

RESOLUTION NO. 2406

A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF PAYSON, ARIZONA, APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE A GRANT APPLICATION TO THE ARIZONA DEPARTMENT OF TRANSPORTATION FOR THE MAIN STREET ENHANCEMENT GRANT.

WHEREAS, the Arizona Department of Transportation (ADOT) is soliciting applications for its Arizona Transportation Enhancement Construction Program; and

WHEREAS, the Town of Payson desires to apply for funds for the Main Street Project from this Program.

NOW, THEREFORE, THE MAYOR AND COMMON COUNCIL OF THE TOWN OF PAYSON, ARIZONA, DO HEREBY RESOLVE AS FOLLOWS:

Section 1. That the application to the Arizona Department of Transportation Enhancement Construction Program for funding represented by Exhibit "A" hereto, be and is hereby approved in substantially the form attached.

Section 2. That Kenny J. Evans, Mayor of the Town of Payson, be and is hereby authorized to execute said application for Arizona Transportation Enhancement Construction Program funds and any other agreements required by the Arizona Department of Transportation for such purposes.

Section 3. That the Town of Payson shall comply with all appropriate procedures, guidelines, and requirements established by the Arizona Department of Transportation as a part of the process for applying for Arizona Transportation Enhancement Construction Program funds.

Section 4. That the Town of Payson agrees to fund (1) the 5.7% match for any grant funds, (2) any project scoping documents, (3) any cost overruns, (4) any environmental assessments that may be required, and (5) all right-of-way and utilities clearances and design that may be required.

Section 5. That the Town of Payson agrees that the project will be ready for advertisement for bids within three years.

Section 6. That if the project is canceled, the Town will reimburse ADOT for all federal funds used on the project.

Section 7. That the Town of Payson be and is hereby authorized to take and perform such other and further actions as are necessary or appropriate to carrying out the purposes provided for in this Resolution Number 2406.

JUL 17 2008 G-15

PASSED AND ADOPTED BY THE MAYOR AND COMMON COUNCIL OF THE TOWN OF PAYSON, ARIZONA, this _____ day of _____, 2008, by the following vote:

AYES _____ NOES _____ ABSTENTIONS _____ ABSENT _____

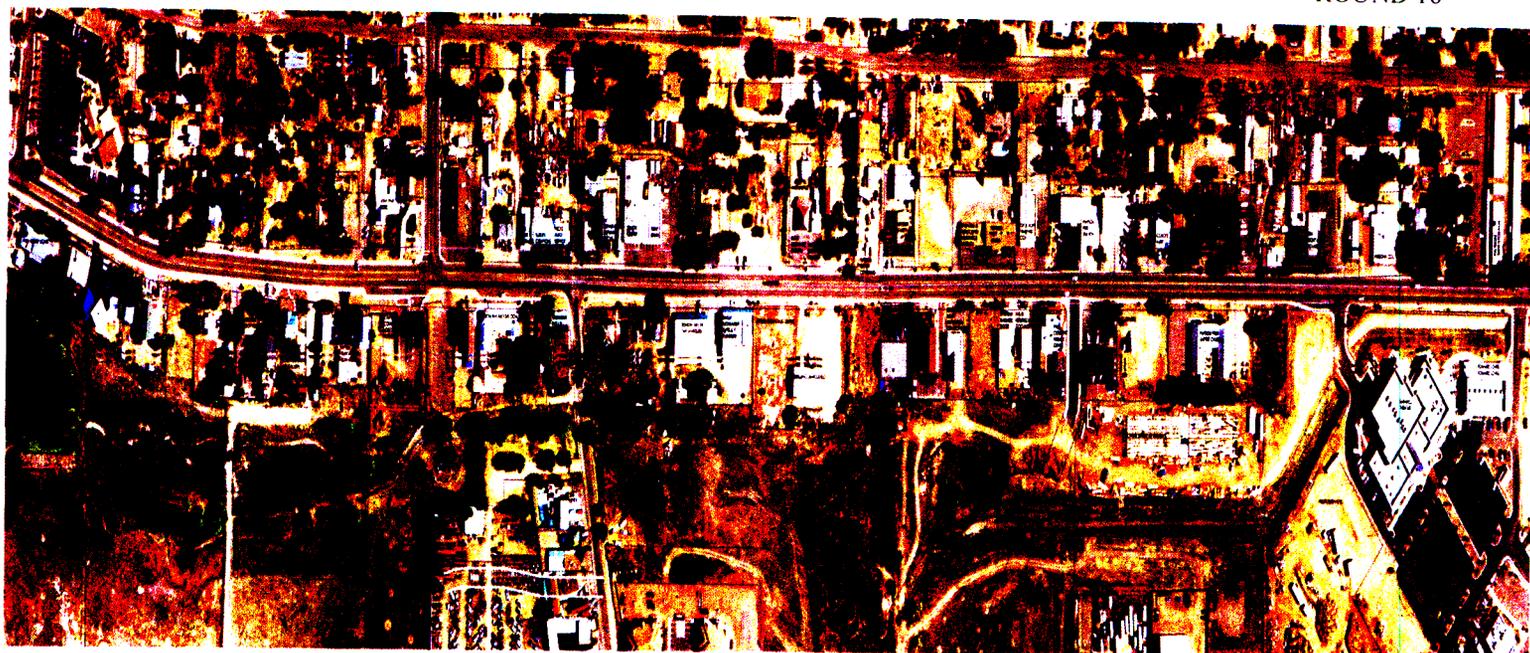
Kenny J. Evans, Mayor

ATTEST:

APPROVED AS TO FORM:

Silvia Smith, Town Clerk

Samuel I. Streichman, Town Attorney



Main Street Vision and Streetscape Plan Phase Two

ADOT Transportation Enhancement Grant
Round 16

Amended attachment JUL 17 2008 12.15*

TRANSPORTATION ENHANCEMENT APPLICATION

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way)	MPO / COG Central Arizona Association of Governments	2. DATE July 11 th , 2008
Town of Payson		

(CAAG)

3. PROJECT NAME & LIMITS- Must provide physical/actual project limits by common name. i.e. along the east and west side of Tangerine Road between First Avenue and La Canada in Oro Valley Arizona (?) (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER and provide common names.)
Main Street Revitalization Project between Highway 87 and Green Valley Park

4. MAILING ADDRESS

303 N. Beeline Hwy.

CITY Payson	ZIP CODE 85541	5. COUNTY Gila	6. CONGRESSIONAL DISTRICT One
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7. CONTACT PERSON Kevin Krogulski	PHONE NO: 928-474-5242 ext. 229
	FAX NO: 928-474-4610
TITLE: Grants Coordinator	EMAIL: kkrogulski@ci.payson.az.us

8. ALTERNATE PERSON Debra Galbraith	PHONE NO: 928-474-5242 ext. 262
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TITLE: Town Manager	FAX NO: 928-474-4610
	EMAIL: dgalbraith@ci.payson.az.us

9. List eligible activity (s) by number and title:	(1) Provision of facilities for pedestrians and bicycles; (5) Landscaping and other scenic beautification
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10. List requested amount:	\$442,391.00
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11. List total cost of project: (Fed \$ + match)	\$500,000.00
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Please fill in every box

CHECK ALL BOXES THAT APPLY

12. Circle or highlight primary category in which you wish to be evaluated

1.	<input checked="" 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 – <u>NOT ELIGIBLE IN ARIZONA</u>
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. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.
6.	<input type="checkbox"/>	HISTORIC PRESERVATION Any work under this category must have a strong 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.

13. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, and NUMBER OF ACRES. LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE. (i.e. Construct .5 miles of 10 foot wide asphalt multi-use pathway along the north

This project will involve the redevelopment of the Main Street Corridor per our Streetscape Plan. This phase of the project will target Main Street from McLane Road South going east approximately 400 feet. The project includes removal of existing sidewalks and the addition and upgrade of new sidewalks, pedestrian lighting, trees, benches, signage, and parking designs. It is the next step towards enhancing and revitalizing the Main Street Corridor.

and south side of Tangerine Road between First and La Canada in Oro Valley Arizona. Landscaping is proposed on the north side and street furniture at three resting nodes along the south side within the project area.)

14. Describe the project. Please answer all questions.

A. Where is the project located? Provide actual physical location. (Must attach map in appendix)

Main Street from McLane Rd. South going east approximately 400 feet in Payson, Arizona.

B. Is the project on a planned, existing, or under construction transportation corridor? Existing

If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor?

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.

None

D. Can the project be constructed entirely within the project right-of-way? Yes

Who owns the proposed project ROW? Town of Payson

Are there any private landowners involved? If so please list. No

What percent of the project area is on ADOT ROW? 0%

- E. Are there drainage issues to consider? None
Describe any potential impacts to Waters of the U.S.
- F. Are utility relocations necessary? Yes
- G. What is the proposed time frame for completion of the project?
36 months
- H. Will the project be ADA accessible? Yes

15. How will the project be maintained? All projects will require a signed Joint Project Agreement (JPA) prior to project construction with the government sponsoring entity. If the project is a state project the government entity for which the project falls 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.

Town of Payson

- B. Proposed on-going maintenance and repair program

Town engineer and Streets Department will establish a normal maintenance schedule and periodic inspections. Any damage to the street, sidewalk, or right-of-way landscaping will be repaired by qualified town staff. Damage to buildings or privately owned lots will be the particular property owner's responsibility to repair.

- C. Source of funds for on-going maintenance and repairs
Annual department budget.

16. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2007, for clarification).

YES NO

17. Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations?

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?

18. 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?

Over the past several months the Town of Payson and its Streetscape Planner (Angela Dye with A Dye Design) have been working closely with the local public to present them with a program that will benefit the entire community. Several public notices have been made through the various local media outlets advising citizens of the several workshops planned. On November 18th, 2007, one of these public workshops was held and extensive public feedback was obtained. A second workshop was held with the Green Valley Redevelopment Association (GVRA), which later produced a council decision request to move forward on the project. The GVRA is a citizen committee that was formed to make recommendations to the Mayor and Town Council in reference to this and other projects. From these public workshops the resulting feedback has been interpreted by Angela Dye, who then provided a Power Point recommendation from the GVRA, with the Town Council unanimously voting to approve the continuation of the project on June 19th, 2008. In addition, local business owners have been contacted to ensure that they also have a voice in the redevelopment project of the Main Street Corridor.

19. 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).

This project is being done in order to revitalize the Main Street Corridor. Our goal is to attract a larger number of visitors to this historic area of our town as well as provide a safer and more comfortable environment for our full time citizens. Providing greater visibility, easier access to parking, increased pedestrian lighting, and wider, updated walkways are just a few of the ways in which safety will be improved, especially as it concerns pedestrian, bicycling, and motorized traffic. In addition to the several safety improvements, the revitalization of this corridor will also provide an economic boost to the local economy as well as provide a sense of civic pride. New businesses will be drawn to the area and existing businesses will see an increase in their sales. Main Street will once again become a focal point for the town, attracting visitors and locals alike to visit and interact with one another and further our small town reputation and hospitality. We have invested over nine months in the planning of this project, have hired an outside contractor to provide plans and interpret citizen feedback, have actively sought out that citizen feedback through public notices; participatory workshops; business owner feedback; and the formation of citizen committees, and have been given unanimous support from the Mayor and Town Council to proceed with this project. With the overwhelming support and participation as well as the careful planning that has gone into the Main Street Corridor Streetscape Plan, the final piece of the puzzle is adequate funding to bring the plan to fruition. By funding this application, you will allow us to take another step forward toward the realization and completion of this project.

ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM ROUND 16 (2008) COST ESTIMATE

INSTRUCTIONS: List all items necessary to develop and construct your project. All applications MUST include scoping and environmental costs regardless if the application is for a state or local project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

LOCAL PROJECTS: Please note that the Stage I Costs shown below are to be funded by the sponsoring agency and are not eligible for Federal Reimbursement.

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.

Enter values into GREEN CELLS.

The program will automatically calculate the Totals and Federal Share at 94.3%

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
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STAGE 1 – SCOPING (15% Preliminary Design)

All applications MUST include these costs regardless if the application is for a State or Local project.
Unit prices MUST be a reasonable representation of the work to be performed.

SCOPING COSTS - All applications MUST include these costs. Costs cannot be applied toward the federal participation or local match.

SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$15,320.00	\$15,320.00	NO ENTRY	
SCOPING DOCUMENT - Scoping Letter, Project Assessment or DCR. (About 5% of construction cost) The cost MUST be a reasonable representation of the work to be performed.	LS	1	\$12,548.00	\$12,548.00		
ENVIRONMENTAL DETERMINATION including technical supporting documents. Anticipate \$20,000 to \$40,000. The cost MUST be a reasonable representation of the work to be performed.	LS	1	\$0.00	\$0.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, about \$1,500. Enter \$0 in Unit Price column if none required)	LS	1	\$0.00	\$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 27,868		

STAGES II, III, IV - DESIGN

(30%, 60%, 95%-100% Design)

All applications MUST include these costs regardless if the application is for a State or Local project.

DESIGN COSTS

Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.

