AECOM Delivering a better world

Project Development On-Call • Statewide Locations

CONTRACT NUMBER: 2025-011

APRIL 1, 2025

Prepared for:

Arizona Department of Transportation

Engineering Consultants Section
205 South 17th Avenue,
Mail Drop 616E
Phoenix, Arizona 85007

Selection Panel Members:

The Project Development On-Call (PDOC) contract continues to serve as a great tool for ADOT to use in delivering projects throughout the state and streamlining the approach to initiating consultant services. **AECOM Technical Services, Inc.** (AECOM) has assisted ADOT with numerous task orders under previous PDOC contracts, and we look forward to continuing our partnership.

Our team provides the following benefits:

EFFICIENCY

Through our extensive experience working with ADOT on a variety of projects, we developed a streamlined approach to project delivery. This includes using ADOT Workfront and establishing communication protocols to provide updates and facilitate timely decision-making, project document storage, and reviews. Our cost-effective approach to plan production uses notes, tables, details, and special provisions in lieu of unnecessary plan sheets, and we combine disciplines, where appropriate, to reduce the total number of sheets.

EXPERTISE

AECOM and our subconsultant team members provide multi-disciplined resources to ADOT to deliver a variety of projects. We have a deep bench of in-house resources with a large breadth of expertise to provide specialized services on this contract, such as evaluating historical buildings and designing the fire line in the deck park tunnel. We have the resources and expertise needed to deliver task orders on time and on budget.

EXPERIENCE

AECOM has extensive experience with ADOT and its stakeholders, having successfully delivered several hundred on-call preliminary engineering and final design projects since 1993. Our task order project managers and team members implement performance-based practical design (PBPD) and bring a value engineering perspective to each task order. We know your processes, procedures, standards, and preferences to minimize the risks to scope, schedule, and budget on each task order.

Dale Wiggins, PE, will continue as our project (contract) manager. He served in this role for the past 11 years on the previous three PDOC contracts and he brings extensive experience managing projects statewide. He knows your process and expectations to meet your internal timelines for Notice to Proceed and your funding and commitment timelines for project delivery. He keeps the ADOT task order managers informed throughout the project to avoid surprises and keep projects on track.

Jennifer Bixby, PE, PTOE, will serve as project principal. Jennifer will make adequate resources available to complete each task order under this contract. She will be responsible for contractual matters and overseeing the team's performance with respect to quality and budget.

Our team is interested in being selected for this contract. We commit the key personnel identified herein to the extent necessary to meet ADOT's quality and schedule expectations. AECOM is not a certified Disadvantaged Business Enterprise (DBE), but our team includes three DBE firms to meet the 11.96% DBE goal for the contract and for each task order assignment. We are excited to continue working with you to deliver projects efficiently and successfully through this contract.

Sincerely,
AECOM Technical Services, Inc.

Jennifer Bixby, PE (AZ #33782), PTOE
Project Principal, Vice President
480.363.0447
jennifer.bixby@aecom.com
Authorized SOQ Signer

Dale Wiggins, PE (AZ #26609)
Project (Contract) Manager
602.648.2458
dale.wiggins@aecom.com

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: **2025-011** Consultant Name: **AECOM Technical Services, 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: **Jennifer Bixby, PE, PTOE** Title: **Vice President**

Signature: Date: **April 1, 2025**

Revised 2/11/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2025-011

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.

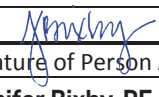
The certification below does not include boycotts prohibited by 50 United States Code Section 4842 or a regulation issued pursuant to that section. *See* A.R.S. §35-393.03.

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.

AECOM Technical Services, Inc. Company Name	 Signature of Person Authorized to Sign
7720 North 16th Street, Suite 100 Address	**Jennifer Bixby, PE, PTOE** Printed Name
Phoenix **AZ** **85020** City State Zip	**Vice President** **April 1, 2025** Title Date

Participation in Boycott of Israel – Consultant Certification
Form Revised - 4/28/2020

ADOT
Infrastructure Delivery and Operations

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:

☑	The Company submitting this Offer does not use, and agrees not to use during the term of the contract, any of the following: • 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.
☐	The Company submitting this Offer **does** participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
☐	**Exempt Consultant.** Indicate which of the following statements applies to this Consultant (may be more than one): ☐ Consultant is a sole proprietorship; ☐ Consultant has fewer than ten (10) employees; and/or ☐ Consultant is a non-profit organization.

AECOM Technical Services, Inc.
Company Name

7720 North 16th Street, Suite 100
Address

Phoenix City | **AZ** State | **85020** Zip

Signature of Person Authorized to Sign — **April 1, 2025**

Jennifer Bixby, PE, PTOE
Printed Name

Vice President
Title

ADOT ECS Contract No: **2025-011**

Forced Labor of Ethnic Uyghurs Ban Certification Form *(rev 10-2022)*

ADOT Project Development On-Call - Consultant Services Matrix
ADOT Contract No.: 2025-011
Prime Consultant Name: AECOM Technical Services, Inc.

Please indicate in the Matrix below whether the prime Consultant and/or Subconsultant in-house resources will provide services for the following Key Technical Disciplines.

Key Technical Discipline	Technical Sub Areas	Prime Consultant	Subconsultant(s)	ADOT Technical On-Call**
Roadway Design		**AECOM**	**—**	**N/A**
	Fringe-Urban Highway Design	AECOM	—	N/A
	Rural Highway Design	AECOM	—	N/A
	Controlled Access Urban Highway	AECOM	—	N/A
	Local Roads	AECOM	—	N/A
	Roundabout	AECOM	—	N/A
	Intersection Improvements	AECOM	—	N/A
	ADA/Sidewalk/MUP	AECOM	—	N/A
	Climbing Lanes	AECOM	—	N/A
	Shoulder Widenings	AECOM	—	N/A
	Interchange Improvements	AECOM	—	N/A
	PBPD	AECOM	—	N/A
Survey & Mapping		**AECOM**	**AeroTech Mapping, Inc.**	**N/A**
	Aerial Survey, Mapping	—	AeroTech Mapping, Inc.	N/A
	Field Survey	AECOM	—	N/A
	Bathymetric Survey	—	—	N/A
Landscape and Irrigation Design & Erosion Control		AECOM	—	**N/A**
	Erosion Control	AECOM	—	N/A
	Irrigation Design	AECOM	—	N/A
	Hardscape Aesthetics	AECOM	—	N/A
	Landscape Design	AECOM	—	N/A
	SWPPP	AECOM	—	N/A
	Seeding Mix Design	AECOM	—	N/A
Materials Design		**AECOM**	**Ethos Engineering, LLC**	**N/A**
	Asphaltic Pavement	AECOM	Ethos Engineering, LLC	N/A
	Concrete Pavement	AECOM	Ethos Engineering, LLC	N/A
	Pavement Life Extension	AECOM	Ethos Engineering, LLC	N/A
	Rockfall Mitigation	AECOM	Ethos Engineering, LLC	N/A
	Life Extension Projects	AECOM	Ethos Engineering, LLC	N/A

Bridge/Structural Design		**AECOM**	**Ethos Engineering, LLC**	**N/A**
	Bridge	AECOM	Ethos Engineering, LLC	N/A
	Deck Overlay	AECOM	Ethos Engineering, LLC	N/A
	Deck Replacement	AECOM	Ethos Engineering, LLC	N/A
	Screen Wall	AECOM	Ethos Engineering, LLC	N/A
	ABC	AECOM	Ethos Engineering, LLC	N/A
	Retaining Wall	AECOM	Ethos Engineering, LLC	N/A
	Noise Wall	AECOM	Ethos Engineering, LLC	N/A
	Signal/Lighting/Sign Foundations	AECOM	Ethos Engineering, LLC	N/A
	Sign/Pole Design	AECOM	Ethos Engineering, LLC	N/A
	Steel Structures	AECOM	—	N/A
Geotechnical Studies/Design		**AECOM**	**Ethos Engineering, LLC**	**N/A**
	FWD	AECOM	Ethos Engineering, LLC	N/A
	Pavement Coring	AECOM	Ethos Engineering, LLC	N/A
	Drilling/Foundation Design	AECOM	Ethos Engineering, LLC	N/A
	Slope Stability /Soil Nail	AECOM	Ethos Engineering, LLC	N/A
	Rockfall Mitigation, Rock Scaling	AECOM	Ethos Engineering, LLC	N/A
	Drilled Shaft	AECOM	Ethos Engineering, LLC	N/A
	MSE Walls	AECOM	Ethos Engineering, LLC	N/A
Drainage Design		**AECOM**	**—**	**N/A**
	Pipe Culvert/Box Culvert	AECOM	—	N/A
	Drainage Retrofit	AECOM	—	N/A
	Hydraulic/Hydrologic Drainage Analysis - HEC RAS, HEC1	AECOM	—	N/A
	2D Hydraulic Modeling	AECOM	—	N/A
	Drainage Channel and Structures	AECOM	—	N/A
	Bridge Hydraulics	AECOM	—	N/A
	LOMR / CLOMR	AECOM	—	N/A
	Scour Analysis/Retrofit	AECOM	—	N/A
Traffic/Safety Engineering Design		**AECOM**	**Y2K Engineering, LLC**	**N/A**
	Temporary Traffic Control	AECOM	Y2K Engineering, LLC	N/A
	Signing/Pavement Marking/Striping	AECOM	Y2K Engineering, LLC	N/A
	Traffic Signal Design	AECOM	Y2K Engineering, LLC	N/A
	Street Lighting Design	AECOM	Y2K Engineering, LLC	N/A

	Intersection Lighting Design	AECOM	Y2K Engineering, LLC	N/A
	High Mast Lighting	AECOM	Y2K Engineering, LLC	N/A
	RSA	AECOM	Y2K Engineering, LLC	N/A
	VISSIM	AECOM	Y2K Engineering, LLC	N/A
	Intersection Control Evaluation (ICE)	AECOM	Y2K Engineering, LLC	N/A
	Dynamic Messaging Signs (DMS)	AECOM	Y2K Engineering, LLC	N/A
	Smart Work Zones	AECOM	Y2K Engineering, LLC	N/A
Intelligent Transportation Systems		**AECOM**	**Y2K Engineering, LLC**	**N/A**
	Broadband, Fiber Optic	AECOM	Y2K Engineering, LLC	N/A
	Speed Feedback	AECOM	Y2K Engineering, LLC	N/A
	Wrong Way Detection	AECOM	Y2K Engineering, LLC	N/A
	CCTV	AECOM	Y2K Engineering, LLC	N/A
	DMS	AECOM	Y2K Engineering, LLC	N/A
Cost Estimations/ Specifications		**AECOM**	**Infrastructure Mavens, LLC**	**N/A**
	Unit Cost Verification	AECOM	Infrastructure Mavens, LLC	N/A
	Bid Justification	AECOM	Infrastructure Mavens, LLC	N/A
	Special Provisions	AECOM	—	N/A
Environmental Services**		**AECOM**	**—**	**N/A**
	Noise Analysis	AECOM	—	N/A
	404 Permit / 408 Permit	AECOM	—	N/A
	Cultural Surveys	AECOM	—	N/A
	Air Quality Analysis	AECOM	—	N/A
	Biological Evaluation	AECOM	—	N/A
	Section 4(f) analysis	AECOM	—	N/A
	Hazardous Materials Analysis	AECOM	—	N/A
	Public Involvement	AECOM	—	ADOT
	Other NEPA Documentation	AECOM	—	N/A
Right-Of-Way Mapping, & Plans**		**AECOM**	**—**	**ADOT**
	Legal Description	AECOM	—	ADOT
	Right of Way Plans	AECOM	—	ADOT
	TCE	AECOM	—	ADOT
	Right of Way Cost Determination	AECOM	—	ADOT
Utility Locating - SUE**		—	—	ADOT

Facilities/Maintenance Design (e.g. Rest Area, Port of Entry, Airport etc.)		**AECOM**	**—**	**N/A**
	Vertical Design	AECOM	—	N/A
	MEP	AECOM	—	N/A
	ADEQ Approvals	AECOM	—	N/A
List any other expertise that pertains to the project		**AECOM**	**Infrastructure Mavens, LLC**	**N/A**
	Independent Cost Estimating (ICE)	—	Infrastructure Mavens, LLC	N/A
	3D Modeling	AECOM	—	N/A
	Visual Simulations	AECOM	—	N/A
	Public Relations	AECOM	—	ADOT
	Cost Risk Analysis	AECOM	Infrastructure Mavens, LLC	N/A
	Value Engineering	AECOM	Infrastructure Mavens, LLC	ADOT

** Consultants may, but are not required to, include the prime Consultant's in-house resources or subconsultants to provide services associated with ROW Mapping & Plans, Utility Locating (SUE) and Environmental Services as part of their team. Prime Consultants must identify in the Consultant Services Matrix if they are proposing to include their firm's resources or Subconsultants (or both) to perform these services or if they elect to utilize consultants contracted through existing ADOT ROW, or EP on-call contracts to perform these services. Evaluation scores and comments will not be affected by the prime Consultant's decision to include or exclude these services as part of their SOQ/proposal or future Task Order Assignments.

- *Prime Consultant's electing to perform these services with their own in-house resources or Subconsultants must demonstrate their technical qualifications in their SOQ proposal (following the SOQ Technical Evaluation Criteria) and perform these services in conformance with the Scope of Work and minimum state and federal standards/regulations.*

- *Consultants electing to use available ADOT EP or ROW on-call contracts will not be included as part of the consultant selection process associated with these on-call contracts, but will still be responsible for managing and delivering the project per the agreed upon scope, schedule and budget for the associated task order they were assigned.*

TECHNICAL EVALUATION

1. Understanding and Approach

This Project Development On-Call (PDOC) contract will establish a pool of qualified consultants to serve as an extension of ADOT staff on an as-needed basis. The Project Management Group (PMG) will direct qualified consultants to develop and deliver projects, including both statewide and Local Public Agency (LPA) projects.

AECOM has extensive experience in the engineering and management of federally funded statewide and LPA projects. Since 1993, we have served ADOT on almost every type of on-call contract, successfully completing several hundred on-call preliminary engineering and final design infrastructure improvement projects.

We will use this experience to efficiently manage and deliver the variety of preliminary engineering and final design task orders that may be assigned under this contract, which may include the activities identified in **Figure 2** (Page 10).

