

Arizona Department of Transportation (ADOT)
Engineering Consultants Section
205 South 17th Avenue, Mail Drop 616E
Phoenix, Arizona 85007

3300 East Sunrise Drive
Suite 130
Tucson, Arizona 85718
www.kimley-horn.com

Statement of Qualifications for Design Services for Moson Road Corridor Improvement from SR 90 to Hereford Rd Contract No. 2024-012

Dear Members of the Selection Committee:

The Moson Road Corridor Improvement project will provide critical roadway and drainage improvements that will enhance the traffic operations and safety of Moson Road between Hereford Road and State Route (SR) 90, especially during storm events. The Kimley-Horn team brings to this contract all the required expertise to lead this project to a successful project outcome. Our staff is skilled and experienced in roadway design, traffic engineering and analysis, drainage, structures, environmental, community outreach, stakeholder coordination, cost estimating, utility coordination, and much more. Additionally, our key personnel, led by Project Manager **Kim Carroll, P.E., PTOE**, have a long track record of working seamlessly with ADOT staff and project stakeholders. Our multidiscipline team brings the strengths listed to the right to this important project:



Familiar Partners and Positive Stakeholder Relationships. The Kimley-Horn team provides key team members in our Tucson, AZ office, including Project Manager **Kim Carroll**, Roadway Lead **Tim Rhine**, Drainage Lead **Kevin Payne**, and Utility Lead **David Tapia**, who have a history of serving southern Arizona clients. This core team is supported by Quality Assurance/Quality Control (QA/QC) Manager **Siva Sivakumar**, Cost Estimating Lead **Allen Hathcock**, and Environmental Lead **Jennifer Simpkins**. These key team members bring extensive experience collaborating with agencies and stakeholders in the southern portion of our state including, but not limited to, the Sierra Vista Metropolitan Planning Organization (SVMPO), Cochise County, ADOT South Central District, local utilities, and City of Sierra Vista. This is demonstrated through our current work in this region, such as ADOT I-10 Gap, from Ina Rd to Ruthrauff Rd; **Cochise County Road Design & Construction Standard Details and Specifications document revision**; and the SVMPO Strategic Safety Plan. Our understanding of ADOT's processes and procedures, familiarity with southern Arizona, and established working relationships will help ensure this project runs smoothly and achieves buy-in from the local community.

Comprehensive, Collaborative Team. To supplement our robust in-house team of professionals, we have partnered with highly qualified subconsultant firms to ensure every project need identified in your scope of work is completely handled, including aerial mapping (AeroTech Mapping, Inc.); survey (Alta Survey, LLC); asbestos/lead-based paint testing (Newton Environmental Consulting, LLC); cultural resources (Desert Archaeology, Inc.); geotechnical and pavement design (Ethos Engineering, LLC); spot utility locating (Horrocks, LLC); and right-of-way (ROW) support (Tierra Right of Way, Ltd.). Four of these firms are certified Disadvantaged Business Enterprises (DBEs). Kimley-Horn has a history of successful collaborations with all of the proposed subconsultant partners. These firms have firsthand experience serving ADOT and southern Arizona, and/or experience in the Sierra Vista area.

Innovative Solutions that Save Time and Cost. We have defined five major risks to this project, including design budget, construction budget/funding, defining cost-effective drainage and pavement alternatives, defining proposed ROW needs, and gaining timely stakeholder consensus to provide time for the ROW clearance. We have developed a schedule (see page 8) that factors in the critical path and timing for stakeholder input/approvals. We have also developed solutions to mitigating the risk (see page 9). **Kimley-Horn will utilize a decision matrix early in the process considering the design result/maintenance/safety/constructibility/cost to assist with stakeholder consensus building as well as prioritizing roadway and drainage improvements for potential phasing of corridor improvements.**

Immediate Availability to Serve You. Kimley-Horn commits the key personnel identified in this Statement of Qualifications (SOQ) to the extent necessary to meet your schedule and quality expectations. Our Project Manager and team members have significant availability to work on your project. We pledge to be responsive and available when you need us.

Kimley-Horn wants to be selected for this project, and we know that we have the right team to successfully deliver this project for ADOT. We acknowledge receipt of all addenda. Our key point of contact is Project Manager Kim Carroll, who can be reached at 520.740.0707, 602.525.9098 (cell), or at kim.carroll@kimley-horn.com. **Kimley-Horn is not a DBE but our team includes DBE team members. We are committed to meeting this contract's DBE goal.**

Sincerely,

KIMLEY-HORN

Kimberly Carroll, P.E. (#34570), PTOE (#1452)
Project Manager

Raj Christian, P.E. (#31673)
Project Principal/Authorized Signer

Kimley»Horn

Expect More. Experience Better.



Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2024-012

Consultant Name: Kimley-Horn and Associates, Inc.

Please read the fifteen (15) statements below. The statements are to ensure Consultants are aware and in agreement with Federal, State and ECS guidelines related to the award of this contract. Consultants shall submit the specific Certification form attached to each RFQ advertised, as revisions to the form may occur from time to time. Failure to sign and submit the certification form specified in the RFQ with the SOQ proposal will result in the SOQ proposal being rejected.

Submission of the SOQ by the Consultant certifies that to the best of its knowledge:

1.	The Consultant and its subconsultants have not engaged in collusion with respect to the contract under consideration.
2.	The Consultant, its principals and subconsultants have not been suspended or debarred from doing business with any government entity.
3.	The Consultant shall have the proper Arizona license(s) and registration(s) for services to be performed under this contract. Furthermore, the Consultant shall ensure that all subconsultants have the proper Arizona license(s) and registration(s) for services to be performed under this contract.
4.	The Consultant's signature on any SOQ proposal, negotiation document or contract constitutes that a responsible officer of the Consultant has read and understands its contents and is empowered any duly authorized on behalf of the Consultant to do so.
5.	The Consultant's Project Team members are employed by the Consultant on the date of submittal.
6.	All information and statements written in the proposal are true and accurate and that ADOT reserves the right to investigate, as deemed appropriate, to verify information contained in proposals.
7.	Key members of the Project Team, including subconsultants, are currently licensed to provide the required services as requested in the RFQ package.
8.	All members of the Project Team who are former ADOT employees did not have or provide information that gives the Consultant a competitive advantage; and either (1) concluded their employment with ADOT at least 12 months before the date of the SOQ or (2) have not made any material decisions about this project while employed by ADOT.
9.	Work, equating at least 51% of the contract value, shall be completed by the Consultant unless otherwise specified in the SOQ or contract.
10.	No Federally appropriated funds have been paid or shall be paid, by or on behalf of the Consultant for the purpose of lobbying.
11.	The Consultant understands that it is required to have a compliant accounting system, in accordance with Generally Accepted Accounting Principles (GAAP), Federal Acquisition Regulation (FAR) of Title 48, Code of Federal Regulations (CFR)-Part 31, applicable Cost Accounting Standards (CAS), and ADOT Advance Agreement Guideline.
12.	If project is funded with Federal Aid funds, the Consultant affirmatively ensures that in any subcontract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award, in accordance with Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations.
13.	The Consultant shall utilize all Project Team members, subconsultants and DBE firms, if applicable, submitted in the SOQ, and shall not add other Project Team members or subconsultants, unless the Consultant has received prior written approval from ADOT.
14.	The Consultant shall either meet its DBE goal commitment and any other DBE commitments or make Good Faith Efforts to meet the DBE goal commitments as stated in its SOQ proposal or Cost Proposal and shall report on a timely basis its DBE utilization as detailed in the contract.
15.	If selected, the Consultant is committed to satisfactorily carry out the Consultant's commitments as detailed in the contract and its SOQ proposal.

I hereby certify that I have read and agree to adhere to the fifteen (15) statements above and/or that the statements are true to the best of my knowledge as a condition of award of this contract.

Print Name: Raj Christian, P.E.

Title: Senior Vice President/Authorized Signer

Signature: 

Date: 1/29/2024

**ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2024-012**

This Certification is required in response to legislation enacted to prohibit the State from contracting with companies currently engaged in a boycott of Israel. To ensure compliance with A.R.S. §35-393, this form must be completed and returned with any response to a solicitation (SOQ), Contract Cost Proposals, and Contract Time Extensions. The Consultant understands that this response will become public record and may be subject to public inspection.

Please note that if any of the following apply to this Solicitation, Contract, or Contractor, then the Offeror shall select the “Exempt Solicitation, Contract, or Contractor” option below:

- The Solicitation or Contract has an estimated value of less than \$100,000;
- Contractor is a sole proprietorship;
- Contractor has fewer than ten (10) employees; OR
- Contractor is a non-profit organization.

Pursuant to A.R.S. §35-393.01, public entities are prohibited from entering into contracts “unless the contract includes a written certification that the company is not currently engaged in, and agrees for the duration of the contract to not engage in, a boycott of goods or services from Israel.”


Under A.R.S. §35-393:

1. "Boycott" means engaging in a refusal to deal, terminating business activities or performing other actions that are intended to limit commercial relations with entities doing business in Israel or in territories controlled by Israel, if those actions are taken either:
 - (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
 - (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.
2. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.
- ...
5. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

The certification below does not include boycotts prohibited by 50 United States Code Section 4842 or a regulation issued pursuant to that section. See A.R.S. §35-393.03.

In compliance with A.R.S. §§35-393 *et seq.*, all offerors must select one of the following:

- The Company submitting this Offer **does not** participate in, and agrees not to participate in during the term of the contract, a boycott of Israel in accordance with A.R.S. §§35-393 *et seq.* I understand that my entire response will become public record in accordance with A.A.C. R2-7-C317.
- The Company submitting this Offer **does** participate in a boycott of Israel as described in A.R.S. §§35-393 *et seq.*
- Exempt Solicitation, Contract, or Contractor.**
Indicate which of the following statements applies to this Contract:
 - Solicitation or Contract has an estimated value of less than \$100,000;
 - Contractor is a sole proprietorship;
 - Contractor has fewer than ten (10) employees; and/or
 - Contractor is a non-profit organization.

<u>Kimley-Horn and Associates, Inc.</u> Company Name	 Signature of Person Authorized to Sign
<u>3300 East Sunrise Drive, Suite 130</u> Address	<u>Raj Christian, P.E.</u> Printed Name
<u>Tucson AZ 85718</u> City State Zip	<u>Senior Vice President/Authorized Signer 1/29/2024</u> Title Date

FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

Please note that if any of the following apply to the Consultant, then the Offeror shall select the "Exempt Consultant" option below:

- Consultant is a sole proprietorship;
- Consultant has fewer than ten (10) employees; OR
- Consultant is a non-profit organization.

Pursuant to A.R.S. § 35-394, the State of Arizona prohibits a public entity from entering into or renewing a contract with a company unless the contract includes written certification that the company does not use the forced labor, or any goods or services produced by the forced labor, or use any consultants, subconsultants, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China.

Under A.R.S. §35-394:

1. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.
 - (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
 - (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.
2. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

In compliance with A.R.S. §§ 35-394 et seq., all offerors must select **one** of the following:

<input checked="" type="checkbox"/>	The Company submitting this Offer does not use, and agrees not to use during the term of the contract, any of the following: <ul style="list-style-type: none"> • Forced labor of ethnic Uyghurs in the People’s Republic of China; • Any goods or services produced by the forced labor of ethnic Uyghurs in the People’s Republic of China; or • Any Consultants, Subconsultants, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People’s Republic of China.
<input type="checkbox"/>	The Company submitting this Offer does participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
<input type="checkbox"/>	<p>Exempt Consultant.</p> Indicate which of the following statements applies to this Consultant (may be more than one): <ul style="list-style-type: none"> <input type="checkbox"/> Consultant is a sole proprietorship; <input type="checkbox"/> Consultant has fewer than ten (10) employees; and/or <input type="checkbox"/> Consultant is a non-profit organization.

Kimley-Horn and Associates, Inc.
Company Name

3300 East Sunrise Drive, Suite 130
Address

Tucson AZ 85718
City State Zip



Signature of Person Authorized to Sign

Raj Christian, P.E.
Printed Name

Senior Vice President/Authorized Signer
Title

1. Project Understanding and Approach

Project Overview

The project scope consists of widening Moson Road, from SR 90 to Hereford Road, in Cochise County, Arizona, to provide 10-foot (ft) shoulders (eight-ft paved); improve drainage crossings; and widening at Barataria Boulevard, Ramsey Road, and Hereford Road intersections to provide auxiliary lanes. The Moson Road project is a priority improvement project in the SVMPO's Long Range Transportation Plan (LRTP). **The construction budget estimate is \$20.9M in fiscal year (FY) 2026. The state has earmarked \$6.1M for construction, leaving a balance of \$14.8M in funding necessary to construct. Pre-scoping documents have been completed but did not vet drainage alternatives and impacts to ROW and construction budget.**

Our team has met with the major stakeholders (ADOT Project Management Group [PMG], ADOT South Central District, Cochise County, and SVMPO), conducted field investigations, and reviewed pre-scoping documents. Based on our project understanding, illustrated in Figure 1, our major tasks are identified on this page.

Major Tasks

- ▶ **Proactive Project Management:** Manage project schedule critical path/major milestones; utilize Workfront; manage action items; and be responsive.
- ▶ **Engage Stakeholders and Use Proactive Communication:** Host productive meetings utilizing design exhibits, decision matrix, and supporting documentation to assist with communication and timely decision making.
- ▶ **Monitor and Manage Project Scope:** Keep stakeholders focused on the project goal and avoid scope creep.
- ▶ **Perform Survey, ROW Investigation, Utility Mapping, and Geotechnical Investigations.**
- ▶ **Prepare Technical Reports:** Updated Traffic Memo and Geotechnical and Drainage reports.
- ▶ **Drainage Recommendations/Decisions:** Critical path to ROW determination and final construction costs.
- ▶ **ROW Determination and Support:** Investigate/map out existing ROW, establish ROW needs, and submit to and support Cochise County in completing the ROW process.
- ▶ **Obtain Clearances:** Manage environmental Categorical Exclusion (CE) to achieve ROW clearance; and avoid utility relocations.
- ▶ **Develop Streamlined Plans, Specifications, and Estimates (PS&E):** Prepare streamlined roadway and traffic plans to allow for drainage design/detailing.

