



# City Council Report

**Date:** April 1, 2019  
**To:** City Council  
**Through:** Kari Kent, Assistant City Manager  
**From:** Beth Huning, City Engineer  
Marc Ahlstrom, Assistant City Engineer  
**Subject:** Signal Butte Park  
City Project No. CP0121  
District 6

## Purpose and Recommendation

The purpose of this report is to present the Guaranteed Maximum Price (GMP) for the Signal Butte Park, a Construction Manager at Risk (CMAR) project. (See Exhibit "A" for project location).

Staff recommends that Council award a contract for this project to Valley Rain Construction Corporation in the amount of \$3,359,666.98, (GMP) and authorize a change order allowance in the amount of \$201,580.02 (6%).

## Background

On November 6, 2012, Mesa voters approved a \$70 million Parks and Recreation Bond Program. The Bond Program focused on five areas: Parks Conversion and Improvement Projects, Community Partnership Projects, Park Renovation and Enhancement Projects, New Park Development Projects, and Bike and Pedestrian Path Projects. The first phase of Signal Butte Park development was included in this bond program as part of the New Park Development Projects focus area. A second and final phase of Signal Butte Park development is included in the 2018 Parks Bond Program and will be constructed at a future date.

The proposed improvements to be built with the Signal Butte Park project include the installation of asphalt walking pathways, four picnic ramadas, a restroom, off street parking area, enhanced desert landscaping, Wi-Fi coverage, LED lighting fixtures throughout the park, storm water detention basins to take flow from the water treatment plant and from Elliot Road. The new landscaping in the medians is located in Elliot Road east of the Signal Butte Road and west of Mountain Road. In addition, a unique opportunity to add a signature playground has become possible through a partnership with playground manufacturer Landscape Structures. This feature along with a small turf

area that were planned for the future phases of development can now be added during this first phase of construction. All improvements in this phase will be located on the southern half of the park.

## **Discussion**

In March 2018, Staff received three “Statements of Qualifications” (SOQ) from contractors proposing to act as the CMAR for this project. Based on an evaluation of the SOQ’s and subsequent interviews, Valley Rain Construction Corporation was recommended as the most qualified CMAR, and was awarded a Pre-Construction Services contract. Valley Rain Construction Corporation has performed pre-construction services during the design development including reviewing the design for constructability, preparing cost estimates, and developing the project schedule and phasing.

Once underway, construction of this project is anticipated to last no more than seven months.

## **Alternatives**

An alternative to the approval of a Construction Services contract for this CMAR would be to construct this project using the traditional Design/Bid/Build method. This is not recommended due to the size and complexity of the project. The majority of all work in this project will be competitively bid by Valley Rain Construction Corporation to multiple subcontractors, and staff will ensure that Mesa based businesses, including affiliated business, are given an opportunity to bid on the work.

Another alternative is not to perform the work. This is not recommended because the public identified the need and desire for the development of Signal Butte Park as part of the 2012 Parks and Recreation Bond Program.

## **Fiscal Impact**

The total authorized amount recommended for this project is \$3,561,247.00, based upon a GMP of \$3,359,666.98, plus an additional \$201,580.02 (6%) as a change order allowance. This change order allowance will only be utilized for approved change orders.

This project is funded by 2012 authorized Parks bonds, 2014 authorized Water bonds, and 2013 authorized Street bonds funding.

## **Coordinated With**

The Parks, Recreation, and Community Facilities Department, Water Resources Department, and Transportation Department concur with this recommendation.