1a. General Contract & Design Process

Project Development Process

Figure 1 shows the major tasks, institutional elements, required clearances, and milestones involved in developing typical on-call preliminary engineering and final design projects.

We understand the nature of ADOT PDOC projects through experience on three previous PDOC contracts and several previous ADOT engineering on-call contracts, discussions with ADOT staff, and many years of involvement in the ADOT project development process. Task order assignments will be awarded based on a ranking of Statements of Interest (SOIs) submitted by PDOC firms.

If AECOM is selected, our project (contract) manager, Dale Wiggins, and our task order project manager (TOPM) will coordinate with ADOT's contract manager (CM), Mona Aglan-Swick, and the ADOT PM and Local Agency PM (if an LPA project), to define the task order's scope, schedule, budget, and other pertinent aspects.

Preliminary engineering and final design activities can begin after the 50-Day Task Order Assignment Schedule Tracker (TOAST) cost proposal process has been negotiated and ADOT provides an Authorization Letter for Notice to Proceed (NTP).

FIGURE 1 | Project Development Process | Major Milestones & Activities

TASK ORDER AWARDED – PROJECT INITIATION

- Cost proposal scoping meeting with ADOT PM/District/LPAs
- 50-day TOAST Cost Proposal Process
- Obtain authorization letter from ADOT ECS

SCOPING DOCUMENT TASK ORDER

BACKGROUND DATA

- Record drawings/ROW plans
- Traffic and accident data
- Permit logs and blue stake request
- Survey/mapping (as needed)

KICKOFF MEETING AND FIELD REVIEW

- Confirm scope, schedule, and risks
- Project photos/videotape
- Conduct field review
- Prepare meeting and field review notes

INITIAL PA

- Background data
- Project scope
- Development considerations
- Cost estimate
- PPAC action

INITIAL DCR

- Traffic/crash data
- Engineering studies
- Design concept alternatives
- Preferred cost estimate
- AASHTO report/design exceptions/ADA

- Environmental technical studies conducted and NEPA document drafted

SUMMARY OF COMMENTS

- Prepare summary of comments
- Comment resolution consensus
- Distribute summary of resolution of comments

FINAL PA

- Complete Project Determination Memo & obtain approvals
- Distribute PA

FINAL DCR

- Incorporate comments
- Make recommendations
- Project implementation
- Environmental mitigation measures

- Environmental technical studies complete and NEPA document approved

FINAL DESIGN TASK ORDER

BACKGROUND DATA

- Record drawings/ROW plans/permit logs
- Blue stake utility request
- Identify additional data needs
- Survey/mapping

KICKOFF MEETING AND FIELD REVIEW

- Confirm scope, schedule, and risks
- Identify critical path task elements
- Kickoff meeting/field review
- Prepare meeting and field review notes

PRELIMINARY ENGINEERING STAGE II DESIGN (30%)

- Preliminary plans and cost estimates
- Initial Drainage Report
- Utility designations and identify conflicts
- Initial ROW and TCE requirements
- Geotechnical investigation
- Initial Materials Design Report

FINAL DESIGN STAGE III, IV, V DESIGN (60%, 95%, 100%)

- Stage plans and cost estimates
- Final Drainage Report
- SUE and utility conflict resolutions
- Final ROW and TCE requirements
- Final Materials Design Report and approval
- Cost estimates and unit cost derivation
- Construction schedule and Special Provisions
- Obtain clearances (environmental, utility, ROW)

BID ADVERTISEMENT SUPPORT

- Respond to contractor questions
- Support ADOT with preparation of addenda, if needed

POST-DESIGN SERVICES

- Respond to RFIs and contractor submittal reviews
- Prepare record drawings

FIGURE 2 | Key Technical Elements & Expected Activities • AECOM has provided all of these services to ADOT on recent contracts.

Roadway Design, Survey & Mapping, Landscape/ Erosion Control, Cost Estimates/Specifications: Roadways, roundabouts, intersections, interchanges, Performance-Based Practical Design (PBPD), passing and climbing lanes, shoulder widenings, multiuse paths, ADA/ sidewalks/MUP, construction schedule, cost estimates/ specifications, survey/mapping, landscape design, erosion control (SWPPP), and pavement design

Drainage Design: Hydrologic/hydraulic investigations, erosion and scour analyses, and design of culverts, storm drains, and channels

Bridge Design, Geotechnical Studies: Structural investigations; bridge retrofit, rehabilitation, and replacement; geotechnical investigations and recommendations; bridge and retaining wall design; sound wall design, and rockfall containment design

Traffic/Safety Engineering Design, Intelligent Transportation Systems: Traffic studies, signal design, ITS design, railroad signal pre-emption, signing and marking, maintenance of traffic (MOT), lighting, safety analysis, Road Safety Assessments (RSAs), High Risk Rural Roads Program (HRRRP)

Environmental Studies: Environmental analyses, National Environmental Policy Act (NEPA) clearance documents, and historic architecture evaluations

Right-of-Way (ROW) Mapping & Plans: ROW surveys, plans, coordination, appraisals, and acquisitions

Utilities Locating – SUE: Utility mapping and designations, utility coordination, potholing, and conflict resolution

Facilities/ Maintenance Design: Rest area, port-of-entry, and state park improvements; architectural design; mechanical, electrical, and HVAC design; and water/wastewater system design

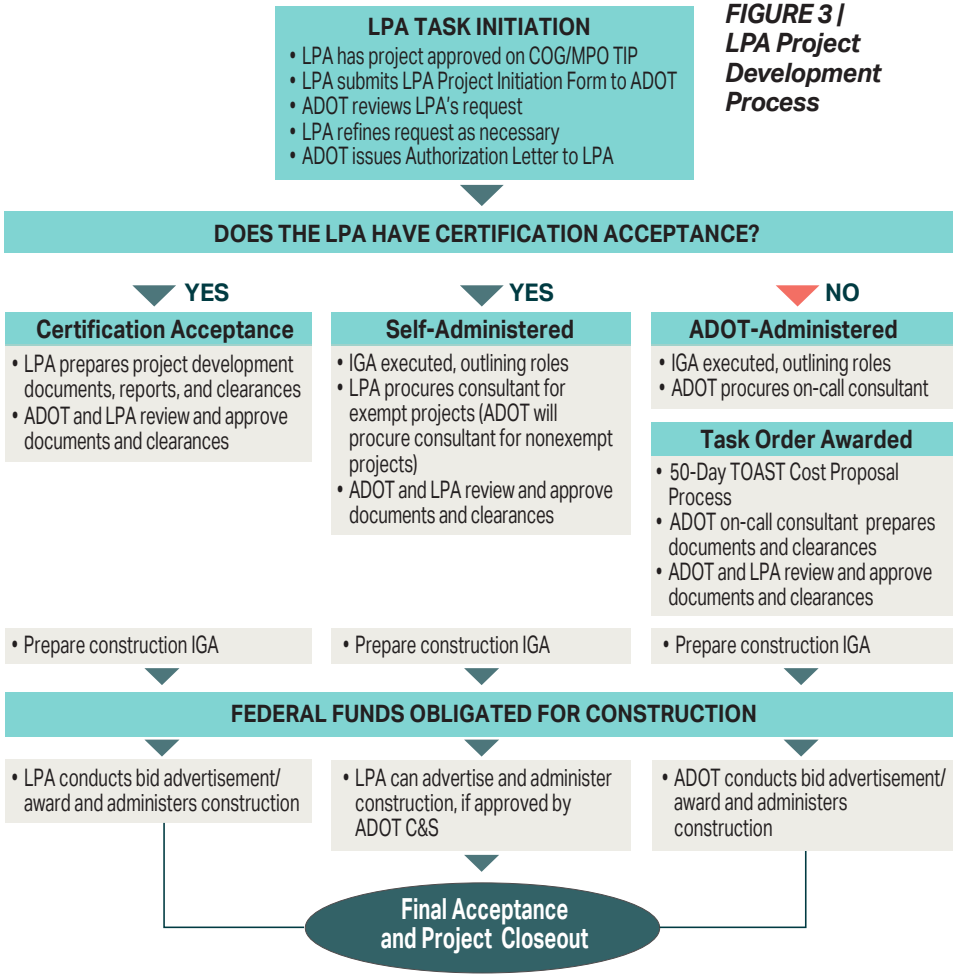


FIGURE 3 | LPA Project Development Process

LPA Project Development Process

Figure 3 shows the LPA project development process when federal funds are involved. ADOT will administer LPA projects unless the LPA has been approved to self-administer specific project activities or has been approved under the ADOT Certification Acceptance Program.

Preliminary Engineering Phase

Scoping Documents | For typical PDOC projects with minor environmental issues, a Scoping Letter (SL) or Project Assessment (PA) is prepared, accompanied by a Categorical Exclusion (CE) environmental clearance document. The scoping document will identify the purpose and need, define the scope, and establish the environmental and permitting requirements. **Figure 1** (Page 9) shows the preliminary engineering phase of the project development process.

It will describe the project's major construction features, schedule, and construction costs, and will serve as the basis for the programming and design of subsequent construction projects.

Other Supplemental Engineering | Depending on the type of scoping document, additional information and supplemental reports may be needed, including Design Decision Documentation (DDD), traffic studies, AASHTO Controlling Design Criteria Report, Americans with Disabilities Act (ADA) Report, utility reports, drainage studies, geotechnical analyses, and bridge selection reports.

Final Design Phase

The design needs for statewide and LPA projects will vary from task to task. Our team provides full-service expertise in all eight key technical disciplines, as shown in **Figure 2**. **Figure 1** (Page 9) shows the final design phase of the project development process.

Key Technical Discipline Components and Institutional Elements, Special Issues or Risks

Consultant services needs for statewide and local government projects will vary from task to task. Our team provides full-service expertise for the key technical disciplines required for the PDOC.

Table 1 (Pages 11–12) demonstrates our team's understanding and approach to the key disciplines and their associated Technical and Institutional Elements, Clearances, Special Issues or Risks, and proposed resolutions.

TABLE 1 | Key Discipline Approach and Associated Technical and Institutional Elements, Clearances, Special Issues, or Risks

Key Technical Discipline *(Technical & Institutional Elements)*	**Special Issues or Risks**	**Resolutions**
Roadway Design, Survey & Mapping, Landscape/Erosion Control, Cost Estimates/Specifications		
Roadway Design/Cost Estimates/Specifications Urban freeways , fringe-urban highways, rural highways, local streets, roundabouts, complete streets, intersections, an interchanges, including: • Medians, passing and climbing lanes, shoulder widenings • Pavement preservation, multi-use paths, fencing, ADA/ sidewalk/MUP • DDD, cost estimates, unit cost verification, independent cost estimating (ICE), AASHTO Report • Cost risk analysis (CRA), value engineering (VE) • Implement PBPD that will provide the most safety and operational benefits from the limited funds available	Design and construction budgets are typically pre-determined for on-call tasks and sometimes do not adequately cover the project scope	Develop accurate construction cost estimates to help ADOT and LPAs prioritize and develop final project scopes that match the available budget. Implement PBPD to optimize designs that make the most prudent use of financial resources.
	Design criteria changes result in redesign	Prepare DDD to define the design standards for the project and record key decisions related PBPD. Confirm roadway design criteria with ADOT and LPA at the project onset.
	Changes to geometry may affect all disciplines	Detailed review of geometry for RDG and DDD compliance and project requirements, prior to Stage II. The roadway engineer takes the lead role in coordinating with other disciplines to verify all elements of the project design are compatible.
	Cost increases due to missing bid items or rising materials and labor pricing may impact project programming	Confirm project scope and design elements as an initial task to refine quantities and costs for all major items. Implement the cost estimating strategy, keeping continuous focus on unit prices and future trends by tracking material and labor costs to derive item unit costs at each design stage.
Survey & Mapping • Control survey • Supplemental surveys (topographic, roadway drainage) • Mapping (aerial, digital terrain mapping, LiDAR) for design	Errors in aerial topographic base mapping impacts design and construction	Verify that 3D topographic contour mapping coincides with ground survey points.
	Not enough ground survey to supplement aerial mapping for detailed design	Develop a list of supplemental ground surveys that are sufficient to cover any needed detailed design.
Landscape Design & Erosion Control • Landscape architecture • Bridge and wall aesthetics, hardscape aesthetics • Slope warping • Seeding and planting, plant salvage, irrigation • Erosion control, SWPPP	Landscape enhancement requests outside of scope	Confirm expectations with LPA and ADOT Roadside and District, and identify cost and funding sources.
	Varying seeding and planting types, and limits impact project budgets	Meet with ADOT Roadside and District at the project onset to establish seed type and planting requirements.
	Underestimating the area of construction and storm water generated during construction	Provide accurate calculations of permanent and temporary areas of impact to assure compliance with National Pollutant Discharge Elimination System (NPDES) and Arizona Pollution Discharge Elimination System (AZPDES) requirements.
Drainage Design		
Drainage Design | Hydrologic/hydraulic design (HEC-1, HEC-HMS, HEC-RAS, and/or FLO-2D modeling), including: • Erosion and scour analyses • Design of culverts, storm drains, and channels • Bridge hydraulics • Section 404 permit requirements • LOMR/CLOMR	Hydrologic design modeling (HEC 1 vs. FLO-2D) may impact design costs	Confirm hydrologic methodology at the project onset.
	Temporary drainage during construction not assessed	Assess the interim drainage requirements for detours and other temporary structures that may impact drainage during construction.
	Section 404 permitting process results in request for design changes, a mitigation plan, or schedule impacts	Minimize potential impacts within Waters of the U.S. and initiate permitting process and/or coordination with the USACE early in the project development process.
Bridge Design, Geotechnical Studies & Design		
Bridge/Structures Design | Structural investigations, new bridges, bridge widenings, and bridge rehabilitations, including (deck overlay or deck replacement) • retaining and sound walls • drainage structures • signal/lighting/sign pole and foundations • and preparing Bridge Selection Reports (BSRs) for new bridges and/or bridge renovations	Changes in BSR recommendations for bridge improvements that may impact schedule & budget	Attain consensus on preferred alternatives and verify costs to ensure adequate funding. Verify constructability of alternatives.
	Bridge replacement alternatives that adversely affect the traveling public	Investigate Accelerated Bridge Construction (ABC) techniques to reduce travel impacts, improve public safety and shorten construction schedules.
Geotechnical Studies & Materials Design | Geotechnical investigations and recommendations, including • Field sampling, laboratory testing • Geotechnical design & reports, rockfall containment design, slope stability analyses, and pavement design (AC & PCCP) • Foundation design, drilled shaft design • Materials Design Report, including pavement rehabilitation and new pavement structural sections	Schedule delays due to required environmental clearance prior field investigation	Develop a Field Investigation Plan early to obtain environmental clearance for field investigation, potentially separated from the overall project environmental clearance.
	Geotechnical constraints and potential geologic hazards not well understood to provide adequate geotechnical investigation	Perform early site visit to address conditions, access methods, and equipment required to get to the borings prior to developing scope of work.
	Difficult access in steep terrain	Assess the best method of investigation to optimize data collection at a reasonable cost to establish a cost-effective exploration plan to determine whether remote access type rigs are needed.
	Access required to property outside ADOT ROW	Determine if ROE permits are needed for boring locations and site access by meeting with environmental, geotechnical, roadway, and ROW leads.

