



Town of Queen Creek

Capital Improvement Projects

Dave Lipinski PE, Director

Town Council 6.1.22

Capital Improvement Projects

- Transportation project 3rd party funding.
- Regional transportation opportunities and coordination.
- Agency coordination during the delivery of a CIP project.
- Current market impacts on project delivery.



3rd Party Transportation Project Funding



Funding Source	Spent to Date	Remaining	TOTAL
	FY2017 - FY2022	Projects thru FY2027	
Town/Operating Budget	\$77.1 M	\$135.7 M	\$212.8 M
Construction Sales Tax	\$18.4 M	\$56.9 M	\$75.3 M
Impact Fees	\$26.3 M	\$57.1 M	\$83.4 M
*3rd Parties	\$27.2 M	\$31.4 M	\$58.6 M
Total	\$149.1 M	\$281.1 M	\$430.1 M
*3rd parties			
Pinal County	\$4.1 M	\$7.7 M	\$11.8 M
Maricopa County	\$9.3 M	\$9.1 M	\$18.5 M
Town of Gilbert	\$1.2 M	\$2.0 M	\$3.2 M
**City of Mesa	\$5.4 M	\$7.1 M	\$12.5 M
Developers/CIL	\$7.1 M	\$4.0 M	\$11.1 M
Future Grant	-	\$1.4 M	\$1.4 M
Total	\$27.2 M	\$31.4 M	\$58.6 M

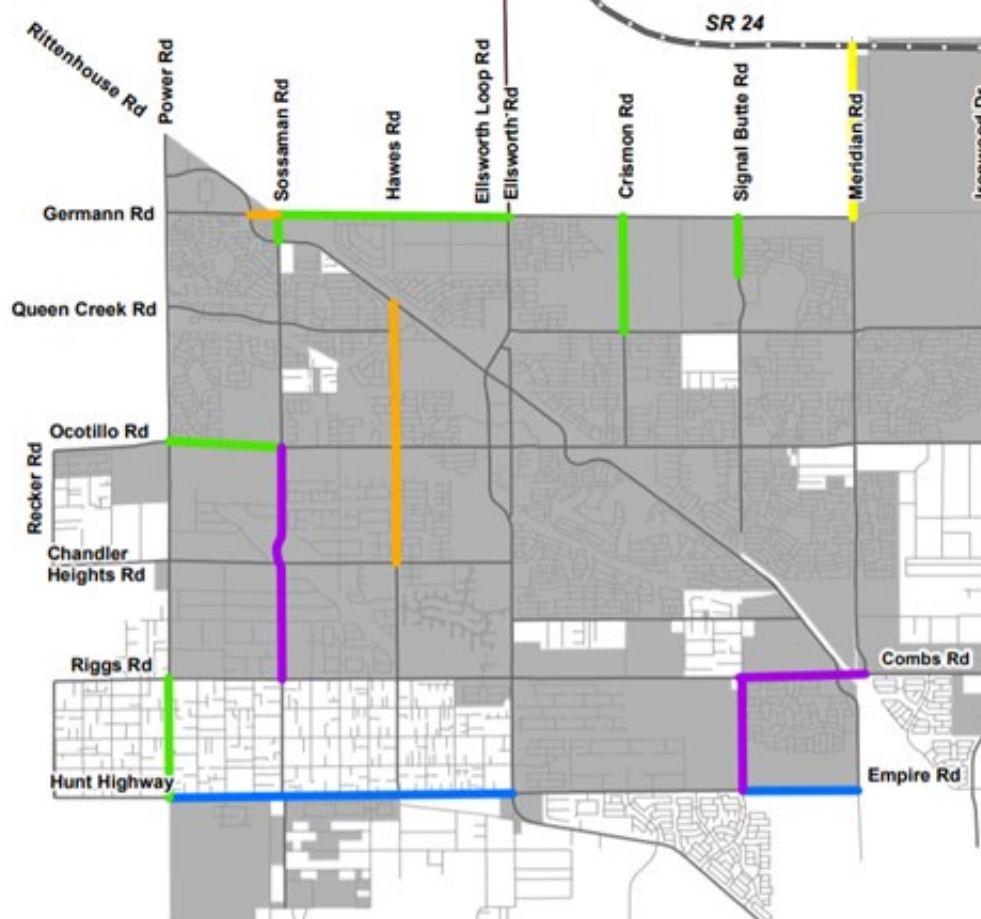
- *3rd party funding is from all external sources including other agencies and private developers.
- Town manages the design and construction of most of these projects.
- Funding partners are provide ability for input and review.

