIL	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		1,287	\$13.05	\$16,795.35	\$15,838.02	\$957.33
Turf	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
SLEEVEING FOR IRRIGATION SYSTEM						
Directional Bore		0	\$0.00	\$0.00	\$0.00	\$0.00
Cut and Patch	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 & IRRIGATION 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

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
4. OTHER CONSTRUCTION ITEMS. ALSO, ITEMIZED LINE ITEMS FOR NON-INFRASTRUCTURE PROJECTS. (Insert additional rows if necessary)						
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
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ 146,450	\$138,102	\$8,348
5. MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	LS	1	\$38,300.00	\$38,300.00	\$36,116.90	\$2,183.10
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	\$25,000.00	\$25,000.00	\$23,575.00	\$1,425.00
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$50,000.00	\$50,000.00	\$47,150.00	\$2,850.00
SUBTOTAL - MOBILIZATION & ADMINISTRATION COSTS				\$ 128,300	\$120,986.90	\$7,313.10
TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V) (Enter this amount in Box A below.)				\$ 606,688	\$572,106.88	\$34,581.22
D. ADOT REVIEW FEE (Not applicable to State projects. Cannot be applied to the federal participation or the Local match. On Local Certification Acceptance or Self-administration projects, manually change the amount in the green cell to \$3,000. Change the amount to \$0 for State projects.)						
	LS	1	\$3,000.00	\$3,000.00	NO ENTRY	
E. TOTAL PROJECT COST (All subtotals + ADOT local projects review fee)				\$ 702,688	NO ENTRY	
F. SUMMARY OF FEDERAL AND NON-FEDERAL FUNDS Caution: Follow the instructions in the notes provided.						
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.					BOX A	\$ 699,688
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). <i>Note: For Local projects, the maximum amount that can be requested is \$750,000 (\$943,000 for State projects). If the amount automatically calculated by this program exceeds the maximum amount allowed for a State or Local project, manually input the maximum allowed amount of federal funds.</i>					BOX B	\$ 659,806
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). <i>Note: The maximum amount that should be shown on this line is \$45,334 for Local projects (\$57,000 for State projects). If the amount automatically calculated by this program exceeds the appropriate amount for a State or Local project, manually input the appropriate amount.</i>					BOX C	\$ 39,882
TOTAL ADDITIONAL FUNDS (OVERMATCH). <i>Note: Enter the amount in Box A in excess, if any, of \$795,334 for Local projects or \$1,000,000 for State projects.</i>					BOX D	\$ (0)
TOTAL NON-FEDERAL FUNDS <i>(Note: This is the sum of Box C and Box D).</i>					BOX E	\$ 39,882

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,

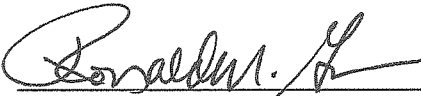
WHEREAS, the City of Safford will commit to a Joint Project Maintenance Agreement with ADOT; and,

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.



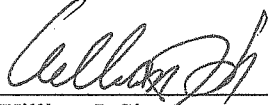
Ronald M. Green, Mayor
City of Safford

ATTEST:

APPROVED AS TO FORM:



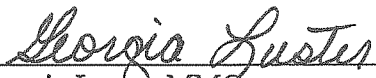
Georgia Luster, MMC
City Clerk



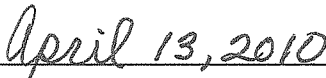
William J. Sims
Interim City Attorney

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.