Table 1 continued, Page 12

TABLE 1 | Key Discipline Approach and Associated Technical and Institutional Elements, Clearances, Special Issues, or Risks (continued)

Key Technical Discipline *(Technical & Institutional Elements)*	Special Issues or Risks	Resolutions
Traffic/Safety Engineering Design, Intelligent Transportation Systems		
Traffic/Safety Engineering Design, ITS | Traffic studies; signal design • ITS design • railroad signal pre-emption • signing and marking • maintenance of traffic (MOT) • smart work zones • photometric analyses and lighting • capacity analysis (VISSIM) • roundabout analyses • safety analysis • RSAs • HRRRP • Intersection Control Evaluation (ICE)	Inadequate/incomplete traffic data for traffic studies	Evaluate possible data sources and confirm assumptions with ADOT/key stakeholders prior to moving forward with analysis
	Construction sequencing not vetted	Work with District and LPAs regarding preferred sequencing
	ITS technology is evolving	Identify and evaluate available technologies and effectively integrate into existing infrastructure
Environmental Studies		
Environmental Services | Environmental analyses, NEPA environmental clearance documents, and historic architecture evaluations. Detailed environmental studies will be conducted as needed to support the type of environmental document and may include: • Biological evaluation • Hazardous materials survey • Air quality and noise analysis • Visual impact analysis • Cultural resources survey • Section 4(f)/6(f) evaluation • Water resource evaluation • Jurisdictional delineation • Clean Water Act Sections 401 and 404 permitting • Archaeological testing and recovery • Public involvement	Level of NEPA clearance may affect project schedule.	Early coordination with ADOT Environmental Planning (EP) is essential to identify the appropriate level of NEPA clearance and the technical reports. Obtaining environmental clearance with a CE usually takes 6–12 months; therefore, it is imperative that the environmental clearance process start during the preliminary engineering phase and preferably be completed prior to acceptance of Stage II plans.
	Any activity that disturbs the ground, such as geotechnical investigations or utility potholes, will often require a separate environmental clearance	Our team will be proactive in obtaining the geotechnical, pothole, and project clearances by meeting with ADOT EP immediately after NTP to reach tentative agreement on environmental clearance requirements.
	Changes to project limits, ROW/TCE limits after environmental studies are underway and/or approved	Define the area of potential effect (APE) at the Stage II (30%) design stage and is sufficient to cover any potential design changes, areas for advance warning signs, detours, contractor staging areas and other activities that may be required outside of the immediate project area
	Environmental clearance required prior to appraisals	Verify that all ROW requirements are designated at Stage III design and included in the environmental documentation
	Overall cost or level of effort required for environmental clearance is not in alignment with budget or schedule	Consider alternatives to avoid or minimize potential impacts, or identify a project-specific approach that is different from standard procedures but still fulfills compliance requirements
Right-of-Way Mapping & Plans		
Right-of-Way Mapping & Plans • ROW Results of Surveys • Temporary construction easements (TCE) • Drainage and utility easement delineation • ROW plans, appraisals, and acquisitions • ROW clearance	ROW acquisitions will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. This is a time-consuming issue on LPA projects	We will identify the need for new ROW, drainage, and TCEs early in the design process. New ROW and easement requirements will be established during Stage III (60%) design to provide adequate time for the ROW appraisal and acquisition process.
	ROW clearance memo is dependent on the completion of the ROW acquisition process with property owners in advance of the advertisement date of the PS&E	Our goal is to provide sufficient construction easement and acquisition information with the Stage II submittal for ROW plan development. For LPA projects, special consideration for local City Council approval of ROW acquisition parcels can add 30–60 days to the schedule.
	Changes to ROW, TCE, easements delineation after Stage II may affect environmental clearance	Accurate ROW delineation at Stage II using 3D modeling, including foresight of designs not yet complete (e.g. drainage, utilities relocations), and include them in the environmental clearance
Utilities Locating – SUE		
Utility Locating – SUE | The eight-step utility and railroad coordination process includes utility reports for each design stage, special provisions, a utility agreement (if required), and utility clearance letters. SUE will be required to identify existing utility locations and to prepare the utility base mapping. Utilities will be designated where utility conflicts are significant (SUE Quality Level B) and the locations will be included in the Stage II (30%) plans. If required, potholing (SUE Quality Level A) will be performed to determine if relocations are needed.	Obtain the Utility Clearance Letter (verifying that railroad/utility concerns have been addressed) and executing formal agreements is critical to avoid schedule delays	Early and continuous proactive coordination with utilities and railroads to obtain the clearance before the Stage IV (95%) review submittal. A letter from each utility provider must be obtained addressing prior rights, facility locations, and the schedule for any required relocations.
	Existing maps and record drawings obtained are often insufficient to locate existing utilities accurately to determine level of conflicts	Take a proactive role in the utility process to make sure all utility companies are identified, maps and drawings are updated, contacts are re-established, and plans accurately represent the utilities. Design coordination efforts determine if there are conflicts.
	Inaccurate/incomplete existing utilities identification at Stage II and delays in test holes to identify conflicts	Schedule SUE Phase I (designating) to be done prior to Stage II, and SUE Phase II (test holes) to be shown at Stage III. Ensure project environmental clearance includes SUE Phase II field investigation.
Facilities/Maintenance Design		
Facilities/Maintenance Design • Rest area, port-of-entry, and state park improvements • Architectural design • Mechanical, electrical, and HVAC design • Water/wastewater system design	Record drawings of facilities may not adequately identify existing features of the facilities	Site visit for scoping to include key disciplines. A summary of data collection (e.g. as-builts, maintenance records) will be provided to attendees in advance of meeting
	EPA/water quality issues may be present at facilities constructed prior to concurrent environmental regulations	Evaluate level of improvements based on current code requirements and assess cost implications. Perform a risk analysis and develop an implementation plan to meet funding constraints.

Coordination with outside agencies, ADOT Groups and Sections, and LPAs | Thorough communication and coordination are essential for successful project development, especially at the project outset to reach stakeholder consensus on the project scope, schedule, and budget. We will achieve this through regularly scheduled progress and utility coordination meetings, one-on-one meetings on specific project issues, and by maintaining an Issues Resolution Matrix throughout project development to track issues, resolutions, critical dates, and action items.

Task Order Project Management | Effective management is critical to the success of any project and begins with a thorough understanding of the project elements, including communication and coordination, scope, schedule, budget, and quality assurance and compliance. Our task order managers will lead and advance the task orders through the project development process while keeping the ADOT PM informed of the project status and important issues throughout the project life.

Maintaining the Project Schedule

We understand that the success of ADOT's program depends on advertising projects on schedule and using the obligated funds within the scheduled fiscal year. **Figures 4A–4B** show typical schedules for PA scoping and final design phases. Dale and the task order manager will proactively monitor schedule-critical tasks weekly to facilitate successful, on-time delivery of each task order.

A key element of establishing and maintaining a task order schedule is providing appropriate contingencies for unanticipated events. The length of a project schedule will depend on several factors, including:

- **Need:** Is this a fast-track project?
- **Complexity:** Multi-disciplinary, outside agencies?
- **Funding:** Which fiscal year?

Our proactive management approach will facilitate completing each task as scheduled:

- Communicate critical decision dates to ADOT early so appropriate priority can be assigned to resolving issues.
- Identify utility conflicts early so utilities can be relocated before the contractor mobilizes.
- Early focus on obtaining environmental clearance and right-of-entry permits for the geotechnical investigation/utility testholes.
- Identify the need for new ROW, drainage, and TCEs early in the design process.
- Identify and prioritize potential issues early. Communicate, track, and resolve issues before they become problems.
- Prepare realistic schedule that identifies critical paths and actual completion dates that reflect the needs of each task order. **Figures 4A–4B** show the tasks that are typically control the schedule-critical paths.

FIGURE 4A | Typical Schedule, PA Scoping Phase

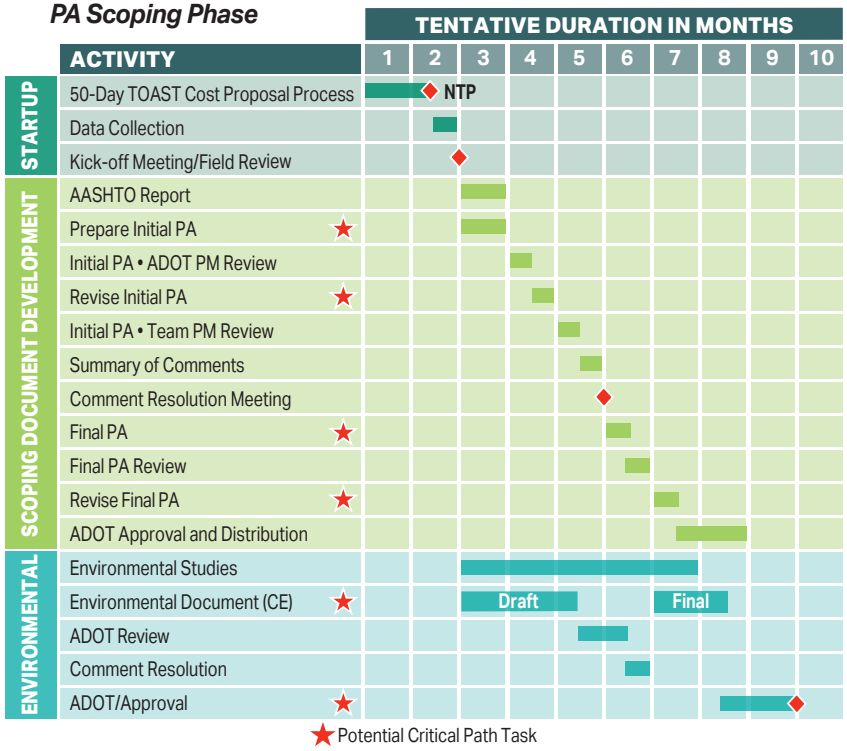
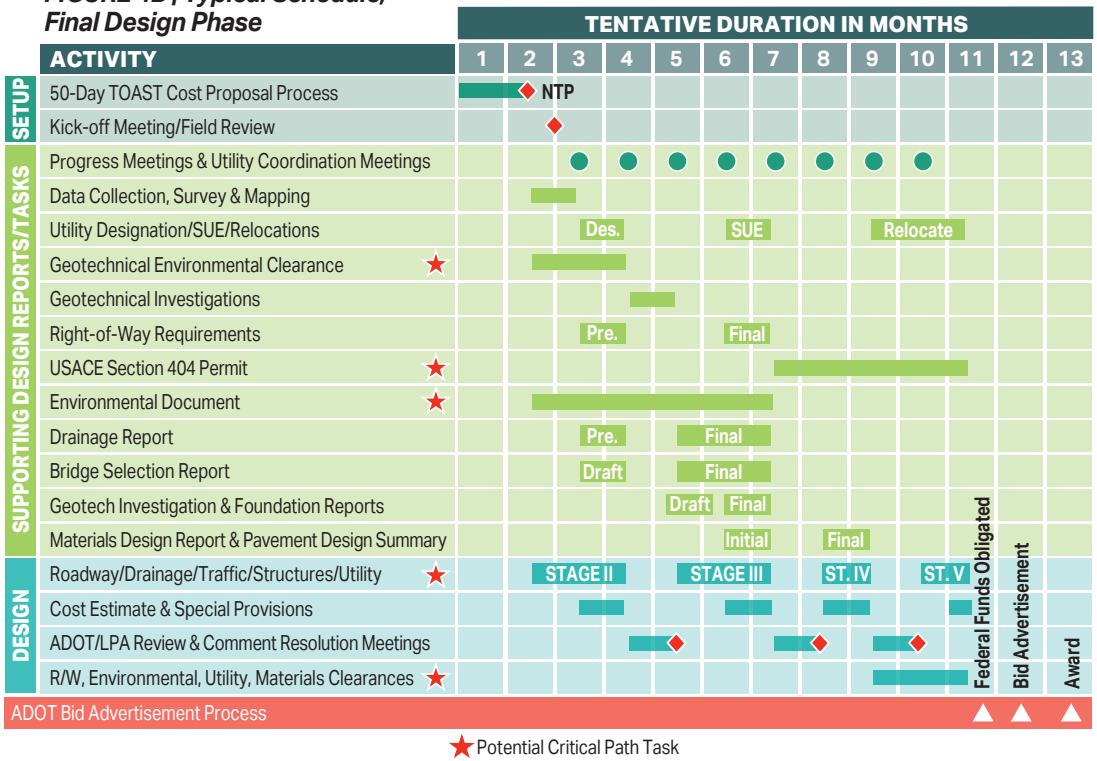


FIGURE 4B | Typical Schedule, Final Design Phase



1b. Establishing Task Order Scope of Work

Defining a Detailed Scope at the Outset | Once a consultant is selected for a task assignment, the ADOT PM will provide a project framework form, hold an initial scoping meeting to identify the issues that will affect project development (safety, environmental, ROW, utilities, funding constraints, LPA, stakeholders, schedule, etc.). After selection, the initial scoping meeting is the first step in the ADOT TOAST process, leading to execution of a task order contract within a 50-day goal period.

