

GUYMON DOWNTOWN STREETSCAPE CORRIDOR

Conceptual Design
3.09.2020

EXECUTIVE SUMMARY

PROJECT REQUIREMENTS

The Downtown Conceptual Design Plan has been a collaborative effort between Guernsey and the City of Guymon and our overall approach is designed to achieve three primary objectives:

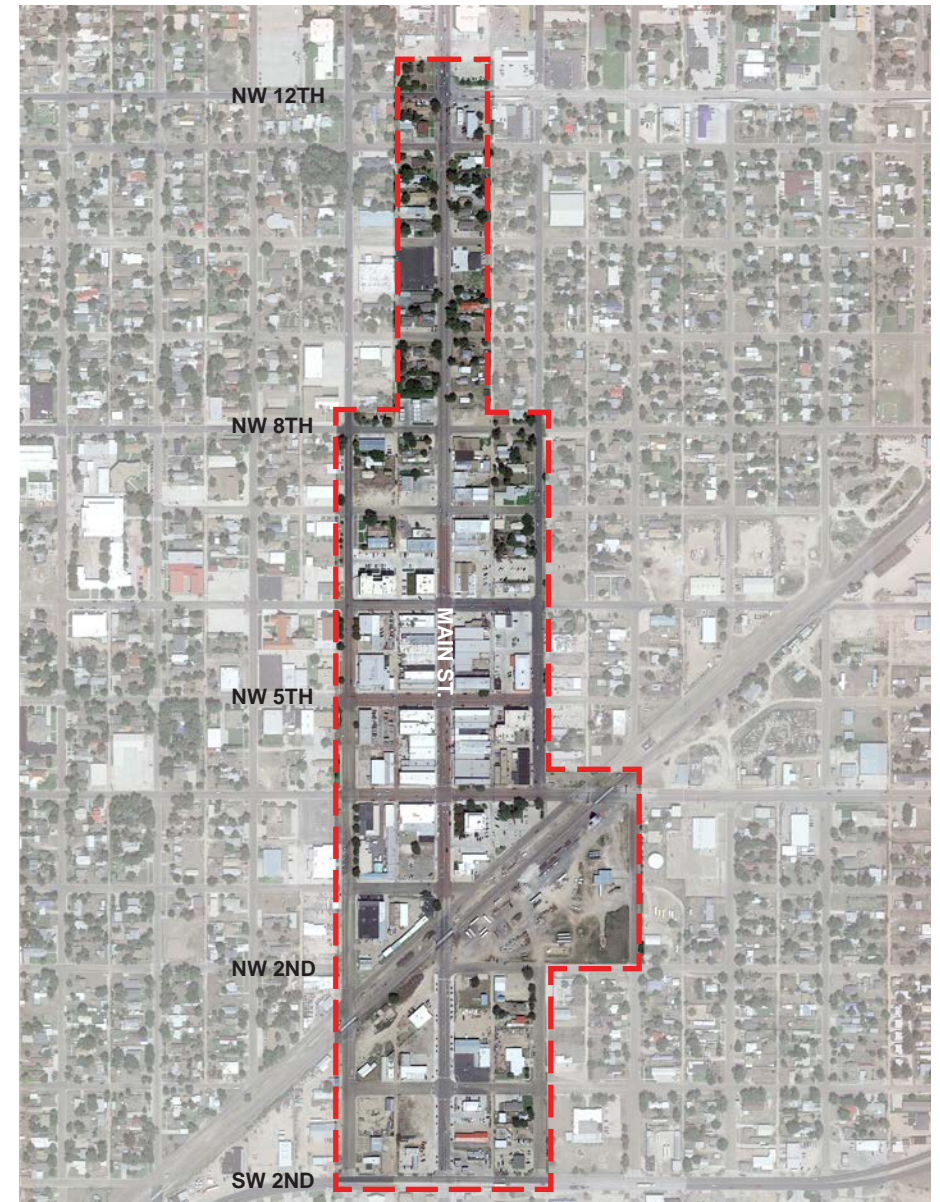
- To create a cohesive downtown experience by providing streetscape and wayfinding elements that will provide a “kit of parts” to be used in the pilot project and moving forward with future phases
- To provide a uniform appearance throughout the identified downtown area
- To create a unique, multi-use placemaking experience within the downtown area

In order to achieve the objectives outlined above, one must first understand what makes a place a “place.” By definition, placemaking capitalizes on the local community’s assets and inspiration. Guymon’s assets and inspiration can be found in many different areas. Guymon’s history, arts, music, and uniqueness are all qualities that can be drawn from. By creating a public space that captures all these qualities will in fact truly create a “place” that is Guymon.

PROJECT GOALS

- Circulation
 - Maintain grid connectivity
 - Increase pedestrian comfort and safety
 - Provide more pedestrian spaces
 - Tie in bike trail system to Main Street
 - Address parking
- Strong Identity
 - Bring in a theme that the surrounding community and history can be reflected
 - Highlight and enhance the unique character of downtown
 - Preserve historic elements
 - Create gateways and wayfinding

PROJECT BOUNDARY



RECOMMENDATIONS

LEADERSHIP | ORGANIZATION

Guymon's goal is to make downtown the center of civic life. As the heart of the city, the downtown area should strive to attract residents and visitors alike, with the goal of providing a positive, memorable experience. The City should take the lead in positioning downtown as the focal point of the community.

- Demonstrate a commitment to downtown by directing investments toward civic buildings and spaces in downtown. Successful downtowns are generally comprised of a mix of residential and nonresidential uses that generate “24/7” activity. Some public investments may be focused on leisure and entertainment, such as a community green space, while others are focused on buildings that house community services, such as a library or post office.
 - Prioritize downtown in considering the allocation of resources demonstrate commitment to the revitalization of the heart of the community.
 - Locate organizations, such as the Chamber of Commerce, Guymon Garden Club, Main Street Guymon, and locate civic uses in downtown.
- Leverage real estate controlled by the City to locate things they want downtown and use what the City has in its possession to get the development moving in the direction most advantageous the City's vision.

Assess the effectiveness of the Main Street Program. The four-point approach, as defined by Main Street America, addresses Organization, Promotion, Design, and Economic Restructuring.

To successfully advance Downtown Guymon, the Main Street Program should consider the following:

- Evaluate progress to date with respect to these four areas as well as the eight principles and establish metrics to monitor future progress
- Strengthen partnerships with local agencies, including the City, the Chamber of Commerce, and Panhandle Regional Economic Development Coalition, Inc., to maximize the efficient use of resources.

- Focus of all such partners should be on:
 - Clear definition of roles
 - Mutual support
 - Consistency
 - Advocacy
 - Accountability
- Deliver programming and regular communication with more emphasis on downtown. At a minimum,
 - Provide up-to-date meeting agendas and minutes on the City's website
 - Utilize the website to disseminate information that is related to downtown. Consider at least two audiences:
 - Visitors – residents, tourists
 - Businesses
 - Host events in spaces within the downtown footprint. It can be challenging to host events without public spaces that support planned events. However, such programming can elevate the importance of downtown and reinforce the area as the community's primary gathering place (“living room”). Holding events, such as the annual Main Street and Chamber of Commerce fundraisers, should bring people to downtown.

PHYSICAL ENVIRONMENT

Improve the physical components of the Downtown Development District to enhance the appearance, support a wide variety of activities, and increase business viability.

- Increase code enforcement.
- Assist building owners with improvements to building facades.
 - Work with Main Street to encourage utilization of the “Façade Squad” to remove metal siding and refurbish the original facades with façade grants.
- Bring the inside out.
 - Modify the street cross-section by relocating or reconfiguring on-street parking and widening sidewalks. Wider sidewalks should allow for outdoor seating and displays of merchandise, while accommodating pedestrian movements.

- Modify local regulations to facilitate building tenants' use of sidewalk space.
- Increase pedestrian comfort and safety.
 - Shade—Provide elements that minimize the impact of the sun, such as a consistent set of awnings and canopy trees.
 - Walkways and crosswalks—Consider a change in paving materials and/or pavement markings to clearly demarcate pedestrian paths and signal to vehicular traffic to defer to pedestrian traffic
 - Seating—Incorporate benches, seat walls, and other types of furnishings/elements to provide a place to rest.



- Improve accessibility.
 - Adopt and implement design standards for streetscape and street cross-sections that prioritize pedestrians over automobiles. Consider:
 - Wider sidewalks, which can be accomplished within the current rights-of-way if parking is reconfigured and travel lanes are reduced in width and turn lanes are eliminated where they are not warranted based on traffic volumes and levels of service
 - Narrow travel lanes and vertical elements (street trees, for example) that slow vehicle speeds
 - Bike lanes along NE 4th Street
 - A “chicane” for Main Street, which slows vehicular traffic by forcing shifts left and right. In combination with parallel parking, the shifts allow for wider sidewalks on one side of the street.
- Maintain street connectivity that the grid street pattern provides, and extend pedestrian connections to link adjacent neighborhoods to downtown.
- Address parking supply and locations in downtown.
 - Conduct a parking study to inventory current supply, assess real versus perceived barriers to access, and evaluate parking

requirements per the current regulations and the possibility of parking limits.

- Work with partners to create well located “regional” public parking so all required off-street parking is not accomplished on individual sites, which can separate buildings and interrupt the “street wall.” This is critical to creating a pedestrian-scale, walkable environment comparable to the segments of Main Street between 4th and 8th.
- Work with business owners to encourage employees to park away from storefronts so such spaces can be utilized by clientele.
- Maintain some on-street parking while accommodating space for streetscape improvements.
- Working with private property owners and utilizing city-owned properties in downtown, create a variety of community spaces. Consider the following:
 - Community green – Along Main Street, create a flexible green space that can be used for hosting formal events organized by the city or other civic organizations and serve as a place to enjoy being outdoors.
 - Multi-purpose streets where activities will not significantly interfere with business operations. Incorporate the following elements to make such streets more functional:
 - Bollards that are removable
 - Power sources, typically with the light posts
 - Benches and other street furnishings
 - Pocket parks—Smaller than a community green, these spaces are typically a combination and landscape and hardscape, providing places for rest.
 - Flex buildings, such as the vacant building owned by the city at the corner of 5th and Quinn, could be rehabilitated and reused to host community events and conferences and/or house space for co-working space with public WiFi, etc.