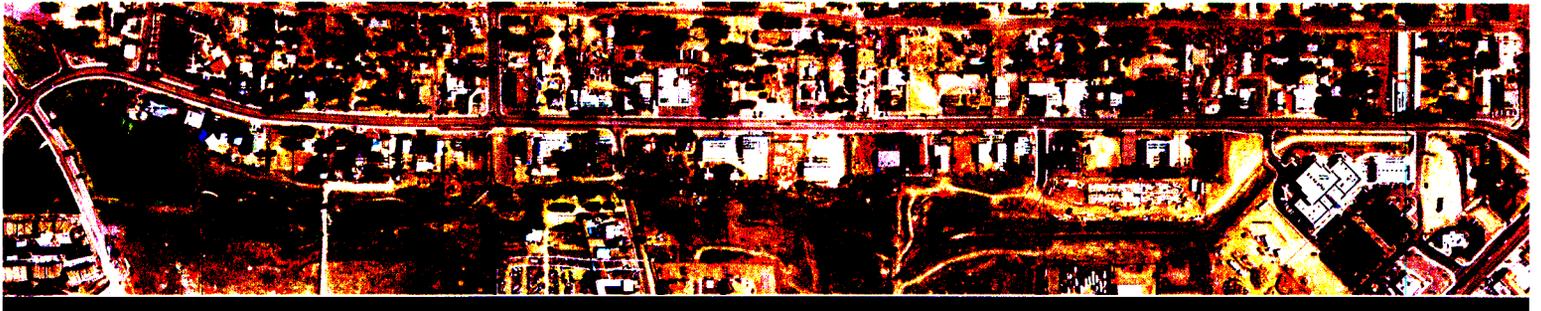
PS&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs. The cost MUST be a reasonable representation of the work to be performed. Federal funds, if used, shall be refunded if project is not constructed.	LS	1	\$50,195.00	\$50,195.00	\$47,333.89	\$2,861.12
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ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
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	\$0.00	\$0.00	\$0.00	\$0.00
DRAINAGE REPORT (If a report is necessary, about 5% of construction cost) Enter \$0 in Unit Price column if none required)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
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	313700%	\$3,137.00	\$2,958.19	\$178.81
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.				\$ 53,332	\$50,292	\$3,040
STAGE V – CONSTRUCTION						
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	\$0.00	\$0.00	\$0.00	\$0.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
DEMOLITION						
Sawcut	LF	0	\$2.00	\$0.00	\$0.00	\$0.00
Remove Structures and Obstructions	LS	1	\$1,000.00	\$1,000.00	\$943.00	\$57.00
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	234	\$300.00	\$70,200.00	\$66,198.60	\$4,001.40
Remove Concrete Sidewalks, Slabs		134	\$300.00	\$40,200.00	\$37,908.60	\$2,291.40
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	\$0.00	\$0.00	\$0.00	\$0.00
UTILITY RELOCATION (If necessary) 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	LS	1	\$15,000.00	\$15,000.00	\$14,145.00	\$855.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF	0	\$0.00	\$0.00	\$0.00	\$0.00
EARTHWORK						
General Excavation		335	\$4.00	\$1,340.00	\$1,263.62	\$76.38
Drainage Excavation		0	\$4.00	\$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	\$4.00	\$0.00	\$0.00	\$0.00
CURB & GUTTER	LF	998	\$18.00	\$17,370.00	\$16,379.91	\$990.09
AGGREGATE BASE	CY	0	\$20.00	\$0.00	\$0.00	\$0.00
PATHWAY OR SIDEWALK MATERIALS						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
Concrete	SF	8,040	\$5.00	\$40,200.00	\$37,908.60	\$2,291.40
Colored Concrete		1,005	\$8.00	\$8,040.00	\$7,581.72	\$458.28
Stamped Color Concrete		0	\$12.00	\$0.00	\$0.00	\$0.00
Precast Concrete Pavers		0		\$0.00	\$0.00	\$0.00
Asphaltic Concrete		Ton	0	\$110.00	\$0.00	\$0.00
Polymer or Resin Stabilized Surface	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
Stamped Asphalt		0	\$0.00	\$0.00	\$0.00	\$0.00
Stamped Concrete		0	\$12.00	\$0.00	\$0.00	\$0.00
Concrete		0	\$5.00	\$0.00	\$0.00	\$0.00
Integral Color Concrete		215	\$8.00	\$1,720.00	\$1,621.96	\$98.04
PEDESTRIAN ADA RAMP	SF	235	\$8.00	\$1,880.00	\$1,772.84	\$107.16
CULVERT EXTENSIONS	LF	14	\$50.00	\$700.00	\$660.10	\$39.90
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each	14	\$7,500.00	\$105,000.00	\$99,015.00	\$5,985.00
HANDRAIL						
Standard	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
Decorative		0	\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$ 302,650	\$285,399	\$17,251
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	8	\$80.00	\$640.00	\$603.52	\$36.48
TREES (5 GALLON SIZE)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
SHRUBS (5 GALLON SIZE)	Each	34	\$40.00	\$1,360.00	\$1,282.48	\$77.52
SHRUBS (1 GALLON SIZE)	Each	67	\$10.00	\$670.00	\$631.81	\$38.19
CACTUS (5 GALLON SIZE)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
MULCH						
Decomposed Granite	CY	0	\$0.00	\$0.00	\$0.00	\$0.00
Organic		0	\$0.00	\$0.00	\$0.00	\$0.00
TOPSOIL	CY	0	\$0.00	\$0.00	\$0.00	\$0.00
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	0	\$0.00	\$0.00	\$0.00	\$0.00
Turf		0	\$0.00	\$0.00	\$0.00	\$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
Cut and Patch		0	\$0.00	\$0.00	\$0.00	\$0.00
LANDSCAPE HEADER CURB	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
LANDSCAPE ESTABLISHMENT (Typically about 4.5% of the cost of landscaping)	LS	1	\$121.00	\$121.00	\$114.10	\$6.90
SUBTOTAL - LANDSCAPING & IRRIGATION ITEMS				\$ 2,791	\$2,632	\$159
SITE FURNISHINGS						
BENCHES	Each	4	\$1,000.00	\$4,000.00	\$3,772.00	\$228.00
SEATWALLS	LF	0	\$75.00	\$0.00	\$0.00	\$0.00
BIKE RACKS	Each	2	\$750.00	\$1,500.00	\$1,414.50	\$85.50
TRASH RECEPTACLES	Each	4	\$500.00	\$2,000.00	\$1,886.00	\$114.00
DRINKING FOUNTAINS	Each	0	\$1,500.00	\$0.00	\$0.00	\$0.00
SIGNAGE (Standard Traffic Control)	Each	6	\$150.00	\$900.00	\$848.70	\$51.30