We are committed to meeting the 50-day TOAST goal for project NTP. We will be prepared to discuss the project scope with the ADOT PM and key stakeholders. Our key staff will come prepared with our questions. We will submit our initial scope and fee within 7 days to PMG after the scoping meeting, complete with the required documents and the task order checklist, and submit the final scope and fee within 34 days of the initial notification.

Our proposed task manager and design team, with qualified staff from our Phoenix and Tucson offices, will efficiently coordinate with ADOT District staff, local jurisdictions, and the public. We will configure our subconsultant team based on the task order needs and DBE requirements. We will prepare our cost proposals in accordance with ADOT Engineering Consultants Section (ECS) requirements at a clear and concise level of detail to facilitate review by the ADOT PM and ECS. Once ECS has issued the NTP, we will immediately begin the technical scoping and design activities.

Producing Efficient Construction Documents | Accurate, complete, and easily understood plans provide the contractor with the means to efficiently construct the project. On large, complex projects, separate plan sheets are usually required for each key discipline. However, for smaller, less complex PDOC task orders, plan sheets for some key disciplines can be eliminated using notes, tables, details, and special provisions to cover the work. Plan sheets can also be combined, eliminating un-needed plan sheets and reducing the production time. We have recent project experience on our SR 72 pavement preservation project where we reduced the number of plan sheets to combine the pavement rehabilitation limits, culvert scour locations, turnouts paving locations, and tree removals into a key map sheet that referenced tables for each item, standard and special details, while still providing clear and concise construction plans. At the initial scoping meeting, we will discuss with the ADOT PM what plan sheets could be covered by tables, details, special provisions, what discipline plan sheets are needed, and which can be combined.

Using Performance-Based Practical Design | It is ADOT's intent and expectation that a Performance-Based Practical Design (PBPD) approach be applied to all projects. Implementing PBPD meets the project objectives and needs while making cost-effective design decisions that optimize system performance. AECOM will use ADOT's recent DDD process to document project-specific design decisions and design criteria, including PBPD evaluations of different design alternatives, decisions about retaining existing features, or the design of new roadway features that vary from published design values, criteria, or standards that meet the project and system objectives and needs. For each project/task order, project-specific design decisions will be documented in ADOT's DDD to record key decisions related to design standards and design exceptions used on a project. AECOM recently used the PBPD and ADOT's new DDD process on the US 93 Vista Royale project to evaluate several design criteria that deviated from the Design Concept Report while still meeting the project and system objectives and needs.

2. Team Experience and Qualifications

Our in-house team and subconsultants have extensive experience in the engineering and management of ADOT statewide and LPA projects. **Table 2** shows our subconsultants' office locations, staff sizes, and relevant experience. **Table 3** lists representative on-call contracts for which AECOM was the prime consultant. The table also shows our past record of performance based on ADOT annual evaluation scores for completing the project scope, providing quality work, and meeting the task order schedules.

TABLE 2 | Subconsultant Experience

Firm	Location (# Staff)	Relevant Experience
AeroTech Mapping, LLC Topo/Aerial Mapping	Phoenix (3)	• 2014, 2018, 2022 Project Development On-Call, ADOT • Wash Bridge Replacement at Walnut Grove Road, ADOT • US 93, Cane Springs Widening, ADOT
Ethos Engineering, LLC Structures, Geotech, Pavement	Tempe (14)	• I-40, East Kingman TI OP WB Bridge Deck Replacement, ADOT • Wash Bridge Replacement at Walnut Grove Road, ADOT • US 60, Waterfall Canyon Bridge, ADOT
Infrastructure Mavens, LLC Cost Estimate/Constructability	Phoenix (3)	• 2014, 2018, 2022 Project Development On-Call, ADOT • US 93, Cane Springs Widening, ADOT • I-40 Rancho Santa Fe Parkway TI, ADOT
Y2K Engineering, LLC Traffic Studies, RSAs	Mesa (22)	• 2018, 2022 Project Development On-Call, ADOT • I-40, East Kingman TI OP WB Bridge Deck Replacement, ADOT • US 60, Waterfall Canyon Bridge, ADOT

DBE SBC Teaming History With AECOM PDOC Contract/Task Order

TABLE 3 | AECOM's ADOT On-call Contracts as Prime Consultant

Contract	Contract Dates	Key Disciplines								ADOT Evaluation Scores		
										Scope [1]	Quality [2]	Schedule [3]
Project Development On-Call	2022–2025	●	●	●	●	●		●	●	4	4	4
Project Development On-Call	2019–2024	●	●	●	●	●		●	●	3	3	3
Project Development On-Call	2014–2021	●	●	●	●	●		●	●	3	3	3
On-Call ROW Survey and ROW Plans	2000–2025 (5 Contracts)	●					●			5	5	4
On-Call Alternative Project Delivery Administration	2021–2025	●	●	●	●	●	●	●	●	3	3	3
On-Call Alternative Project Delivery Administration	2017–2022	●	●	●	●	●	●	●	●	3	3	3
On-Call Statewide Bridge Engineering, Assessment, and Evaluation	2023–2025			●						4	4	4
On-Call Statewide Bridge Engineering, Assessment, and Evaluation	2019–2024			●						4	4	4
On-Call Statewide Bridge Engineering, Assessment, and Evaluation	2013–2020			●						5	4	4

[1] ***Evaluation Item 6.1:*** *How did the consultant meet the project requirements (e.g. scope, schedule, budget, etc.)?*
[2] ***Evaluation Item 6.3:*** *What was the quality of the work (i.e. did they follow ADOT specifications, standards, etc.)?*
[3] ***Evaluation Item 7.2:*** *Were the deliverables submitted on time?*

2a. Project Experience Matrix

AECOM has a long history of delivering successful projects under previous ADOT on-call contracts and as individual contracts. Our team brings ADOT a depth of expertise and abilities to provide a full range of "one-stop shop" transportation and infrastructure engineering services. **Table 4** summarizes AECOM's recent project experience in each of the key disciplines, including subconsultants. Our subconsultant roles and capabilities are shown in **Table 5** (Page 16).

KEY DISCIPLINES

- Roadway Design, Survey & Mapping, Landscape/Erosion Control, Cost Estimates/Specifications
- Drainage Design
- Bridge Design, Geotechnical Studies
- Traffic/Safety Engineering Design, Intelligent Transportation Systems
- Environmental Studies
- Right-of-Way Mapping & Acquisition
- Utilities Locating–SUE
- Facilities/Maintenance Design

TABLE 4 | Relevant Project Experience

Project Name Owner	Key Disciplines & Leads								Prime Firm Role	Subconsultant Roles	Schedule Performance	Brief Description/Cost
I-40, East Kingman TI OP WB Bridge Deck Replacement, AZ ADOT PDOC	● King	— N/A	● Ansley	● K. Bondy	— N/A	● Knezevic	● Wolf	— N/A	• **Project Manager:** Ben Ansley (Deputy PM) • **AECOM:** Structures, survey, roadway, MOT, SWPPP, utility coordination	• **Ethos Engineering, LLC:** Geotechnical • **Y2K Engineering, LLC:** Signing and marking, lighting • **Other:** Environmental	**Original Bid Date:** 10/2022 **Actual Bid Date:** 10/2022 **Variance:** N/A; Project bid on schedule	Final design to replace the existing bridge deck and abutment bearings on I-40. **Construction Cost Estimate:** $6.3M
US 60 Waterfall Canyon Bridge Replacement, Superior, AZ ADOT PDOC	● Wiggins	● Leander	● Ansley	● K. Bondy	● Rietz	● Knezevic	● Wolf	— N/A	• **Project Manager:** Ben Ansley (Deputy PM) • **AECOM:** Roadway, structures, drainage, traffic/MOT, survey, utilities, environmental	• **Ethos Engineering, LLC:** Geotechnical • **Y2K Engineering, LLC:** Traffic/MOT	**Original Bid Date:** 05/2023 **Actual Bid Date:** 05/2023 **Variance:** N/A; Project bid on schedule	Final design to replace the existing t-beam bridge with new non-standard box culvert structures. **Construction Cost Estimate:** $3.9M
Dove Mountain Boulevard & Moore Road Traffic Signal, Town of Marana, AZ ADOT PDOC	● Ravesloot	— N/A	— N/A	● Ricketts	● Rietz	● Knezevic	● Wolf	— N/A	• **Project Manager:** Brian Ravesloot • **AECOM:** Traffic signal, roadway, survey, signing and marking, environmental, utility coordination	• **AeroTech Mapping, Inc.:** Mapping • **Other:** Environmental	**Original Bid Date:** 05/2024 **Actual Bid Date:** 08/2024 **Variance:** The bid date was pushed due to the Town of Marana needing to secure additional project funding	Final design of a new traffic signal for the Town of Marana. **Construction Cost Estimate:** $649k
I-19 Broadband GEC, Tucson, AZ ADOT PDOC	● Ravesloot	— N/A	— N/A	● Yordanov	● Rietz	● Knezevic	● Wolf	— N/A	• **Project Manager:** Brian Ravesloot • **AECOM:** GEC, ITS infrastructure, survey, environmental, utility coordination	• **AeroTech Mapping, Inc.:** Mapping • **Other:** Environmental	**Original Bid Date:** 12/2021 **Actual Bid Date:** 12/2021 **Variance:** N/A; Project bid on schedule	This DB project installed new multi-duct conduit and fiber optic cable along 63 miles of I-19 between Nogales and Tucson. **Construction Cost Estimate:** $15M
SR 72, NW of Bouse to SE of Bouse, Pavement Preservation, AZ ADOT PDOC	● Jacoby	● Denetdale	— N/A	● Ricketts	— N/A	— N/A	● M. Bondy	— N/A	• **Project Manager:** Matt Bondy • **AECOM:** Roadway, drainage, MOT, signing and marking	• **Y2K Engineering, LLC:** Traffic control • **Other:** Environmental	**Original Bid Date:** 04/2024 **Actual Bid Date:** 04/2025 **Variance:** ADOT required additional Class III intensive cultural survey and Section 106 consultation that was not originally scoped, delaying the project	Final design for pavement rehabilitation for approximately 10 miles of roadway along SR 72 within the ADOT Southwest District. **Construction Cost Estimate:** $12.1M
I-10, ITS Fiber Gap, Wymola to Ina Road ADOT PDOC	● Yordanov	— N/A	— N/A	● Yordanov	● W. Turner	— N/A	● Sub	— N/A	• **Project Manager:** Ivan Yordanov • **AECOM:** ITS infrastructure, Survey, roadway, MOT, environmental, SWPPP	• **Other:** Utility Coordination	**Original Bid Date:** 06/2022 **Actual Bid Date:** 06/2022 **Variance:** N/A; Project bid on schedule	Final design to install 30 miles of ITS conduit, pull boxes, and fiber optic cable along I-10 between Casa Grande and Tucson. **Construction Cost Estimate:** $5.6M

Key Discipline Leaders: *Ben Ansley • Kate Bondy • Matt Bondy • Billie Denetdale • Greg Jacoby • Niel King • Ilija Knezevic • Keaton Leander • Brian Ravesloot • Craig Ricketts, Jr. • Jessica Rietz • Russ Stuart • William Turner • Dale Wiggins • Thomas Wolf • Ivan Yordanov*

Table 4 continued on Page 16

TABLE 4 | Relevant Project Experience

Project Name Owner	Key Disciplines & Leads								Prime Firm Role	Subconsultant Roles	Schedule Performance	Brief Description/Cost
	King	Denetdale	Stuart	Ricketts	Rietz	Knezevic	Wiggins	N/A				
US 93, Cane Springs, Mohave County, AZ ADOT	●	●	●	●	●	●	●	—	• **Project Manager:** Dale Wiggins • **AECOM:** Survey, roadway, drainage, MOT, signing and marking, environmental, utility coordination, SUE	• **AeroTech Mapping:** Mapping • **Ethos Engineering:** Geotechnical • **Infrastructure Mavens:** Cost estimating • **Other:** Landscape	**Original Bid Date:** 06/2024 **Actual Bid Date:** 06/2024 **Variance:** This $48.8M project was delivered in a 10-month accelerated design schedule due to a delay in the advertisement for design	Final design for 3.4 miles of widening to a four-lane divided roadway, including two 405-foot bridges over Cane Springs Wash. **Construction Cost Estimate:** $48.8M
SR 69, Prescott Lakes Parkway to Heather Heights, Prescott, AZ ADOT	M. Bondy	Leander	Ansley	K. Bondy	Rietz	Knezevic	Wiggins	N/A	• **Project Manager:** Dale Wiggins • **AECOM:** Survey, roadway, drainage, traffic/MOT, signing/ marking, lighting, environmental, utility coordination, SUE	• **Ethos Engineering:** Geotechnical • **Other:** Utilities, traffic counts noise/ air quality, public involvement	**Original Bid Date:** Q3 2021 **Actual Bid Date:** 03/2024 **Variance:** Project put on hold due to delayed project funding; final design met the revised submittals schedule	Final design for 1.2 miles of roadway widening of SR 69 in Prescott, including a new traffic signal. **Construction Cost Estimate:** $9.79M

Key Discipline Leaders: *Ben Ansley • Kate Bondy • Matt Bondy • Billie Denetdale • Niel King • Ilija Knezevic • Keaton Leander • Craig Ricketts, Jr. • Jessica Rietz • Russ Stuart • Dale Wiggins*

3. Team Capability

3a. Demonstrated Knowledge, Skills, and Abilities

AECOM offers ADOT an outstanding team to provide PDOC services. With an Arizona staff of nearly 200 and our subconsultant support team, we have the resources to complete any assignment under this contract. The knowledge, skills, and abilities of our teaming partners and individual key personnel are shown in **Table 5** and **Table 6** (Page 17), respectively.