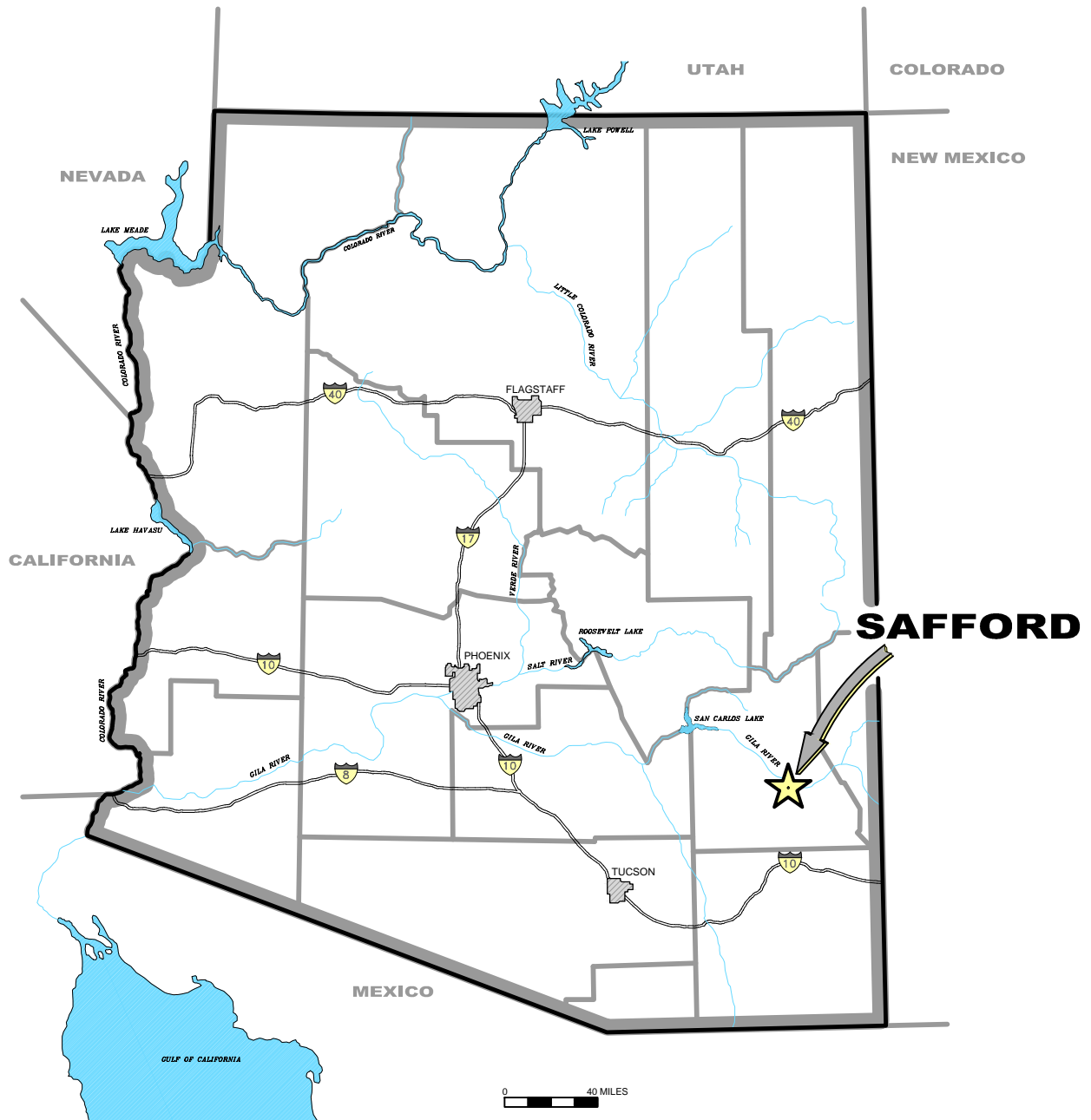


Georgia Luster, MMC
City Clerk



Date:

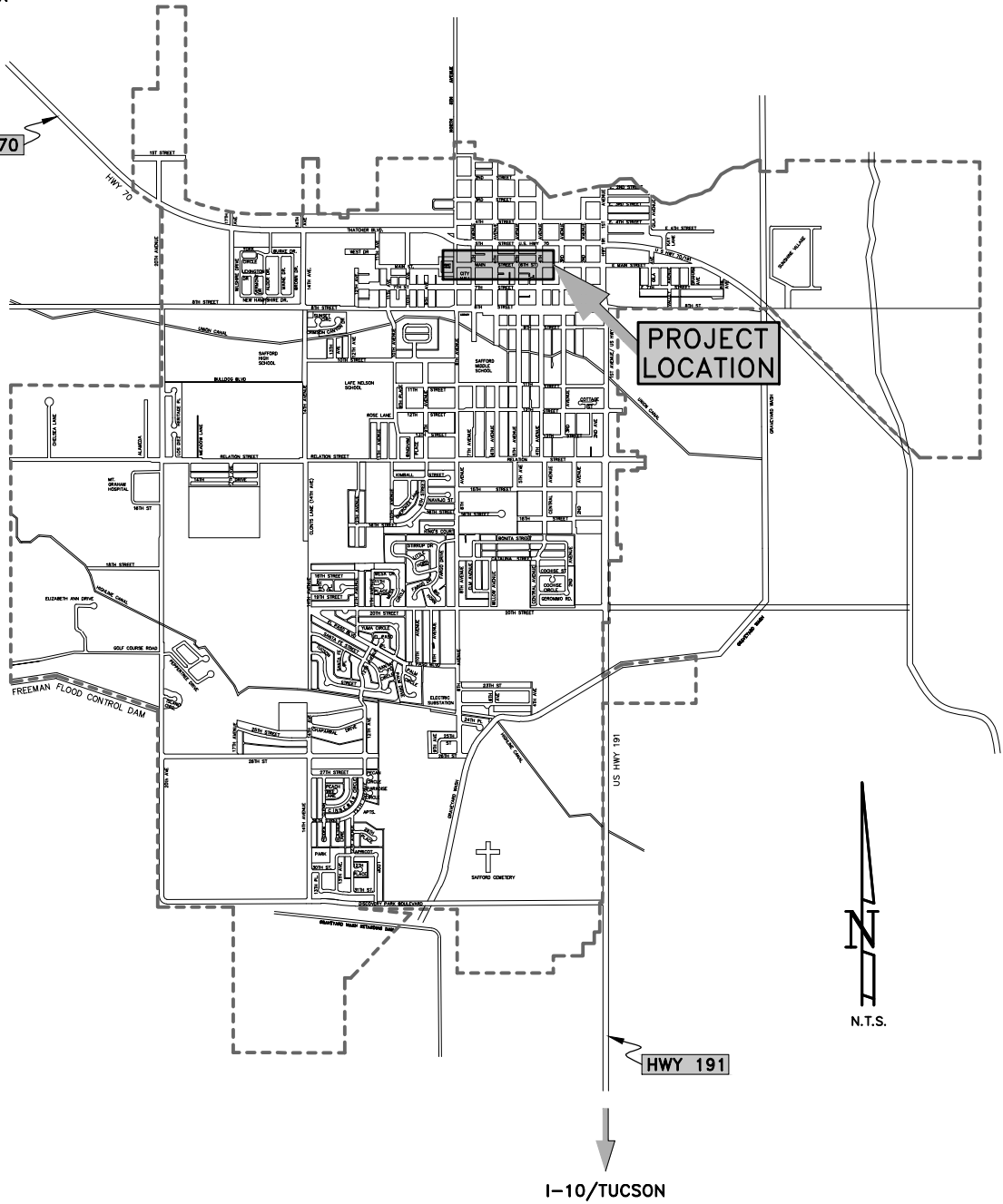
STATE VICINITY MAP



LOCAL VICINITY MAP

GLOBE/PHOENIX

HWY 70



PROJECT LOCATION

HWY 191

I-10/TUCSON

CITY OF SAFFORD

THATCHER

HOME OF EASTERN ARIZONA COLLEGE

TOWN OF THATCHER

PO BOX 670 - 3700 W. MAIN STREET - (928)428-2290 - FAX (928)428-7061 - TDD (800)367-8938

Town Engineer: Heath H. Brown, PE

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.