Figure 1: Features Map



★ **Special Issues/Problems**

We have identified the following as primary issues and opportunities, as depicted in Figure 1, Features Map:

- ▶ Develop cost-effective drainage alternatives and utilize the decision matrix for stakeholder consensus
- ▶ Finalize roadway geometry/profile/pavement structural section (PSS) in partnership with drainage and geotechnical
- ▶ Define ROW, drainage easements (DEs), and temporary construction easements (TCEs) and utilize ROW Strip Map as tool for stakeholder consensus by Final Project Assessment (PA)
- ▶ Establish conservative Environmental Limits to mitigate risk
- ▶ Manage stakeholder coordination and achieve timely consensus
- ▶ Ensure accurate cost estimating and provide funding support

Approach to Major Tasks and Issues – Technical and Institutional Elements

Drainage Evaluation and Decisions. We have defined 30 drainage crossings in comparison to the 26 crossings documented in the pre-scoping documents. Nine of the crossing are Zone AE floodway (per the Draft Federal Emergency Management Agency [FEMA] Floodplain Delineations in review), which will require a floodplain use permit (FPUP). *Pre-scoping studies did not define existing conditions nor completed hydrologic and hydraulic (H&H) analysis, leaving unknowns in floodplain limits or base flood elevation impacts, ROW needs, and construction budget.* For this reason, defining alternatives and gaining stakeholder resolution/approval on an alternative is a major task and risk to the project. Our schedule (see page 8) and risk mitigation strategy (see page 9) were developed with this in mind, along with our approach below:

- ▶ Utilize survey, geotech, and FEMA H&H analysis for FEMA crossings.
- ▶ Coordinate/gain approval on design and regulatory (100-year) discharges by project kick off.
- ▶ Utilize the Cochise County Floodplain Ordinance to evaluate impacts outside ROW.
- ▶ Develop drainage alternatives considering hydraulic capacity (flow depth and velocity), sedimentation/erosion, environmental, roadway overtopping, public safety, ROW and utility impacts, constructibility, schedule and permitting, and cost.
- ▶ **Utilize a decision matrix to assist with gaining stakeholder consensus and prioritizing crossing locations for construction. Define a single alternative in the initial PA to assist with timely progression of final design.**

Drainage Alternatives. Drainage design alternatives, such as drop inlets, inlet channels/swales, outlet channels/swales, and outlet protection, will all be utilized to optimize each drainage crossing. **A concept and potential benefit for consideration is a ‘perched’ drainage crossing, as shown in Figure 2.** This concept consists of a structure (culvert/box culvert/bridge) that allows for overtopping but has a primary or secondary sag in the road offset from the drainage structure. This concept passes the design storm under the roadway with minimal to no overtopping while allowing larger storms to overflow through the roadway sag. **The primary benefit is reducing rise in Base Flood Elevation (BFE)/Water Surface Elevation (WSEL) and avoiding the need for a Conditional Letter of Map Revision (CLOMR)/Letter of Map Revision (LOMR) or additional ROW/drainage easements.**

We will investigate box culvert, bridge, and super box options for larger drainage crossings. See Figure 3 below for a comparison of the crossing alternatives. The pre-scoping documents suggest using box culvert sizes which do not line up with standard ADOT box culvert sizes. **We will evaluate box configurations that conform to standard sizes to promote streamlined design and plan production cost for drainage structures. Our super box bridge on SR 86, Fresno to milepost (MP) 123, created minimal increase in the roadway profile while improving hydraulics due to fewer culvert walls in the wash.**

Figure 2: Perched drainage crossing

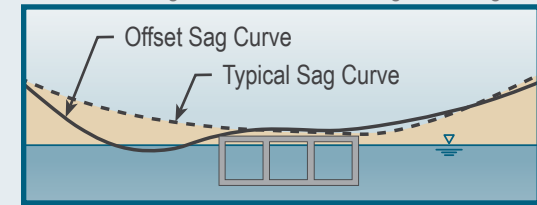


Figure 3: Drainage crossing alternatives

Box Culvert		Single-Span Bridge		Super Box Bridge	
<p>Pros:</p> <ul style="list-style-type: none"> • 3-ft profile increase • Most cost effective • Cast-in-place or precast • Acts as grade-control structure • Simple construction phasing 		<p>Pros:</p> <ul style="list-style-type: none"> • Spans entire wash, natural wash bottom • Best hydraulic solution • Provides safe passage for wildlife 		<p>Pros:</p> <ul style="list-style-type: none"> • 3-ft profile increase • Acts as grade-control structure • Good hydraulic solution • Middle ground for cost effectiveness 	
<p>Cons:</p> <ul style="list-style-type: none"> • Most environmental impact to wash • More walls in wash/hydraulic impacts • Number and size of barrels may require special design 		<p>Cons:</p> <ul style="list-style-type: none"> • 6-ft profile increase • Greatest impacts to ROW and turnout reconstruction • Most expensive for construction and design 		<p>Cons:</p> <ul style="list-style-type: none"> • More environmental impact to wash • Higher construction and design cost than box culverts 	

Figure 4: Existing utilities

Utility/Agency	Facilities/Type	Notes
ADOT	Electrical/signals and drainage culverts	Project will tie in south of SR 90. Intersection/signal impacts not anticipated.
Arizona Electric Power Company	230kV overhead transmission lines	Prior rights expected. We expect to maintain clearance and avoid relocations.
Sulphur Springs Valley Electric	12kV primary overhead electric	Overhead service to properties. Spot location fed underground. Expect to mitigate conflicts with no relocations.
CenturyLink/Lumen	Copper fiber	Along the east side from SR 90 to Hereford Rd. Fiber route exists from Barataria Blvd. to Hereford Rd.

Utilities. Figure 4 summarizes the utilities that exist. We expect utility designation to be a combination of topographic data and potholes at spot locations to define depth of underground communication and electrical. Using this data will assist in defining the constraints, mitigating conflicts, and coordinating/obtaining utility clearance.

Cost-Effective Solutions and Estimating. Developing cost-effective solutions and accurate cost estimating will be a key component for this project. As discussed herein, evaluation is necessary to truly identify the final construction budget and phasing of the project. With inflation and recognizing construction is FY26, we are tasked with finding opportunities to build more with less funds. This project is no exception. Our strategies and approach to prepare the project cost estimate include:

- ▶ Review current cost estimates and capture missing quantities/items/costs
- ▶ Review and mitigate scope creep
- ▶ Work with ADOT Contracts & Specifications (C&S) for historical cost data and updated unit prices
- ▶ Calculate inflation trend factor to determine bid year cost
- ▶ Prepare parametric estimates to conduct a comparison
- ▶ Evaluate contingencies and ensure they are realistic

Maintenance of Traffic (MOT). Maintaining access to the more than 100 driveways and crossroads will be critical to the success of this project. Access to these homes is via Moson Road. We will explore a signed detour or pilot car operations. To ensure access for residents, we will add language to the specifications requiring the contractor to coordinate short-duration closures at

Roadway Design. Moson Road will be widened to provide paved shoulders and dedicated turn lanes at Barataria Blvd, Ramsey Road, and Hereford Road. Pre-scoping improvements were based on 2040 traffic volumes. We will develop updated traffic volumes utilizing the 2050 SVMPO LRTP. We are aware that SVMPO will be updating their travel demand model (TDM) in summer 2024, which aligns with the initial PA stage. **Kimley-Horn was the developer of the SVMPO TDM. Knowing the in/out of the model, we will be able to efficiently update volumes, intersection geometry, and traffic memorandum.** With cost being a concern, we understand that potential phasing of project limits will likely be necessary. **We will utilize the traffic results to assist with prioritizing segment and intersection locations for improvements.**

Kimley-Horn developed and is currently updating Cochise County's Road Design Standards and Specifications, making us uniquely familiar with Cochise County's requirements.

As shown in Figure 1, **drainage crossings span the entire project, resulting in roadway profile impacts throughout the project limits.** Our roadway/drainage teams will partner closely to establish the final profile with attention to sight distance. To further complicate design, there are more than 100 side streets/private driveways that intersect Moson Road. Roadway drainage crossing the driveways flow in swales, ditches, or corrugated metal pipe (CMP) under the driveway(s). Our roadway team will work with drainage team to establish the recommended alternative and develop solutions for mitigating impacts at these locations.

ADA assessments are expected to be a minor effort, considering there are no pedestrian facilities.

Geotechnical and Pavement Design. Four pavement cores spread out across the 7.8-mile corridor were completed. The existing PSS consists of 4" aggregate base (AB), 1.5" asphaltic concrete (AC), and chip seal overlay. Though considered deficient, given the age of the pavement, it is in fair condition. Pre-scoping documents recommend a full reconstruct from MP 1.91 to 7.67 consisting of 5.5" AC over 6" AB, and, from MP 0.0 to 1.91 consisting of 3" AC overlay over stress absorbing membrane interlayer (SAMI). **With pavement accounting for 42.4% of the construction budget, looking for cost-effective PSS will be key to delivering this project within budget.** PSS design alternatives could include the following and would require consensus from the stakeholders:

- ▶ Consider innovative PSS, such as LithTec or other base course additives, that extend pavement life while reducing haul-in and AB costs.

- ▶ Reduce PSS for shoulder for reduced traffic volumes compared to travel lanes.
- ▶ Consider bonded overlay, which mills the existing chip seal and adds a structural component to the existing pavement.

Environmental. Based on our review of the project, a CE will be the appropriate National Environmental Policy Act (NEPA) documentation with supporting technical documents. Early geotech clearance will be required. Ramsey Canyon Wash, Miller Canyon Wash, Carr Canyon Creek, Garden Canyon Creek, and numerous unnamed washes that are tributaries to the San Pedro River cross Moson Road and will be impacted by the project. We anticipate a Preliminary Jurisdictional Determination (PJD) and Preconstruction Notification under Regional General Permit (RGP) 96. Numerous federally listed species were documented within three miles of the project, but all are associated with the San Pedro River; therefore, only a Biological Evaluation Short Form (BESF) will be required. Preliminary review of the AZSITE database indicates that portions of the project limits have been surveyed previously for cultural resources.

Two archaeological sites have been located within a half-mile of the project limits: 1) SR 90 which has been determined eligible for inclusion on the National Register of Historic Places (NRHP) and 2) a lithic quarry and tool reduction site determined not NRHP-eligible individually by the State Historic Preservation Office (SHPO). Due to the age of the previous surveys, a new Class III survey and consultation is anticipated. A Preliminary Initial Site Assessment (PISA) and testing for asbestos and lead will be required to evaluate hazardous materials concerns.







ROW. The acquisition of public ROW in fee title is proposed for the full width of 100 ft with an anticipated 50-ft half width from the section line. The project is anticipated to require partial acquisition of ROW from approximately 48 private parcels. Amended agreements for increased ROW are expected from the Arizona State Land Department (ASLD) and Bureau of Land Management (BLM). We understand Cochise County will be responsible for legal description/exhibits (L&Es), appraisals, and acquisitions, which will be required for ROW clearance.

DEs may be needed at the wash crossings to accommodate the physical improvements needed for preservation of the private property. Our team will utilize a ROW strip map to illustrate ROW/DE/TCE impacts and will look for opportunities minimize impacts during design. **Please see the Risk Register on page 9 for our approach to mitigating risk associated with ROW and obtaining clearance.**

the driveways. We will also limit the length of the work zone and phase construction activities so that the roadway is not limited to a single lane for the entire length, allowing crossroads to be kept open except for short-duration closures.

Stakeholder Coordination. Figure 5 illustrates the stakeholders and the expected role/responsibilities.

Figure 5: Stakeholder Roles/Expectations

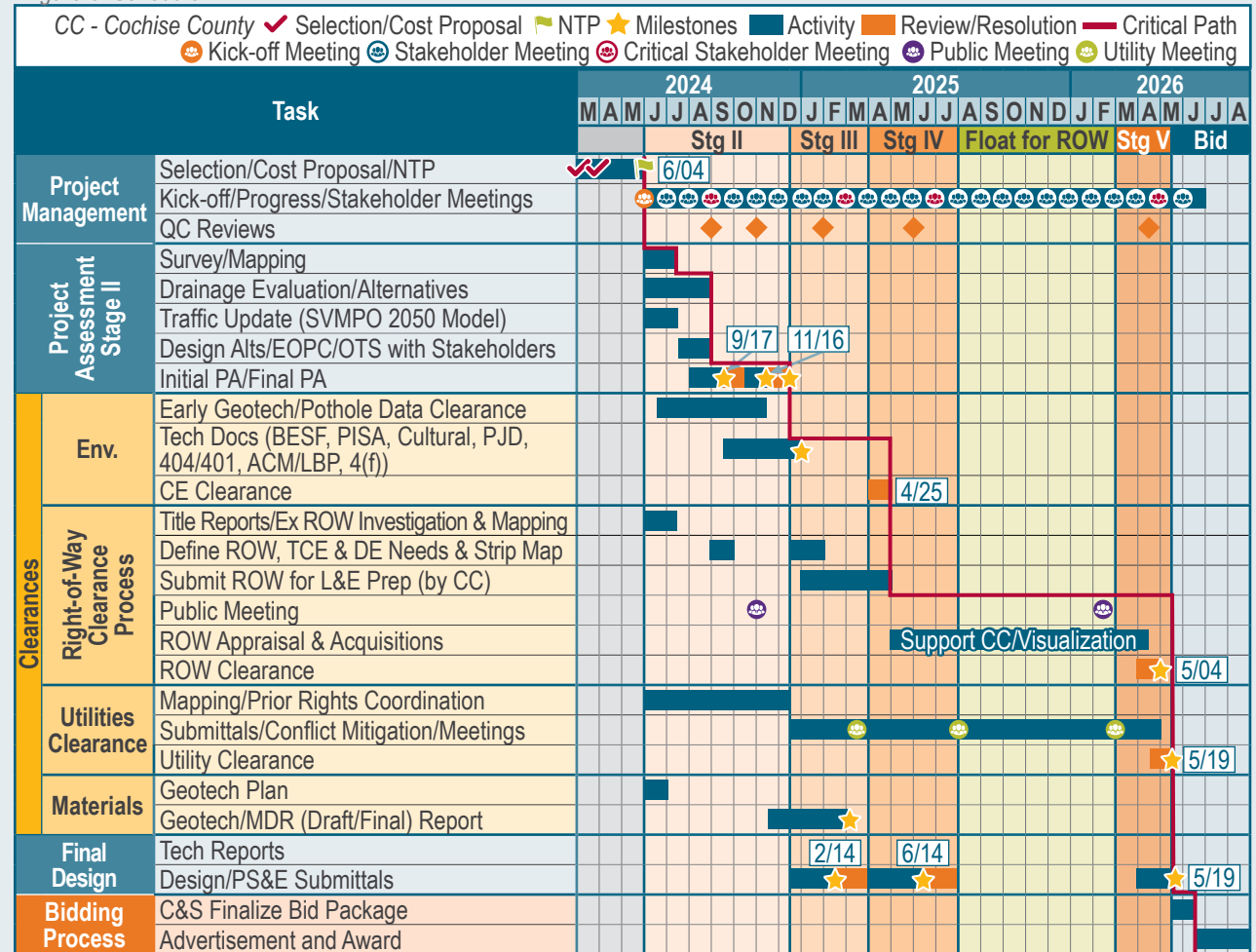
Stakeholder	Project Role/Expectations
	Design standards
	Design standards; decision maker for roadway, drainage, pavement; floodplain management and FPUP; MOT; ROW; public perception
	Programming; updated 2050 LRTP/TDM; public perception
	North of Horsethief Draw Rd; public perception
	Administer; delivery of scoping through PS&E; clearances; technical review; SR 90 construction administration
	ROW coordination and agreement updates
Utilities Agencies	Conflict resolution, mitigation, and clearance
Private Properties	Driveways, ROW

Community Outreach and Visualization. Moson Road serves as the only connection to residences, places of worship, elementary school, and businesses. The public involvement (PI) program will be tailored to specifically address the complexities of this project. Our approach includes on-line outreach and one-on-one PI support to Cochise County with impacted property owners. We will assist with key talking points including driveway impacts and anticipated timing; ROW, DEs, and TCE needs; and engagement early to establish their priorities. Solutions will be developed in consideration of public concerns. We will utilize corridor visualization tools and property exhibits to communicate property impacts to the owners. Kimley-Horn's visualization team will prepare a 3D fly-through video showing the Moson Road corridor improvements; highlight project features; illustrate adjacent properties; and show street names and directional arrows for viewer comprehension. We expect to utilize this fly-through on-line and request public comments.