AECOM Team Strengths

- A proven, available project (contract) manager who can organize and lead the team to accomplish all assigned tasks
- Task order project managers who are experienced with ADOT on-call and LPA procedures and can deliver a wide range of project types and services
- A multidisciplinary team with thorough expertise in the technical areas needed to develop and produce scoping documents and bid packages for any task order
- A roadway engineering team that has scoped and/or designed multiple projects throughout the state from multiuse pathways to major urban freeway projects
- A structures team that has scoped and designed various large and small structural projects throughout the state, including new bridges and widenings, bridge rehabilitations, retaining and sound walls, and other miscellaneous drainage- and traffic-related structures
- A traffic engineering team that has completed traffic impact and safety studies, RSAs, and traffic signal warrants, in addition to several HRRRP, ITS, traffic signal, pedestrian hybrid beacon, roundabout, lighting, signing and marking, and traffic control designs
- An environmental team that can guide, review, and develop NEPA clearance documents to meet the federal funding requirements
- A survey and ROW team that can provide field survey and quickly develop ROW documents, help resolve issues, and assist in acquisition
- An experienced utility team that can identify utility issues, designate utility locations, resolve conflicts, and obtain clearances while maintaining the overall schedule
- An aerial mapping and LiDAR team that can provide accurate digital terrain mapping in any type of terrain

TABLE 5 | Team Knowledge, Skills, and Abilities

■ PDOC Experience

Firm Name	*Role*	■ DBE • ■ SBC Firm	Scoping Documents	Roadway Design	Roundabout Design	Passing/Climbing Lanes	Pavement Preservation	Bicycle Paths	Civil Site Design	LPA Projects	Surveys	Aerial Mapping	LiDAR Mapping	Landscape Design	Erosion Control	Hydrology	Flood Plain Analysis	Hydraulic Design	Pump Station Design	Structures	Geotechnical Investigation	Rockfall Mitigation	Pavement Design	Traffic Impact Studies	Signing/Marking	Maintenance of Traffic	Traffic Signals/Lighting	ITS	Safety Analysis	HRRRP	RSA	ROW Plans	Legal Descriptions	ROW Cost Determinations	NEPA Documents	Cultural Resources	Hazardous Materials	Biological Resources	Visual Resources	Section 401,404	Air/Noise Analyses	Land Use/Section 4(f)	Socioeconomics / EJ	Public Involvement	Utility Coordination	Utility/Railroad Agreements	SUE/Potholes	Water/Wastewater Systems	Electrical Engineering	Mechanical/HVAC
■ **AECOM**	Prime Consultant	N/A	●	●	●	●	●	●	●	●	●			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
■ **AeroTech Mapping, Inc.**	Topo/Aerial Mapping	■■									●	●	●																																					
■ **Ethos Engineering, LLC**	Structures, Geotech, Pavement	■■	●	●				●		●										●	●	●	●																												
■ **Infrastructure Mavens, LLC**	Cost Estimates, Constructability	■		●	●	●	●	●	●	●				●	●				●	●			●		●	●	●	●																						
■ **Y2K Engineering, LLC**	Traffic Studies, RSA	■■						●		●														●	●	●	●	●	●	●																				

TABLE 6 | AECOM Team Knowledge, Skills, and Abilities

■ PDOC Experience

Team Member	Role/Discipline	Firm	Registrations (AZ) Certifications	Years of Experience / Firm	Scoping Documents	Roadway Design	Roundabout Design	Passing/Climbing Lanes	Pavement Preservation	Bicycle Paths	Civil Site Design	LPA Projects	Surveys	Aerial Mapping	LiDAR Mapping	Landscape Design	Erosion Control	Hydrology	Flood Plain Analysis	Hydraulic Design	Pump Station Design	Structures	Geotechnical Investigation	Rockfall Mitigation	Pavement Design	Traffic Impact Studies	Signing/Marking	Maintenance of Traffic	Traffic Signals/Lighting	ITS	Safety Analysis	HRRRP	RSA	ROW Plans	Legal Descriptions	R/W Cost Determinations	NEPA Documents	Cultural Resources	Hazardous Materials	Biological Resources	Visual Resources	Section 401,404	Air/Noise Analyses	Land Use/Section 4(f)	Socioeconomics / EJ	Public Involvement	Utility Coordination	Utility/Railroad Agreements	SUE /Potholes	Water/Wastewater Systems	Electrical Engineering	Mechanical/HVAC
■ Jennifer Bixby, PE, PTOE	Project Principal	AECOM	#33782	20/30	●	●	●	●	●	●		●					●									●	●	●	●	●	●															●	●				
■ Dale Wiggins, PE	Project (Contract) Manager	AECOM	#26609	40/28	●	●	●	●	●	●	●	●	●				●	●	●	●						●	●	●	●		●		●				●									●	●		●		
Task Order Project Managers																																																			
■ Matt Bondy, PE	TO Manager • Roadway	AECOM	#49520	20/20	●	●		●	●	●	●	●					●																●			●										●	●				
■ Pat Salerno, PE	TO Manager • Roadway	AECOM	#31995	40/<1	●	●	●	●	●	●	●	●						●		●								●																		●	●	●				
■ Brian Ravesloot, PE	TO Manager • Roadway	AECOM	#51585	19/19	●	●		●	●	●	●	●															●	●																		●	●				
■ Ivan Yordanov, PE	TO Manager • Traffic/ITS	AECOM	#68166	10/5																						●	●	●	●	●	●		●														●	●	●				
■ Ben Ansley, PE	TO Manager • Structures	AECOM	#53092	18/15	●												●					●																										●					
Roadway Design, Survey & Mapping, Landscape Architectural Design and Erosion Control, Materials																																																			
Rodney Bragg, PE	Scoping Documents • QA/QC	AECOM	#32831	31/28	●	●			●	●																●	●	●									●									●	●				
■ Matt Kershner, PE	Roadway Design	AECOM	#40990	27/20	●	●			●	●	●	●				●											●		●																	●	●				
■ William Hye, PE	Roadway Design	AECOM	#51693	22/2	●	●		●	●	●	●	●					●																														●					
■ Greg Jacoby, PE	Roadway Design	AECOM	#40987	26/26	●	●	●	●																																												
■ Niel King, PE	Roadway Design	AECOM	#53204	17/17	●	●	●	●	●	●																																										
■ Andrew Flecky	Constructability • Cost Estimating	IMavens	N/A	22/3		●	●	●	●	●	●	●				●	●				●	●			●		●	●	●	●																						
Eric Phan	Aerial Mapping	ATM	#60371	26/12									●	●	●																																						
Drainage Design																																																			
■ Billie Denetdale, PE	Drainage Design	AECOM	#48264	21/6	●													●	●	●																																	
■ Jeff Shelton, PE	Drainage Design	AECOM	#43846	25/2	●												●	●	●	●																																	
■ Keaton Leander, PE	Drainage Design	AECOM	N/A	8/8	●													●	●	●																																	
Bridge Design, Geotechnical Studies																																																			
■ Russ Stuart, PE	Structures Design	AECOM	#32342	29/25	●																	●																															
■ Chris Labye, PE	Structures Design • QA/QC	AECOM	#37863	27/24	●																	●																															
■ Pancho Garza, PE	Geotechnical Design	Ethos	#47676	22/7	●					●													●	●	●																											
Traffic/Safety Engineering Design, Intelligent Transportation Systems																																																			
■ Kate Bondy, PE, PTOE	Traffic Design • Studies	AECOM	#45815	22/22	●	●	●		●		●															●	●	●	●		●	●	●				●									●					
■ Craig Ricketts, Jr., PE, RSP1	Signing • Marking • MOT	AECOM	#64542	13/13	●		●	●		●																●	●	●	●	●	●	●	●																	
■ Yung Koprowski, PE, PTOE	RSA • Traffic Studies	Y2K	#52513	17/8	●					●															●	●				●	●	●	●												●					
■ Chris Williams, PE, PTOE	Lighting • Signing • Marking • MOT	Y2K	#42636	24/7	●																				●	●	●	●	●	●		●	●																		
Environmental Studies																																																			
■ Jessica Rietz	Environmental Planning	AECOM	N/A	19/17																																	●						●	●	●	●					
■ Chad Kirvan	Cultural Resources	AECOM	RPA	30/22																																	●	●				●									
■ William Turner	NEPA • Biological • 401 • 404	AECOM	N/A	10/3										●	●																						●		●	●		●		●	●	●				
■ Mark Turner	NEPA • Biological • 401 • 404	AECOM	N/A	34/10																																	●			●	●	●		●	●					
Matt Anonsen	Hazardous Materials	AECOM	N/A	19/7																																			●											
Survey/Right-of-Way Mapping & Acquisition																																																			
■ Ilija Knezevic, RLS	Survey • ROW Plans	AECOM	#39229	26/23								●	●	●	●																			●	●	●														
■ Dennis Bruns	ROW Plans	AECOM	N/A	47/46								●	●	●																				●	●	●														
Utilities Locating – SUE																																																			
■ Thomas Wolf, PE	Utility Coordination	AECOM	#54085	18/18	●	●			●	●	●	●															●	●	●																	●	●				
Facilities/Maintenance Design																																																			
■ Darin Miller, PE	Facilities Design	AECOM	#48990	25/10						●									●	●	●																												●	●	●	●	●	●

NON-TECHNICAL EVALUATION

■ PDOC Contract/Task Order

1. Key Personnel

As a highly experienced senior project manager, Dale will manage the contract and serve as ADOT's primary point of contact. Once a task order has been awarded, Dale, along with the AECOM task order project manager, will work with the ADOT PM and the LPA PM (if an LPA project) to clearly understand the task order needs and will assign qualified team members to conduct the work. He will be ultimately responsible for managing all task orders and work products, including scope, schedule, budget, invoicing, progress reports, and quality. Our TOPMs are responsible for managing the project and delivery team, including scope, schedule, budget, and subconsultants. Dale will oversee the TOPMs, review and submit pay reports, and confirm project deliverables align to ADOT expectations and adhere to our QA/QC process. As principal, Jennifer Bixby will be responsible for contractual matters and will coordinate regularly with Dale.

1a. Project Principal

Jennifer Bixby, PE, PTOE

BSCE • PE AZ #33782 • PTOE #1474 • 30 Years

Knowledge, Skills, & Abilities

» Jennifer has more than 25 years of experience working with ADOT as an engineer, project manager, or project principal

» She has been a project principal for 10 years and is knowledgeable in ADOT contract requirements

» As a vice president and project principal, she has the authority to assign resources and act on behalf of AECOM in matters pertaining to contracts, disputes, and project delivery

» She provides leadership within the transportation business line of AECOM's Arizona offices and serves as project principal on numerous similar ADOT contracts

» She is responsive to client requests and proactive in addressing and resolving matters related to project delivery and/or team performance. ■ **On a recent project with the City of Tempe, she reassigned internal team members to make up schedule slippage and address the client's concern for on-time delivery.**

Relevant Experience as Principal

» ADOT Project Development On-Call ■

» ADOT Dove Mountain Boulevard and Moore Road Traffic Signal ■

» ADOT 107th Avenue & Rose Garden Lane Traffic Signal ■

» ADOT SR 72, NW of Bouse to SE of Bouse ■

» ADOT I-10 Fiber Gap, Wymola to Ina Road ■

» ADOT On-Call Right-of-Way Surveys and Plans

» ADOT Alternative Project Delivery Administration On-Call

» ADOT US 93 Vista Royale

» ADOT I-40 Window Rock TI & Lupton TI

1b. Project (Contract) Manager

Dale Wiggins, PE

BSCE • PE AZ #26609 • 40 Years

Knowledge, Skills, & Abilities

» Dale has 40 years of transportation engineering experience, specializing in rural and urban highway design and preliminary engineering concept studies

» His 37 years of ADOT history includes project achievements such as meeting agreed-upon milestone dates, consistently providing cost estimates that align with awarded value, and only requesting contract modifications for significant client-directed scope changes

» Dale demonstrates effective leadership skills in overseeing interdisciplinary teams, collaborating to resolve issues, and engaging diverse project stakeholders to develop sound transportation solutions

Relevant Experience as Project (Contract) Manager

» **ADOT Project Development On-Call |** Dale managed three separate contracts over an 11-year period, including administering 47 total task orders and individually managing 10 of those task orders (three of which continually scored 4s (out of 5) on ADOT Annual Evaluation forms for scope, quality, and schedule). ■

» **ADOT US 93 Cane Springs Roadway Widening Final Design |** Dale managed the reconstruction of 3.4 miles of two-lane highway to a divided four-lane highway, delivering the project in 9 months to meet FY 24 funding constraints.

» **ADOT SR 69, Prescott Lakes Parkway to Heather Heights |** Dale managed this project to widen a 1-mile section of SR 69 from a rural four-lane section to a six-lane urban section with curb and gutter and a raised curbed median; successfully coordinated with multiple local agency stakeholders to balance project needs with respect to programmed budget and delivered the project on schedule.

1c. Task Order Project Managers

Roadway • Matt Bondy, PE

MSCE • PE AZ #49520 • 20 Years

Knowledge, Skills, & Abilities

» Matt is experienced in roadway design and planning for ADOT corridor studies, scoping documents, environmental documents, and final design projects

» He knows ADOT processes and guidelines, having managed statewide and Local Public Agency projects as an ADOT Supplemental Service Employee for the Tucson District

» He successfully coordinates with stakeholders to develop consensus on design elements and has repeatedly exceeded quality and schedule expectations

Relevant Experience as Project Manager

» **ADOT SR 72 NW of Bouse to SE of Bouse |** Matt managed this PDOC pavement rehabilitation project for approximately 10 miles of roadway along SR 72 within the ADOT Southwest District. The project is on track to advertise for construction in FY 2025. ■

» **ADOT Project Management Group Supplemental Service Project Manager |** Matt successfully managed ADOT in-house and consultant-led design projects selected through the PDOC, delivering projects on schedule and within budget.

» **ADOT Tohono O'odham Nation Roadway Safety Improvements |** Matt successfully managed this project to replace existing pavement markings, install shoulder rumble strips, replace existing signs, install new signs, and replace existing guardrail and guardrail end treatments along approximately 250 miles of Indian Reservation Roads (IRR).