Community greens should be surrounded by facing development, be designed to be flexible (formal and informal uses of the space).

Vale-Himes Park (PA) is a pocket park designed to celebrate the history while providing a comfortable spot to rest.

- Supplement lighting to enhance vibrancy of the area
- Festoon lighting overhead (over streets) can create an inviting, festive atmosphere
- Landscape level lighting can showcase interesting landscaping and art while adding additional visibility along sidewalks and other pedestrian routes



- Create gateways into Downtown Guymon.
 - Demarcate the major points of entry into downtown with art, structures, signs, lighting, or a combination of two or more. The physical element should serve to mark the transition while creating an welcoming invitation into downtown.
- Incorporate wayfinding into downtown and the periphery to help visitors, including area residents, navigate to and around downtown more easily. Directional signs that are visible for vehicular, bicycle and pedestrian traffic should clearly guide visitors to points of interest.
 - Develop and implement a wayfinding plan that addresses design and placement.
 - Determine points of interest as well as logical sign placements.
 - Design signs to be legible and to reinforce the brand of the City and Downtown Guymon.
 - Use public art in key locations throughout downtown to reinforce the brand and add interest to the streetscape.

LAND USE POLICY

Allow residential development along and near Main Street to help create a 24/7 environment, which is important for safety and business viability, and meet the demand for affordable and workforce housing.

- Amend the zoning regulations to allow residential development in the downtown core. Such amendments should encourage residential development that meets specific design standards to create a positive relationship to the street. For example, require first floor façades to address the street with primary entrances opening onto Main Street.
- Consider a transitional, mixed-use district to be applied to the areas flanking the downtown core to accommodate a less intense mix of use and reduce the number of nonconforming properties.

Enhance the activity of the street by assisting existing businesses to upgrade facades to better address the street.

- Encourage restaurants and shops to maximize windows and doors on the sides of buildings that face the streets. The transparency helps strengthen the connection and makes activity more visible.

Locate civic anchors downtown.

- Encourage and facilitate the Chamber of Commerce, for example, to occupy space along or near Main Street where it can be more visible and accessible to citizens and business owners.



PROGRAMMING

Continue and expand events in downtown.

- Annual, quarterly, and monthly events should be accommodated in downtown to increase vibrancy and reinforce the downtown as the center of activity.
 - Strongly encourage Main Street and other organizations to host events downtown, especially events that are focused on the promotion of downtown or funding of improvements to downtown.
 - Formalize some events that have been started organically by business owners, so residents can expect them. The monthly Shop-n-Dine and the annual Halloween Trick-or-Treat are two such events.
 - Encourage business owners and property owners to help fund events and supplement calendar of events organized by the City and Main Street with less formal events.

Coordinate with area agencies and businesses to attract people to downtown.

Visitors in town for an event or to go to the Golden Mesa Casino might extend their stays if enticed to downtown.

- Work with downtown businesses, Main Street, and others to create and distribute promotional materials. Such materials may be delivered via websites, social media, or on site.
- Integrate wayfinding that helps visitors in town for Pioneer Days or to visit the Golden Mesa Casino navigate to downtown.



FUNDING

Seek sources of additional revenue and grants to implement the plan.

- Business improvement district.
 - The City of Oklahoma City (OKC) utilizes a Business Improvement District to maintain, develop, and promote Downtown OKC. (Source: <https://www.okc.gov/departments/planning/programs/business-improvement-districts/>)
- Community Development Block Grant Program (CDBG)
 - (Source: <https://www.okcommerce.gov/community-development/local-governments-edos/community-development-block-grant-programs/>)
- ODOT Transportation Alternatives Program (TAP) Grants
 - (Source: [https://www.ok.gov/odot/Doing_Business/Local_Government_Resource_Center/Transportation_Alternatives_Program_\(TAP\)/](https://www.ok.gov/odot/Doing_Business/Local_Government_Resource_Center/Transportation_Alternatives_Program_(TAP)/))

Provide aid to property owners / investors.

- Establish a Tax Increment Financing (TIF) district to fund projects that are consistent with the vision for downtown.
 - For example, Stillwater, Oklahoma has utilized a Tax Increment Financing program to spur investment in underdeveloped areas in its downtown and the area surrounding Oklahoma State University. (Source: <http://stillwater.org/page/home/government/financial-center/tax-increment-finance-tif>)
- Consider establishing a program through which property owners and investors can apply for assistance with financing improvements. Micro loans, revolving loans, and loan guarantees are effective options for improvements that are less than \$50,000 and therefore difficult to get financed through traditional loans.
 - Offer grants to fund improvements that facilitate the aesthetic and land use changes desired.
 - Façade grants
 - Appearance grants
 - Fire protection grants, especially for the conversion of second-story space into residential units.

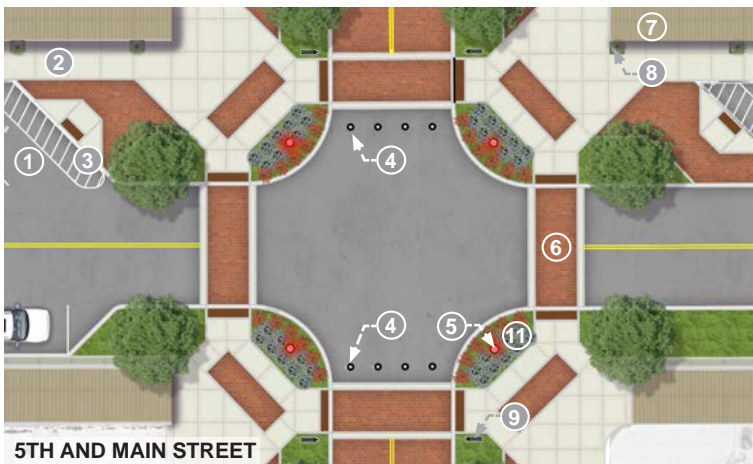
OVERALL DOWNTOWN STREETScape



DOWNTOWN CORE



INTERSECTION IMPROVEMENTS



1. RESTRIPEd PARKING SPACES
2. NEW CONCRETE SIDEWALK
3. UPGRADED ADA RAMPs AND PARKING SPACES
4. REMOVABLE BOLLARDS
5. UPGRADED TRAFFIC LIGHTS
6. BRICK ACCENT PAVING
7. AWNINGS
8. RAISED PLANTERS
9. WAYFINDING ELEMENTS
10. MID BLOCK CROSSINGS
11. LANDSCAPE BEDS
12. BIKE LANES
13. SHADE TREES

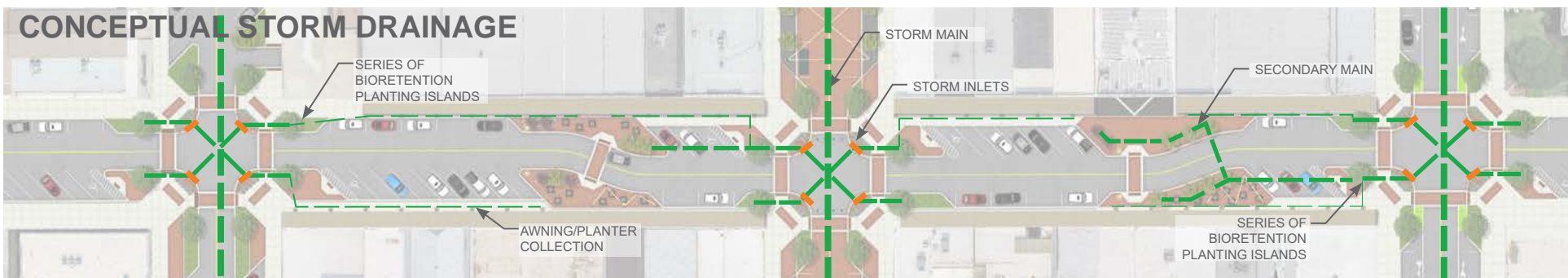
STREET DESIGN & UTILITIES

The street design is a critical component to the success of the project. By eliminating the left turn lanes more space was created for pedestrians and outdoor gathering spaces. The shifting of the drive lanes also known as a “chicane” helps with traffic calming through lower travel speeds. By lowering the travel speeds pedestrians are much safer when crossing the street. In order to maintain the approximate same number of parking spaces a variety of parallel and angled parking spaces were created.



STORMWATER MANAGEMENT

Main Street is a great candidate for best management practices when it comes to stormwater collection. Slowing, filtering and cleaning water from the awnings, roads, sidewalks will be achieved by guiding the stormwater runoff into vegetated areas prior to entering the piped stormwater system. These practices will help to mitigate localized flooding along Main Street and increase the downtown beautification. In addition, these practices will also further reduce the irrigation water demand.



STREET DESIGN

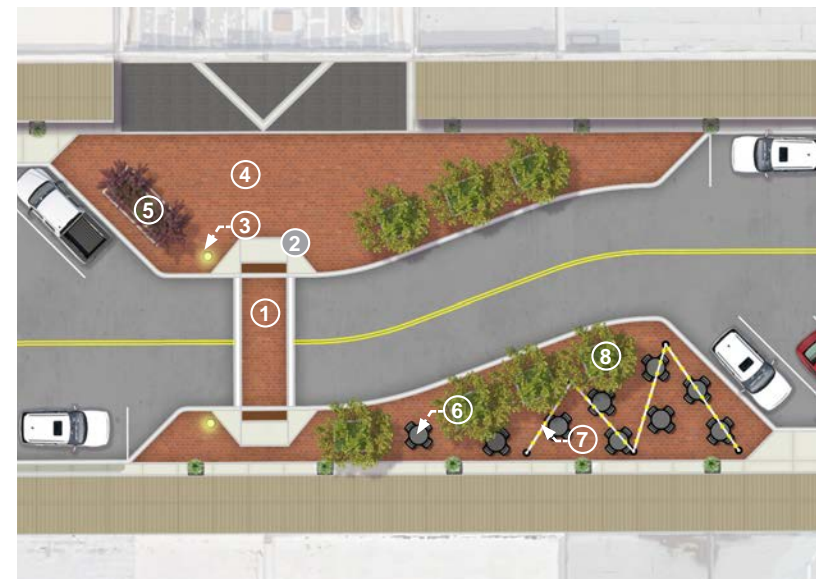
WALKWAYS, PEDESTRIAN CROSSING & ADA

Decorative walkways can be used to express the identity of a district. Brick accents within pedestrian crossings and specialty areas are a great way to express Guymon's rich culture and history. These brick paver accents can be installed to be ADA compliant and provide a reflection of the town's historical image. Curb ramps at each intersection and key mid-block crossings will provide smooth and traversable transitions between the street and the walkways. Through a combination of decorative paving, ornamental lighting, and art the downtown will develop a strong sense of place.