2. Project Risks and Schedule

Schedule. Considering the time necessary for ROW appraisals/acquisitions, Kim has developed a project schedule (Figure 6) with particular focus on the critical path for delivery, including drainage, stakeholder decisions, environmental, and ROW by FY2026. Her schedule builds in communications, outreach, quality control, and agency reviews/resolutions at each stage. Upon Notice to Proceed (NTP), Kim will refine the schedule and workplan in partnership with ADOT project manager Vivian Li. Kim will actively utilize the schedule to monitor and get ahead of critical dates, actively follow up for timely resolution and approvals, and continually communicate schedule objectives with stakeholders.

Figure 6: Schedule



Strategies to Avoid and Make Up Schedule Slippage.

Kim will take ownership of the schedule and will hold weekly internal meetings with the design team to ensure project goals and interim milestones are met. Her strategies include maintain excellent communications; identify and address coordination before tasks become an issue; conduct agency over-the-shoulder reviews for timely resolution; maintain and resolve action items; mobilize staff from our extensive resources; build in float time for unforeseen items; and monitor/control the risk management plan.

Risk Register and Mitigation Strategies

We have prepared a risk register on page 9 that identifies project risks and our mitigation strategies.

3. Project Team Experience and Availability



Kim Carroll, P.E. (#34570), PTOE (#1452)
Project Manager
 65% Availability |
 65% Expected Time Commitment
Associate (Company Title) | No Corporate Responsibilities | 31 Years of Experience

This project brings unique complexities that require a seasoned, reliable, responsive, and successful project manager to lead the team, manage coordination, and ensure delivery. The project also requires having a manager that is close to the project site and major stakeholders. Kim is located in Tucson and will manage this project from our Tucson office. Kim understands that ADOT seeks a project manager that thoroughly understands project funding and cost estimating, can effectively manage stakeholder expectations, and proactively addresses critical-path issues.

Ability and Experience. Kim has 31 years of transportation/roadway engineering design experience. She brings over 24 years of managing complex projects and tasks, including roadway/intersection constraints, drainage, drainage structures, traffic, utility locating and relocations, environmental, multiple ROW acquisitions, and multiple stakeholder coordination (such as ASLD, BLM, and Bureau of Reclamation [BOR]). Her experience includes delivering roadway/intersection projects ranging from \$6.0M to \$23M in construction. Her delivery experience includes design-bid-build,

Figure 7: Risk Register

Risk Description	Risk Type	Impact Before Mitigation			Mitigation Approach	Risk After Mitigation		
		PROB	SEV	RS		PROB	SEV	RS
Evaluating/defining the preferred alternative for up to 30 crossings (nine being FEMA) is expected to take time and is the critical path to defining environmental and ROW needs.		5	5	25	<ul style="list-style-type: none"> Build critical path into the project schedule for monitoring and proactive management. Immediately following NTP start drainage evaluation to build the drainage models and resolve drainage discharge approach with ADOT and Cochise County engineering/Flood Control District. By receipt of topographic survey, evaluate alternatives and get initial response. Develop drainage decision matrix to gain resolution as well as prioritize crossing location with team stakeholders. Establish recommended alternative by initial PA. Document decisions by Final PA and progress to final design. 	1	1	1
ROW, DEs, and TCE acquisitions take longer with up to 48 parcels plus ROW agreement revisions with ASLD and BLM. Additional risk with multiple stakeholders working to deliver ROW and clearance.		5	5	25	<ul style="list-style-type: none"> Build Cochise County ROW process (from preparation of Legal Descriptions and Exhibits [L&Es] to acquisition) into the project schedule to assist with monitoring and active follow up on the milestones. Accurately define, with the help of Tierra, the existing ROW and agreements in the corridor. Work with roadway/drainage teams to prepare ROW strip map illustrating ROW/DEs/TCEs, which will be a useful tool in coordinating and resolving ROW needs. Finalize ROW strip map and needs by Final PA for submittal to Cochise County to develop L&Es. Support Cochise County in the review of L&Es and preparation of property exhibits for use when coordinating with owners. Provide continuous monitoring and active coordination to ensure milestone target dates are hit for ROW clearance and obligation. 	2	2	4
Insufficient design funding: Pre-scoping documents estimate \$1.46M for design with programmed funding of \$1.0M.		3	5	15	<ul style="list-style-type: none"> We propose a streamlined approach to preparation of the PA and final design documents. Examples include: <ul style="list-style-type: none"> Utilize roadway typical sections for widening/pavement structural section, intersection widening plans and large-scale double stacked roadway plans to address driveways/turnouts. Utilize pavement marking typical sections, intersection striping plans intersection, and sign summary sheets, traffic control details, and maintenance of traffic matrix and specs. Our team objective is to allocate the design funds available to deliver within the design budget while focusing on geotechnical data and drainage data/design/plans. 	1	1	1
Limited construction funding: Pre-scoping estimate for construction is \$20.9M with \$6.1M earmarked.		5	5	25	<ul style="list-style-type: none"> Our objective is to not exceed the proposed construction budget currently established and look for cost-effective solutions (pavement/drainage). Complete accurate cost estimating at Initial PA to define a more accurate budget. Early decision making with the stakeholders on phasing and/or prioritize roadway limits and drainage crossings before proceeding with final design. Monitor unit pricing and coordinate with C&S on unit pricing at each stage and support SVMPO/ Cochise County on State/Grant funding requests. 	2	1	2
Moson Road being the only access for several properties, reducing lanes/detours/pilot vehicle operations, creating long delays and driver frustration.		5	5	25	<p>The drainage/roadway team will partner with the traffic lead (Eric Kocher) to define construction activity alternatives with the goal of minimizing impact to community. Examples include looking for pre-cast improvements, use of pilot car activities, and use of innovative work zone technology such as the Driveway Assistance Device to maintain traffic overnight conditions and minimize the use and associated cost of flagging operations.</p>	1	1	1

Risk Score (RS) = Probability x Severity 1-5 6-15 16-25 Scope Schedule Budget Public

Construction Manager at Risk (CMAR), and Design-Build. She brings direct experience working in southern Arizona and for Cochise County and has current ADOT Local Public Agency (LPA) project management experience delivering federally funded projects from PA through final design. Her technical expertise includes roadway/ intersection geometric widening, traffic studies and design, ADA assessments, and construction phasing. Kim is highly proficient in ADOT policies and processes related to construction documents, specifications and special provisions, and construction cost estimating.

Current Commitments: T0377 – 10%; T0378 – 10%; McCartney Road, I-10 to Pinal Avenue – 10%; Other projects – 5%

Record of Accomplishment. Kim is well known for providing exceptional client service. She understands the project details and how they interact with each other as well as the need to proactively monitor and resolve tasks before they become critical. As Project Manager for the Queen Creek Rittenhouse Rd, from Ocotillo Rd to Riggs Rd project, Kim successfully managed and delivered three miles of roadway/intersection widening, two miles of storm drainage design, one mile of linear first-flush basins, relocation of two miles of overhead electric/communications, spur track widening, ROW and easements for 18 parcels, and coordination with multiple stakeholders, including agencies like the Union Pacific Railroad (UPRR), Arizona Corporation Commission (ACC), and Queen Creek Irrigation District (QCID). She also managed the Chandler Boulevard, I-10 to 54th Street LPA project, which achieved environmental clearance in four months allowing an early start to the ROW acquisition process. Her broad range of technical experience allows her to anticipate challenges and mitigate risks before they become critical and affect the project schedule. Kim also takes a very proactive approach to utility coordination, conflict resolution, and defining alternatives to mitigate ROW conflicts.

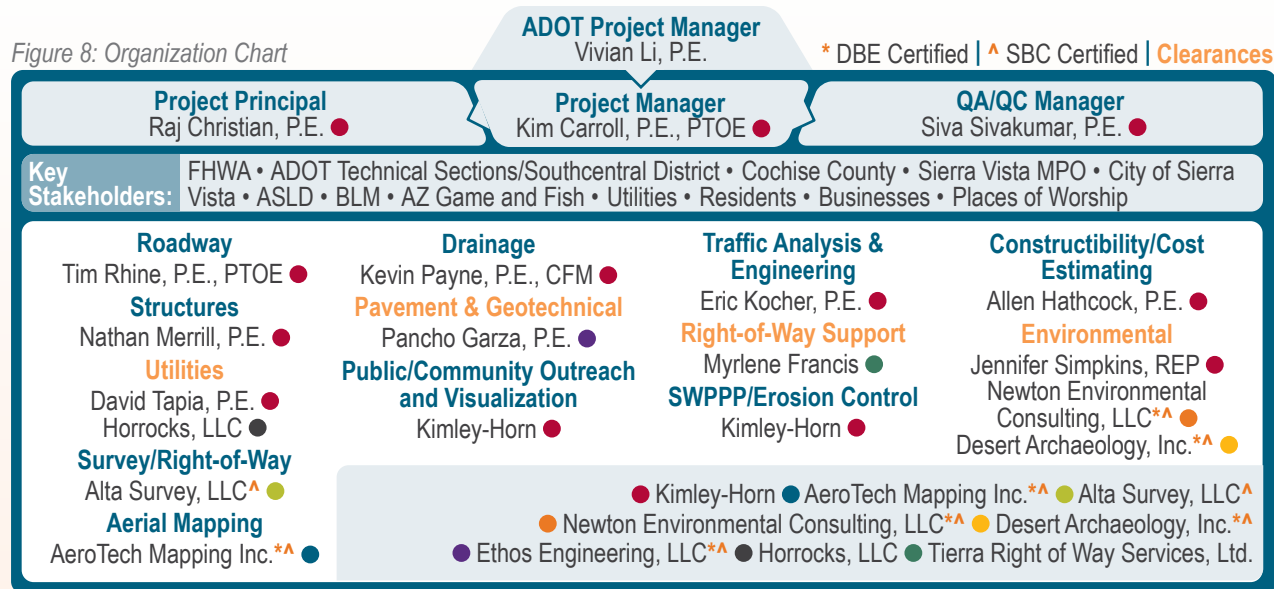
Key Personnel

Kim has assembled a project team that is familiar with ADOT processes and southern Arizona stakeholders. Our project team, based in Tucson, has extensive experience working with ADOT to deliver projects, including LPA projects administered by ADOT. Our Organization Chart (Figure 8) is to the right and only key personnel are named. Key personnel qualifications, experience, and value to ADOT and stakeholders are summarized in the Key Personnel Qualifications Table on page 11. Our key personnel do not have corporate responsibilities.

Subconsultants

Kimley-Horn has excellent working relationships with each of our subconsultants shown in the Subconsultants Matrix on page 11. Our subconsultants have worked with us on several projects on current and/or past ADOT contracts and know this region of the state well.