Roadway • Pat Salerno, PE

BSCE • PE AZ #31995 • 40 Years

Knowledge, Skills, & Abilities

» Pat delivers urban highway, freeway, and interchange design projects and has managed or led designs of rural highways, expressways, and arterial street and pathway projects, including a variety of PDOC task orders since 2017

» He performs value engineering throughout design to stay within the project's context and budget, including oversight of the design team to develop innovations to solve project challenges

» He stays responsive to clients by serving as an extension of in-house staff, consistently communicating progress, and returning emails, messages, and phone calls on the same day

Relevant Experience as Project Manager

» **ADOT US 93 Pavement Rehabilitation |** Pat oversaw 16 miles of pavement mill and overlay, including removal and replacement of all guardrails to MASH compliancy. Successfully accommodated ADOT Environmental Planning requests to incorporate contract modifications to expand environmental work that required quick response and timely approvals. ■

» **ADOT Port of Entry (POE) Barrier Improvements |** Pat oversaw the installation of temporary concrete barriers and guardrails to improve safety for personnel and infrastructure at five POE sites, including accommodating expedited contract modifications for lighting upgrades while delivering the projects on schedule and budget. ■

» **ADOT Skyline Drive Roadway Reconstruction and New Multiuse Path |** Pat oversaw this LPA project to reconstruct ¼-mile of roadway with a new ⅓-mile pathway. Pat built strong relationships with Huachuca City and Sierra Vista staff, gaining consensus by aligning their desired 'wish list' items with the project objectives and delivering the project on time and within budget. ■

» **MCDOT Bartlett Dam Road Pavement Overlay |** Pat managed scoping design report through final PS&E documents for 7 miles of pavement overlay and guardrail replacement to MASH compliancy. He successfully managed conflicts of interest between MCDOT, City of Scottsdale, and Tonto National Forest.

Roadway • Brian Ravesloot, PE

BSCE • PE AZ #51585 • 19 Years

Knowledge, Skills, & Abilities

» As the transportation lead in our Tucson office, Brian brings expertise in project management, roadway design, cost estimating, value engineering, concept development, risk assessment and mitigation, alternatives analysis, and modeling for ADOT projects

» He manages diverse multi-disciplinary teams with proven success in gaining consensus amongst diverse stakeholders and delivering projects on time and on budget

» Brian has successfully delivered several PDOC task orders on time and on budget

Relevant Experience as Project Manager

» **ADOT Dove Mountain Boulevard & Moore Road |** Brian managed final design for this LPA traffic signal project under the PDOC; Brian worked with the Town of Marana and ADOT to align stakeholders, including the Dove Mountain Homeowners association and the traveling public. ■

» **ADOT I-19 Broadband General Engineering Consultant (GEC) |** Brian managed this GEC project, assisting ADOT with procuring the design-build team and providing design and construction oversight with excellent response times (RFI reviews during Phase II were completed in less than 6 days); Brian led the team during Phase II, providing oversight reviews within the time frames of the DB contract. ■

» **ADOT SR 79 Gila River Bridge Replacement |** As deputy PM, Brian successfully coordinated the roadway design for a new 1,500-foot bridge over the Gila River. He led the roadway design and development of the PS&E package, including finalizing the special provisions with ADOT C&S and Southcentral District. He coordinated successfully with ADOT, Pinal County, and the City of Florence.

» **PCDOT La Cholla Boulevard, Overton Road to Tangerine Road, Phase II |** Brian managed this project to widen La Cholla Boulevard from two to four lanes for 3 miles from Overton Road to Tangerine Road, leading a multi-disciplinary team to deliver the project within the allocated funding time frame and 2 years ahead of schedule. The AECOM team received a client survey score of 10 out of 10.

Traffic/ITS • Ivan Yordanov, PE

MSCE • PE AZ #68166 • 10 Years

Knowledge, Skills, & Abilities

» Ivan manages ADOT projects involving Intelligent Transportation Systems (ITS), lighting, traffic signal design, signing, and pavement markings

» He fosters effective coordination among the design team and stakeholders to achieve consensus

» He excels in coordinating with multiple stakeholders and agencies to handle multimodal transportation systems, including freight, light rail, streetcar, bus, and pedestrian corridors

Relevant Experience as Project Manager

» **ADOT I-10 Truck Parking Availability System |** For this first truck parking availability system along I-10 in Arizona, Ivan served as the deputy PM during design and transitioned to the PM for post-design services. During post-design serves, he participated in the value engineering process and collaborated closely with ADOT to successfully resolve a stop order resulting from the contractor's challenges in implementing the originally specified technology. ■

» **ADOT I-10 Fiber Gap |** Ivan managed this project to install 30 miles of ITS conduit, pull boxes, and fiber optic cable along I-10 between Casa Grande and Tucson, including facilitating the successful relocation of the fiber node building and leading the drainage analysis, enabling timely decision-making and keeping the project on schedule and within budget. ■

» **Harquahala Road Lighting Design and Speed Feedback Signs |** As deputy PM, Ivan assisted in managing this project to install street lighting and speed feedback signs to reduce the frequency of bicycle crashes along this 2.2-mile corridor. Through successful coordination, the team gained consensus amongst multiple ADOT groups, including the Project Management, Environmental, ROW, Utility, Contracts and Specifications, and Northwest District; as well as La Paz County and APS.

Structures • Ben Ansley, PE, CBI

BSCE • PE AZ #53092 • 17 Years

Knowledge, Skills, & Abilities

» Ben is experienced in project management, bridge inspection, design of new bridges, bridge repair and retrofit, retaining and noise wall design, and roadway barrier and drainage structure design and cost estimates, and has managed nine recent final design projects for ADOT as PM or deputy PM

» He successfully manages risks and is proactive in making design decisions to deliver projects on time and on budget

» He is responsive to contractor submittals and ADOT requests, averaging less than 4 days response time on recent ADOT bridge projects

Relevant Experience as Project Manager

» **ADOT/Yavapai County Wash Bridge Replacement at Walnut Grove Road Project |** Ben managed this project to replace the existing wash bridge in Yavapai County with a new box culvert, constructed under the existing bridge to maintain traffic on Walnut Grove Road throughout construction; successfully coordinated with the U.S. Bureau of Land Management and for utility relocations. ■

» **US 60 Waterfall Canyon Bridge Replacement |** As deputy PM, Ben delivered this bridge replacement project on time and on budget. He worked with ADOT to advertise the project bundled with ADOT's in-house-designed Queen Creek project, with the Forest Service on guardrail aesthetic requirements, and with the local utility company to coordinate construction schedules of new utilities. ■

» **I-10 East Willcox TI Underpass Bridge Rehabilitation |** Ben managed this project to rehabilitate the deck of the existing concrete box girder bridge with a Polyester Polymer Concrete (PPC) overlay. Ben delivered this project on time and on budget, working with ADOT and the City of Willcox to modify the project scope to reduce costs and meet the limited funding allocated.

» **ADOT I-40/4th Street Bridge Replacement |** As deputy PM, Ben successfully coordinated the design and bridge slide of a new 1,500-foot bridge while maintaining traffic on SR 79. He also successfully coordinated utility relocations and right-of-way access with Arizona State Land Department and the San Carlos Irrigation Project.

2. QA/QC

2a. Quality Control Program

Quality is an integral part of how AECOM conducts business with our clients. Our quality control program certified to the ISO 9001:2015 standard and AECOM confirms compliance of this process through audits. Our quality control process is structured, including implementation of a detailed quality control manual that contains procedures that execute quality management from Day One on a task order, including project planning and execution. Our rigorous review process is set in place to inform the project team of the objectives, scope, fee, budget, and communication protocols.

› A Project Plan is developed to identify risks and mitigation strategies, and track those risks from commencement to completion. Identifying risks early is crucial for the entire project team to keep both AECOM and ADOT informed of potential impacts to technical design tasks, costs, schedule, and public engagement tasks as well as identifying potential mitigation strategies.

Part of this process involves data-gathering, including obtaining record drawings to obtain *in-situ* field and material conditions as well as any anecdotal information that may contribute to field investigation activities, such as geotechnical investigations, to address any potential immediate and/or future impacts to a proposed improvement.

Our quality control (QC) process consists of a review of the deliverable's technical elements conducted by someone not directly involved in preparing the product. Our task order managers will perform the technical QC reviews, and our project (contract) manager, Dale Wiggins, will perform an overall quality review. Our quality assurance manager, Chris Labye, will verify the processes are being followed and that all documents are checked. Our process is also further enhanced by the review of deliverables by Lead Verifiers who are qualified to assess that our client's scope and needs are met.

All project deliverables will be coordinated and reviewed by AECOM prior to delivery to ADOT, and we require subconsultant QA/QC documentation before each submittal. We understand that AECOM is responsible for the work performed by our subconsultants, and we strictly enforce our quality and safety standards. Our system has a successful track record; it has been implemented on every AECOM project since 2002. **Table 3** (Page 14) shows our system has a successful track record based on ADOT annual evaluation scores of providing quality work on other similar-sized and types of projects.

Quality Cost Estimates | Our team includes construction cost estimators with a background in heavy civil and highway construction gained from a contractor's perspective. We will use this expertise to develop production-based cost estimates using HCSS Heavy Bid estimating software considering construction means and methods. We will develop cost estimate unit rates based on market conditions, trends, labor, overhead rates, profit margins, production rates, construction phasing, material prices, escalation, and risk.

Our team estimators will collect and analyze data on labor, location, site conditions, duration, and special equipment requirements. This approach will provide ADOT with a reliable and quality cost estimate to confirm the project meets the program funding requirements.

This detailed unit cost derivation will also provide justification for unit prices where there are large cost differences between the project cost estimate and low bid.

3. DBE Commitment

3a. DBE Goal

AECOM routinely works with Disadvantaged Business Enterprise (DBE) and Small Business Concern (SBC) firms to deliver ADOT projects and on-call task orders. We have teamed with three DBE specialty subconsultants to meet this contract's established 11.96% DBE goal. This includes teaming with DBE/SBE firms in four of the eight key disciplines to meet this goal in the event a task order only requires one or two disciplines.

› We will coordinate with our DBE teaming partners prior to SOI submissions to meet the DBE goals and provide opportunities for our teaming partners. **Table 5** (Page 16) shows our DBE/SBE subconsultants' potential contributions to this contract.

AECOM

Dale Wiggins, PE
Project (Contract) Manager

Education:
- BS, Civil Engineering, University of Arizona

Registrations:
- Professional Engineer, AZ #26609
- Professional Engineer, CA #46342

Years of Experience: 40

Company Title: Senior Project Manager, responsible for managing roadway projects and performing roadway design

Value to ADOT

- ☑ *Dale has nearly 40 years of transportation engineering experience, specializing in rural and urban highway design and preliminary engineering concept studies*
- ☑ *His 37 years of ADOT history includes project achievements such as meeting agreed-upon milestone dates, consistently providing cost estimates that align with awarded value, and only requesting contract modifications for significant client-directed scope changes*
- ☑ *Demonstrates effective leadership skills in overseeing interdisciplinary teams, collaborating to resolve issues, and engaging diverse project stakeholders to develop sound transportation solutions*

PDOC Contract/Task Order

Project Experience

Project Development On-Call, AZ, ADOT. *Task Order Project Manager and Contract Manager.* Dale was responsible for the project management of on-call task orders for the development of statewide projects for ADOT, including LPA projects throughout the state. Provided full-service development of roadway infrastructure projects, including but not limited to roadway engineering, bridge design, traffic design, materials testing and geotechnical investigation, survey and mapping, utilities and railroad, landscape architecture, facilities and maintenance design, and environmental planning services. The various projects under this contract include:

- **SR 95, Teller Lane to Aztec Road:** Final design documents for safety improvements that included raised medians to control access and a new roundabout to reduce accidents and fatalities. Tasks also included traffic/accident analysis, pavement design, utility coordination, drainage, and environmental clearance documents.
- **Westbound US 60 at Eastbound I-10 Road Safety Assessment:** RSA to identify and mitigate the unusual number of crashes in the WB US 60 to No. 1 lane approaching the ramp to eastbound I-10 at the US 60/I-10 system interchange.
- **I-10 Deck Park Tunnel Fire Line Replacement:** Scoping and final design documents to upgrade and replace the existing I-10 Deck Park Tunnel Fire Direct Connect water line system. The design examined current Tunnel Safety design criteria to determine what type of upgrades will be needed, and evaluated constructability issues and constraints.
- **SR 79, Gila River Bridge Rehabilitation or Replacement:** Scoping documents to examine alternatives to either rehabilitate the existing Gila River Bridge with a superstructure replacement or a complete bridge replacement. Work included developing alternative bridge concepts, drainage, construction phasing, and environmental considerations.
- **US 60 Waterfall Canyon Bridge Replacement, Superior, AZ, ADOT.** *Roadway Lead.* This bridge replacement project used phased construction to replace the existing t-beam bridge with new non-standard box culvert structures. The new structures was built under the existing bridge to minimize impacts to traffic. During a 1-week closure of US 60, the existing bridge was removed and the roadway section over the new box culverts was finalized. The project included ROW, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek.
- **Farmers Bridge Rehabilitation, La Paz County, AZ.** *Project Manager.* This project involved preparing final design documents for a bridge rehabilitation project for a farm bridge over the Colorado River south of Blythe, CA. Work included removing and installing new bridge railing, removing and replacing the existing metal bridge deck, installing a temporary containment system required to replace the bridge deck and railing, constructing new wingwalls at abutments, and constructing new approach slabs and approach guardrail.

US 93, Cane Springs Roadway Final Design, ADOT. *Project Manager.* Dale managed this project to reconstruct 3.4 miles of rural two-lane highway to a new divided four-lane highway with a variable median. It includes designing two new SB lanes and reconstructing the existing US 93 to two lanes for NB traffic. This project continues the improvements between Wikieup and I-40 that began in 2005. It will improve capacity, safety, and operational characteristics of the existing highway while minimizing environmental effects during and after construction. **Dale and his team delivered this project in 9 months to meet FY 24 program funding constraints.**

Dale Wiggins, PE
Page 2

AECOM

SR 69, Prescott Lakes Parkway to Heather Heights, ADOT. *Project Manager.* Dale managed the preparation of final design PS&E to widen a 1-mile section of SR 69 asymmetrically from a rural four-lane section to a six-lane urban section with curb and gutter, 10-foot multi-use pathway, and a raised curbed median. Work included storm drain design, traffic signing and marking, traffic control, geotechnical investigation, and environmental clearance studies.

I-10 Fort Grant TI Design, Willcox, AZ, ADOT. *Project Manager.* Dale managed the design of the complete reconstruction of the I-10/Fort Grant Road TI, including the ramps, extensive crossroad improvements, retaining walls, earthwork, on-site and off-site drainage, traffic signals, landscaping, aesthetics, traffic control, and construction sequencing, to increase the safety, capacity, and operational characteristics of Fort Grant Road and the interstate ramps. Pedestrian safety, local drainage problems and the ability of the TI to handle future traffic growth are key project aspects.