** City of Mesa has until 2030 to reimburse up to \$12M for project A0802-Signal Butte: Germann to SR24

Future Opportunities for Queen Creek: Maricopa Association of Governments (MAG) Proposition 400 Extension



- **\$148.4 M** for the full build of State Route 24 to Ironwood
 - Three General purpose lanes, one auxiliary lane and one HOV lane in each direction
 - Interchanges at Signal Butte, Meridian and Ironwood
- 14 arterial projects totaling \$223 M, with a **\$156 M** regional investment, \$67M TOQC investment.
- Future competitive opportunities for additional funding for arterial roadway widenings
 - \$375 M included total over the lifetime of the Proposition (Pinal County arterials)



Crismon Rd: Germann Rd to Queen Creek Rd	7,530,000	5,271,000
Empire Rd: Signal Butte to Gary Rd	9,510,000	6,657,000
Germann Rd: Rittenhouse to 194th Way (Sossaman/UPRR)	13,490,000	9,443,000
Germann Rd: Sossaman Rd to Ellsworth Rd	18,810,000	13,167,000
Hawes Road: Rittenhouse Rd to Chandler Heights	34,610,000	24,227,000
Hunt Highway: Power Rd to Ellsworth Rd	32,670,000	22,869,000
Meridian Rd: Germann Road to SR-24	24,210,000	16,947,000
Ocotillo Rd: Power Rd to Sossaman Rd	10,210,000	7,147,000
Power Rd: Riggs Roads to Hunt Highway	12,960,000	9,072,000
Riggs Rd: Signal Butte Rd to Meridian	15,570,000	10,899,000
Signal Butte Rd: Germann Rd to Ryan	8,210,000	5,747,000
Signal Butte Rd: Riggs Rd to Empire Rd	7,170,000	5,019,000
Sossaman Rd: Germann Rd to Rittenhouse Rd	7,420,000	5,194,000
Sossaman Rd: Ocotillo Road to Riggs Rd	20,510,000	14,357,000
	222,880,000	156,016,000

Legend

MAG RPT Project Phasing

- Phase 1 - FY 2026-2030
- Phase 2 - FY 2031-2035
- Phase 3 - FY 2036-2040
- Phase 4 - FY 2041-2045
- Phase 5 - FY 2046-2051
- Town Limits