Figure 8: Organization Chart



Relevant Project Experience

Pima County, Valencia Road, Wade Road to Ajo Highway (AZ 86), Pima County. Kimley-Horn provided final design for 3.27 miles of Pima County roadway widening. Key project components included 28 drainage crossings, powerline relocation and avoidance, and roadway design. Kimley-Horn was responsible for overall project management, roadway and drainage design, signing and marking, and submittal document production. *Relevance:* Roadway/intersection widening, drainage structures, powerline avoidance, ROW acquisition, environmental | *Role:* Prime | *Design Fee:* \$2.7M

ADOT, SR 86 Rural Highway Widening (Multiple Segments), Pima County. Kimley-Horn provided final design for widening 4.8 miles of SR 86. Key components included widening SR 86 from 24 ft to 40 ft and cross-drainage structure extensions/improvements, inlet and outlet erosion and sediment control, and landscape planting designs. Kimley-Horn's services included concrete box extensions using precast boxes, CMP extensions, box extensions by plate method allowing for immediate backfill, installation of a 30-ft con-arch structure for wildlife crossing, super-elevation correction by milling, concrete utility cap design, off-site hydrology, culvert and bridge hydraulics, and scour estimates. *Relevance:* Drainage structures, roadway widening | *Role:* Prime | *Design Fee:* Varies by segment

ADOT, US 95, Rifle Range Road to Wellton-Mohawk Canal (WMC) Roadway Widening, Yuma. Kimley-Horn provided final design services to widen approximately three miles of US 95 to add capacity, enhance traffic operations, and improve safety by widening the two-lane roadway to five lanes. The existing bridge over WMC was replaced with a single-span bridge. Kimley-Horn also developed the scoping documents and alternatives analysis for the project and bridge, as well as performed offsite hydrology to extend and/or replace several existing pipe and concrete box culverts. *Relevance:* Environmental, drainage, drainage structures, roadway design, ROW, bridge design | *Role:* Prime | *Design Fee:* \$1.5M

ADOT, SR 77, Jct I-10 to River Road, Tucson. Kimley-Horn designed this National Highway Performance Program (NHPP)-funded project to provide pavement rehabilitation by milling and paving the existing roadway to extend pavement life, constructing curb and gutter, sidewalk, and sidewalk ramps; replacing guardrail; repairing bridge deck using mechanical milling and placing polyester polymer concrete overlay; and improving smoothness and safety. Kimley-Horn prepared an ADA feasibility report with a Scoping Document and Stage III, IV, and V PS&E and acquired all clearances. *Relevance:* Pavement preservation, safety, signing/stripping and lighting | *Role:* Prime | *Design Fee:* \$562K

Additional project experience includes: MCDOT, Eagle Eye Rd at Tiger Wash; ADOT, US 60 Silver King and Superior Streets; and Pima County, Sunset Rd, Santa Cruz River to River Rd











Key Personnel	Relevant ADOT Project Experience	Value to ADOT and Stakeholders
 Siva Sivakumar, P.E. <i>QA/QC Manager</i> 28 Years AZ P.E. #45933 70% Available	<ul style="list-style-type: none"> ▶ Pima Co., Sunset Rd, Santa Cruz River to River Rd ▶ Gila Co./ADOT, Tonto Creek Bridge ▶ MCDOT, Eagle Eye Rd at Tiger Wash 	<ul style="list-style-type: none"> ▶ Nearly three decades of roadway design experience including managing ADOT projects since 2006 ▶ Expert at complying with requirements for state- and federally funded projects ▶ Passionate about ensuring quality and high-quality client service
 Tim Rhine, P.E., PTOE <i>Roadway</i> 13 Years AZ P.E. #60430 60% Available	<ul style="list-style-type: none"> ▶ Pima Co., Valencia Rd, Wade to Ajo ▶ Pima Co., Valencia Rd, Mark to Wade ▶ Gila Co./ADOT, Tonto Creek Bridge 	<ul style="list-style-type: none"> ▶ Brings specialized experience with public roadways, freeways, pavement rehabilitation, and traffic engineering ▶ Prepares bid documents, specifications, and cost estimates ▶ Career focused on southern Arizona with experience in both rural and urban environments
 Kevin Payne, P.E., CFM <i>Drainage</i> 17 Years AZ P.E. #51478; CFM #US-14-07674 60% Available	<ul style="list-style-type: none"> ▶ Pima Co., Valencia Rd, Wade to Ajo ▶ ADOT, SR 86, Fresnal to MP 123.9 ▶ ADOT, I-10, Ina Road TI 	<ul style="list-style-type: none"> ▶ Develops innovative solutions that consider future needs, including operations and maintenance of drainage structures and facilities ▶ Specializes in drainage and flood control analysis and infrastructure design ▶ Highly experienced with optimizing roadway drainage design on suburban/rural roadways
 Allen Hathcock, P.E. <i>Constructibility/Cost Estimating</i> 23 Years AZ P.E. #47513 75% Available	<ul style="list-style-type: none"> ▶ Pima Co., Valencia Rd, Wade to Ajo ▶ Pima Co., Sunset Rd, Santa Cruz River to River Rd ▶ ADOT, SR 287 & 79B Roundabouts 	<ul style="list-style-type: none"> ▶ Has worked with ADOT South Central District for over a decade ▶ Has worked with ADOT on projects including local government partnerships throughout Arizona ▶ Understands the interrelationship between project costs, maintenance costs, and the value to the end user
 David Tapia, P.E. <i>Utilities</i> 22 Years AZ P.E. #48213 40% Available	<ul style="list-style-type: none"> ▶ ADOT, SR 86 Widening, Sells to Fresnal ▶ Pima Co., Sunset Rd, Santa Cruz River to River Rd ▶ Pima Co., Valencia Road, Wade to Ajo 	<ul style="list-style-type: none"> ▶ Brings established relationships with utility companies ▶ Extensive experience with both rural and urban roadway projects ▶ Based in Tucson and a trusted, proven partner across Southern Arizona
 Nathan Merrill, P.E. <i>Structures</i> 12 Years AZ P.E. #60164 65% Available	<ul style="list-style-type: none"> ▶ Pima Co., Valencia Rd, Wade to Ajo ▶ Pima Co., Sunset Rd, Santa Cruz River to River Rd ▶ ADOT, US 95, Rifle Range Rd to Wellton 	<ul style="list-style-type: none"> ▶ Experienced in structural engineering design, construction, inspection, and plan development ▶ Former ADOT employee, thoroughly familiar with ADOT standards, processes, and procedures
 Jennifer Simpkins, REP <i>Environmental</i> 22 Years REP #6063 40% Available	<ul style="list-style-type: none"> ▶ Gila Co./ADOT, Tonto Creek Bridge ▶ ADOT, Environmental On-Call ▶ ADOT, SR 77, I-10 to River Rd 	<ul style="list-style-type: none"> ▶ Integrated with our transportation professionals to seamlessly manage environmental regulatory compliance ▶ Leads Kimley-Horn's Environmental On-call contract with ADOT, thoroughly familiar with ADOT staff and requirements
 Eric Kocher, P.E. <i>Traffic/MOT</i> 10 Years AZ P.E. #68040 65% Available	<ul style="list-style-type: none"> ▶ ADOT, US 95, Rifle Range Rd to Wellton ▶ ADOT, I-10, SR 85 to Verrado Way ▶ ADOT, SR 77, I-10 to River Rd 	<ul style="list-style-type: none"> ▶ Successfully led construction phasing for I-10, SR 85 to Verrado Way project ▶ Decade of experience working directly with contractors to ensure projects are constructible ▶ Intimate knowledge of ADOT's preferred MOT preferences and practices
 Pancho Garza, P.E., Ethos <i>Pavement/Geotechnical</i> 21 Years AZ P.E. #47676 40% Available	<ul style="list-style-type: none"> ▶ ADOT, SR 90/Bufalo Soldier Trail/Hatfield St ▶ ADOT, SR 92, Glenn Road to Calle del Tecolote 	<ul style="list-style-type: none"> ▶ Has worked on more than 200 ADOT projects, including two recent projects in Sierra Vista area ▶ Holds a master's degree with a geotechnical focus including graduate-level classes on soil improvement, foundations, and pavement design and rehabilitation
 Myrlene Francis, Tierra <i>ROW</i> 28 Years 30% Available	<ul style="list-style-type: none"> ▶ City of Sahuarita, Quail Crossing Blvd Extension ▶ Cochise Co., Davis Road Phases I/II 	<ul style="list-style-type: none"> ▶ Brings 17 years of experience delivering projects in Cochise County, resulting in established relationships ▶ Well versed in federal, state, municipal, and Tribal rules and regulations guiding land services in Arizona

Figure 10: Subconsultant Matrix

Subconsultant — Role	Relevant Experience	Value to ADOT and Stakeholders
Ethos Engineering, LLC <i>Pavement/Geotechnical</i>	<ul style="list-style-type: none"> ▶ ADOT, SR 90/Bufalo Soldier Trail/Hatfield Street ▶ SR 92, Glenn Road to Calle del Tecolote ▶ ADOT, 4th Street Roundabout 	<ul style="list-style-type: none"> ▶ Experience nearby with similar soil conditions ▶ Experience in Sierra Vista with pavement life extension ▶ Selected as the No. 1 firm to serve ADOT Statewide Geotechnical On-call
AeroTech Mapping Inc. (ATM) <i>Aerial Mapping</i>	<ul style="list-style-type: none"> ▶ ADOT, I-40 Broadband-CA State Line to I-17 ▶ ADOT, US 95 - Wellton to Mohawk Canal 	<ul style="list-style-type: none"> ▶ Kimley-Horn and ATM have collaborated on 70+ projects ▶ Extensive knowledge of ADOT requirements
Alta Survey, LLC <i>Survey</i>	<ul style="list-style-type: none"> ▶ City of Sierra Vista, Fab Avenue and Fry Boulevard ▶ Cochise County, Bay Acres Floodplain Mitigation Design 	<ul style="list-style-type: none"> ▶ With an office in Sierra Vista, staff have performed surveying in Cochise County for 15+ years ▶ History of partnering with Kimley-Horn to deliver similar surveying services
Newton Environmental Consulting <i>Asbestos-Containing Materials and Lead-Based Paint Testing</i>	<ul style="list-style-type: none"> ▶ ADOT, Mule Pass Tunnel, Bisbee ▶ ADOT, Houston Mesa Road Safety Improvements ▶ ADOT, US 89 Townsend Winona Sunset Cr 	<ul style="list-style-type: none"> ▶ Have completed over 35 projects for ADOT ▶ Have been providing consulting services to ADOT as a subconsultant to Kimley-Horn for seven years ▶ Firm staff collectively has more than 15 years of hazmat experience
Desert Archaeology, Inc. <i>Cultural Resources</i>	<ul style="list-style-type: none"> ▶ Dept of the Army, Fort Huachuca Multi-Purpose Survey ▶ City of Sierra Vista, Multiple Public Easement Surveys ▶ ADOT, Mule Pass Tunnel Survey 	<ul style="list-style-type: none"> ▶ In-depth experience with cultural resources of Fort Huachuca and San Pedro Valley ▶ Familiarity with local and regional cultural resources compliance ▶ Experience with multiple land jurisdictions and agencies
Horrocks, LLC <i>Utility Designation</i>	<ul style="list-style-type: none"> ▶ ADOT, Apache Trail Utility Designating ▶ ADOT, SR 303L/Lake Pleasant Designating 	<ul style="list-style-type: none"> ▶ Thoroughly familiar with the ADOT requirements for designating/utility locating ▶ Current contract holder on the ADOT SUE On-Call
Tierra Right of Way Services, Ltd. <i>ROW Support</i>	<ul style="list-style-type: none"> ▶ Town of Sahuarita, Quail Crossing Boulevard Extension ▶ ADOT, Country Club and Kino TI ▶ Cochise County, Davis Road Phases I and II 	<ul style="list-style-type: none"> ▶ Licensed agents with statewide experience ▶ Long-standing ADOT provider with established relationships and in-depth knowledge of agency standards and processes



KIM CARROLL, P.E., PTOE

Project Manager

31 years of experience • 9 years with Kimley-Horn

Kim is located in Tucson, AZ and will manage this project from our Tucson office. Kim understands that ADOT seeks a project manager that thoroughly understands project, funding, cost estimating, can effectively manage stakeholder expectations, and proactively address critical path issues. Kim has over 30 years of traffic and roadway engineering design experience. She brings over 24 years of managing complex projects and tasks, including roadway/intersection constraints, drainage, drainage structures, traffic, utility locating and relocations, environmental, multiple R/W acquisitions, and multiple stakeholder coordination (such as ASLD, BLM, BOR). Her experience includes delivering roadway/intersection projects ranging from \$6.0 million to \$23 million in construction. Her delivery experience includes design-bid-build, CMAR, and Design-Build. She understands the importance of having quality deliverables. She brings direct experience working in southern Arizona and for Cochise County and has current ADOT LPA project management experience delivering federally funded projects from project assessment through final design. Her technical expertise includes roadway/intersection geometric widening, traffic studies and design, ADA assessments, and construction phasing. Kim is highly proficient in ADOT policies and processes related to construction documents, specifications and special provisions, and construction cost estimating. Her technical capabilities combined with her local knowledge, extensive experience in project management, and ADOT expertise make Kim uniquely qualified to manage and lead this project.

Project Experience

- ▶ **Cochise County, Cochise County Road Design & Construction Standards & Specifications Update – Quality Control Manager.** The project consists of updating Cochise County roadway design manual, construction standard details, and specifications. Work includes review of documents, revising and creating new standards/details, and creating standalone documents for Roadway Design Manual, Construction Standard Detail, and Supplement Specification. Work also includes coordination with technical departments for feedback and resolution.
- ▶ **ADOT/Chandler LPA, Chandler Boulevard Bike Lanes, from I-10 to 54th Street – Project Manager.** The project consisted of spot widening improvements to accommodate bike lanes along 2 miles of Chandler Boulevard. Project included stakeholder coordination, roadway widening, intersection widening, ADA assessment, sidewalk/ramp improvements, drainage, traffic signing/markings, traffic control, lighting, intelligent transportation system (ITS) improvements, defining ROW needs, and utility relocations and agreements. This successful completion of environmental (CE) clearance allowed for collection of pothole data needed for utility design relocation/conflict resolution and gave an early start to the ROW acquisition process and clearances to remain on track for obligation.
- ▶ **Queen Creek, Chandler Heights Road from Sossaman Road to Hawes Road – Project Manager.** This project included widening one mile of Chandler Heights Road, from Sossaman Road to Hawes Road and widening 1/4 mile of Sossaman Road from Chandler Heights to north of Sonoqui Wash crossing. Work included roadway and intersection widening, sidewalk/ramp improvements, combination of retention and storm drainage pipe, evaluation of Sonoqui Wash for dry crossing, new bridge crossing Sonoqui Wash on Sossaman Road, environmental, PJD, 401/404 permitting, and FPUP, CLOMR/LOMR. Work also included traffic signal improvements, street lighting, construction phasing of the Sonoqui Wash/Sossaman Bridge, pavement

(Continued on next page)

Education

- ▶ B.S., Civil Engineering, University of Arizona

Licenses

- ▶ P.E. in AZ (#34570)
- ▶ PTOE (#1452)

Affiliations

- ▶ Arizona Public Works Association (APWA)
- ▶ Institute of Transportation Engineers (ITE), AZ Past President
- ▶ Intelligent Transportation Society (ITS), Arizona Past President
- ▶ National Society of Professional Engineers (NSPE), Arizona Past President

Corporate Title

- ▶ Associate

Availability and Commitment

- ▶ 65% Availability | 65% Project Commitment

Why Kim?

- ▶ *Thorough understanding of ADOT and LPA processes*
- ▶ *Demonstrated ability to balance competing interests and reach stakeholder consensus*
- ▶ *Effective communicator that prioritizes responsiveness*
- ▶ *Understands how each project task fits into the bigger picture*



KIM CARROLL, P.E., PTOE (CONTINUED)

Project Manager

marking/signing, 12" and 16" waterline, 18" sewer relocation, driveway and private property improvements, and conversion of more than one mile of joint use (electrical/communications) overhead facilities.