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
TREE GRATES	Each	0	\$300.00	\$0.00	\$0.00	\$0.00
SUBTOTAL – SITE FURNISHINGS				\$ 8,400	\$7,921	\$479
OTHER CONSTRUCTION ITEMS (List line items)						
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ -	\$0	\$0
MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	LS	1	\$25,097.00	\$25,097.60	\$23,667.04	\$1,430.56
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$7,843.00	\$7,843.00	\$7,395.95	\$447.05
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	LS	1	\$3,137.00	\$3,137.00	\$2,958.19	\$178.81
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	\$15,686.00	\$15,686.00	\$14,791.90	\$894.10
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$50,195.00	\$50,195.00	\$47,333.89	\$2,861.12
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 101,959	\$96,146.96	\$5,811.64
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				\$ 415,800	\$392,099.02	\$23,700.58
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to \$3,000)	LS	1	\$3,000.00	\$3,000.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				\$ 500,000	NO ENTRY	
SUMMARY OF FEDERAL AND LOCAL FUNDS						
TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN.					BOX A	\$ 469,132
Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.						
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).</i>					BOX B	\$ 442,391
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 \$30,223 for local projects (\$60,445 for state projects).</i>					BOX C	\$ 26,741
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of \$530,223 for local projects or \$1,060,445 for state projects.					BOX D	\$ 30,868
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).					BOX E	\$ 57,609

Resolution will be placed here once it has been passed by council.



Dear ADOT Representatives,

My interest and love for our Main Street began 20 years ago when I moved to Payson and purchased the original Chilson home on Main Street. I renovated the house and opened a hair salon. I closed the salon two years ago and opened an art Gallery. My salon business grew with each improvement to the street. The change of business was due to the growing interest in Main Street which allowed me to follow my dream of having an art gallery.

I have been involved in the revitalization of Payson's Main Street for 18 years. Since Payson was declared a National Main Street Town I have served on the Main Street Board and been the Chair of Promotions. I am also the Vice-Chair of the Green Valley Redevelopment Area Committee, which Main Street is in.

Our street is 1.2 miles long beginning at Beeline Highway and ending at our award winning Green Valley Park. We have been working with Angela Dye to create a streetscape plan to enhance the street. Our vision has been approved by the town Council and we are ready to begin the first phase of our vision thanks to the ADOT Streetscape Grant we received. There has been renewed interest in the street and it's development with this project. Many improvements have occurred along the street and we are beginning to see the street come alive again. There is an interest in investing in Main Street, historical building are being renovated, new structures are being built and commercial renters are moving to the street. The auto, bike and walking traffic has increased tremendously.

There are two concerns that face us, the safety of our citizens and visitors and the economic vitality of our town. We can address these by making the street safer, changing the flow of traffic and giving people a safer beautiful place to walk or ride their bikes and park. A great example is the 1st Friday Block Party we have developed. The town has allowed us to have on the street parking as an experiment to see how effective it would be. This lets the people to have better and safer access to the businesses. The block party has been a fantastic success and we celebrated our 1st anniversary last May.

Main Street is full of the historical sites and buildings in town and is the birth place of Payson. With enhancement of the street it can once again be the heart and soul of Payson and take it's place as the center piece of the community.