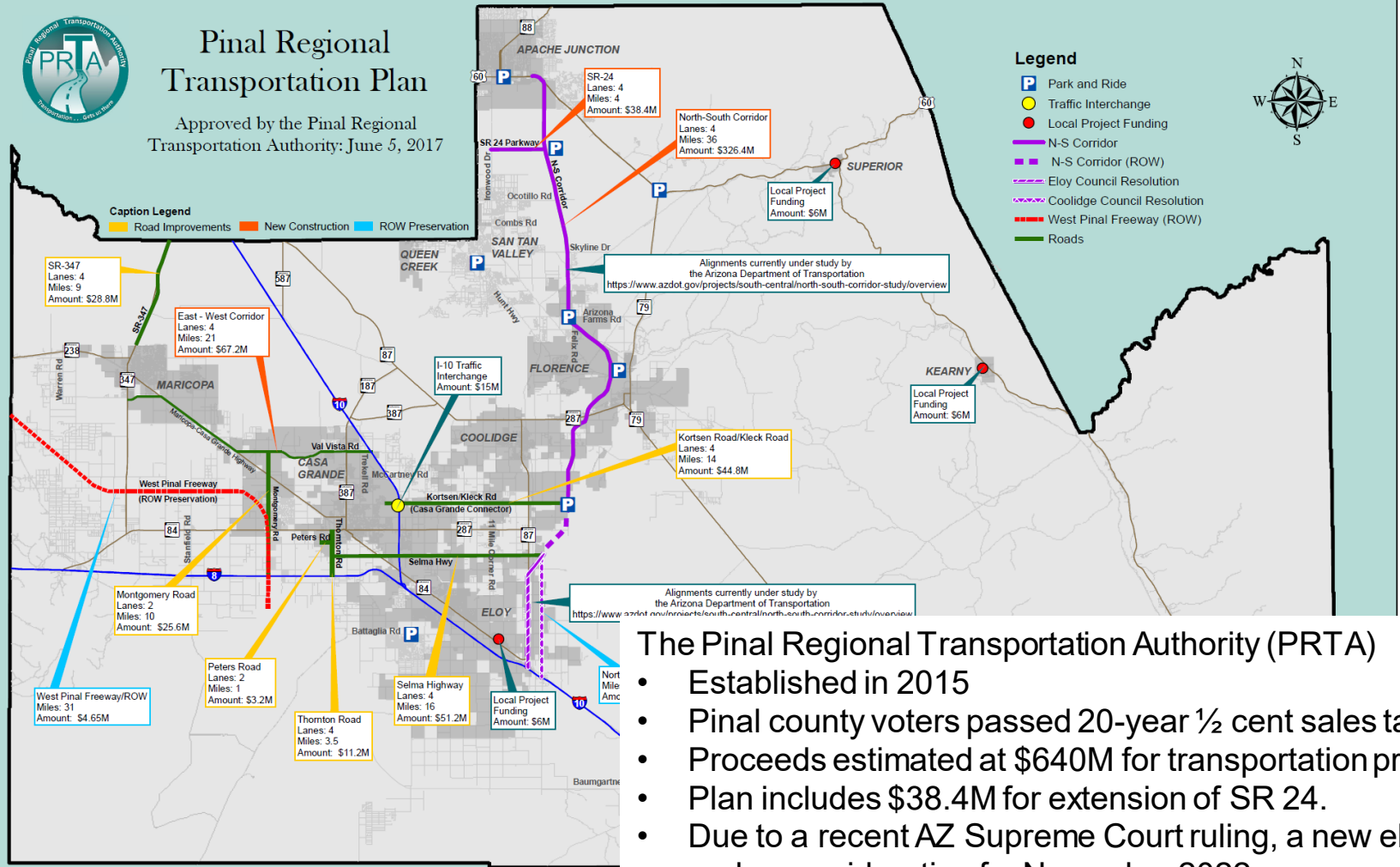
MAG Regional Transportation Plan - Queen Creek Arterials
Total Cost = \$222,880,000






Pinal Regional Transportation Plan

Approved by the Pinal Regional Transportation Authority: June 5, 2017



The Pinal Regional Transportation Authority (PRTA)