- ▶ **Town of Queen Creek, Rittenhouse Road, Ocotillo Road to Riggs Road – Project Manager.** This project included widening three miles of Rittenhouse Rd parallel to UPRR heavy rail ROW, widening of existing private spur track, conversion of more than one mile of joint use (electrical/communications) overhead facilities, two miles of storm drain pipe varying in pipe size from 18" to 30"; one mile of linear first flush basins, and ROW acquisition. Key to timely completion within one year included fast track of design/geometry; utility locating to gain clearance and promote fast track relocation design; productive progress meetings with the key stakeholder to ensure resolution and completion of action items; and one-on-one technical meetings with the stakeholders to gain resolution.
- ▶ **ADOT, SR 87, from SR 287 to Hunt Hwy, GRIC, Pinal County, AZ* – Project Manager.** The project was a 26-mile spot safety improvement project through Gila River Indian Community (GRIC), Pinal County, and City of Coolidge. The project included PA/Stage II through Final PS&Es. Work included clearing the northern 16 miles from roadside obstructions. The southern 10 miles included shoulder widening; exclusive left turn lanes at various intersections; sign rehabilitation; centerline and shoulder ground in rumble strips. Challenges included multiple stakeholders, four tribal districts, extension of San Carlos Irrigation District (SCID) facilities, and limited ROW for grading and improvements. Project was HSIP funded requiring all the necessary clearances for construction.
- ▶ **Avondale, 107th Avenue and McDowell Road Intersection Improvements – Project Manager.** The project including widening the intersection to accommodate dual left-turn lanes, three through lanes in each direction on McDowell Road, two lanes on 107th Avenue, raised landscaped medians, bike lanes, and ADA-compliant pedestrian sidewalk and ramps. Work included roadway/intersection widening design, drainage retention basin design, 12-inch waterline design, traffic signal and ITS improvements, street lighting design, landscape architecture and irrigation design and relocation, utility coordination/clearance, ROW/TCE/drainage easements, and coordination with Salt River Project (SRP)/BOR associated with irrigation relocation and BOR USA fee land swap. The project consisted of various development coordination for each of the corners of the intersection. The project consisted of major utility relocations including 24", 36", and 72" SRP Irrigation, conversion of 12kV overhead electric, private well abandonment, and relocation of Cox Communications and

CenturyLink. Major stakeholder coordination included SRP Land, SRP Transmissions, SRP Substation, SRP Distribution, SRP Communications, ADOT Permits and Central District, and adjacent development. Project was delivered as CMAR. Post-design services were added and completed as part of the project.

- ▶ **Pima County, Valencia Road, Wade Road to Ajo Highway (AZ 86), Pima County, AZ – Traffic Engineer.** The goal of this 3.27-mile Pima County roadway widening project was to improve safety, reduce congestion, improve operations at intersections and cross streets, and increase mobility and access. Key project components included extensive stakeholder coordination, drainage ponding effects on ASLD property, drainage conveyance through BLM property, roadway right-of-way verification, utility relocation and avoidance, roadway design, and structures design. Landscape services include developing landscape PS&E to County standards, habitat restoration and sustainable landscape development, water harvesting/maintenance plan, and SWPPP development. Kim assisted in laying out streetlight locations that were optimally placed for future traffic signal installation.
- ▶ **ADOT/Yuma County LPA, County 11th Street and Avenue G Intersection Realignment – Project Manager.** The project consists of realigning the intersection of County 11th Street and Avenue G to remove sharp angle intersection with a 50 MPH free flow radius. The work consists of roadway realignment, widening rural roadway with 5-foot shoulders, ROW acquisition, geotechnical evaluation, traffic control, pavement marking/signing, lighting, and improvement to YCWUA/BOR lateral canal. Work also includes PA through final PS&E's and associated environmental, utility and ROW clearances.
- ▶ **ADOT, I-10 from SR 85 to Verrado Way GPL, Buckeye, AZ – Project Engineer.** The Kimley-Horn team successfully completed a DCR, environmental clearance, and final design of this \$100M project to provide additional GPL for eight miles on I-10 to reduce congestion, enhance mobility, and improve access. The I-10 roadway was widened in the median and two existing TIs at Miller Rd and Watson Rd will be reconstructed to DDIs including new bridges. We coordinated with Central District and City of Buckeye to prepare comprehensive construction phasing and MOT plans and specifications to minimize closures and detours and implemented incentives/disincentives and liquidated damages. We also prepared 3D visualizations, model displays, and PowerPoint presentations to present the project to the City Council, public, homeowner associations (HOAs), and businesses to obtain consensus on the recommended alternative.

* Prior to joining Kimley-Horn



SIVA SIVAKUMAR, P.E.

QA/QC Manager

28 years of experience • 17 years with Kimley-Horn

Siva will maintain quality control and quality assurance of all Kimley-Horn team deliverables under this contract. He commits to working closely with ADOT to ensure that each of your goals and objectives is met or exceeded. Having worked on ADOT projects for the past 17 years and managed more than 75 projects for the agency, Siva understands ADOT's project requirements and processes. Siva's roadway design experience includes Design Concept Reports (DCRs), Project Assessments, and PS&E; project and schedule management; and other roadway elements, including vertical and horizontal geometry, various traffic interchanges, typical sections, cross-sections, intersection design, ROW, and quantity calculations. He possesses in-depth knowledge in the principles and practices of civil engineering and American Association of State Highway and Transportation Officials (AASHTO), FHWA, ADOT, and local standards applicable to the planning, development, design, construction, and maintenance of highways. Coupled with this recent experience and his vast prior experience, Siva has the skills to successfully serve as Quality Assurance/Quality Control (QA/QC) Manager to ensure deliverables meet ADOT's expectations.

Project Experience

- ▶ **Pima County, Sunset Road, Santa Cruz River to River Road, Tucson, AZ – Principal-in-Charge.** The one-mile-long Sunset Road Bridge project widens Sunset Road to four lanes from the Santa Cruz River bridge to the I-10 Traffic Interchange (TI) and then extends Sunset Road on new alignment over the UPRR and Rillito River tying into River Road. Project development followed the Federal-Aid and NEPA process. The project included a new 206-foot-long single-span bridge over the UPRR and a new 376-foot-long three-span bridge over the Rillito River. Other project features included improvements to drainage, lighting, Freeway Management System (FMS), landscape architecture, utility relocations, waterline, traffic signal design, and a new intersection at River Road. Kimley-Horn delivered this project on an accelerated 12-month schedule in order to meet funding windows.
- ▶ **MCDOT, Eagle Eye Road at Tiger Wash, Aguila, AZ – QA/QC Manager.** Kimley-Horn was the prime designer for this new bridge construction project for MCDOT. The project involved converting an underperforming low-flow crossing into an all-weather bridge crossing. The project included approximately 0.6 miles of roadway reconstruction; reconstruction of Eagle Eye Road, a low-volume road with a 2018 average daily traffic (ADT) of 149 vehicles per day; and about 600 feet of new guideway bank construction. Kimley-Horn coordinated directly with MCDOT staff to obtain environmental, utility, and ROW clearances including coordination with the BLM through the MCDOT technical groups. MCDOT staff designed the bridge in house. Siva provided QA/QC for this project.

- ▶ **Gila County, Tonto Creek DCR/EA/Design, Tonto Basin, AZ – Lead Roadway Engineer.** Phase I of this federal aid project included the preparation of Location/Design Concept Report, BSR, EA, and Public Outreach Plan following NEPA guidelines. Phase II of the project included the final design for a 1,980-foot-long 14-span bridge over Tonto Creek with 0.5 mile of new and reconstructed roadway. The Kimley-Horn team prepared a Biological Evaluation (utilized during formal consultation with USFWS), Class III survey, Preliminary Jurisdictional Delineation, Preconstruction Notification (PCN) under Regional General Permit (RGP) 96, Preliminary Initial Site Assessment (PISA), noise analysis, and an EA Re-evaluation. Kimley-Horn recently prepared an additional EA Re-evaluation due to the revised scope of work and TCEs that are required for construction.
- ▶ **ADOT, US 60 Silver King and Superior Streets, Superior, AZ – Lead Roadway Engineer/Deputy Project Manager.** The US 60 Silver King and Superior Streets project extended the recently constructed four-lane divided rural highway from Queen Creek Wash to the Town of Superior Airport. The project consisted of reconstructing the existing two-lane undivided roadway into a four-lane divided highway along a new alignment. Kimley-Horn provided overall project management, roadway design, bridge design, and utility coordination for the Silver King section of the project, between MP 221.72 and 225.07 for a length of 3.35 miles. Siva coordinated with other design consultants and performed the role of Deputy Project Manager on this project.

Education

- ▶ M.S., Civil Engineering, South Dakota School of Mines and Technology
- ▶ B.S., Civil Engineering, University of Madras, India

Licenses

- ▶ P.E. in AZ (#45933), NV, OH, PA, UT, and WV

Affiliations

- ▶ American Society of Highway Engineers
- ▶ American Society of Civil Engineers

Corporate Title

- ▶ Vice President

Availability and Commitment

- ▶ 70% Availability | 60% Project Commitment

Why Siva?

- ▶ *Nearly three decades of roadway design experience including managing ADOT projects since 2006*
- ▶ *Expert at complying with requirements for state- and federally funded projects*
- ▶ *Passionate about ensuring quality and high-quality client service*



TIM RHINE, P.E., PTOE

Roadway

13 years of experience • 13 years with Kimley-Horn

Tim is an Arizona native with 13 years of experience who has served as Project Engineer for a variety of recent roadway and transportation projects in Southern Arizona. Tim's diverse technical background and long history at Kimley-Horn enable him to connect related topics and seek out the necessary resources to answer questions, helping keep projects on schedule. Tim's Southern Arizona project experience includes public roadways, intersections, traffic signals, freeways, pavement rehabilitation, site civil, signing, and striping. He also has experience in bicycle pathway, linear trails, parks, drainage, and flood control projects. As past president of the American Society of Civil Engineers (ASCE) Southern Arizona Branch and recipient of the 2017 Southern Arizona Young Engineer of the Year Award, Tim understands the demands of the project and is dedicated to serve ADOT in achieving success.

Project Experience

- ▶ **ADOT, SR 77, Jct I-10 to River Road, Tucson, AZ – Project Engineer.** Kimley-Horn recently completed construction documents for this pavement preservation project on SR 77, extending from I-10 at MP 68 to River Rd at MP 72.06. Kimley-Horn prepared an ADA feasibility report with a Project Assessment and construction documents with over 150 ADA facility upgrades within a tight schedule. Tim led all roadway design and utility coordination on this project.
- ▶ **ADOT, RTA Oracle Bus Pullouts and Pelican Crossing, Tucson, AZ – Project Engineer.** Kimley-Horn designed a bus pullout, ADA sidewalk, a pedestrian hybrid beacon crossing along northbound Oracle Rd near Las Lomas Rd. The design included major coordination with ADOT Regional Traffic, ADOT Tucson Permits Section, and Sun Tran for these improvements. Design features included a traffic signal, PCCP bus pad, sidewalk, ADA-accessible ramps, vertical curb and gutter, and drainage channels. Tim led the project as deputy project manager and designed the project traffic signal, provided utility coordination, and sealed the construction documents.
- ▶ **ADOT, SR 86 Kitt Peak Road Segment Widening, Tucson, AZ – Project Engineer.** Kimley-Horn provided final design for ADOT for the widening of SR 86 from 24 feet to 40 feet, extending cross drainage structures, and designing inlet and outlet erosion and sediment control. Services included 4.5 miles of roadway widening, box culvert extensions using precast boxes, CMP extensions, quicker box extensions, design and installation of a structure for

wildlife crossing, and super-elevation correction by milling. Our proactive approach to solving project issues and attention to quality kept this project on schedule and almost 50% below the project budget. The project had no adverse impacts to the floodplain and included ADOT's first precast concrete arch bridge. Tim provided roadway design and coordination for this project.

- ▶ **Pima County, Valencia Road, Wade Road to Ajo Highway, Tucson, AZ – Deputy Project Manager.** The goal of this 3.27-mile Pima County roadway widening project was to improve safety, reduce congestion, improve operations at intersections and cross streets, and increase mobility and access. Tim was responsible for internal team adherence to project milestones and the delivery of this quality project. His knowledge gained from managing this complex multidisciplinary roadway and drainage will translate directly to work on Moson Road.
- ▶ **Pima County, Sunset Road, Santa Cruz River to River Road, Tucson, AZ – Deputy Project Manager.** Kimley-Horn worked on this one-mile long project which widened Sunset Road from the Santa Cruz River bridge to the I-10 TI and extends Sunset Road on new alignment over the UPRR and Rillito Creek tying into River Road. Tim was responsible for the local project administration and adherence to project NEPA and federal requirements. He was the boots-on-the-ground manager that was responsible for ensuring adherence to local design standards. His management experience will translate directly to the Moson Road project, where he will keep the team's similar project momentum and availability to deliver for ADOT.

Education

- ▶ B.S., Civil Engineering, University of Arizona

Licenses

- ▶ P.E. in AZ (#60430)
- ▶ Professional Traffic Operations Engineer (PTOE #4158)

Affiliations

- ▶ American Society of Civil Engineers

Corporate Title

- ▶ Associate

Availability and Commitment

- ▶ 60% Availability | 60% Project Commitment

Why Tim?

- ▶ *Brings specialized experience with public roadways, freeways, pavement rehabilitation, and traffic engineering*
- ▶ *Prepares bid documents, specifications, and cost estimates*
- ▶ *Career focused on southern Arizona with experience in both rural and urban environments for ADOT and various municipal agencies*



ALLEN HATHCOCK, P.E.

Constructibility/Cost Estimating

21 years of experience • 20 years with Kimley-Horn

Allen has 21 years of experience in roadway and infrastructure design in Arizona. He has worked with agencies throughout southern Arizona, including Pima County, City of Tucson, and Sierra Vista. Allen has worked with ADOT's South Central and Central Districts for nearly two decades, and frequently works with ADOT across the state on projects that include local government partnerships. Allen has led project teams on full reconstruction of roadways. Allen has been project engineer on many large projects, remaining on the technical side, providing quality reviews, multidiscipline reviews, as well as bringing together the overall project quantities and estimates and ensuring they match the required specifications and special provisions. His responsibilities also typically include managing the design and production of roadway plans; marking/signing plans; stakeholder coordination; and QA/QC. For this project, he will lead constructibility and cost estimating, performing a detailed cost analysis, unit price verification, lump sum and percentage-based item review, and recent project bid comparison.