PEDESTRIAN PLAZAS

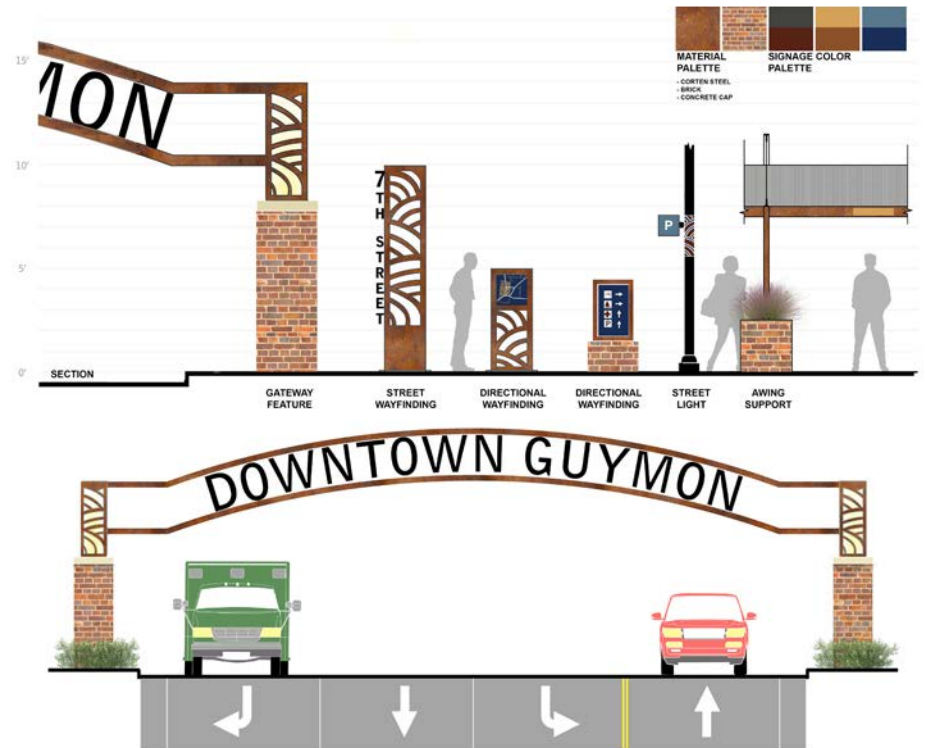
The pedestrian plazas are strategically located along Main street. These mini gathering spaces will have seating areas for people to take a break from downtown shopping or provide an opportunity for local restaurants to have an outdoor seating option. Decorative paving, site furnishings, and accent plantings will enhance these areas and make them a special piece to the downtown core. Each of the pedestrian plazas will also include an ADA safety pedestrian crosswalk that ties into the space, connecting the east and west sides of Main Street. These pedestrian plaza crosswalks serve as a middle crossing on each of the primary blocks downtown.



- | | | |
|--|----------------------------|----------------------|
| 1. MID BLOCK CROSSINGS | 3. RELOCATED STREET LIGHTS | 6. TABLES AND CHAIRS |
| 2. UPGRADED ADA RAMPS AND PARKING SPACES | 4. BRICK ACCENT PAVING | 7. FESTOON LIGHTING |
| | 5. RAISED PLANTERS | 8. SHADE TREES |

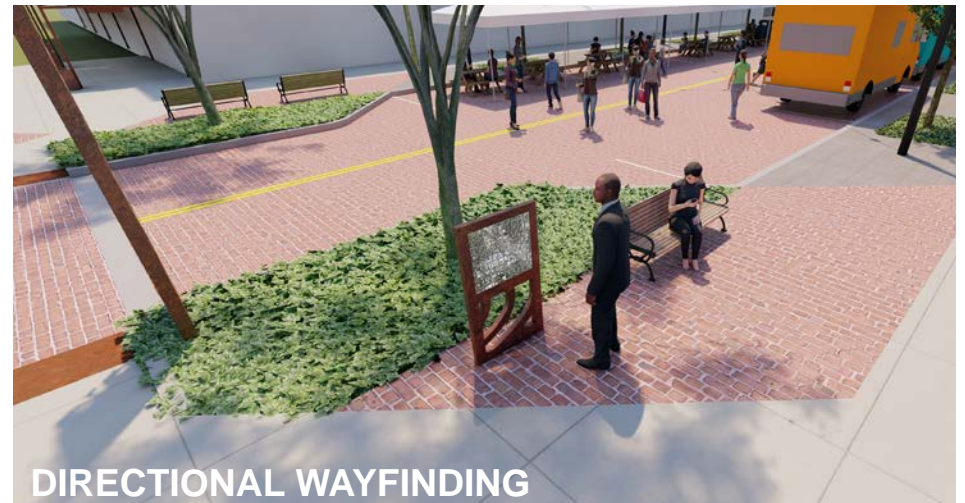
WAYFINDING | GATEWAYS | AWNINGS

Guymon is a historical western town. The western character reflects along Main Street with the early-1900s architecture and development pattern. The history of ranching and western culture will be reflected in the wayfinding and awning designs. An industrial ranching materials palette of brick, rough metals, and wire will be used to capture the character of Guymon. Unifying the downtown core with these materials will create a sense of place. The wayfinding will strategically be placed along Main Street to guide people to their destinations. Gateway signage will be at the bookends of Main Street to draw visitors downtown.



ARCHITECTURAL AWNINGS

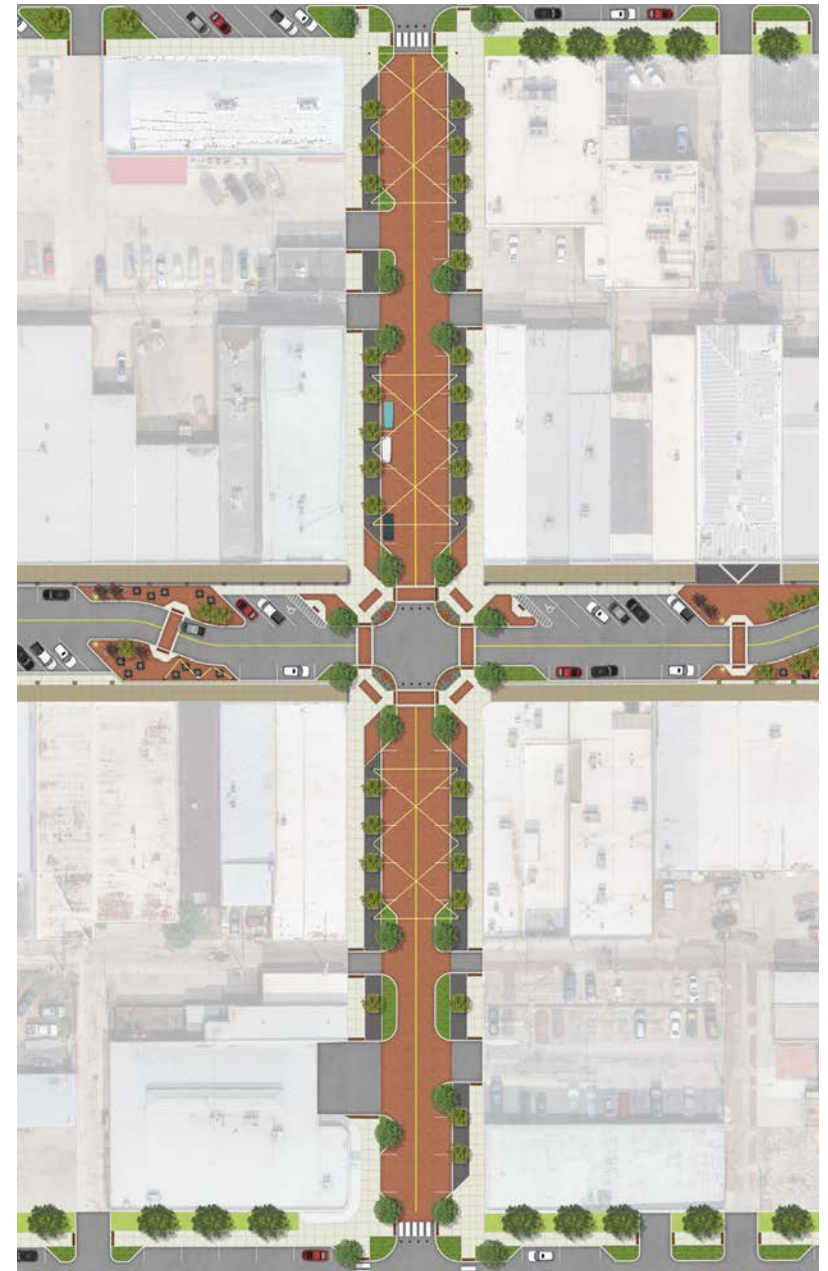
The downtown core currently has a diverse collection of awnings. The awnings not only play an important functional role by providing shade, but they help define the visual character of the downtown streetscape. To strengthen the downtown experience, it has been proposed to unify the awnings with a ranch inspired metal design. The continuous awning would be freestanding, but visually seamless with the historical buildings. Interior lighting and signage will be used to highlight the retail, restaurant, and business occupants. The metal awning would be designed to be structurally sound for all extreme weather types and encourage year-round pedestrian use.



DIRECTIONAL WAYFINDING

FESTIVAL BLOCK

The festival block will be located in the heart of downtown on 5th Street stretching from Ellison Street to Quinn Street. These two blocks will have string lights swooping down the street and many locations for food trucks and local vendors to sell their goods. The idea is that the festival block would serve as a community gather space and help promote an economically healthy downtown. These blocks will be flexible in use. They can be used for many different types of programming: farmers market, art & cultural festivals, concerts, trunk-or-treat, craft shows, and many more!