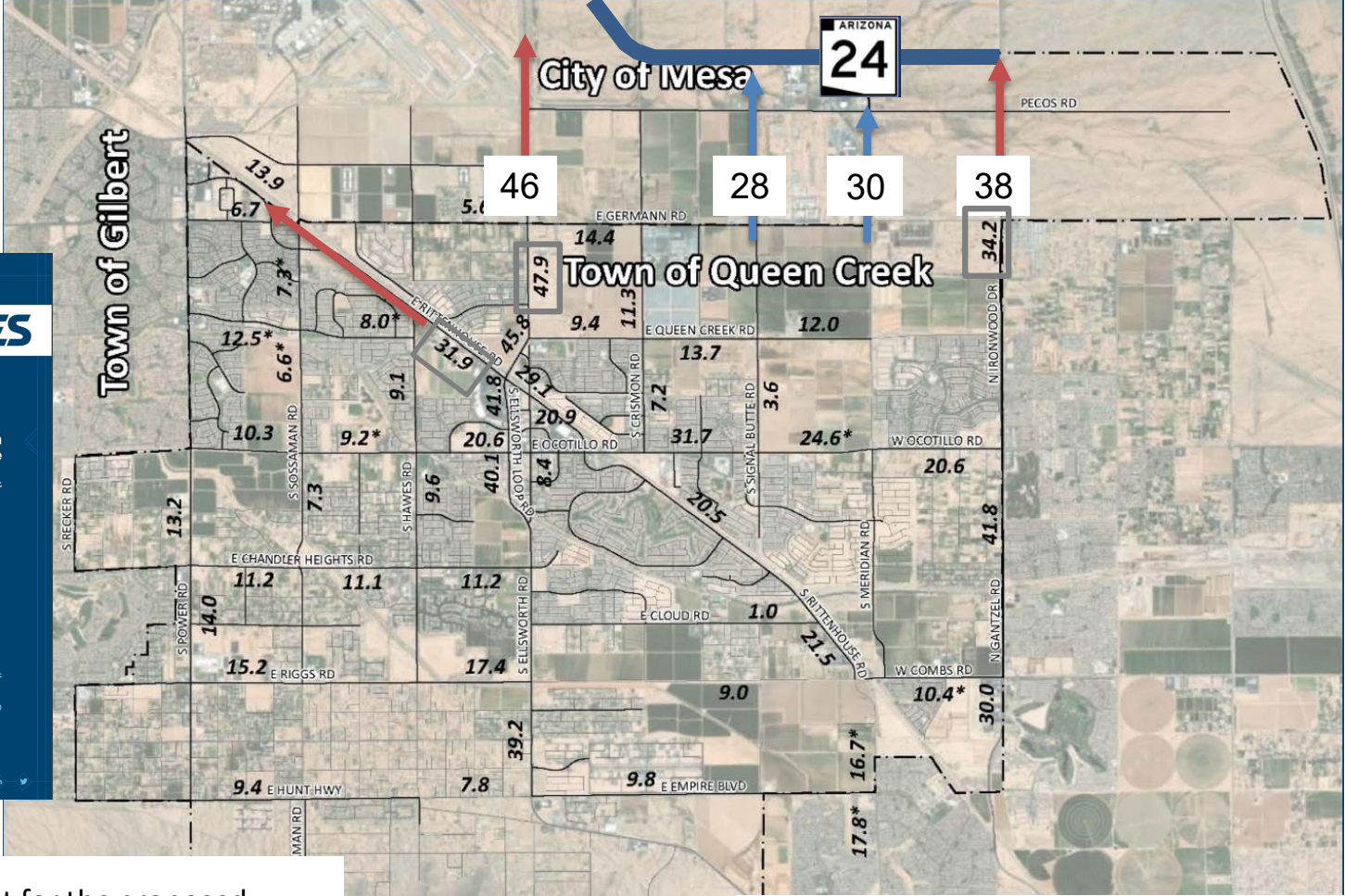
- Established in 2015
- Pinal county voters passed 20-year ½ cent sales tax in 2017.
- Proceeds estimated at \$640M for transportation projects.
- Plan includes \$38.4M for extension of SR 24.
- Due to a recent AZ Supreme Court ruling, a new election is under consideration for November 2022.



Transportation Master Plan
 Street Element Update
 Final Report

Prepared for:
 Town of Queen Creek
 May 1, 2020

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Volumes do not account for the proposed building of the Pinal-CAP Parkway.

Transportation Master Plan Street Element Update 5/1/20
 Year 2040 Traffic Forecasts with SR 24 to Ironwood.
 Volumes are 1,000's of vehicles per day

Town of Queen Creek and Pinal County
Small Area Transportation Study (SATS)