Project Experience

- ▶ **Pima County, Valencia Road, Wade Road to Ajo Highway (AZ 86), Tucson, AZ – QA/QC Manager.** Allen was the QA/QC Manager for roadway, drainage, and utility design for this project. The goal of this 3.27-mile Pima County roadway widening project was to improve safety, reduce congestion, improve operations at intersections and cross streets, and increase mobility and access. Key project components included extensive stakeholder coordination, drainage ponding effects at ASLD property, drainage conveyance through BLM property, roadway ROW verification, utility relocation and avoidance, roadway design, and structures design.
- ▶ **Pima County, Sunset Road, Santa Cruz River to River Road, Tucson, AZ – QA/QC Manager.** Allen's experience with DOT, County, and City standards allowed him to review each design decision to ensure the proper and most pertinent standards were applied to this project. The one-mile-long Sunset Road Bridge project which widens Sunset Road to four lanes from the Santa Cruz River bridge to the I-10 TI and then extends Sunset Road on new alignment over the UPRR and Rillito River tying into River Road. The project included a new 206-foot-long single-span bridge over the UPRR and a new 376-foot-long three-span bridge over the Rillito River. Bridge design over the Rillito River included extensive hydraulic analysis and coordination with PCRFCO and was designed to eliminate any modifications to existing soil cement.
- ▶ **ADOT, SR 86 Rural Highway Widening (Multiple Segments), Pima County, AZ – Project Engineer.** Allen's team designed differential milling and wildlife crossing details for these project that are now ADOT standard details. These projects had over 50 wash crossings and box culvert/pipe designs. Key components included widening SR 86 from 24 ft to 40 ft and cross-drainage structure extensions/improvements, inlet and outlet erosion and sediment control, and landscape planting designs. Kimley-Horn's services included concrete box extensions using precast boxes, CMP extensions, box extensions by plate method allowing for immediate backfill, installation of a 30-ft con-arch structure for wildlife crossing, super-elevation correction by milling, concrete utility cap design, off-site hydrology, culvert and bridge hydraulics, and scour estimates.
- ▶ **ADOT, SR 77, Jct I-10 to River Road (Genematas Drive), Tucson, AZ – Project Engineer.** Kimley-Horn was selected for this pavement preservation project on SR 77, extending from I-10 at MP 68 to River Road at MP 72.06. Kimley-Horn is preparing an ADA feasibility report with a PA and Stage III, IV, and V PS&E. Allen provided quality reviews to ensure the project estimate and specifications were aligned as well as ensuring the design met ADOT standards.

Education

- ▶ B.S., Civil Engineering, Arizona State University

Licenses

- ▶ P.E. in AZ (#47513)

Affiliations

- ▶ American Society of Civil Engineers
- ▶ American Society of Highway Engineers
- ▶ ACEC Digital Delivery Liaison

Corporate Title

- ▶ Associate

Availability and Commitment

- ▶ 75% Availability | 20% Project Commitment

Why Allen?

- ▶ *Has worked with ADOT Southcentral District for over a decade*
- ▶ *Has worked with ADOT on projects including local government partnerships throughout Arizona*
- ▶ *Has been part of multiple Value Engineering (VE) workshops for ADOT and understands the interrelationship between reducing project costs, increasing maintenance costs, and the value to the end user*



DAVID TAPIA, P.E.

Utilities

22 years of experience • 11 years with Kimley-Horn

David has more than 22 years of experience in roadway design including project utility clearance, water/wastewater utility relocation, site development utility services, and agency approvals. Most recently, David served as the utility coordinator for the ADOT I-10, Ina Road to Ruthrauff Road project and the Pima County Sunset Road Bridge project and was responsible for conducting utility progress meetings, coordinating relocation activities, addressing utility design review comments, assisting with construction cost agreements, and preparing utility special provisions and project utility clearance letters. David is a trusted and proven partner across Southern Arizona, having led roadway and utility design for ADOT, the City of Tucson, Pima County, Town of Sahuarita, and Pascua Yaqui Tribe. David will assist with utility coordination and design to help mitigate impacts and relocations. He will also be responsible for documenting all utility coordination and clearances.

Project Experience

- ▶ **Pima County, Sunset Road, Santa Cruz River to River Road, Tucson, AZ – Project Engineer.** Kimley-Horn led design services for this one-mile-long Sunset Road Bridge project which widens Sunset Road from the Santa Cruz River bridge to the I-10 TI and then extends Sunset Road on a new alignment over the UPRR and Rillito Creek tying into River Road. Kimley-Horn delivered this project on an accelerated 12-month schedule in order to meet funding windows. The design team worked closely with TEP to verify powerline sag clearances, provide high-vehicle maintenance access, and relocate underground facilities to accommodate the new bridges and retaining walls. David was responsible for conducting utility meetings and overall utility coordination. David will continue close coordination with utilities to provide utility clearance for the Moson Road project.
- ▶ **ADOT, SR 86 Widening, Sells to Fresnal, Sells, AZ – Project Engineer.** As part of a Statewide On-Call assignment, Kimley-Horn was teamed with two other consultants to provide design services for the final design of widening 4.8 miles of SR 86 from 24 feet to 40 feet, extending and/or improving cross drainage structures and super-elevation correction by milling. Kimley-Horn was responsible for the overall project management, roadway design, signing and marking, and submittal document production. David provided post design services which included value engineering of the pre-cast box structures to cast-in-place, attending construction meetings, and reviewing contractor material submittals and Requests for Information (RFIs).
- ▶ **Pima County, Valencia Road, Wade Road to Ajo Highway (AZ 86), Pima County, AZ – Project Engineer.** The goal of this 3.27-mile Pima County roadway widening project was to improve safety, reduce congestion, improve operations at intersections and cross streets, and increase mobility and access. Key project components included extensive stakeholder coordination, drainage ponding effects on ASLD property, drainage conveyance through BLM property, roadway ROW verification, utility relocation and avoidance, roadway design, and structures design. Landscape services include developing landscape PS&E to County standards, habitat restoration and sustainable landscape development, water harvesting/maintenance plan, and SWPPP development. David was responsible for preparing the drainage plans which included 28 culvert crossings, 11 concrete channels, and modified wingwall/headwall details.
- ▶ **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Tucson, AZ – Project Engineer.** The I-10 Gap project is a four-mile-long reconstruction project along I-10 that provides four lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. In order to meet funding deadlines, the project was designed on an accelerated 16-month schedule. David was responsible for conducting utility meetings, distributing utility submittals, preparing exhibits and cost estimates for utility agreements, and preparing the project utility clearance letter.

Education

- ▶ Bachelor of Science, Civil Engineering Technology, New Mexico State University

Licenses

- ▶ P.E. in AZ (#48213)
- ▶ LEED Green Associate

Affiliations

- ▶ American Society of Civil Engineers

Corporate Title

- ▶ Associate

Availability and Commitment

- ▶ 40% Availability | 40% Project Commitment

Why David?

- ▶ *Brings established relationships with utility companies*
- ▶ *Extensive experience with both rural and urban roadway projects*
- ▶ *Based in Tucson and a trusted, proven partner across southern Arizona*



KEVIN PAYNE, P.E., CFM

Drainage

17 years of experience • 10 years with Kimley-Horn

Kevin has 17 years of civil engineering and project management experience specializing in drainage and flood control design and analysis, including H&H, as well as erosion and sedimentation. His experience includes drainage analysis and design for public flood control projects, roadways, parks, and linear trails. Kevin is also experienced in the processing of CLOMRs and LOMRs through FEMA. Kevin has extensive recent experience with bridge hydraulics, including bridges that impact a FEMA floodplain (Sunset Road Bridge and I-10 Gap bridges).

Project Experience

- ▶ **Pima County, Valencia Road, Wade Road to Ajo Highway (AZ 86), Pima County, AZ – Project Engineer.** The goal of this 3.27-mile Pima County roadway widening project was to improve safety, reduce congestion, improve operations at intersections and cross streets, and increase mobility and access. Key project components included extensive stakeholder coordination, drainage ponding effects on ASLD property, drainage conveyance through BLM property, roadway right-of-way verification, utility relocation and avoidance, roadway design, and structures design. Landscape services include developing landscape PS&E to County standards, habitat restoration and sustainable landscape development, water harvesting/maintenance plan, and SWPPP development.
- ▶ **Pima County, Sunset Road, Santa Cruz River to River Road, Tucson, AZ – Project Engineer.** Kimley-Horn worked on this one-mile-long Sunset Road Bridge project which widens Sunset Road from the Santa Cruz River bridge to the I-10 TI and then extends Sunset Road on new alignment over the UPRR and Rillito River tying into River Road. Project development followed the federal-aid and NEPA process. The project included a new 206-foot-long single-span bridge over the UPRR and a new 376-foot-long three-span bridge over the Rillito Creek. Kimley-Horn delivered this project on an accelerated 12-month schedule in order to meet funding windows. Kevin led the drainage team which completed riverine bridge hydraulics for the new bridge over the Rillito River, scour calculations for the design of the bridge piers, and the localized roadway drainage for the new roadway. Kevin also led the FEMA coordination and CLOMR submittal as well as United States Army Corps of Engineers (USACE) coordination and Section 408 submittal.
- ▶ **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Tucson, AZ – Project Engineer.** The I-10 Gap project is a four-mile-long reconstruction project along I-10 that provides four lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. In order to meet funding deadlines, the project was designed on an accelerated 16-month schedule. Kevin led the bridge hydraulics to include both HEC-RAS and SRH-2D models, scour analysis and calculations for evaluation of existing infrastructure, and design of the bridge piers for the Rillito River and Cañada Del Oro Wash bridge replacements. Kevin also led the USACE coordination and Section 408 submittal.
- ▶ **Pima County, El Rio Wash Urban Drainage Study, Tucson, AZ – Project Manager.** Kimley-Horn completed civil and landscape construction documents for regional detention basins along the El Rio Wash within the El Rio Golf Course. Basins were graded in a terraced fashion, designed to reduce flooding, and utilized portions of the course to generate detention volume. Modifications to cart paths and the irrigation system, along with re-vegetation of disturbed areas, were also included in the design.
- ▶ **Pima County, Sahuarita Road and Wilmot Road Intersection Improvements, Sahuarita, AZ – Project Engineer.** The overall project consists of a new traffic signal installation with lighting, roadway widening for turn lanes for approximately 0.5 miles, and drainage channel infrastructure at the intersection of Sahuarita Road and Wilmot Road. We prepared a DCR as part of the project schedule to define drainage infrastructure and turn-lane requirements.

Education

- ▶ Bachelor of Science, Agricultural and Biosystems Engineering, University of Arizona

Licenses

- ▶ P.E. in AZ (#51478)
- ▶ Certified Floodplain Manager (#US-14-076474)

Affiliations

- ▶ Association of State Floodplain Managers
- ▶ Arizona Floodplain Management Association
- ▶ American Society of Civil Engineers

Corporate Title

- ▶ Associate

Availability and Commitment

- ▶ 60% Availability | 60% Project Commitment

Why Kevin?

- ▶ *Develops innovative solutions that consider future needs, including operations and maintenance of drainage structures and facilities*
- ▶ *Specializes in drainage and flood control analysis and infrastructure design*
- ▶ *Highly experienced with optimizing roadway drainage design on suburban/rural roadways*



NATHAN MERRILL, P.E.

Structures

12 years of experience • 8 years with Kimley-Horn

Nathan has 12 years of experience in structural engineering design, construction, inspection, and plan development of various government and private-sector structures and bridges. Nathan's experience includes design of box culverts, retaining/screen walls, sign and lighting structures, drainage structures, bridge deck joint repairs, bridge barrier repair and replacement, and construction inspection of large highway projects. His bridge design experience includes reinforced concrete, precast/pre-stressed concrete, steel girder, and various pedestrian bridges, as well as concrete and steel superstructure rehabilitation and replacements. Nathan is very familiar with local, state, and federal design codes and has designed/rehabilitated many bridges and miscellaneous structures throughout Arizona.

Project Experience

- ▶ **Pima County, Valencia Road, Wade Road to Ajo Highway, Tucson, AZ – Lead Structural Engineer.** The goal of this 3.27-mile Pima County roadway widening project was to improve safety, reduce congestion, improve operations at intersections and cross streets, and increase mobility and access. Key project components included extensive stakeholder coordination, drainage ponding effects at ASLD property, drainage conveyance through BLM property, roadway right-of-way verification, utility relocation and avoidance, roadway design, and structures design. Nathan was the Lead Structural Engineer and Structural EOR for the design of several non-standard headwall, wingwall, inlet, and retaining wall structures.
- ▶ **Pima County, Sunset Road, Santa Cruz River to River Road, Tucson, AZ – Structural Engineer.** The one-mile-long Sunset Road Bridge project which widens Sunset Road to four lanes from the Santa Cruz River bridge to the I-10 TI and then extends Sunset Road on new alignment over the UPRR and Rillito River tying into River Road. Project development followed the Federal-Aid and NEPA process. The project included a new 206-foot-long single-span bridge over the UPRR and a new 376-foot-long three-span bridge over the Rillito River. Bridge design over the Rillito River included extensive hydraulic analysis and coordination with PCRFC and was designed to eliminate any modifications to existing soil cement. Nathan assisted with the design and QC of the bridges and retaining walls for this project.

- ▶ **ADOT, US 95, Rifle Range Road to Wellton-Mohawk Canal Roadway Widening, Yuma, AZ – Structural Engineer.** ADOT selected Kimley-Horn to provide final design services to widen approximately three miles of US 95 from Rifle Range Road to Wellton-Mohawk Canal. The purpose of this project is to add capacity, enhance traffic operations, and improve safety by widening the existing two-lane roadway to a five-lane roadway including a two-way-left-turn-lane and 8' paved shoulders. The existing bridge over Wellton-Mohawk Canal is 70 years old, narrow, and hit numerous times and will be replaced to accommodate the wider roadway. The design includes refined horizontal alignment of US 95 and vertical grades and adjusting the existing turnouts.
- ▶ **ADOT, SR 82 Comoro Canyon Bridge, Nogales, AZ – Structural Engineer.** This bridge project for ADOT involved structural rehabilitation efforts with an aggressive schedule. Kimley-Horn developed the scoping letter through extensive coordination with internal and external partners and ADOT. We also prepared the final design documents and cost estimates for the project. Nathan led the structural rehabilitation efforts on this ADOT bridge project with an aggressive schedule. He developed the scoping letter through extensive coordination with his internal and external partners and ADOT. He also prepared the final design documents for the bridge rehabilitation and assisted with developing the project schedule, specifications, and cost estimates for the project.

