

TOWN *Of* **PARADISE VALLEY**



STAFF REPORT

TO: Mayor Stanton and Town Council Members

FROM: Andrew Ching, Town Manager
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DATE: May 8, 2025

DEPARTMENT: Community Development
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AGENDA TITLE:
Mockingbird Lane (56th to Invergordon Road) Project Update

SUMMARY STATEMENT:

Staff is providing an update to Council on the Mockingbird Lane (56th Street to Invergordon Road) project development. The last project update took place during the November 14, 2024 study session. The project team is moving forward with the design of the storm drainage system and roadway improvements based on the hybrid traffic calming alternative that incorporates medians on both east (Invergordon Road) and west (56th Street) ends with chicanes spaced throughout Mockingbird Lane.

Below is a summary of the updates:

- In November 2024, Achen-Gardner Construction LLC was awarded the preconstruction services contract to perform utility potholing, constructability review, preparation of construction cost model and other services typically required in a Construction Manager at Risk (CMAR) contract.
- Project construction plans, estimate and specifications are now at 90% design level.
- The design consultant (Kimley-Horn) has updated the estimated construction cost for the project. Initially, in May 2024, the cost was projected at \$12,308,000 based on the 60% plans. However, by January 2025, with the completion of the 90% plans, the estimate increased to \$14,100,000. This revision reflects refinements in design, materials, and scope as the project nears its final stages.
- The contractor has completed utility potholing, which involved excavating and exposing 68 locations to address potential conflicts between existing utility lines and components of the proposed drainage system.

- Utility coordination is ongoing. Potential conflicts have been identified, and relocation options are being evaluated by utility companies.
- In March 2025, the CMAR (Achen-Gardner) submitted their cost model (construction cost) for the project. The estimate came in at \$20,600,000, higher than project estimate.
- In October 2024, the Town engaged the services of Infrastructure Mavens, LLC, an independent cost estimator, to provide support in the anticipated negotiations with the CMAR.
- In April 2025, the Town commenced negotiations with the CMAR with the objective of lowering the quoted construction costs. The estimates created by Kimley-Horn will be utilized during this process.

BACKGROUND:

Mockingbird Lane between 56th Street and Invergordon Road is an east-west collector in the Town of Paradise Valley, currently striped as a two-lane roadway with bike lanes on each side and sidewalk on the north side. The posted speed limit is 35 MPH. The project was first identified in the Town's Capital Improvement Program (CIP) in 2018. The project scope includes roadway and storm drainage system improvements. The proposed improvements consist of the installation of storm drainage system, roadway resurfacing, addition of traffic calming features, and pavement markings for two lanes with bike lanes on each side. A brief history of the project development is summarized below:

- Project Assessment (PA) was developed in March 2021 by the design consultant Kimley-Horn. This document presented three roadway improvement alternatives:

Alternative 1 – Meander	(2-lane + median, 45' wide)
Alternative 2 – No Meander	(2-lane + median, 45' wide)
Alternative 3 – Mill/Overlay	(2-lane, 33' wide, match existing footprint)
- In May 2021, staff directed the design consultant to proceed with Alternative 3 – Mill/Overlay with sidewalk on the south side and to investigate potential traffic calming measures.
- Traffic calming measures were developed (including the use of chicanes) and presented to Council on November 10, 2022. The Council directed staff to start public outreach efforts.
- A public meeting was held on November 30, 2022, at Town Hall where residents commented on removing the proposed sidewalk on the south side of Mockingbird Lane.
- 60% engineering design plans encompassing the use of chicanes without new sidewalks on the south side of the road were developed and submitted for staff's review in June 2023.
- On November 9, 2023, staff presented the 60% engineering plans to the Town Council, to seek further direction and comments on the proposed roadway improvements. The Council directed staff to re-evaluate meandering roadway as an alternative for this section of Mockingbird.
- On February 8th, 2024, staff presented available options for roadway improvements along with a cost estimate for each:
 - Roadway with chicanes.
 - Meandering Roadway with Medians.

- Mill & Overlay - No Traffic Calming Features.

Council requested staff to provide renderings showing proposed improvements and incorporate landscaping in the concept. Staff indicated the possibility of incorporating median in the chicane option at 56th Street & Mockingbird and at the Invergordon Road & Mockingbird intersections to add visual enhancements to the project.

- On May 23, 2024, staff presented a hybrid traffic calming alternative to Council that included both medians and chicanes for the roadway improvements along with the cost estimates. Council decided on the hybrid alternative with additional directions outlined in the Council session summary.
- On June 13, 2024, Council study session, staff presented additional rendering and roll plots to address Council comments from May 23, 2024 meeting.
- On June 27, 2024 Council study session, staff presented modified chicanes locations to address Council comments during the June 13, 2024 meeting.
- On September 23, 2024, project open house which was held in Town Hall.
- In August 2024, Achen-Gardner was selected as the CMAR for this project through a qualification based competitive process.
- On November 14, 2024, staff:
 1. Provided an update related to project open house to Council and,
 2. Recommended the approval of preconstruction services agreement with Achen-Gardner. The agreement was approved by the Council.

General Plan:

The project supports several General Plan goals, including the following:

- Environmental Planning and Water resources – EPW 7.1, 7.7
The project's proposed design seeks to improve the stormwater quality and quantity of the existing drainage system and to reduce damage due to stormwater flows, while integrating into road improvement.
- Mobility – M1.1, 1.14, 2.1, 2.3 and 2.4
The current project design accounts for vehicle, bicycle, and pedestrian traffic, which accommodates all users in the area for both mobility and recreation. In addition, the design includes horizontal traffic control measures to reduce vehicle speeds, provide traffic calming, and improve efficiency through the project limits.

RECOMMENDATION:

Staff is providing project update to Council.

BUDGETARY IMPACT:

The project is scheduled for construction in FY26 and FY27. The Flood Control District of Maricopa County (FCD) is participating in the cost of the design and construction of the drainage component of the project. The split will be 65% FCD and 35% Town. The roadway portion cost will be covered 100% by the Town. The estimated cost of the drainage improvements and roadway improvements are listed below for both the engineer's estimate and the contractor's estimate:

Engineer's Opinion of Probable Cost (Engineer's Estimate – Kimley Horn)

Item	Combined Cost	Town Cost	FCDMC Cost
Roadway Improvements	\$3,213,000	\$3,213,000	-
Drainage Improvements	\$10,871,000	\$3,804,850	\$7,066,150
Total	\$14,084,000	\$7,017,850	\$7,066,150

CMAR's Cost Model (Contractor's Estimate – Achen Gardner)

Item	Combined Cost	Town Cost	FCDMC Cost
Roadway Improvements	\$ 5,428,641	\$ 5,428,641	-
Drainage Improvements	\$ 15,194,777	\$ 5,318,172	\$ 9,876,605
Total	\$ 20,623,418	\$ 10,746,813	\$ 9,876,605

NEXT STEPS:

Since this project is being delivered through the CMAR method, the quoted estimate of \$20,623,418 serves as an initial benchmark rather than a fixed cost. The Town, alongside Infrastructure Mavens, LLC—an independent cost estimator—has initiated negotiations with the contractor to lower the quoted construction costs. These discussions will focus on:

- A comprehensive review of the CMAR's proposed pricing
- Construction methodologies
- Traffic control and project staging strategies
- Material selections

Once negotiations conclude and a Guaranteed Maximum Price (GMP) is established, staff will present the contract to the Council for final approval, allowing the project to advance to the construction phase.

ATTACHMENT(S):

- A. Staff Report
- B. Presentation
- C. Roll plot