Meridian Road/Ray Road/Schnepf Road/Combs Road

Final Report

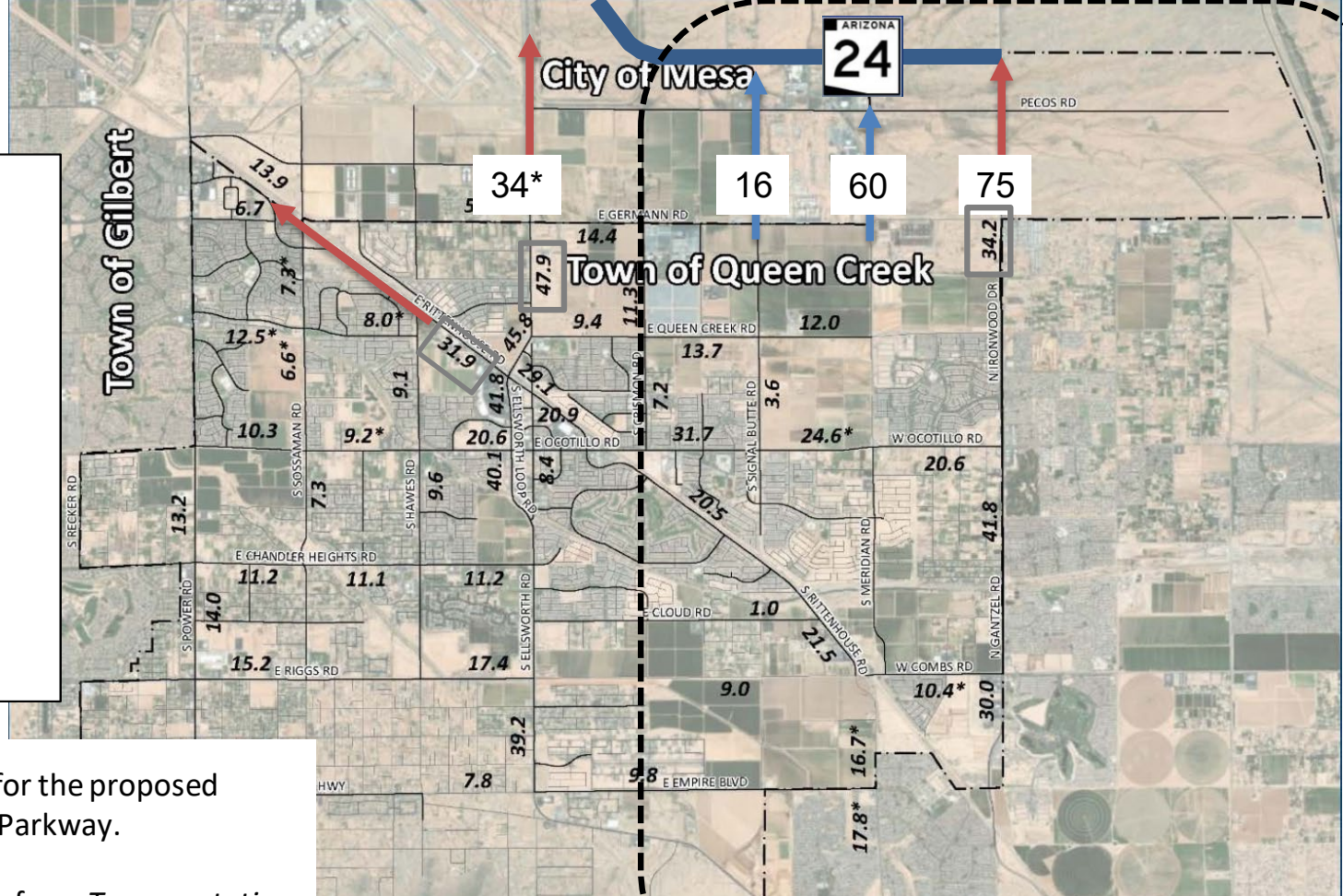


Prepared by:

BURGESS & NIPLE

December 2021

12/6/2021



Volumes do not account for the proposed building of the Pinal-CAP Parkway.

*not included in the SATS; from *Transportation Master Plan Streets Element Update 2020*

Small Area Transportation Study Update December 2021
Volumes are 1,000's of vehicles per day

The extension of SR24 and the completion of the parkway were not contemplated in the last traffic study. These improvements will reduce the volumes on Ironwood and Meridian to SR24.