Education

- ▶ M.S., Structural Engineering, Arizona State University
- ▶ B.S., Civil Engineering, Arizona State University

Licenses

- ▶ P.E. in AZ (#60164), NM, and NV

Corporate Title

- ▶ Associate

Availability and Commitment

- ▶ 65% Availability | 40% Project Commitment

Why Nathan?

- ▶ *Experienced in structural engineering design, construction, inspection, and plan development*
- ▶ *Former ADOT employee, and is thoroughly familiar with ADOT standards, processes, and procedures*



JENNIFER SIMPKINS, REP

Environmental

22 years of experience • 22 years with Kimley-Horn

As a Senior Environmental Scientist, Jennifer has 22 years of experience in managing environmental regulatory compliance issues for both the private and public sector throughout Arizona. She is experienced in preparing biological evaluations including habitat analysis, threatened and endangered species evaluations, and designing and conducting species-specific surveys. She is also well versed in Section 404 permitting with extensive experience preparing PJDs, Approved Jurisdictional Delineations (AJDs), as well as individual and general (regional and nationwide) permit applications. Jennifer has experience in conducting PISAs and Phase I/II Environmental Site Assessments (ESAs). Her NEPA experience includes CEs, Environmental Assessments (EAs), and Environmental Impact Statements (EISs). Jennifer is currently managing the ADOT Environmental On-Call, the MCDOT Environmental On-Call, and the City of Phoenix Environmental On-Call for Kimley-Horn.

Project Experience

- ▶ **Gila County Tonto Creek Bridge, EA update, Final PS&E, Post Design, Tonto Basin, AZ – Environmental Scientist.** Phase I of this federal-aid project included the preparation of Location/Design Concept Report, BSR, EA, and Public Outreach Plan following NEPA guidelines for a bridge crossing Tonto Creek for Gila County. The project is located within the Tonto National Forest and includes numerous sensitive cultural resource sites and historic properties requiring coordination with the Arizona State Historic Preservation Office (SHPO). Phase II of the project included the final design for a 1,980-foot-long 14-span bridge over Tonto Creek with 0.5 mile of new and reconstructed roadway. To arrive at a selected alternative and satisfy the requirements of NEPA, the process we have implemented includes scoping, alternative selection, and final summary meetings with the agencies, stakeholders, and the public.
- ▶ **ADOT Environmental On-call, Statewide, AZ – Project Manager.** Kimley-Horn is currently one of two consultants providing ADOT with on-call environmental services. Jennifer serves as Project Manager for this on-call contract.
- ▶ **ADOT, US 95, Rifle Range Road to Wellton-Mohawk Canal Roadway Widening, Yuma, AZ – Environmental Scientist.** ADOT selected Kimley-Horn to provide final design services to widen approximately three miles of US 95 from Rifle Range Road to Wellton-Mohawk Canal. The purpose of this project is to add capacity, enhance traffic operations, and improve safety by widening

the existing two-lane roadway to a five-lane roadway including a two-way-left-turn-lane and 8' paved shoulders. The existing bridge over Wellton-Mohawk Canal is 70 years old, narrow, and hit numerous times and will be replaced to accommodate the wider roadway. The design includes refined horizontal alignment of US 95 and vertical grades and adjusting the existing turnouts.

- ▶ **Pima County, Sunset Road, Santa Cruz River to River Road, Tucson, AZ – Environmental Scientist.** The one-mile-long Sunset Road Bridge project which widens Sunset Road to four lanes from the Santa Cruz River bridge to the I-10 Traffic Interchange (TI) and then extends Sunset Road on new alignment over the Union Pacific Railroad (UPRR) and Rillito River tying into River Road. Project development followed the Federal-Aid and NEPA process. The project included a new 206-foot-long single-span bridge over the UPRR and a new 376-foot-long three-span bridge over the Rillito River. Bridge design over the Rillito River included extensive hydraulic analysis and coordination with PCRFC and was designed to eliminate any modifications to existing soil cement.
- ▶ **Maricopa County DOT, Eagle Eye Road at Tiger Wash, Aguila, AZ – Environmental Scientist.** Kimley-Horn is facilitating a drainage design for the realignment of MCDOT's Eagle Eye Road and the construction of a new bridge at Tiger Wash. the project included a Cost Risk Assessment to identify project risks and mitigation measures.

Education

- ▶ M.S., Environmental Resource Management, Florida Institute of Technology
- ▶ B.S., Environmental Science, University of West Alabama

Licenses

- ▶ Registered Environmental Professional (REP #6063)
- ▶ 40-hour Hazardous Waste Operations and Emergency Response training

Affiliations

- ▶ National Registry of Environmental Professionals

Corporate Title

- ▶ Associate

Availability and Commitment

- ▶ 40% Availability | 40% Project Commitment

Why Jennifer?

- ▶ *Integrated with our team's transportation professionals to seamlessly manage environmental regulatory compliance issues*
- ▶ *Leads Kimley-Horn's Environmental On-Call contract with ADOT, thoroughly familiar with ADOT staff and requirements*



ERIC KOCHER, P.E.

Traffic/Maintenance of Traffic

10 years of experience • 5 years with Kimley-Horn

Eric has 10 years of diverse experience as a traffic and transportation engineer. He has provided construction phasing, MOT, signing and marking, and traffic signal design for over 20 ADOT projects and was instrumental in developing Smart Work Zone (SWZ) standard specifications for ADOT. Eric has extensive experience coordinating with project stakeholders at ADOT, including Infrastructure Delivery and Operations Division, Transportation Systems Management & Operations (TSMO), District, and Regional Traffic. On the I-10 SR 85 to Verrado Way project, Eric successfully coordinated and developed a construction phasing plan that maintained access to local business while two TIs were fully reconstructed to the satisfaction of ADOT and the local municipality.

Project Experience

- ▶ **ADOT, US 95, Rifle Range Road to Wellton-Mohawk Canal Roadway Widening, Yuma, AZ – Traffic Engineer.** Kimley-Horn designed approximately three miles of roadway widening along US 95 from Rifle Range Road to Wellton-Mohawk Canal. Eric developed the construction phasing, MOT, and signing and marking plans for the project. Eric coordinated the phasing of the Wellton-Mohawk Canal siphon reconstruction within a very strict allowable closure window that allowed the siphon to be successfully reconstructed with no long-term closures and limited impact to traffic.
- ▶ **ADOT, I-10, SR 85 to Verrado Way GPLs, Buckeye, AZ – Traffic Engineer.** Eric provided construction phasing and MOT design services that maintained traffic through two TIs while converting them from diamond to DDI traffic patterns. Eric coordinated internal reviews of the phasing and MOT with constructability partners and ADOT staff to determine feasible and appropriate construction durations and associated liquidated damages specifications. He also assisted ADOT in acquiring innovation funding from FHWA to deploy a complex queue warning system to alleviate congestion during construction.

- ▶ **Town of Gilbert, Lindsay Road/SR 202L Traffic Interchange, Gilbert, AZ – Traffic Engineer.** Kimley-Horn designed a new full-access diamond TI at Lindsay Road and SR 202L. Eric developed the MOT and construction phasing plan for the new entry/exit ramps, a westbound frontage road, traffic signals and interconnect, and future fourth general-purpose lane widening on SR 202L. Eric, in coordination with ADOT District and TSMO staff and the Town of Gilbert, successfully developed a phasing plan for the complete reconstruction of Lindsay Road between the ramp terminals while undergrounding the RWCD canal, all while maintaining traffic along Lindsay Road and SR 202L.
- ▶ **ADOT, SWZ Technical Concept Study, Statewide, AZ – Traffic Engineer.** Eric was instrumental in developing a new Section 710 within the ADOT Standard Specifications for SWZ systems. The team identified the various tools that will aid professionals throughout the state in selecting the appropriate measures to implement SWZ equipment on projects to maximize the safety of employees, contractor workers, and the traveling public through work zones. This SWZ equipment will also reduce delays and driver frustration while traveling through work zones.

Education

- ▶ B.S., Civil Engineering, University of Kansas

Licenses

- ▶ P.E. in AZ (#68040), KS, MO, and NM

Affiliations

- ▶ American Society of Civil Engineers
- ▶ Institute of Transportation Engineers
- ▶ Intelligent Transportation Society of Arizona

Corporate Title

- ▶ Associate

Availability and Commitment

- ▶ 50% Availability | 30% Project Commitment

Why Eric?

- ▶ *Successfully led construction phasing for I-10, SR 85 to Verrado Way project*
- ▶ *Decade of experience working directly with contractors to ensure projects are constructible*
- ▶ *Intimate knowledge of ADOT's preferred MOT preferences and practices*



PANCHO GARZA, P.E. (ETHOS)

Pavement and Geotechnical

21 years of experience • 5 years with Ethos Engineering

Pancho is an Arizona-registered professional engineer with over 20 years of experience in the geotechnical consulting field. His focus has been the desert southwest, but his experience includes numerous projects throughout the western United States. His key areas of experience involve analysis, design and recommendations on numerous projects including single and multi-story structures, commercial and residential developments, roadways, pavement, bridges, retaining walls, dams, mines and pipelines. He holds a master's degree with a geotechnical focus including graduate-level classes on soil improvement, foundations, and pavement design and rehabilitation. His primary focus has been geotechnical investigations for transportation-related projects, and he has been involved with more than 200 roadway projects. His experience has included work on Occupational Safety and Health Administration (OSHA) Superfund and Mine Safety and Health Administration (MSHA) mine properties. His expertise includes project management, performing and supervising geotechnical field and laboratory investigations, project coordination, soil nail wall design, pavement design, slope stability analysis, landslide instrumentation monitoring, and geotechnical and foundation design report preparation.

Project Experience

- ▶ **ADOT, SR 90/Bufalo Soldier Trail/Hatfield Street, Sierra Vista, AZ – Geotechnical Engineer.** Geotechnical task manager for geotechnical investigation for roadway and retaining wall improvements. Scope included field investigation, geotechnical report including recommendations for pavement design, soil nail wall, plan & specifications.
- ▶ **ADOT, SR 92, Glenn Road to Calle del Tecolote, Sierra Vista, AZ – Geotechnical Engineer.** Project manager for pavement preservation project which included review of existing as-builts, recommendations for pavement rehabilitation consisting of bonded wearing course, and input to specifications. Ethos performed field evaluation and developed memo on compressed schedule on time and on budget.
- ▶ **Town of Queen Creek, Meridian Road, Combes to Queen Creek Wash Phase I, Queen Creek, AZ – Geotechnical Engineer.** Geotechnical Engineer for project which included 1 mile of new arterial roadway construction. The design included a geotechnical investigation for one culvert structure and pavement recommendations. Project was completed on time and within budget.
- ▶ **ADOT, 4th Street Roundabout, Flagstaff, AZ – Geotechnical Engineer.** Geotechnical engineer for ADOT-administered local public agency project including a geotechnical investigation of new roundabout. Project included lane closures to conduct borings, flexible and rigid pavement design. Prepared geotechnical investigation, pavement design reports, and geotechnical recommendations for construction.
- ▶ **City of Goodyear, Camelback Road, SR 303L to Village Parkway, Goodyear, AZ – Geotechnical Engineer.** Completed final geotechnical design for 2.8 miles of new roadway. Developed and conducted geotechnical investigation and provided geotechnical recommendations for both new and rehabilitation of pavement.

Education

- ▶ M.S., Civil Engineering, Arizona State University
- ▶ BSE, Civil and Environmental Engineering, University of Michigan

Licenses

- ▶ P.E. in Arizona (#47676)

Affiliations

- ▶ American Society of Civil Engineers (ASCE)
- ▶ Association of State Highway Engineers (ASHE)
- ▶ Association of Environmental and Engineering Geologists (AEG)

Corporate Title

- ▶ Principal/Senior Geotechnical Engineer

Availability and Commitment

- ▶ 40% Availability | 60% Project Commitment

Why Pancho?

- ▶ *Has worked on more than 200 ADOT projects*
- ▶ *Has worked on two recent ADOT projects in the Sierra Vista area*
- ▶ *Holds a master's degree with a geotechnical focus including graduate-level classes on soil improvement, foundations, and pavement design and rehabilitation*



MYRLENE FRANCIS (TIERRA)

Right-of-Way

28 years of experience • 17 years with Tierra Right of Way

Myrlene has 28 years of experience in the southern Arizona ROW industry. As assistant director of Tierra's ROW Division, her daily focus is on project management, staff oversight, and client communication. She is an expert on the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (the Uniform Act) and its practical implementation, and she has extensive experience with local, county, state, and federal laws and regulations governing real property and ROW acquisitions and relocations. Myrlene has extensive experience in public agency operations, project management, utility coordination, and transportation planning. An excellent communicator and negotiator, she is also experienced in engineering and technical plan review, property management, and writing and plotting legal descriptions. She brings nearly two decades of experience delivering projects in Cochise County.

Project Experience

- ▶ **City of Sahuarita, Quail Crossing Boulevard Extension, Sahuarita, AZ – ROW/Real Estate Manager – Project Manager.** As a subconsultant to Kimley-Horn, Tierra provided ROW acquisition services for the Quail Crossing Boulevard Extension Project. Myrlene served as the project manager responsible for ROW services needed for the extension of Quail Crossing Boulevard, including the acquisition of property rights from six parties. Her team was successful in securing new ROW by dedication from one private owner, as well as two new agreements from the ASLD.
- ▶ **City of Tucson, Silverbell Nursery, Tucson, AZ – ROW/Real Estate Manager – Project Manager.** Tierra contracted with Kimley-Horn to prepare a site plan to mitigate damages to the Silverbell Nursery site due to the partial acquisition required for the City of Tucson's Silverbell Road: Grant Road to Goret Road transportation project. Myrlene coordinated all efforts for scoping, contracting, plan preparation, and the City Development Service's plan review and approval for use by the appraiser and for negotiations with the landowner.
- ▶ **Cochise County, Davis Road Phases I and II, Cochise County, AZ – ROW/Real Estate Manager – Project Manager.** Tierra is assisting Cochise County with advanced acquisitions from 11 parcels on Davis Road, from US 191 to Central Highway. Myrlene has managed all pre-acquisition activities, reporting to the County, and the 11 acquisitions of the ROW needed for the project.