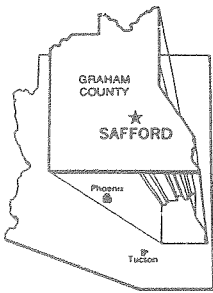
Downtown Safford is the economic heart of Safford with many millions of city, state and federal dollars already invested over the last 100 years. We of course would like to see this economic engine remain accessible and welcoming and sales tax producing.

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



Graham County
CHAMBER OF COMMERCE

1111 Thatcher Boulevard • Safford, Arizona 85546
Phone: (928) 428-2511 or 1-888-837-1841 • FAX: (928) 428-0744
E-Mail: info@graham-chamber.com

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.

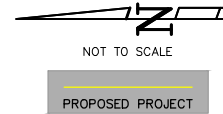
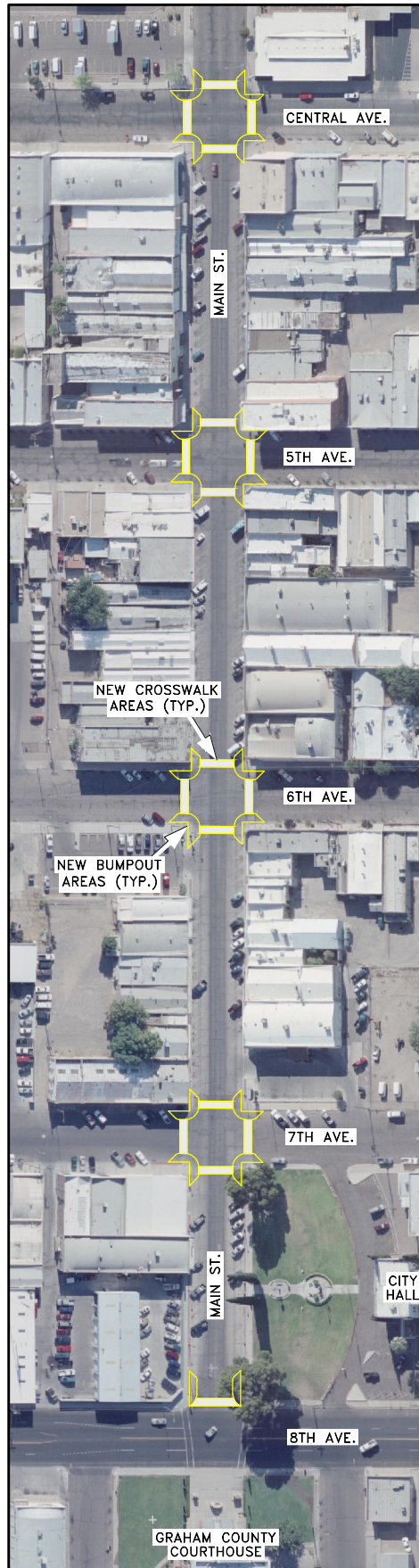
Steve Junion,

A handwritten signature in cursive script that reads "Steve Junion".

Chairman,
Graham County Chamber of Commerce

*Life the way it
ought to be...*

SITE PLAN





Intersection of 5th Avenue & Main Street before Improvements
Pedestrians have to walk half way 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 re-sources."

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 Downtown, and intersection enhancements such as water fountains.

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



Working on a design exercise Wednesday are, from left, Daniel Higgins, Danny Smith and Maggie Bryce. Photo by Rick Schneider

CITY OF SAFFORD

MAIN STREET INTERSECTION AND STREETScape IMPROVEMENT PROJECT TYPICAL INTERSECTION WITH NEW BUMP-OUTS AND IMPROVEMENTS