Limits of map on previous slides

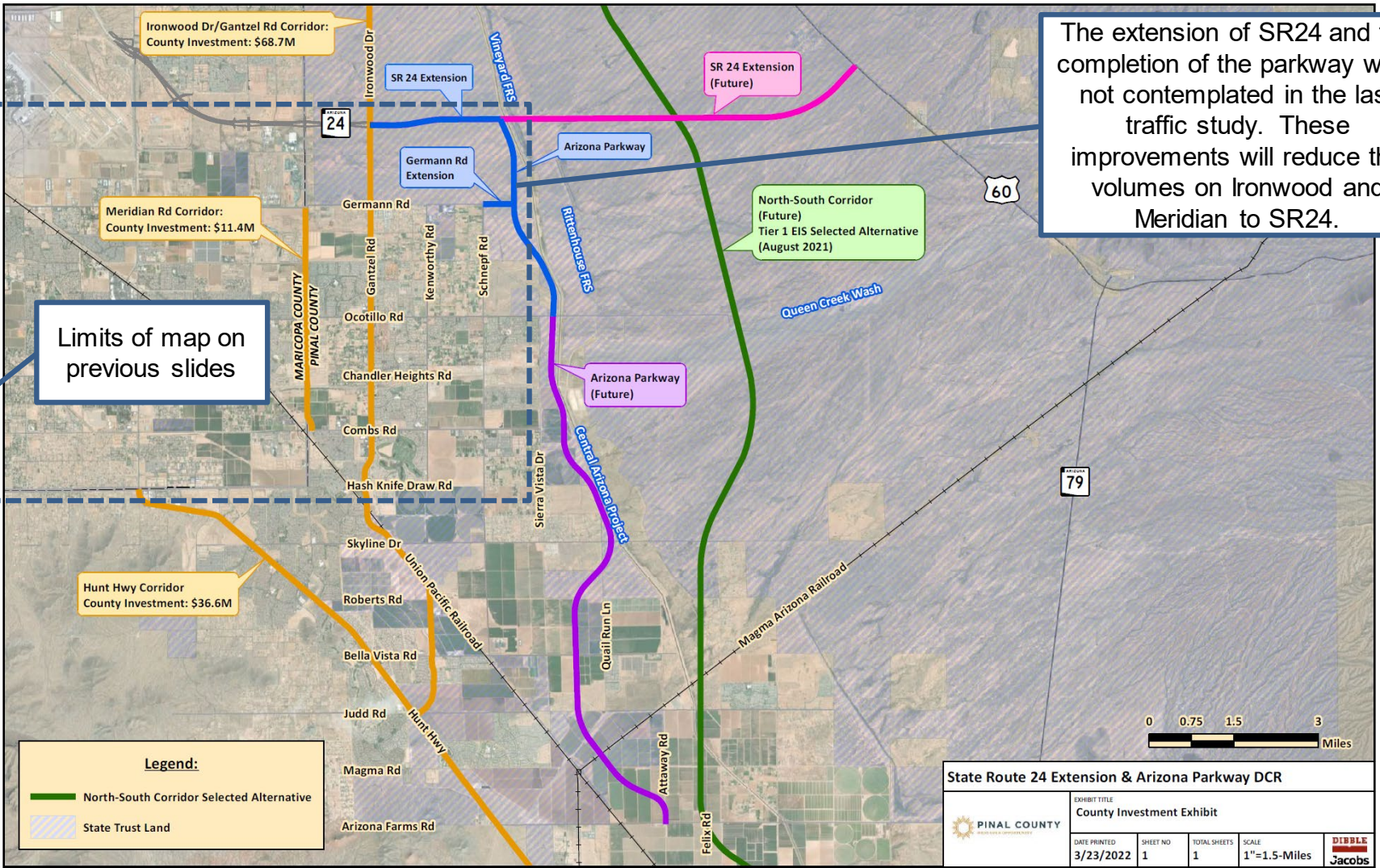
Ironwood Dr/Gantzel Rd Corridor:
County Investment: \$68.7M

Meridian Rd Corridor:
County Investment: \$11.4M

Hunt Hwy Corridor
County Investment: \$36.6M

Legend:

- North-South Corridor Selected Alternative
- State Trust Land



State Route 24 Extension & Arizona Parkway DCR

PINAL COUNTY <small>ARIZONA</small>		EXHIBIT TITLE County Investment Exhibit		
DATE PRINTED	SHEET NO	TOTAL SHEETS	SCALE	
3/23/2022	1	1	1"=1.5-Miles	



CIP Project Agency Coordination

- Who is involved in a typical roadway project.
- What roles each entity has in the design and construction.

Power Road, from Ocotillo Road to Brooks Farm Road, looking South, 2018



What the traveling public sees before a project starts.



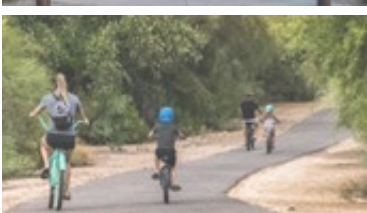
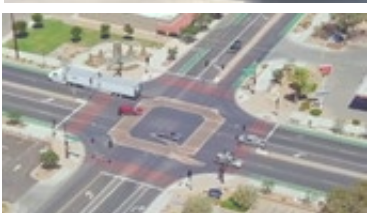
What the traveling public sees during construction.

*Photos from various projects around Town.