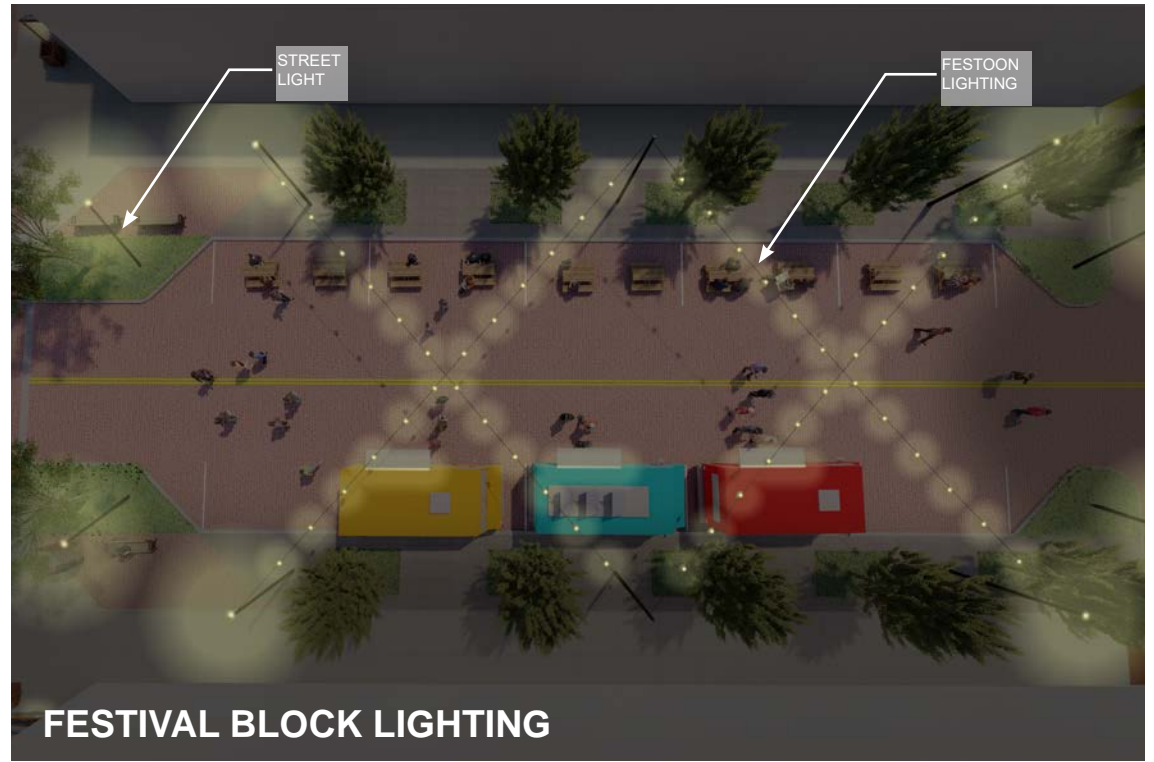


LIGHTING & SOUNDSCAPE

Lighting is an affordable way to enhance the downtown experience. Adequate pedestrian lighting will allow visitors to feel safe and extend the time for more programming. Color changing LED lights are a great way to show creativity by coordinating the lighting with holidays or festival themes. Music has proven to keep more people in the downtown setting and encourage economic growth. Music can pick people up when they are down, bring people together, inspire and make good times even better. Soundscaping in the downtown will strengthen the character of the core and further develop a strong sense of place.



PEDESTRIAN PLAZA LIGHTING



FESTIVAL BLOCK LIGHTING



STREET LIGHTING CONCEPT

PLANTING AND IRRIGATION

The plantings used in Downtown Guymon will reflect a native planting palette. A native landscape provides so much more than just water-conserving features. It provides character to Downtown, easier maintenance, and ecological benefits. Street trees will be airy and filter light along the pedestrian walkways. Ornamental grasses and pops of color will brighten the planter boxes. Evergreen shrubs will be used in strategic locations to assist with buildings energy efficiency and provide year round color. The mixture of all these different plant types will help create a familiar sense of place for the downtown visitors and, behind the scenes, help with stormwater management.



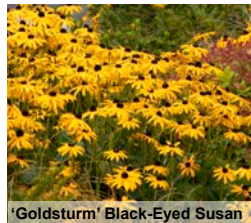
Foerster's Feather Reed Grass



Blonde Ambition Blue Grama



Angelina Stonecrop



'Goldsturm' Black-Eyed Susan



May Night Sage



Red Velvet Yarrow



'Little Spire' Russian Sage



Yellow Yucca



Red Yucca



Sea Green Juniper



Chaste Tree



Pawnee Buttes Sand Cherry



Three Leaf Sumac



Thornless Honeylocust



'Princeton' Lacebark Elm



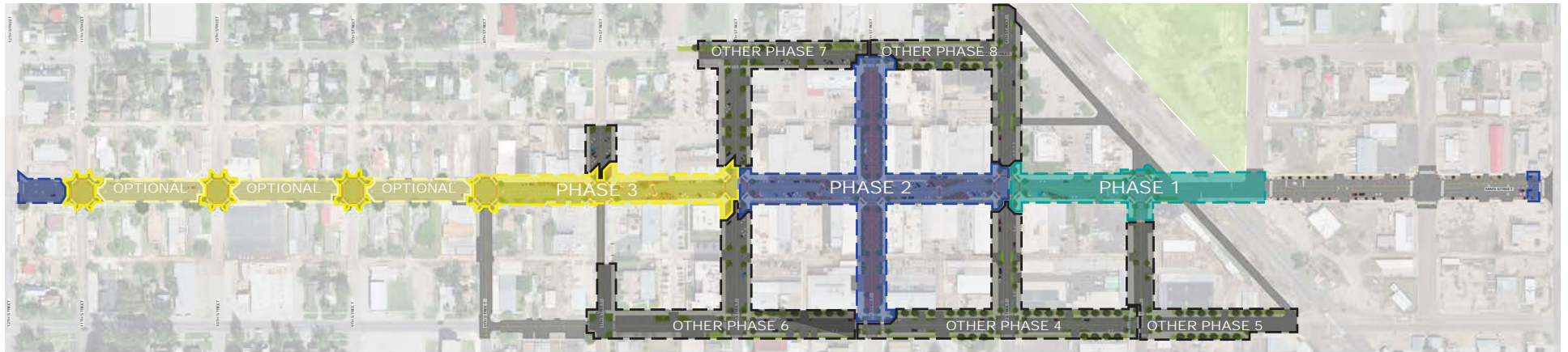
Beaked Yucca



WATER CONSERVATION

Rain gardens and bioretention are two very popular methods for best practice. They slow down and absorb rainwater, reducing the quantity and velocity of stormwater runoff while improving water quality. Both of these methods can be used along Main Street to help keep the landscaping beautiful and reduce stormwater. "Smart" controls in the irrigation system can automatically adjust watering based on rain, soil moisture, evaporation and plant water use. Drip irrigation is an option for the planting beds and raised planters to maximize every drop of water released in the system.

RECOMMENDED PHASING PLAN



PHASE 1

Phase 1 focuses on the connection to the existing streetscape along Main Street. Phase 1 makes a critical connection across the railroad tracks. It includes one intersection improvement, one pedestrian plaza, sidewalk improvements, and overall roadway and parking improvements. This first phase will act as a pilot project for the new downtown corridor, and get the community excited for the project.

PHASE 2

Phase 2 is the central core of downtown. This is arguably the most significant piece to the puzzle. It includes the two highest traffic blocks of Main Street and the proposed festival street. Elements include: mid-block crossings, multiple pedestrian plazas, directional and street wayfinding, outdoor seating and lighting, upgraded awnings, parallel and angled parking, and overall roadway improvements. It also includes the two iconic gateway features that will draw travelers into downtown.

PHASE 3

Phase 3 will complete the improvements on Main Street. This is important for maintaining a cohesive identity for the downtown area and maintaining fluent vehicular circulation on Main. It includes two pedestrian plazas, five intersection improvements, parallel and angled parking, and overall roadway improvements. This piece transitions the chicane circulation layout to the existing three lane layout.

OTHER PHASES (4-8)

The rest of the downtown project area has been broken out into 5 additional phases. These areas are the side streets that connect to Main. They include widened sidewalks, bikes lane connection, improved parking, and overall roadway improvements. These pieces are critical to improve pedestrian circulation and connection to Main Street.

PRELIMINARY ESTIMATE OF PROBABLE COST

Phase 1				
Description	Qty.	Unit	Unit Cost	Total
Mobilization Costs				
General Mobilization	1	LSUM	\$ 75,000.00	\$ 75,000.00
			Mobilization Subtotal	\$ 75,000.00

Site Prep/Demo/Traffic Maintenance				
Removal of Sidewalk, Curb, & Road	52,000	SF	\$ 2.75	\$ 143,000.00
Removal of Misc. Items	1	LSUM	\$ 25,000.00	\$ 25,000.00
Maintenance of Traffic (Vehicular & Pedestrian)	1	LSUM	\$ 35,000.00	\$ 35,000.00
			Site Prep/Demo/Traffic Maintenance Subtotal	\$ 203,000.00

Site Utilities				
Water Line Upgrades	1	LSUM	\$ 81,766.00	\$ 81,766.00
Storm Drainage Upgrades	1	LSUM	\$ 175,456.30	\$ 175,456.30
Lighting Relocation- lights	4	EA	\$ 5,000.00	\$ 20,000.00
Intersection Signalization	1	EA	\$ 175,000.00	\$ 175,000.00
			Site Utilities Subtotal	\$ 452,222.30

Hardscape				
Sidewalk	13,500	SF	\$ 10.00	\$ 135,000.00
Concrete (Vehicular)	25,000	SF	\$ 17.25	\$ 431,250.00
Striping	1,000	LF	\$ 2.00	\$ 2,000.00
Brick Pavers	2,800	SF	\$ 20.00	\$ 56,000.00
Brick Planters	8	EA	\$ 1,000.00	\$ 8,000.00
Railroad Pedestrian Crossing	2	EA	\$ 15,000.00	\$ 30,000.00
ADA Ramps	18	EA	\$ 750.00	\$ 13,500.00
Curb & Gutter	1,800	LF	\$ 45.00	\$ 81,000.00
Wayfinding- street signs	2	EA	\$ 2,500.00	\$ 5,000.00
Festoon Lighting Poles	4	EA	\$ 4,000.00	\$ 16,000.00
Festoon light strands	125	LF	\$ 20.00	\$ 2,500.00
Site Furnishings (tables and chairs)	5	EA	\$ 2,500	\$ 12,500.00
			Hardscape Subtotal	\$ 792,750.00