Thank You,
Minette Richardson
Main Street Merchants Guild

In many respects Payson's "Historic" Main Street is the "heart and soul" of the community. Its success and that of the Town's are closely connected. Not only will the continued revitalization of this important area provide Payson with a greater sense of place and with it become more of a destination location, it will also anchor and provide the impetus for the revitalization of the Green Valley Redevelopment Area. The future well-being of this formally designated redevelopment area within the Town of Payson relies in great measure on the renewed and continued prosperity of Main Street.

With its continued improvement Main Street will help in strengthening the Town's desired image. It is already the focus of year-around events and is still considered as the gathering place for entertainment, dining and general socialization. With careful planning and on-going investment Main Street's allure will spread beyond the community and become a regional asset for the area. There is every reason to believe that as a "destination location" Payson's Historic Main Street will draw people from throughout the Southwest and perhaps the larger United States.

I have been involved in building design and community planning for over 25 years and it is clear with the assets already in place, including the historic roots of Main Street, the natural surroundings and the prospect of a "water feature" paralleling the street the future of the Main Street corridor is bright!.

In my role as Chairman of the Green Valley Redevelopment Area, which includes Main Street, I am committed to making Main Street a successful "people place" and strengthen the notion of an environment that is centered around and is comfortable to people.

When Payson was declared a National Main Street Town it highlighted the idea of Main Street as an integral part of the community.

The street is 1.2 miles long beginning at Beeline Highway (State Highway 87) and ending near the award winning Green Valley Park. The recently completed "Visioning" phase of the current ADOT Enhancement Grant promises to create a streetscape that not only enhances the street but ties together various elements and gives it a desired sense of continuity. Conceptually the vision has been approved by the Town Council and we are ready to move forward to the next phase of implementing the vision...

As improvements continue to take place there will be increased interest and investment in other projects. There is already increased momentum of building activities and other development plans. Main Street's physical appearance and safety of movement must continue to improve and along with it the interest in investing in Main Street will follow suit.

There are challenges that come along with the promises of Main Street. Continued respect for the historical element, appropriate marketing, more visibility of the corridor, safety of pedestrian traffic and general overall increased economic vitality. Many of these will be addressed with the successful completion of the current ADOT Enhancement Grant, and the additional grants that will be required in future years if this project is to be successful.

Thank you.

Sincerely,

Ken W. Volz
Chairman
Green Valley Redevelopment Area Committee/Main Street Program



Public Workshop November 8th, 2007



Public Workshop November 8th, 2007



Citizen Feedback:

Detractors:

- Poor Sidewalks
- Inconsistent Lighting
 - Vacant Land
 - Parking
- Little Shade & Landscaping
- No Connection to American Gulch
- Lack of Architectural Appeal



Public Feedback Suggestions For Improvement

Circulation

•MORE WALKABLE STREET

- Sidewalks – safe, wider & attractive
- Benches, shade & lighting
- Landscaping – color, beauty & shade

•MORE VISIBLE ENTRY TO MAIN STREET AT EAST END - SR 87

•ON-STREET PARKING

•OTHER SUGGESTIONS

- Public walking path along American Gulch
- Improve Bootleg Alley
- Reconnect McLane to events center & SR 87
- Improve Frontier St. to carry more traffic
- Better visibility & connection to Green Valley Park•

CELEBRATE THE STREET

- Help people become pedestrians
- Enhance American Gulch as an extension of the Main Street experience
- Fill in the gaps
- Enhance connections

Land Use

•FILL IN VACANT LAND

- More restaurants
- Residential / Mixed use projects i.e. lofts
- Add performance art center at Sawmill site

•IMPROVE DESTINATIONS FOR TOURISTS

•RESTORE & REUSE HISTORIC BUILDINGS

- Oxbow Saloon
- Pieper Mansion & outbuildings
- Deming Park / JW Boardman site

OTHER SUGGESTIONS

- Improve & enhance American Gulch
- Create attractive civic buildings to be proud of
- Improve building facades
- Promote more attractive architecture
- Create a town square or center
- Require better & more consistent signage