- ▶ **ADOT, I-10: Prince to Ruthrauff Traffic Interchange, Tucson, AZ – ROW/Real Estate Manager – Project Manager.** Tierra was contracted by ADOT to provide real estate services for the I-10: Prince to Ruthrauff TI project. Myrlene managed the acquisition of 11 parcels, 37 residential relocations, and seven non-residential relocations. She also coordinated all updates, reporting, collaboration for project issue resolution and escalation, and public meeting attendance.
- ▶ **ADOT, I-10: Country Club and Kino TI, Tucson, AZ – ROW/Real Estate Manager – Project Manager.** Tierra was contracted by ADOT to complete real estate services for the I-10: Country Club and Kino Parkway TI project. Myrlene is managing 28 parcel acquisitions and 21 relocations for the Department. Myrlene will coordinate all updates, reporting, collaboration for project issue resolution and escalation, and public meeting attendance.
- ▶ **City of Tucson, Grant Road Improvement Project, Tucson, AZ – ROW/Real Estate Manager – Project Manager.** Myrlene participated in public outreach related to ROW issues, attended public meetings and individual parcel meetings on the mitigation of project impacts, and managed relocation planning for this roadway improvement project that required the advanced acquisition of property rights from one property owner. She is also performing the acquisition of property rights from 43 parties and the relocation of 24 individuals in compliance with the Uniform Act.

Education

- ▶ General Engineering and Paralegal Studies, Pima Community College
- ▶ Drafting and General Studies, Linn-Benton Community College
- ▶ Engineering, Oregon Institute of Technology
- ▶ Continuing Education Courses, IRWA

Licenses

- ▶ Arizona Real Estate Salesperson License No. SA629804000

Affiliations

- ▶ International Right of Way Association

Corporate Title

- ▶ Right of Way Assistant Director

Availability and Commitment

- ▶ 30% Availability | 30% Project Commitment

Why Myrlene?

- ▶ *Brings 17 years of experience delivering projects in Cochise County, resulting in established relationships and efficiencies for her clients in the region*
- ▶ *Well versed in federal, state, municipal, and Tribal rules and regulations guiding land services in Arizona, including the Uniform Act and ADOT standards and guidelines*

From: ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>
Sent: Wednesday, January 24, 2024 3:04 PM
To: Alvarez, Melissa
Cc: ContractorCompliance@azdot.gov
Subject: Bidders List for Kimley-Horn & Associates, Inc.

Categories: External

Kimley-Horn & Associates, Inc., AZUTRACS Number: [10608](#) has submitted a Bidder/Proposer list for **2024-012** on 01/24/2024 at 3:04 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	AZUTRACS #	Expiration Date	Email Address	Phone Number
AeroTech Mapping Inc	21420	06/06/2026	leotorres@atmlv.com	702-228-6277
Alta Survey, LLC	18080	01/09/2027	Patricia.Gajda@altaarizona.com	520-398-6651
Desert Archaeology, Inc.	10265	01/20/2026	trish@desert.com	520-881-2244
Ethos Engineering, LLC	10363	01/12/2027	soliden@ethosengineers.com	480-720-7769
Horrocks LLC	19200	01/17/2027	az_bus_dev@horrocks.com	520-289-0398
Newton Environmental Consulting, LLC	10770	03/09/2026	angie@newtonec.com	602-332-9642
Stantec Consulting Services	11095	04/02/2024	robert.lemke@stantec.com	480-687-6327
Tierra Right of Way Services, Ltd.	11188	11/21/2026	eculley@tierra-row.com	480-478-5486

Engineering Consultants Section

Katie Hobbs, Governor
Jennifer Toth, Director
Greg Byres, Deputy Director for Transportation/State Engineer
Steve Boschen, Division Director
Korina Lopez, Group Manager

Date: January 8, 2024
TO: ALL INTERESTED PARTIES
SUBJECT: AMENDMENT NUMBER 01
REFERENCE: REQUEST FOR QUALIFICATIONS (RFQ)
CONTRACT NUMBER 2024-012
MOSON ROAD CORRIDOR IMPROVEMENT

The following revisions are made to the referenced RFQ:

1. All references in the RFQ, ECS Consultant Contract Manual, ECS Information Bulletins and the ECS website related to submitting Statement of Qualifications (SOQ) through eCMS are hereby stricken. SOQ submittals will ONLY be accepted via email to the following address: ECSSOQ@azdot.gov. SOQs emailed to any other address will NOT be accepted.
2. Section 4.20, *Number 4. Professional Liability (Errors and Omissions Liability)*, subsection 4 b of the contract boilerplate, referenced in Section XVII of the RFQ, is changed:

From:

- b. In the event that the professional liability insurance required by this Contract is written on a claims-made basis, the Consultant warrants that any retroactive date under the policy shall precede the effective date of this Contract; and that either continuous coverage will be maintained or an extended discovery period will be exercised for a period of **three (3) years** beginning at the time work under this Contract is completed.

TO:

- b. In the event that the professional liability insurance required by this Contract is written on a claims-made basis, the Consultant warrants that any retroactive date under the policy shall precede the effective date of this Contract; and that either continuous coverage will be maintained or an extended discovery period will be exercised for a period of **eight (8) years** beginning at the time work under this Contract is completed.



June A Cross
Contract Specialist
Engineering Consultants Section

AN OFFEROR MUST ACKNOWLEDGE RECEIPT OF THIS AMENDMENT BY SIGNING BELOW AND INCLUDING ALL PAGES OF THIS AMENDMENT IN THE SOQ SUBMITTAL. FAILURE TO DO SO SHALL RESULT IN REJECTION OF THE PROPOSAL.

Kimley-Horn and Associates, Inc.

CONSULTANT NAME



SIGNATURE

* This amendment is not included in the total page count in the Statement of Qualification submittal.

CONSULTANT INFORMATION PAGE

CONTRACT NO.: 2024-012

CONTACT PERSON: Kim Carroll, P.E., PTOE

E-MAIL ADDRESS: Kim.Carroll@kimley-horn.com

TITLE: Project Manager

CONSULTANT FIRM: Kimley-Horn and Associates, Inc.

ADDRESS: 3300 East Sunrise Drive, Suite 130

CITY, STATE ZIP: Tucson, Arizona 85718

TELEPHONE: 520.740.0707

FAX NUMBER: N/A

DUNS #: 061099131

ADOT CERTIFIED DBE FIRM? (YES/NO)

No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
<u>AeroTech Mapping Inc.</u>	<u>Aerial Mapping</u>	<u>Yes</u>
<u>Alta Survey, LLC</u>	<u>Survey</u>	<u>No</u>
<u>Newton Environmental Consulting, LLC</u>	<u>Asbestos/Lead-Based Paint Testing</u>	<u>Yes</u>
<u>Desert Archaeology, Inc.</u>	<u>Cultural Resources</u>	<u>Yes</u>
<u>Ethos Engineering, LLC</u>	<u>Geotechnical</u>	<u>Yes</u>
<u>Horrocks, LLC</u>	<u>Utilities</u>	<u>No</u>
<u>Tierra Right of Way Services, Ltd.</u>	<u>Right-of-Way</u>	<u>No</u>

NOTE: This page is not evaluated by the Selection Panel, but is used by Engineering Consultants Section for administrative purposes.

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	AeroTech Mapping Inc.
CONTACT PERSON:	Alicia Mendoza
E-MAIL ADDRESS:	aliciamendoza@atmlv.com
TITLE:	Business Development Manager
ADDRESS:	8433 N. Black Canyon Hwy, Suite 120
CITY, STATE ZIP:	Phoenix, AZ 85021
TELEPHONE:	623.242.7656
FAX NUMBER:	N/A
DUNS #:	128567802

SUBCONSULTANT FIRM NAME:	Alta Survey, LLC
CONTACT PERSON:	Patricia Gajda
E-MAIL ADDRESS:	Patricia.Gajda@altaarizona.com
TITLE:	Survey Manager
ADDRESS:	2025 W. Ruthrauff Road, Suite 125
CITY, STATE ZIP:	Tucson, AZ 85705
TELEPHONE:	520.398.6651
FAX NUMBER:	N/A
DUNS #:	081612858

NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The pages are not evaluated by the Selection Panel, but are used by Engineering Consultants Section for administrative purposes.

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Newton Environmental Consulting, LLC
CONTACT PERSON:	Angela Newton
E-MAIL ADDRESS:	angie@newtonec.com
TITLE:	Principal
ADDRESS:	9859 E. Wincomb Dr.
CITY, STATE ZIP:	Scottsdale, AZ 85260
TELEPHONE:	602.332.9642
FAX NUMBER:	N/A
DUNS #:	080391343

SUBCONSULTANT FIRM NAME:	Desert Archaeology, Inc.
CONTACT PERSON:	Patricia Castalia
E-MAIL ADDRESS:	trish@desert.com
TITLE:	Operations Director/Project Manager
ADDRESS:	3975 N. Tucson Boulevard
CITY, STATE ZIP:	Tucson, AZ 85716
TELEPHONE:	520.881.2244
FAX NUMBER:	520.881.0325
DUNS #:	623877651

NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The pages are not evaluated by the Selection Panel, but are used by Engineering Consultants Section for administrative purposes.

*Please confirm that each Subconsultant listed is in the eCMS database. If a Subconsultant's name is not in the eCMS database, contact ECS at E2@azdot.gov and allow two (2) business days to have the Subconsultant added to eCMS. Click [Here](#) check the eCMS database or go to ECS Website.

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Ethos Engineering, LLC
CONTACT PERSON:	Pancho Garza, P.E.
E-MAIL ADDRESS:	pgarza@ethosengineers.com
TITLE:	President
ADDRESS:	9180 S. Kyrene Road, Suite 104
CITY, STATE ZIP:	Tempe, AZ 85284
TELEPHONE:	480.326.8487
FAX NUMBER:	N/A
DUNS #:	030828918

SUBCONSULTANT FIRM NAME:	Horrocks, LLC
CONTACT PERSON:	Erin Kline, P.E.
E-MAIL ADDRESS:	erink@horrocks.com
TITLE:	Principal
ADDRESS:	2600 N. Central Avenue, Suite 550
CITY, STATE ZIP:	Phoenix, AZ 85004
TELEPHONE:	602.454.1800
FAX NUMBER:	801.763.5101
DUNS #:	073111676

NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The pages are not evaluated by the Selection Panel, but are used by Engineering Consultants Section for administrative purposes.

*Please confirm that each Subconsultant listed is in the eCMS database. If a Subconsultant's name is not in the eCMS database, contact ECS at E2@azdot.gov and allow two (2) business days to have the Subconsultant added to eCMS. Click [Here](#) check the eCMS database or go to ECS Website.

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Tierra Right of Way Services, Ltd.
CONTACT PERSON:	Myrlene Francis
E-MAIL ADDRESS:	mfrancis@tierra-row.com
TITLE:	Right of Way Manager
ADDRESS:	1575 E. River Road, Suite 201
CITY, STATE ZIP:	Tucson, AZ 85718
TELEPHONE:	520.260.9197
FAX NUMBER:	N/A
DUNS #:	622942282

SUBCONSULTANT FIRM NAME:	
CONTACT PERSON:	
E-MAIL ADDRESS:	
TITLE:	
ADDRESS:	
CITY, STATE ZIP:	
TELEPHONE:	
FAX NUMBER:	
DUNS #:	

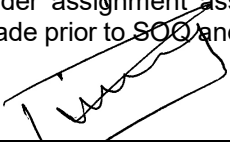
NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The pages are not evaluated by the Selection Panel, but are used by Engineering Consultants Section for administrative purposes.

*Please confirm that each Subconsultant listed is in the eCMS database. If a Subconsultant's name is not in the eCMS database, contact ECS at E2@azdot.gov and allow two (2) business days to have the Subconsultant added to eCMS. Click [Here](#) check the eCMS database or go to ECS Website.

DBE GOAL ASSURANCE/DECLARATION

This Contract is Race Conscious. The DBE goal percentage is set at 10.65 %

By signing below, and in order to submit an SOQ proposal and be considered to be awarded for this contract, in addition to all other pre-award requirement, the consultant/Proposer certifies that they will meet the established DBE goal or will make good faith efforts to meet the goal for the contract and that arrangements with certified DBEs have been made prior to SOQ and/or Cost Proposal submission. The proposer will meet the established DBE goal or will make good faith efforts to meet the goal on each Task Order assignment associated with the contract and that arrangements with certified DBEs have been made prior to SOQ and/or Task Order proposal submission.



Signature

1/29/2024

Date

Raj Christian, P.E.

Printed Name

Senior Vice President/Authorized Signer

Title

SOQ SUBMITTAL CHECKLIST

Place a check mark on the left side of the table indicating compliance with the following:

<input checked="" type="checkbox"/>	Required Page Limit Met
<input checked="" type="checkbox"/>	One PDF Document no larger than 15 MB
<input checked="" type="checkbox"/>	All Amendments Included
<input checked="" type="checkbox"/>	Introduction Letter (Including all required elements/statements)
<input checked="" type="checkbox"/>	SOQ Proposal Formatted According to Requirements Listed in Part C and any applicable amendments
<input checked="" type="checkbox"/>	Correct SOQ Certification List Signed and Dated by a Principal or Officer of the Firm
<input checked="" type="checkbox"/>	Completed Consultant Information Page (Including listing DBE firms, if applicable)
<input type="checkbox"/>	Supplemental Services Disclosure Form (REQUIRED for Supplemental Services Contract)
<input checked="" type="checkbox"/>	All Subconsultants & Proposed Work Type (Including listing DBE firms, if applicable)
<input checked="" type="checkbox"/>	Any Additional Required Documents (Specific Requirements in RFQ such as Resumes, etc.)
<input checked="" type="checkbox"/>	Commenting or User Rights Feature Enabled in SOQ PDF Document
<input checked="" type="checkbox"/>	DBE Goal Assurance/Goal Declaration completed

NOTE: This page is not evaluated by the Selection Panel, but is used by Engineering Consultants Section for administrative purposes.