Landscape				
Sod Area (4" Topsoil)	4,600	SF	\$ 0.70	\$ 3,220.00
Planting Areas	4,800	SF	\$ 12.00	\$ 57,600.00
Irrigation	1	LSUM	\$ 50,000	\$ 50,000.00
			Landscape Subtotal	\$ 110,820.00

		Subtotal	\$ 1,633,792.30
		Contingency for Unknowns (30%)	\$ 490,137.69
		A/E Fees (including site survey) (10%)	\$ 212,393.00
		TOTAL	\$ 2,336,322.98

Phase 2				
Description	Qty.	Unit	Unit Cost	Total
Mobilization Costs				
General Mobilization	1	LSUM	\$ 80,000.00	\$ 80,000.00
			Mobilization Subtotal	\$ 80,000.00

Site Prep/Demo/Traffic Maintenance				
Removal of Sidewalk, Curb, & Road	94,476	SF	\$ 2.75	\$ 259,809.00
Removal of Misc. Items	1	LSUM	\$ 50,000.00	\$ 50,000.00
Maintenance of Traffic (Vehicular & Pedestrian)	1	LSUM	\$ 45,000.00	\$ 45,000.00
			Site Prep/Demo/Traffic Maintenance Subtotal	\$ 354,809.00

Site Utilities				
Water Line Upgrades	1	LSUM	\$ 144,415.00	\$ 144,415
Storm Drainage Upgrades	1	LSUM	\$ 228,405.58	\$ 228,406
Lighting Relocation- lights	4	EA	\$ 5,000.00	\$ 20,000
Intersection Signalization	2	EA	\$ 175,000.00	\$ 350,000
			Site Utilities Subtotal	\$ 742,821

Hardscape				
Sidewalk	3,694	SY	\$ 10.00	\$ 36,940.00
Accent Pavers (amenity zone)	7,459	SF	\$ 17.00	\$ 126,803.00
Concrete (Vehicular)	31,745	SF	\$ 17.25	\$ 547,601.25
Striping	2,711	LF	\$ 2.00	\$ 5,422.00
Brick Pavers	10,261	SF	\$ 20.00	\$ 205,220.00
Brick Planters	6	EA	\$ 1,000.00	\$ 6,000.00
ADA Ramps	32	EA	\$ 750.00	\$ 24,000.00
Curb & Gutter	3,783	LF	\$ 45.00	\$ 170,235.00
Wayfinding- street signs	8	EA	\$ 2,500.00	\$ 20,000.00
Wayfinding- directional	3	EA	\$ 1,500.00	\$ 4,500.00
Wayfinding- Guymon Signs	2	EA	\$ 200,000.00	\$ 400,000.00
Festoon Lighting Poles	28	EA	\$ 4,000.00	\$ 112,000.00
Festoon light strands	1,316	LF	\$ 20.00	\$ 26,320.00
Awnings	10,943	SF	\$ 90.00	\$ 984,870.00
Removable Bollards	16	EA	\$ 1,500.00	\$ 24,000.00
Site Furnishings (corten planters)	39	EA	\$ 750.00	\$ 29,250.00
Site Furnishings (benches)	5	EA	\$ 2,000.00	\$ 10,000.00
Site Furnishings (tables and chairs)	21	EA	\$ 2,500.00	\$ 52,500.00
			Hardscape Subtotal	\$ 2,785,661.25

Landscape				
Planting Areas	10,887	SF	\$ 12.00	\$ 130,644.00
Irrigation	1	LSUM	\$ 60,000	\$ 60,000.00
			Landscape Subtotal	\$ 190,644.00

		Subtotals	\$ 4,153,934.83
		Contingency for Unknowns (30%)	\$ 1,246,180.45
		A/E Fees (including site survey) (10%)	\$ 540,011.53
		TOTAL	\$ 5,940,126.81

PRELIMINARY ESTIMATE OF PROBABLE COST

Phase 3				
Description	Qty.	Unit	Unit Cost	Total
Mobilization Costs				
General Mobilization	1	LSUM	\$ 58,000.00	\$ 58,000.00
Mobilization Subtotal				\$ 58,000.00

Site Prep/Demo/Traffic Maintenance				
Removal of Sidewalk, Curb, & Road	83,085	SF	\$ 2.75	\$ 228,483.75
Removal of Misc. Items	1	LSUM	\$ 30,000.00	\$ 30,000.00
Maintenance of Traffic (Vehicular & Pedestrian)	1	LSUM	\$ 30,000.00	\$ 30,000.00
Site Prep/Demo/Traffic Maintenance Subtotal				\$ 288,483.75

Site Utilities				
Water Line Upgrades	1	LSUM	\$ 66,271.00	\$ 66,271
Storm Drainage Upgrades	1	LSUM	\$ 372,596.53	\$ 372,597
Lighting Relocation- lights	24	EA	\$ 5,000.00	\$ 120,000
Site Utilities Subtotal				\$ 558,868

Hardscape				
Sidewalk	2,331	SY	\$ 10.00	\$ 23,310.00
Concrete (Vehicular)	36,178	SF	\$ 17.25	\$ 624,070.50
Striping	1,514	LF	\$ 2.00	\$ 3,028.00
Brick Pavers	12,273	SF	\$ 20.00	\$ 245,460.00
Brick Planters	2	EA	\$ 1,000.00	\$ 2,000.00
ADA Ramps	50	EA	\$ 750.00	\$ 37,500.00
Curb & Gutter	3,006	LF	\$ 45.00	\$ 135,270.00
Wayfinding- street signs	2	EA	\$ 2,500.00	\$ 5,000.00
Wayfinding- directional	1	EA	\$ 1,500.00	\$ 1,500.00
Festoon Lighting Poles	6	EA	\$ 4,000.00	\$ 24,000.00
Festoon light strands	114	LF	\$ 20.00	\$ 2,280.00
Site Furnishings (tables and chairs)	18	EA	\$ 2,500.00	\$ 45,000.00
Site Furnishings (benches)	4	EA	\$ 2,000.00	\$ 8,000.00
Hardscape Subtotal				\$ 1,148,418.50

Optional Road Pavement				
Removal of Sidewalk, Curb, & Road	49,572	SF	\$ 2.75	\$ 136,323.00
Striping	3518	LF	2.00	\$ 7,036.00
Concrete (Vehicular)	48457	SF	\$ 17.25	\$ 835,883.25
Curb and gutter	1623	LF	\$ 45.00	\$ 73,035.00
Optional Hardscape Subtotal				\$ 915,954.25

Landscape				
Sod Area (4" Topsoil)	1,614	SF	\$ 0.70	\$ 1,129.80
Planting Areas	3,025	SF	\$ 12.00	\$ 36,300.00
Irrigation	1	LSUM	\$ 15,000	\$ 15,000.00
Landscape Subtotal				\$ 51,300.00

Subtotals		\$ 3,021,024.03
Contingency for Unknowns (30%)		\$ 906,307.21
A/E Fees (including site survey) (10%)		\$ 392,733.12
TOTAL		\$ 4,320,064.37

Other Phase 4				
Description	Qty.	Unit	Unit Cost	Total
Mobilization Costs				
General Mobilization	1	LSUM	\$ 30,000.00	\$ 30,000.00
Mobilization Subtotal				\$ 30,000.00

Site Prep/Demo/Traffic Maintenance				
Removal of Sidewalk, Curb, & Road	80,730	SF	\$ 2.75	\$ 222,007.50
Removal of Misc. Items	1	LSUM	\$ 25,000.00	\$ 25,000.00
Maintenance of Traffic (Vehicular & Pedestrian)	1	LSUM	\$ 35,000.00	\$ 35,000.00
Site Prep/Demo/Traffic Maintenance Subtotal				\$ 282,007.50

Site Utilities				
Water Line Upgrades	1	LSUM	\$ 58,014.00	\$ 58,014
Storm Drainage Upgrades	1	LSUM	\$ 140,347.17	\$ 140,347
Site Utilities Subtotal				\$ 198,361

Hardscape				
Sidewalk	2,024	SY	\$ 10.00	\$ 20,240.00
Concrete (Vehicular)	39,888	SF	\$ 17.25	\$ 688,068.00
Bike Lanes	3,180	SF	\$ 14.00	\$ 44,520.00
Striping	1,689	LF	\$ 2.00	\$ 3,378.00
ADA Ramps	14	EA	\$ 750.00	\$ 10,500.00
Curb & Gutter	2,423	LF	\$ 45.00	\$ 109,035.00
Hardscape Subtotal				\$ 875,741.00

Landscape				
Sod Area (4" Topsoil)	11,843	SF	\$ 0.70	\$ 8,290.10
Planting Areas	5,074	SF	\$ 12.00	\$ 60,888.00
Irrigation	1	LSUM	\$ 30,000	\$ 30,000.00
Landscape Subtotal				\$ 99,178.10

Subtotals		\$ 1,485,287.77
Contingency for Unknowns (30%)		\$ 445,586.33
A/E Fees (including site survey) (10%)		\$ 193,087.41
TOTAL		\$ 2,123,961.52