Power Road, from Ocotillo Road to Brooks Farm Road, looking South, 2021



What the traveling public sees when a project is complete.



Before



What takes so long?

After

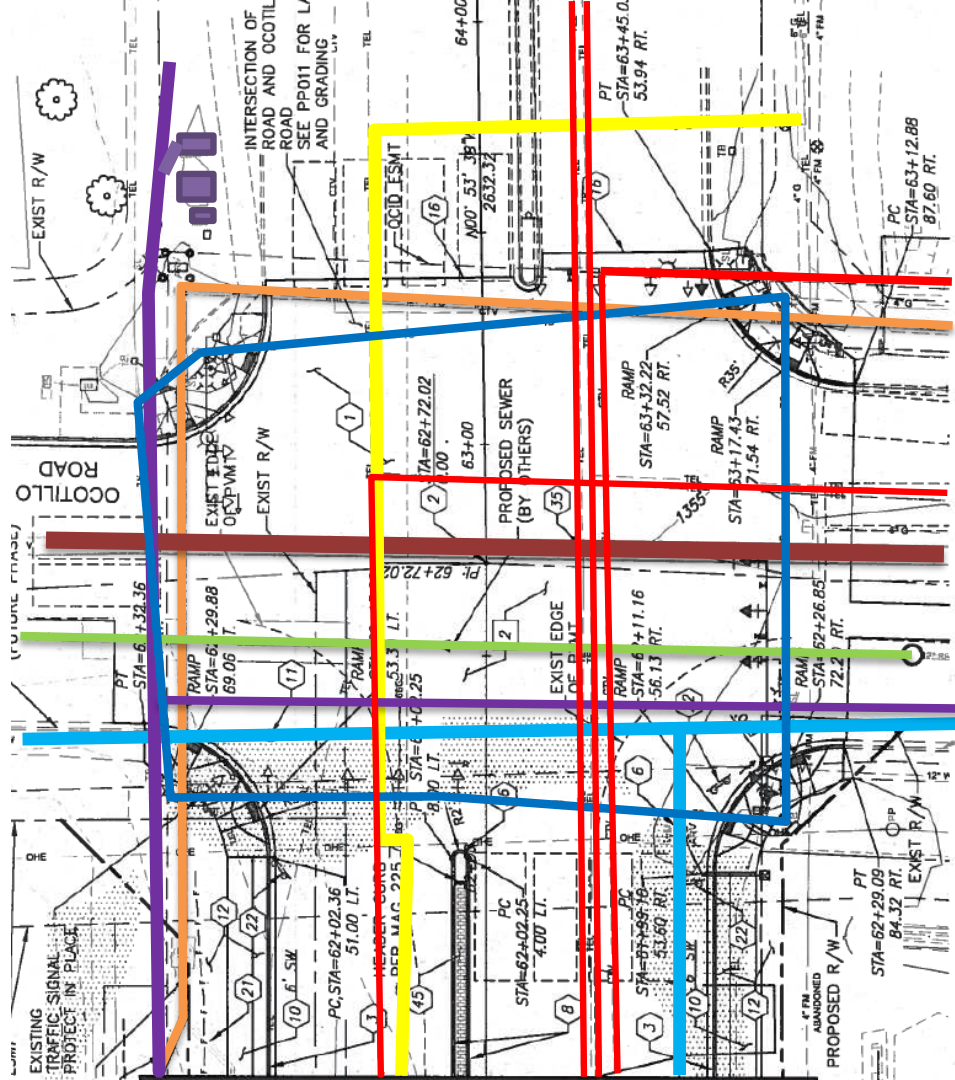


Required coordination for a roadway project.



Utilities Dept. (Water and Sewer)
Public Works (Layout, Signals, Signage)
Communications (Project updates and info)
Engineering (Plan review and permitting)
IT (Town network communications)
CIP Dept. (Real Estate Needs)