I-40, Kingman Crossing TI, Kingman, AZ, City of Kingman. *Project Manager.* Dale managed the preparation of the DCR to develop and evaluate options to provide a new TI and arterial street connections to improve access to the east Kingman area and relieve congestion at the I-40/SR 66 TI. The project is located 1.5 miles east I-40/SR 66 TI and 1.5 miles west of the Rancho Santa Fe Parkway TI. As part of the project, AECOM prepared a Preliminary Drainage Report, a Traffic Report, Change of Access Report, and CE documents. Dale also managed the final design of the TI project, including roadway, storm drain, traffic signing and marking, traffic control, geotechnical investigation and updating the environmental clearance.

Kingman Crossing Boulevard, City of Kingman, AZ. *Project Manager.* Dale managed the final design PS&E for 1.4 miles new roadway and two roundabouts that will connect two existing city streets to the future Kingman Crossing Traffic Interchange (KCTI). The project also included updating the DCR, Change of Access Report, and environmental documents for the KCTI that were completed in 2009.

US 95, Avenue 9E to Aberdeen Road DCR and EA, Yuma, AZ, ADOT. *Project Manager.* Dale managed the preparation of this DCR and EA to develop and evaluate options for improving a 26-mile segment of US 95 just north of Yuma to enhance safety and traffic operations, and to meet future traffic demands. Work included developing concepts to widening the existing two-lane roadway to a four-lane divided highway. The project traverses the BOR, BLM, ASLD, and Yuma Proving Grounds lands, which required significant agency coordination. Considerable environmental resource impacts were studied, and mitigation developed to address cultural, visual, and biological resources.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Roadway Lead.* This bridge replacement project will replace the existing three-span steel girder bridge crossing UPRR with a new precast girder bridge. The structure is built on a new roadway alignment to eliminate impacts to traffic. A new structure will also be constructed to cross over the Walnut Wash. The existing soils in the area have excessive settlement and are highly corrosive. Protective measures are required to minimize settlement, especially around the existing railroad tracks. The project includes ROW, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek.

I-40, Rancho Santa Fe Parkway TI, Kingman, AZ, ADOT/ City of Kingman. *Project Manager.* Dale managed the evaluation of design concepts and final design services to provide a new TI and 3.5 miles of arterial street connections to improve access to the east Kingman area and relieve congestion at the existing I-40/SR 66 TI. As part of the project, AECOM prepared a preliminary drainage report, traffic report, change of access report, and categorical exclusion documents.

I-10 East Willcox TI Underpass Bridge Rehabilitation, Willcox, AZ, ADOT. *Roadway Lead.* This bridge rehabilitation project is to complete a scoping document and final design for placing a polyester polymer concrete (PPC) overlay on the existing bridge deck and approach slabs and to replace the existing deck joints, abutment bearings and miscellaneous barrier and slope paving repairs. The project included ROW, utility, and environmental clearances.

On-Call Statewide and Local Government Project Design, Phoenix, AZ, ADOT. *Project Manager/ Engineer.* Dale was responsible for the project management/project engineering in preparing either the scoping and/or final design documents for statewide roadway and water/wastewater projects. Responsibilities included project administration, management, preparation of scoping documents and final design plans. Additional responsibilities include coordination with various agencies and local municipalities in addition to coordination with various Districts, Sections and Groups within ADOT. The various projects under this contract include:

- **US 60, Show Low to 40th Street**: Final design documents for roadway widening, drainage improvements, and a traffic signal on US 60 on the east side of Show Low.
- **Lake Havasu State Park (Contact Point), Phase I:** Preparation of the final design documents for a new ¾-mile roadway within the Arizona State Park land at Contact Point.
- **Enforcement and Compliance Division Rest Area Screening (McGuireville, Sacaton, and Canoa Ranch Rest Areas):** Preparation of the scoping letter that will evaluate the placement of the ADOT preferred electronic screening equipment and weigh-in-motion scales. Preparation of the final design documents based on the scoping letter recommendations.

AECOM

Jennifer Bixby, PE, PTOE
Project Principal

Education:
- BS, Civil Engineering, Iowa State University

Registrations:
- Professional Engineer, AZ #33782

Years of Experience: 30

Company Title: Vice President, responsible for business development and oversight of operations within the Arizona transportation business line

Value to ADOT

- ☑ *Jennifer has more than 25 years of experience working with ADOT, has been a project principal for 10 years, and is knowledgeable in ADOT contract requirements*
- ☑ *As a vice president and project principal, she has the authority to assign resources and act on behalf of AECOM in matters pertaining to contracts, disputes, and project delivery*
- ☑ *She provides leadership within the transportation business line of AECOM's Arizona offices and serves as project principal on numerous similar ADOT contracts*
- ☑ *She is responsive to client requests and proactive in addressing and resolving matters related to project delivery and/or team performance*

PDOC Contract/Task Order

Project Experience

ADOT Project Development On-Call, Statewide, AZ, ADOT. *Project Principal.* Jenny provides oversight for this on-call contract, which includes statewide projects such as traffic signal design, intersection improvements, roundabout design, roadway improvements, bridge improvements, scoping studies, and pavement preservation. She oversees contractual items and coordinates with project managers to meet schedule, budget, quality, and performance expectations.

Dove Mountain Boulevard and Moore Road Traffic Signal, ADOT. *Project Principal.* AECOM provided final design for this LPA project under the PDOC for the Town of Marana (TOM). The TOM obtained a Highway Safety Improvement Program (HSIP) grant for design and construction of a new traffic signal at the intersection of North Dove Mountain Boulevard and West Moore Road. This project included roadway design, ADA improvements, signing and marking, utility coordination, signal/lighting design, public meetings and survey.

107th Avenue and Rose Garden Lane Traffic Signal, Phoenix, AZ, ADOT. *Project Principal.* This federally funded HSIP project involves the design of a traffic signal, ADA-compliant curb ramps, crack filling, micro-sealing of pavement, and signing and striping improvements at the intersection of 107th Avenue and Rose Garden Lane. AECOM prepared legal descriptions for ROW acquisition, conducted environmental studies and NEPA reviews for environmental clearance, and coordinated with utility companies for utility clearance. AECOM also developed the construction schedule and the pavement material design report and provided final design services.

SR 72, NW of Bouse to SE of Bouse, AZ, ADOT. *Project Principal.* AECOM is providing final design PS&E for pavement rehabilitation for approximately 10 miles of roadway along SR 72 within the ADOT Southwest District. Proposed work consists of milling and paving the roadway, overlay and chip seal, installing new ford walls and drainage culvert improvements, tree removals, and associated project clearances (environmental, right-of-way, and utilities). The project is on schedule to advertise for construction in FY 2025.

I-19 Broadband GEC, Tucson to Nogales, AZ, ADOT. *Project Principal.* AECOM assisted ADOT with procuring the design-build team (Phase I) and providing design and construction oversight (Phase II). This project installed new multi-duct conduit and fiber optic cable along 63 miles of I-19 between Nogales and Tucson to provide internet service to the rural communities within the corridor. ADOT's GEC role also included providing environmental studies, developing utility design files, developing construction cost estimates, conducting stakeholder engagement and coordination and developing procurement documents.

US 93, Cane Springs Roadway Final Design, Yavapai County, AZ, ADOT. *Project Principal.* This project will reconstruct 3.4 miles of rural two-lane highway to a new divided four-lane highway with a variable median. It includes designing two new southbound lanes and reconstructing the existing US 93 to two lanes for northbound traffic. This project continues the improvements between Wikieup and I-40 that began in 2005. It will improve capacity, safety, and operational characteristics of the existing highway while minimizing environmental effects during and after construction. **AECOM delivered this project in 9 months to meet FY 24 program funding constraints.**

SR 69, Prescott Lakes Parkway to Heather Heights, Prescott, AZ, ADOT. *Project Principal.* This project will widen a 1-mile section of SR 69 asymmetrically from a rural four-lane section to a six-lane urban section with curb and gutter, 10-foot multi-use pathway, and a raised curbed median. Work included storm drain design, traffic signing and marking, traffic control, geotechnical investigation, and environmental clearance studies.

AECOM

Matt Bondy, PE
Task Order Project Manager

Education:
- MS, Civil Engineering, Wayne State University
- BS, Civil Engineering, Michigan State University

Registrations:
- Professional Engineer, AZ #49520

Years of Experience: 20

Company Title: Transportation Engineer, responsible for design and coordination across technical disciplines to develop engineering designs and deliver projects

Value to ADOT

- ☑ *Matt is experienced in roadway design and planning for ADOT corridor studies, scoping documents, environmental documents, and final design projects*
- ☑ *He knows ADOT processes and guidelines, having managed statewide and Local Public Agency projects as an ADOT Supplemental Service Employee for the Tucson District*
- ☑ *He successfully coordinates with stakeholders to develop consensus on design elements and has repeatedly exceeded quality and schedule expectations*

PDOC Contract/Task Order

Project Experience

SR 72 NW of Bouse to SE of Bouse, AZ, ADOT. *Project Manager.* Matt is currently managing the preparation of final design PS&E for pavement rehabilitation for approximately 10 miles of roadway along SR 72 within the ADOT Southwest District. Proposed work consists of milling and paving the roadway, overlay and chip seal, installing new ford walls and drainage culvert improvements, tree removals, and associated project clearances (environmental, right-of-way, and utilities). The project is scheduled to advertise for construction in FY 2025.

Supplemental Service Employee for Tucson District to Manage State and Local Public Agency Design Projects, ADOT. *Project Manager.* Matt served in a contract role within the ADOT Project Management Group. His project manager responsibilities included managing various ADOT Statewide and Local Public Agency projects throughout Arizona, including both ADOT inhouse-led design projects and consultant-led design projects selected through the ADOT Project Development On-Call. Matt delivered multiple projects on schedule and within budget, including the advanced priority project Wrong-Way Driving Detection Pilot (I-17, I-10 to SR 101L). **Matt understands institutional project elements for internal ADOT project management.** Select projects include:

- **Wrong-Way Driving Detection Pilot (I-17, I-10 to SR 101L).** Design of a first-in-the-nation wrong-way driving thermal detection system along I-17 from I-10 to SR 101L. This system is designed to detect wrong-way vehicles and alert drivers and DPS. The scope of work included utility, ROW, and environmental clearances, and developing final construction documents. **The project successfully delivered PS&E on an accelerated schedule.**
- **SR 77, River Road to Calle Concordia.** Prepared a PA for a pavement preservation project along SR 77. The project also included sidewalk and roadway lighting improvements along with intersection improvements at Orange Grove Road. Recommendations from the Final PA were used in developing the final design.
- **City of Tucson and Pima County Certification Acceptance Program, Various Projects.** Managed municipal federally funded Certification Acceptance (CA) Program projects. As CAs, the City of Tucson and Pima County are allowed to design, administer, and construct projects using federal funds under the oversight of ADOT and FHWA. Matt's role as project manager was to oversee and confirm that the city and county were following federal guidelines for use of federal funds and overall the facilitation of the authorization of the federal funds to be used for design and construction.
- **McDowell Road, Dysart Road to Avondale Boulevard.** Construction of a fiber communications backbone on McDowell Road. The scope of work included preparing construction documents and required utility, ROW, and environmental clearances.

Norbert Emergency Repairs, Maricopa County, ADOT. *Project Manager/ Roadway Engineer.* This project involved landscape repairs along eight routes within the Phoenix Maintenance District that were damaged by the September 2014 Norbert storm event. This project identified the location and approximate quantities of material needed to complete the landscape repairs. The scope of work included a scoping letter, utility, ROW, environmental clearances, and final construction documents.

Tohono O'odham Nation Roadway Safety Improvements, ADOT. *Project Manager/ Roadway Engineer.* This project replaced existing pavement markings and signs, installed new signs, and replaced existing guardrail and guardrail end treatments along IRR 1, IRR 15, IRR 16, IRR 19, IRR 20, IRR 21, IRR 24, IRR 29, IRR 30, IRR 34, IRR 35, and IRR 42. Improvements on IRR 15 also included restriping the roadway to provide 12-foot travel lanes and shoulder rumble strips. The scope of work included a project assessment, utility, ROW, and environmental clearances, and final construction documents (three separate construction phases/projects).

Matt Bondy, PE

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AECOM

US 60/35th Avenue/Indian School Road TI DCR/ED, Phoenix, AZ, ADOT. *Roadway Lead.* This project included preparing a DCR (with 15% roll plot) and an EA and related studies to define a preferred improvement alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and to reduce vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway. The project included significant stakeholder coordination regarding multi-modal improvements. Recommendations from the DCR are currently being used in the final design phase. **Matt was involved with the coordination efforts with ADOT, COP, and BNSF Railway.**

SR 69, Prescott Lakes Parkway to Heather Heights, ADOT. *Roadway Lead.* This project will widen a 1-mile section of SR 69 asymmetrically from a rural four-lane section to a six-lane urban section with curb and gutter, and a raised curbed median. Work includes storm drain design, traffic signing and marking, traffic control, geotechnical investigation, and environmental clearance studies. **Matt coordinated extensively with ADOT Northwest District, City of Prescott, and CYMPO.**

Lower Buckeye Road, 71st Avenue to 67th Avenue, Phoenix, AZ, MCDOT. *Project Manager/Design Engineer.* This final design project included preparing construction documents to widen Lower Buckeye Road from an existing two-lane facility to a four-lane facility with a center turn lane from 71st Avenue to 67th Avenue. AECOM performed a data collection effort, evaluated alternative typical roadway sections that would minimize impacts to existing right-of-way and utilities, environmental review, hydrologic analyses of the contributing watershed area draining toward the subject area, and a 2D hydraulic analysis of the intersection drainage. Additional improvements included sidewalk, ADA ramps, driveways, bicycle lanes, lighting, signing and marking, storm drain, and signal design.