PRELIMINARY ESTIMATE OF PROBABLE COST

Other Phase 5				
Description	Qty.	Unit	Unit Cost	Total
Mobilization Costs				
General Mobilization	1	LSUM	\$ 20,000.00	\$ 20,000.00
			Mobilization Subtotal	\$ 20,000.00
Site Prep/Demo/Traffic Maintenance				
Removal of Sidewalk, Curb, & Road	53,162	SF	\$ 2.75	\$ 146,195.50
Removal of Misc. Items	1	LSUM	\$ 25,000.00	\$ 25,000.00
Maintenance of Traffic (Vehicular & Pedestrian)	1	LSUM	\$ 35,000.00	\$ 35,000.00
			Site Prep/Demo/Traffic Maintenance Subtotal	\$ 206,195.50
Site Utilities				
Water Line Upgrades	1	LSUM	\$ 33,551.00	\$ 33,551
Storm Drainage Upgrades	1	LSUM	\$ 53,987.96	\$ 53,988
			Site Utilities Subtotal	\$ 87,539
Hardscape				
Sidewalk	1,193	SY	\$ 10.00	\$ 11,930.00
Concrete (Vehicular)	29,992	SF	\$ 17.25	\$ 517,362.00
Striping	1,389	LF	\$ 2.00	\$ 2,778.00
ADA Ramps	6	EA	\$ 750.00	\$ 4,500.00
Curb & Gutter	1,411	LF	\$ 45.00	\$ 63,495.00
			Hardscape Subtotal	\$ 600,065.00
Landscape				
Sod Area (4" Topsoil)	7,523	SF	\$ 0.70	\$ 5,266.10
Planting Areas	2,611	SF	\$ 12.00	\$ 31,332.00
Irrigation	1	LSUM	\$ 15,000	\$ 15,000.00
			Landscape Subtotal	\$ 51,598.10
				Subtotals
				\$ 965,397.56
Contingency for Unknowns (30%)				\$ 289,619.27
A/E Fees (including site survey) (10%)				\$ 125,501.68
TOTAL				\$ 1,380,518.51

Other Phase 6				
Description	Qty.	Unit	Unit Cost	Total
Mobilization Costs				
General Mobilization	1	LSUM	\$ 35,000.00	\$ 35,000.00
			Mobilization Subtotal	\$ 35,000.00
Site Prep/Demo/Traffic Maintenance				
Removal of Sidewalk, Curb, & Road	92,083	SF	\$ 2.75	\$ 253,228.25
Removal of Misc. Items	1	LSUM	\$ 30,000.00	\$ 30,000.00
Maintenance of Traffic (Vehicular & Pedestrian)	1	LSUM	\$ 35,000.00	\$ 35,000.00
			Site Prep/Demo/Traffic Maintenance Subtotal	\$ 318,228.25
Site Utilities				
Water Line Upgrades	1	LSUM	\$ 82,487.00	\$ 82,487
Storm Drainage Upgrades	1	LSUM	\$ 194,803.80	\$ 194,804
			Site Utilities Subtotal	\$ 277,291
Hardscape				
Sidewalk	1,758	SY	\$ 10.00	\$ 17,580.00
Concrete (Vehicular)	53,993	SF	\$ 17.25	\$ 931,379.25
Striping	2,510	LF	\$ 2.00	\$ 5,020.00
ADA Ramps	16	EA	\$ 750.00	\$ 12,000.00
Curb & Gutter	2,890	LF	\$ 45.00	\$ 130,050.00
			Hardscape Subtotal	\$ 1,096,029.25
Landscape				
Sod Area (4" Topsoil)	11,448	SF	\$ 0.70	\$ 8,013.60
Planting Areas	5,875	SF	\$ 12.00	\$ 70,500.00
Irrigation	1	LSUM	\$ 35,000	\$ 35,000.00
			Landscape Subtotal	\$ 113,513.60
				Subtotals
				\$ 1,840,061.90
Contingency for Unknowns (30%)				\$ 552,018.57
A/E Fees (including site survey) (10%)				\$ 239,208.05
TOTAL				\$ 2,631,288.52

PRELIMINARY ESTIMATE OF PROBABLE COST

Other Phase 7

Description	Qty.	Unit	Unit Cost	Total
Mobilization Costs				
General Mobilization	1	LSUM	\$ 25,000.00	\$ 25,000.00
Mobilization Subtotal				\$ 25,000.00

Site Prep/Demo/Traffic Maintenance				
Removal of Sidewalk, Curb, & Road	64,569	SF	\$ 2.75	\$ 177,564.75
Removal of Misc. Items	1	LSUM	\$ 25,000.00	\$ 25,000.00
Maintenance of Traffic (Vehicular & Pedestrian)	1	LSUM	\$ 35,000.00	\$ 35,000.00
Site Prep/Demo/Traffic Maintenance Subtotal				\$ 237,564.75

Site Utilities				
Water Line Upgrades	1	LSUM	\$ 71,763.00	\$ 71,763
Storm Drainage Upgrades	1	LSUM	\$ 117,651.24	\$ 117,651
Site Utilities Subtotal				\$ 189,414

Hardscape				
Sidewalk	1,222	SY	\$ 10.00	\$ 12,220.00
Concrete (Vehicular)	38,677	SF	\$ 17.25	\$ 667,178.25
Striping	1,473	LF	\$ 2.00	\$ 2,946.00
ADA Ramps	6	EA	\$ 750.00	\$ 4,500.00
Curb & Gutter	2,146	LF	\$ 45.00	\$ 96,570.00
Hardscape Subtotal				\$ 783,414.25

Landscape				
Sod Area (4" Topsoil)	8,060	SF	\$ 0.70	\$ 5,642.00
Planting Areas	4,652	SF	\$ 12.00	\$ 55,824.00
Irrigation	1	LSUM	\$ 30,000	\$ 30,000.00
Landscape Subtotal				\$ 91,466.00

Subtotals				\$ 1,326,859.24
Contingency for Unknowns (30%)				\$ 398,057.77
A/E Fees (including site survey) (10%)				\$ 172,491.70
TOTAL				\$ 1,897,408.71

Other Phase 8

Description	Qty.	Unit	Unit Cost	Total
Mobilization Costs				
General Mobilization	1	LSUM	\$ 25,000.00	\$ 25,000.00
Mobilization Subtotal				\$ 25,000.00

Site Prep/Demo/Traffic Maintenance				
Removal of Sidewalk, Curb, & Road	62,878	SF	\$ 2.75	\$ 172,914.50
Removal of Misc. Items	1	LSUM	\$ 25,000.00	\$ 25,000.00
Maintenance of Traffic (Vehicular & Pedestrian)	1	LSUM	\$ 35,000.00	\$ 35,000.00
Site Prep/Demo/Traffic Maintenance Subtotal				\$ 232,914.50

Site Utilities				
Water Line Upgrades	1	LSUM	\$ 56,994.00	\$ 56,994
Storm Drainage Upgrades	1	LSUM	\$ 89,929.28	\$ 89,929
Site Utilities Subtotal				\$ 146,923

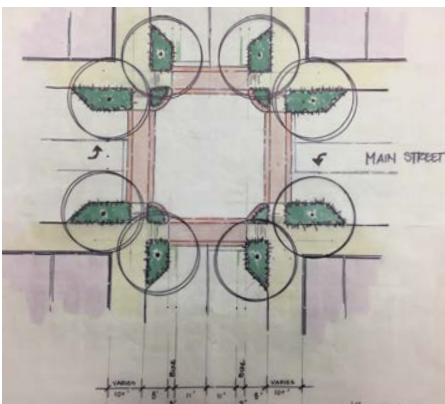
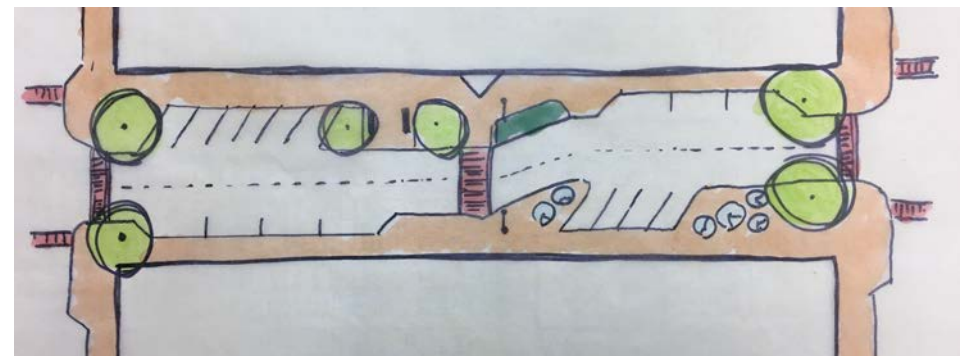
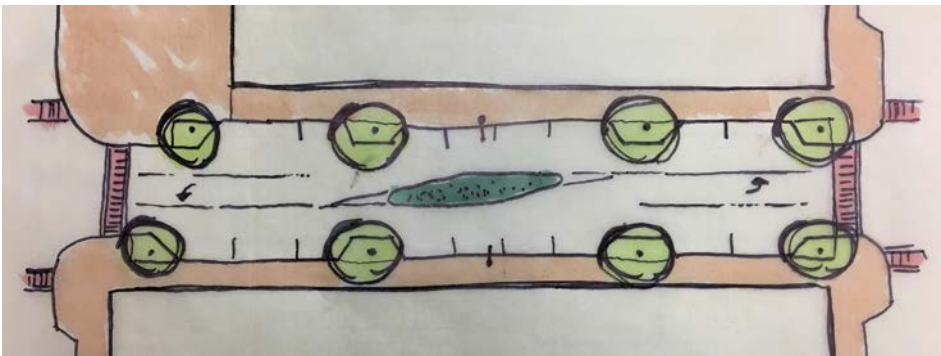
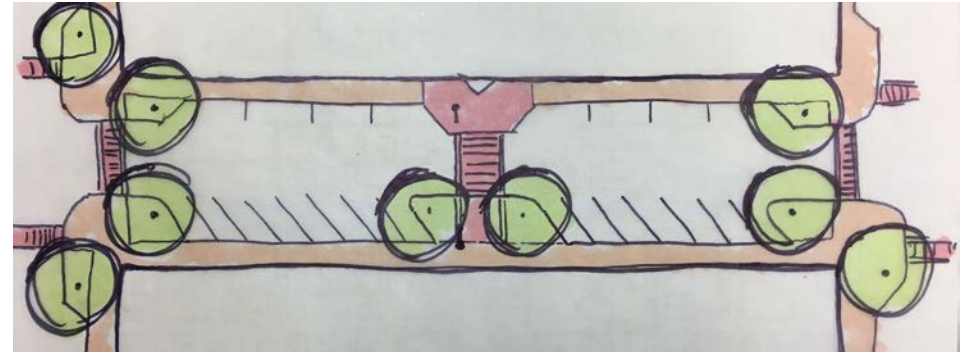
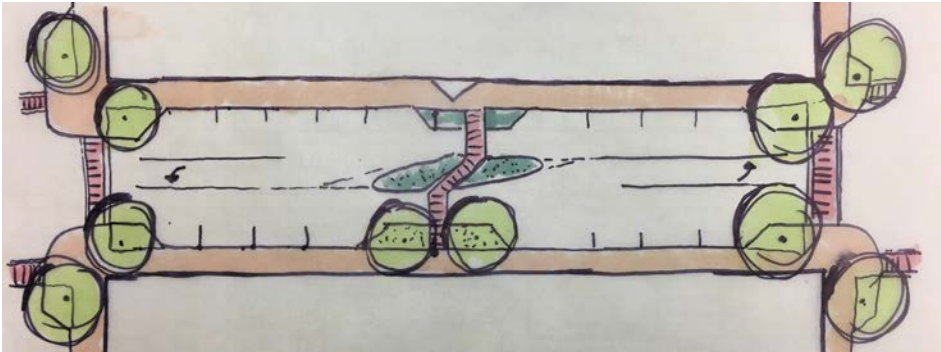
Hardscape				
Sidewalk	1,595	SY	\$ 10.00	\$ 15,950.00
Concrete (Vehicular)	31,402	SF	\$ 17.25	\$ 541,684.50
Bike Lakes	4,556	SF	\$ 14.00	\$ 63,784.00
Striping	1,126	LF	\$ 2.00	\$ 2,252.00
ADA Ramps	6	EA	\$ 750.00	\$ 4,500.00
Curb & Gutter	1,884	LF	\$ 45.00	\$ 84,780.00
Hardscape Subtotal				\$ 712,950.50