Town of
Gilbert
Water



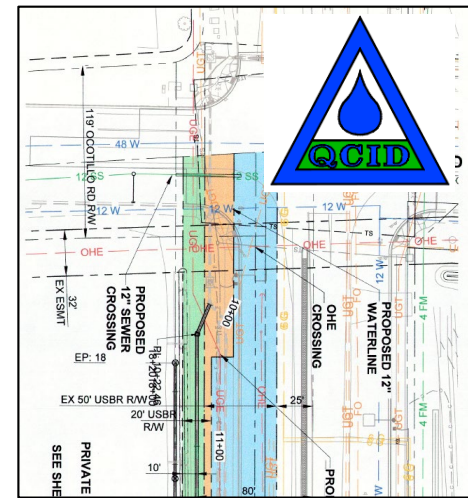
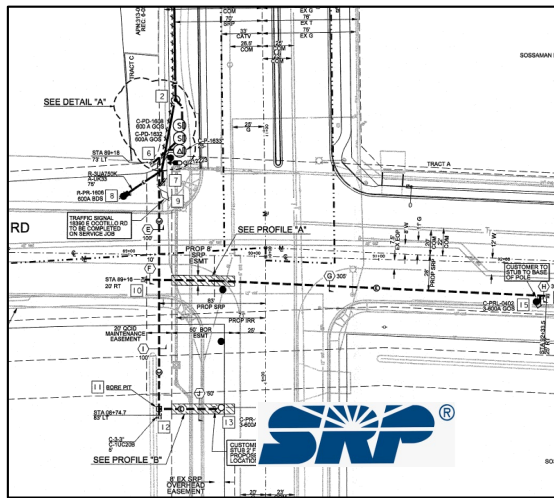
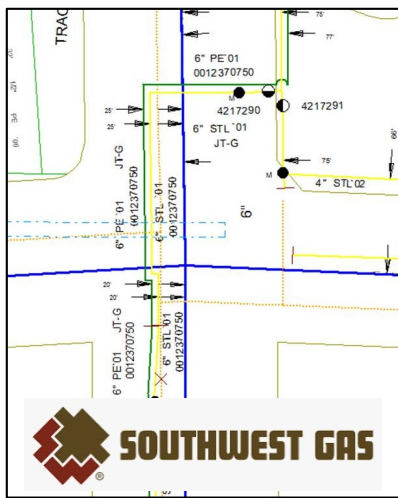
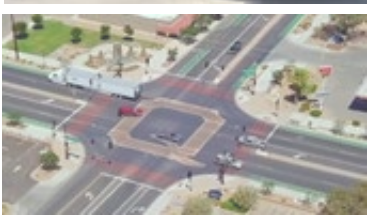
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During Design:

- Each company performs conflict reviews with proposed design.
- Each contracts with the Town to provide design services.
- Each prepares their respective design drawings.

During Construction:

- Town contractor performs demolition, provides rough grading and conduit for some utilities.
- COX, CenturyLink & SRP distribution will pull their facilities in new conduits and remove existing.
- SWG, Mesa Gas, QCID perform their own construction with their crews or specified contractors.
- Minor relocations may occur prior to construction.
- Any impact or delay of a utility company delays the entire project.



Current Market Impacts on CIP Projects

Current Market Impact on Projects

Amount of Work:

- Consultants and contractors are overloaded, less responsive.
- Utility companies designs and construction activities are taking longer.
- Review and approval by agencies takes longer.
- Utilities that use specialized contractors are behind due to work volume and backlog.

Material Availability:

- Concrete – volumes are being allocated to contractors per day or week. Orders must be in 2 weeks in advance. Supplier determines ultimate day and amount of delivery.
- Asphalt – two trucking companies have closed their doors locally which has removed ~ 100 trucks from service in the area.
- Aggregate Base Course – Also delayed due to a lack of trucking.
- Pipe materials range from 12 weeks to 24+ weeks from order to delivery.
- Fiber Optic cable – 12 month delay.



Current Market Impact on Projects

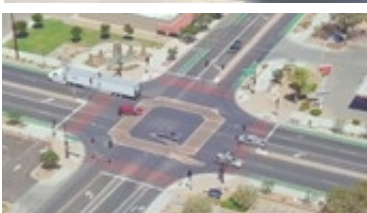
Workforce:

- Lack of workers across all industries
- Contractors are buying crews from one another.
- Backlog is large so prime contractors are having a hard time getting subcontractors to show up and perform.

Cost escalations in the past year in the Phoenix market:

- Ductile Iron Pipe +80-100%
- PVC +150-200%
- Waterline fittings +80-100%
- Fuel +75% and continuing to rise
- Sod +5-10%





Questions?