Landscape				
Sod Area (4" Topsoil)	8,550	SF	\$ 0.70	\$ 5,985.00
Planting Areas	1,559	SF	\$ 12.00	\$ 18,708.00
Irrigation	1	LSUM	\$ 10,000	\$ 10,000.00
Landscape Subtotal				\$ 34,693.00

Subtotals				\$ 1,152,481.28
Contingency for Unknowns (30%)				\$ 345,744.38
A/E Fees (including site survey) (10%)				\$ 149,822.57
TOTAL				\$ 1,648,048.23

APPENDIX

WORKSHOP #1 VISIONING SESSION - 10/11/18



APPENDIX

WORKSHOP #1 VISIONING SESSION - 10/11/18

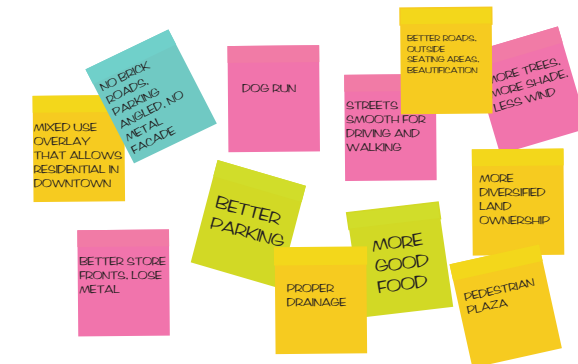
WHAT BRINGS YOU DOWNTOWN?



WHAT WOULD BRING YOU DOWNTOWN MORE OFTEN?



DESCRIBE WHAT WOULD MAKE GUYMON BETTER.



DESCRIBE THINGS YOU HAVE SEEN IN OTHER DOWNTOWNS.



NAME A CHANGE THAT IF HAPPENED, YOU WOULD BE DISAPPOINTED.

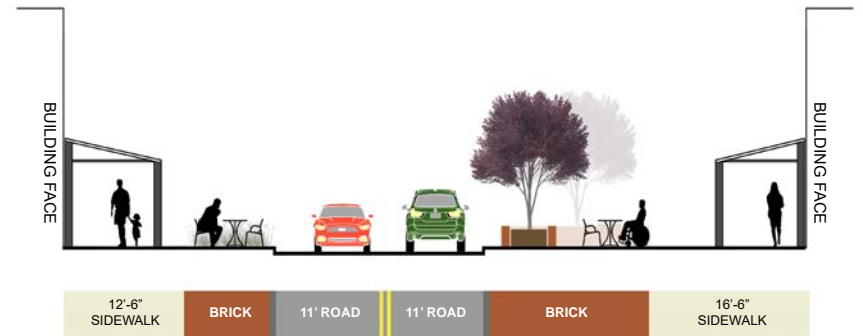
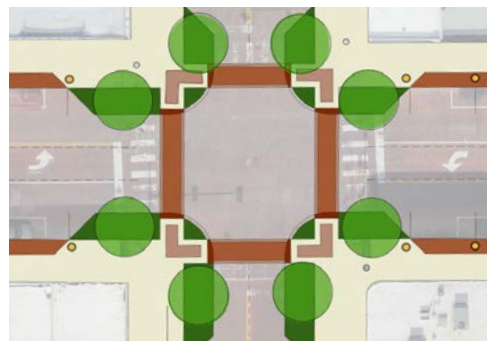


WHAT WOULD MAKE DOWNTOWN A PLACE FOR EVERYONE?



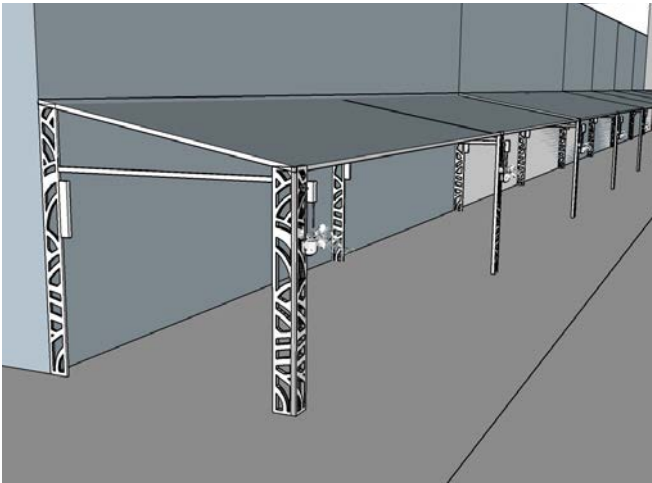
APPENDIX

WORKSHOP #2 DESIGN ALTERNATIVES - 4/11/19

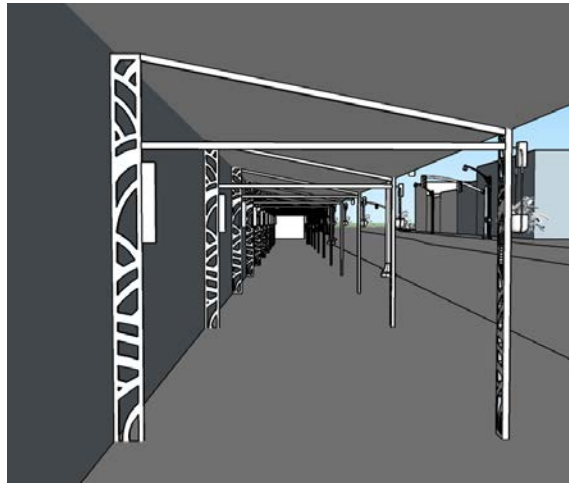


APPENDIX

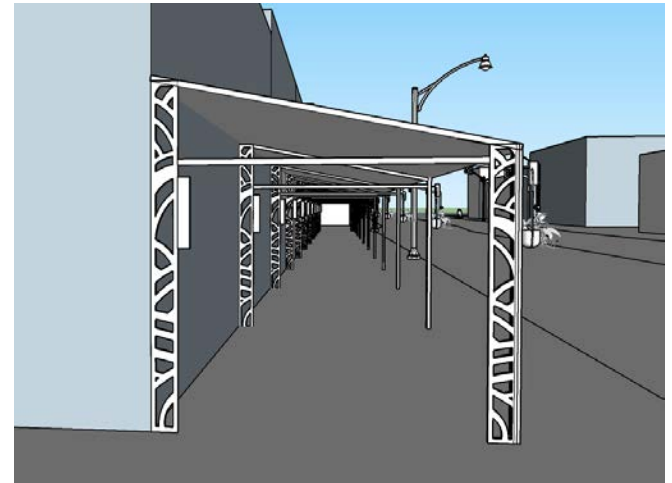
WORKSHOP #2 DESIGN ALTERNATIVES - 4/11/19



“THE ROLLING AGRICULTURAL HILLS”



PEDESTRIAN VIEW - MID AWNING



PEDESTRIAN VIEW - BEGINNING & END AWNING



“THE INDUSTRIAL FARM”



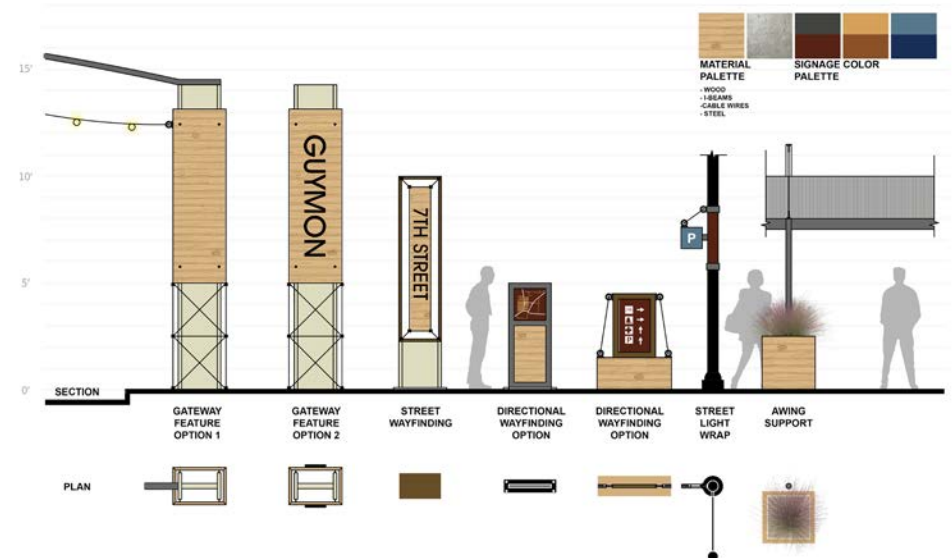
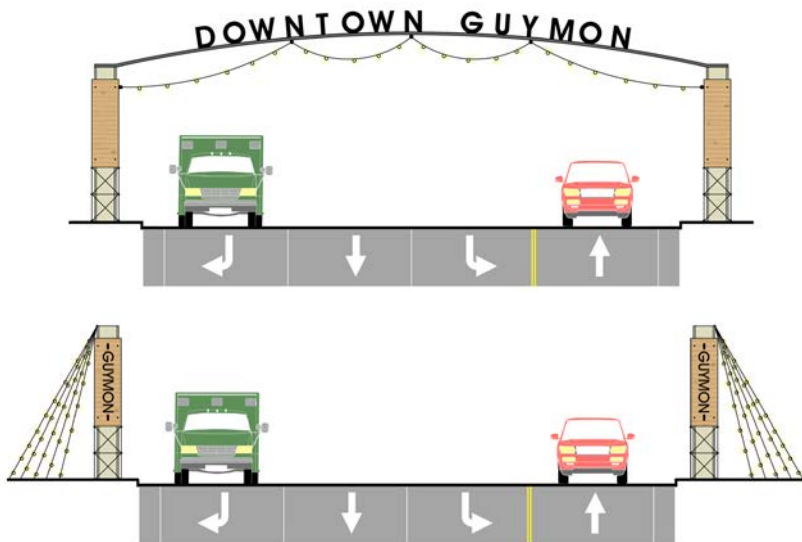
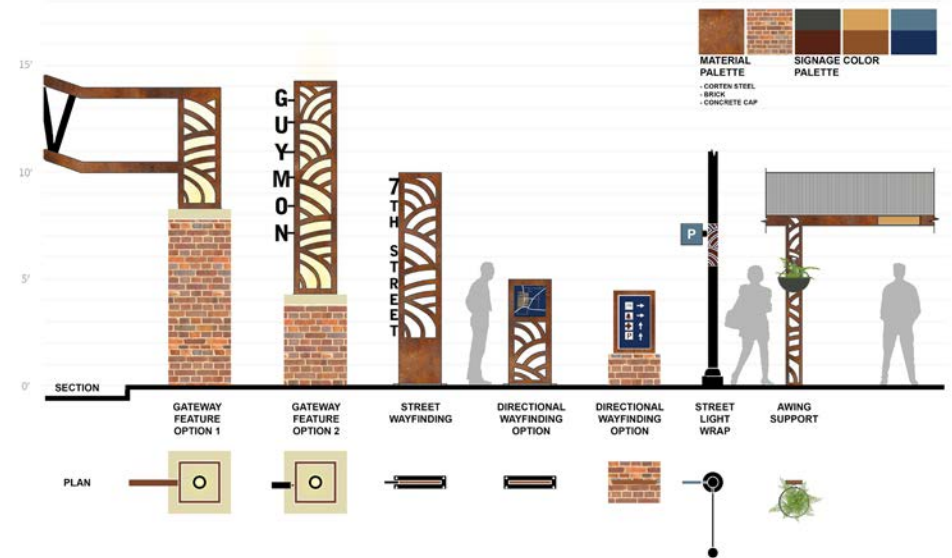
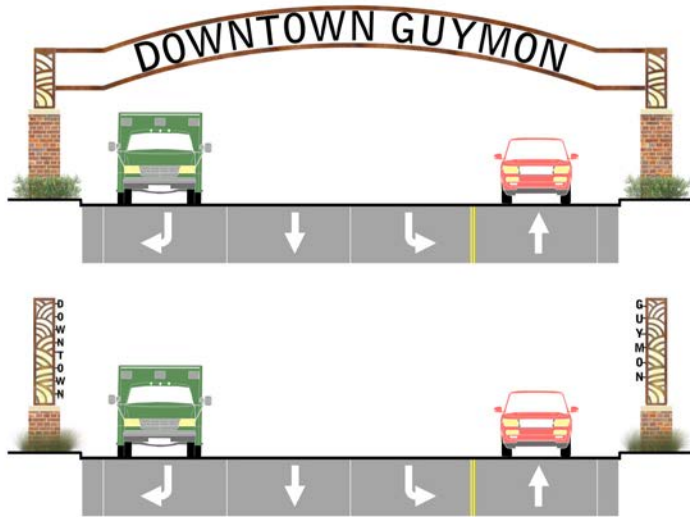
PEDESTRIAN VIEW - MID AWNING



PEDESTRIAN VIEW - BEGINNING & END AWNING

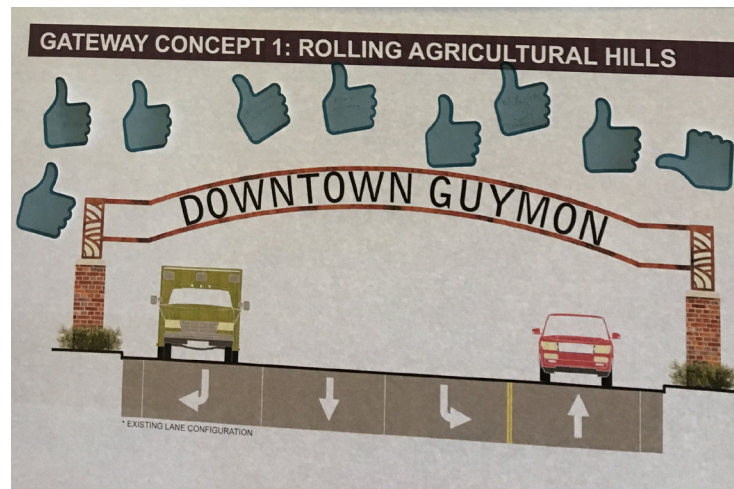
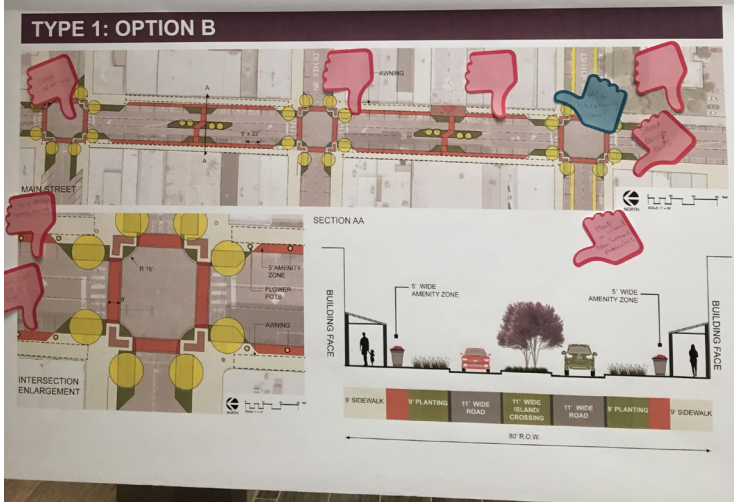
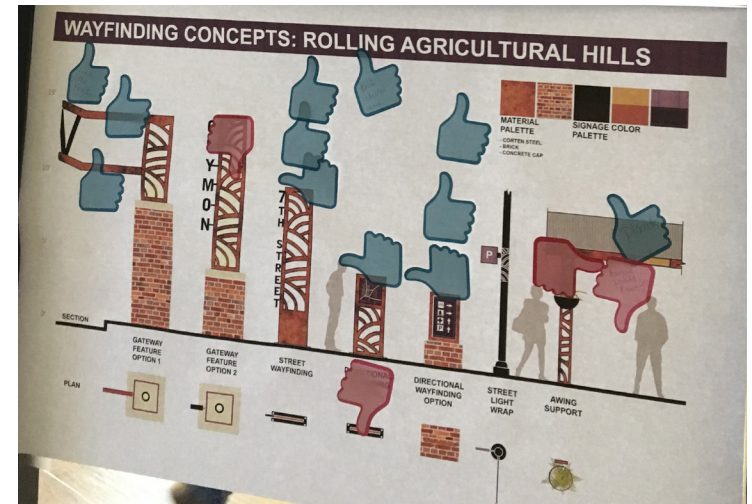
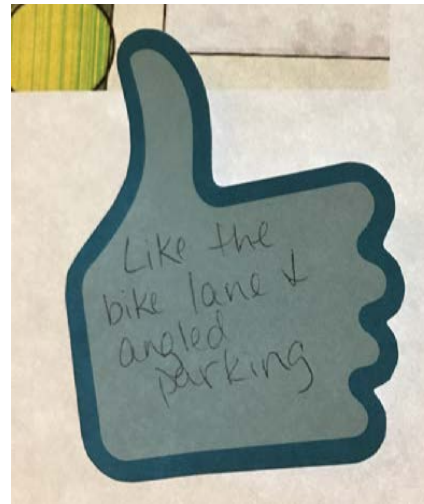
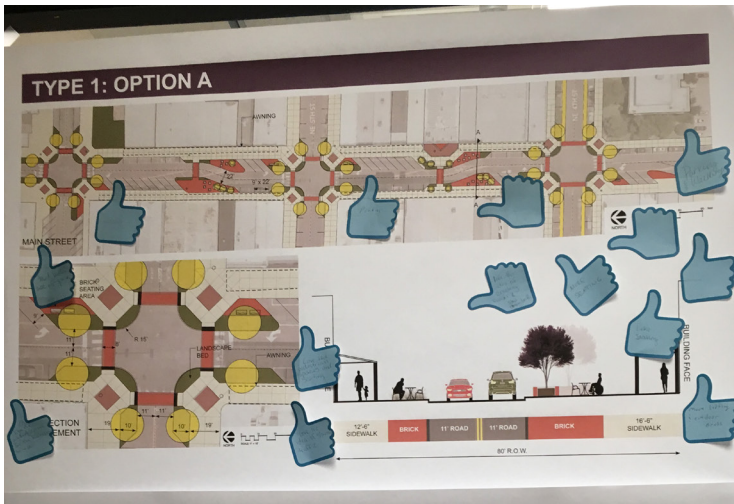
APPENDIX

WORKSHOP #2 DESIGN ALTERNATIVES - 4/11/19



APPENDIX

WORKSHOP #2 DESIGN ALTERNATIVES - 4/11/19



APPENDIX

WORKSHOP #3 MASTER PLAN- 12/10/19