96th Street, University Drive to Brown Road Overlay, Maricopa County, AZ, MCDOT. *Project Manager.* Matt managed the development of a scoping design report and final design for this pavement preservation project. Work included mill and overlay of the existing pavement, signing and pavement markings, and ADA curb ramp improvements. Coordination was required with the City of Mesa and local utility agencies. **Matt's team accelerated the design schedule by skipping the 95% design to use newly available construction funding.**

White Tanks Area 4 Candidate Assessment Report (CAR), Maricopa County, AZ, MCDOT. *Project Manager.* Matt managed this planning study that determined the potential preferred ultimate and interim access to existing and future parking lot locations for Area 4 located within the White Tank Mountain Regional Park. As part of this study, interim and ultimate access road and feasible parking lot location alternatives for Area 4 were developed and evaluated in regard to access, circulation, drainage, and environmental considerations. The scope of work included the preparation of a CAR.

Sun Lakes Pavement Rehabilitation, Units 1-10 and 41, Maricopa County, AZ, MCDOT. *Project Manager.* Matt managed this project that consisted of pavement rehabilitation of the roadways within the Sun Lakes Country Club. Work included furnishing and placing of pavement, asphalt milling, concrete valley gutter, sidewalk ramps, and pavement markings. The scope of work included utility, ROW, and environmental clearances, and final construction documents.

Union Hills Drive and 99th Avenue Intersection Improvements, Maricopa County, AZ, MCDOT. *Roadway Engineer.* Matt assisted in the development of a scoping assessment for intersection improvements at the Union Hills Drive and 99th Avenue intersection. Work efforts included traffic counts and analysis, alternatives evaluation, candidate alternative graphics, and recommended alternative plans. The recommended alternative to improve traffic operations and safety included removing the crown condition on Union Hills Drive, and re-profiling 99th Avenue to mitigate headwater issues on a box culvert extension.

MASH Guardrail Replacement Northeast Maintenance Area, Maricopa County, AZ, MCDOT. *Project Manager.* Matt managed this project that consisted of removing the existing guardrail and constructing new guardrail within the MCDOT Northeast Maintenance Area to meet *Manual for Assessing Safety Hardware* (MASH) criteria. Proposed work included guardrail length of need calculations, removing existing guardrail and end treatments, new guardrail and end treatments, sawcut and removing existing pavement, new AC pavement, and removing and replacing signing and pavement markings. The scope of work included utility, right-of-way, and environmental clearances, and final construction documents.

Alma School Road Arterial Reconstruction, Broadway Road to Main Street, City of Mesa. *Project Manager/ Lead Roadway Engineer.* Matt managed the preparation of construction documents for an arterial full-width mill and overlay of the existing AC pavement along Alma School Road from Broadway Road to Main Street. The project also included replacing existing sidewalk, driveways, and sidewalk ramps that did not meet current ADA standards, along with replacing a City of Mesa 12-inch asbestos cement pipe water line and 2-inch steel gas line that runs parallel within the roadway pavement limits of Alma School Road. The project included arterial improvements to existing pavement (mill and overlay), pavement markings, and ADA upgrades to curb ramps and driveways.

AECOM

Pat Salerno, PE
Task Order Project Manager

Education:
- BS, Civil Engineering, University of Nebraska

Registrations:
- Professional Engineer, AZ #31995

Years of Experience: 40

Company Title: Transportation Project Manager, responsible for managing roadway projects, design teams, quality control, and coordinating with clients and stakeholders.

Value to ADOT

- ☑ *Pat delivers urban highway, freeway, and interchange design projects and has managed or led designs of rural highways, expressways, and arterial street and pathway projects, including a variety of PDOC task orders since 2017*
- ☑ *He performs value engineering throughout design to stay within the project's context and budget, including oversight of the design team to develop innovations to solve project challenges*
- ☑ *He stays responsive to clients by serving as an extension of in-house staff, consistently communicating progress, and returning emails, messages, and phone calls on the same day*

PDOC Contract/Task Order

Project Experience

US 93 Pavement Rehabilitation, Milepost 156 to 172, North of Wickenburg, AZ, ADOT. *Project Manager.* Pat oversaw 16 miles of pavement mill and overlay, along with the replacement of embankment curb, cattle guards, signing, and pavement markings. The project also included drainage culvert improvements and bridge surface enhancements. Guardrail and end terminals, which did not meet the AASHTO *Manual for Assessing Safety Hardware* (MASH) testing requirements, were replaced with MASH-compliant systems. Responsibilities included coordination and correspondence with the ADOT PM, district staff, ADOT Materials Group, and numerous subconsultants. Managed the design and PS&E document development, confirming QA/QC of deliverables. He managed the coordination and response to review comments and led comment resolution meetings at various submittal stages. He chaired and documented progress meetings. He also developed and compiled contract modifications, incorporating input from subconsultants, as requested by the client, and was responsible for project administration and invoicing through to project closeout. **Pat coordinated with his environmental subconsultant during public outreach to address concerns of an adjacent property owner who requested information and addition of a new right-turn lanes from the highway into their property to improve safety. ADOT EP had requested numerous contract modifications for expanded environmental project work. Pat responded quickly and coordinated with the environmental team to deliver cost-efficient proposals that were submitted and approved in a timely way.**

Port of Entry (POE) Barrier Improvements, Five POE locations throughout Arizona, ADOT. *Project Manager.* Pat oversaw the design of temporary concrete barriers and guardrails at strategic locations around POE site infrastructure and buildings to safeguard personnel and equipment. POE locations included San Simon, Sanders, Page, Topock, and Yuma. Responsibilities included coordinating and communicating with the ADOT PM, district staff, POE and ECD staff, and multiple subconsultants. Pat managed the design and PS&E document development, confirming QA/QC of deliverables. He coordinated and responded to review comments and led comment resolution meetings throughout various submittal stages. He chaired and documented progress meetings, and developed and compiled contract modifications, incorporating input from subconsultants as requested by the client. **This project covered diverse POE sites with varying needs and interests. Staff at a few POE locations requested lighting upgrades as part of the safety improvements. Pat and his team implemented these upgrades via an expedited contract modification while continuing to deliver the project on schedule and budget.**

Skyline Drive Roadway Reconstruction and New Multiuse Path, Huachuca City, ADOT. *Project Manager.* Pat oversaw this LPA project, coordination and correspondence with the ADOT PM, town staff, and numerous subconsultants. The project involved the reconstruction of a ¼-mile of urban roadway, with a new ⅓-mile pathway. The goal was to improve Skyline Drive, which had severely deteriorated pavement due to heavy truck traffic to and from the town's landfill, and to enhance pedestrian safety through the addition of ADA pedestrian ramps and new signing and pavement markings at reconstructed intersections. The new 10-foot paved pathway provides a safe, multimodal route that connects residential areas to an existing town park. Pat managed the design and PS&E document development, confirming QA/QC of deliverables. He coordinated and responded to review comments and facilitated comment resolution meetings throughout various submittal stages. He chaired and documented progress meetings, and developed and compiled contract modifications, incorporating input from subconsultants as requested by the client.

Pat Salerno, PE

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AECOM

Pat built a strong relationship with Huachuca City and Sierra Vista staff and gained consensus by aligning their desired 'wish list' items with the project objectives and included additional items in the design while completing the project on time and within budget.

US 60 (Grand Avenue) at Northern/ 67th Avenue and Olive/75th Avenue DCR, Glendale & Peoria, AZ, ADOT. *Deputy Design Manager.* Pat was responsible for the Design Concept Report (DCR) for the US 60 (Grand Avenue) improvement projects at the Northern/67th Avenue and Olive/75th Avenue locations. The projects involved complex overpass geometry, major bridge structures, drainage and utility considerations, new ROW delineation, extensive traffic analyses, and cost estimating to compare alternative concepts and configurations to eliminate the existing six-way intersections by adding an overpass for one of the three intersection roadways. Participated in plan, costs, and report development for the initial and final DCRs. **Pat conducted meetings with ADOT and the Cities of Glendale and Peoria to inform alternative development and selection that addressed the needs of the stakeholders. Pat participated in a public meeting and presentation to inform the public, answer questions, and collect input that ultimately improved the project's outcome.**

Bartlett Dam Road Pavement Overlay and New Guardrail, Carefree, AZ, MCDOT. *Project Manager.* Pat was responsible for coordinating and corresponding with the MCDOT project manager and other client staff; overseeing the design team to facilitate efficient coordination in developing quality scoping documents through final design plans and reports; and quality control reviews on plans, reports, and estimates. He prepared a scoping design report through final PS&E documents in coordination with MCDOT and the Tonto National Forest Service to maintain structural integrity and improve the roadway's rideability, safety, and longevity. This pavement preservation project provides an asphalt overlay of the existing pavement with 1.5-inch asphalt rubber and an evaluation of existing guardrail and end terminals at eight locations, ROW, drainage, utilities, traffic signing/marking, and maintenance issues assessment. Guardrail and end terminals not meeting the AASHTO MASH testing requirements were documented, and MASH-compliant guardrail plans were prepared. He was also responsible for providing project administration and invoicing through project closeout. **Pat held numerous calls to manage conflicts and align special interests between the MCDOT Traffic Safety and Design Groups, the City of Scottsdale, and Tonto National Forest Service staff to implement the signing upgrades and multiple access road intersections. MCDOT realized it had no in-house alignment data tied with signing/marking data; Pat and his team offered in the design process to drive the winding corridor to gather ball-bank data. This was needed to aid the final signing and striping design, which Pat and his team performed and incorporated with no impacts to schedule or budget.**

Miller Road, Tonopah-Salome Highway to One Mile North, Buckeye, AZ, MCDOT. *Project Manager.* Pat was responsible for coordination and correspondence with the MCDOT PM. He oversaw and coordinated roadway and traffic design and MCDOT review comments and comment resolution meetings at various submittal stages, participated in progress meetings, and developed and compiled contract modifications as requested by the client. He worked on a scoping assessment report and managed the design and PS&E document development, confirming QA/QC of deliverables, and supported the project advertisement and construction phase services The project's purpose included paving the dirt road, thereby suppressing the amount of dust generated by vehicular traffic for the 1-mile stretch of Miller Road from Yuma Road to the Army National Guard Facility. The project design addressed multiple issues, including ROW acquisition, overhead utility relocation, mitigation of potential environmental impacts, drainage control, and accommodation of the existing FCDMC Buckeye Flood Retarding Structure (FRS) #2, which required a significant coordination effort with the Flood Control District and resulted in a comprehensive Drainage Report and proposed drainage features. He was also responsible for providing project administration and invoicing through project close-out. **Pat gained timely consensus through extra meetings and vetting with MCDOT and FCDMC to facilitate project success after a long and complicated drainage design effort with numerous drainage, slope easement and drainage report development issues. The design team initially met the original design schedule, however at 100% PS&E, MCDOT adjusted some project elements, which extended the final design schedule by approximately 6 months. Pat and his team worked quickly and efficiently to accomplish the changes within budget.**

McDowell Road Bicycle Lanes, City of Scottsdale, AZ. *Project Manager.* Pat was responsible for coordinating and corresponding with the city project manager and numerous subconsultants, overseeing and coordinating roadway and traffic design and city review comments and comment resolution meetings at various submittal stages, participating in progress meetings, and developing and compiling contract modifications, including subconsultant input, as requested by the client. The McDowell Road Corridor has transformed from a commercial center into a more urbanized community. The team developed a project assessment that provided analysis and final design for installing a 3-mile stretch of on-road bike lanes along McDowell Road between 64th Street and Pima Road. He managed the design and PS&E document development, confirming QA/QC of deliverables. These improvements were seamlessly tied into existing segments by narrowing lane widths and narrowing or shifting center medians. Responsibilities also involved project administration and invoicing through project closeout. **Pat coordinated with adjacent development designers for proposed median breaks, right turn lanes, and driveways, and coordinated with the city early in the project development to support an additional request to connect the bike lane facilities at the 64th Street intersection at the west end of the project.**

AECOM

Brian Ravesloot, PE
Task Order Project Manager

Education:
- BS, Civil Engineering, University of Connecticut

Registrations:
- Professional Engineer, AZ #51585

Years of Experience: 17

Company Title: Senior Project Manager, responsible for managing major transportation projects in Southern Arizona

Value to ADOT

- ☑ *As the transportation lead in our Tucson office, Brian brings expertise in project management, roadway design, cost estimating, value engineering, concept development, risk assessment and mitigation, alternatives analysis, and modeling for ADOT projects*
- ☑ *He manages diverse multi-disciplinary teams with proven success in gaining consensus amongst diverse stakeholders and delivering projects on time and on budget*
- ☑ *He successfully delivered multiple projects under the Project Development On-call*

PDOC Contract/Task Order

Project Experience

Dove Mountain Boulevard and Moore Road Traffic Signal, ADOT. *Project Manager.* Brian managed final design for this LPA project under the PDOC for the Town of Marana. The town obtained a Highway Safety Improvement Program (HSIP) grant for design and construction of a new traffic signal at the intersection of North Dove Mountain Boulevard and West Moore Road. This project included roadway design, ADA improvements, signing and marking, utility coordination, signal/lighting design, public meetings and survey. **Brian worked with the town and ADOT to align stakeholders including the Dove Mountain Homeowners' association and traveling public.**

US 60 Waterfall Canyon Bridge Replacement, Superior, AZ, ADOT. *Roadway Engineer.* This bridge replacement project used phased construction to replace the existing t-beam bridge with new non-standard box culvert structures. The new structures was built under the existing bridge to minimize impacts to traffic. During a 1-week closure of US 60, the existing bridge was removed and the roadway section over the new box culverts was finalized. The project included ROW, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek.

I-19 Broadband General Engineering Consultant (GEC), Tucson, AZ, ADOT. *Deputy Project Manager.* Brian led this GEC project under the PDOC, assisting ADOT with procuring the design-build team (Phase I) and providing design and construction oversight (Phase II), which was completed in 2023. This DB project installed new multi-duct conduit and fiber optic cable along 63 miles of I-19 between Nogales and Tucson with the goal of providing internet service to the rural communities within the corridor. ADOT's GEC role also included providing environmental studies, developing utility design files, developing construction cost estimates, conducting stakeholder engagement and coordination and developing procurement documents. **Under Brian's leadership, RFI reviews during Phase II were completed in less than 6 days.**

SR 79 Gila River Bridge Replacement, Florence, AZ, ADOT. *Deputy Project Manager/Roadway Lead.* Brian successfully coordinated the roadway design for a new 1,500-foot bridge over the Gila River. The bridge was constructed using a bridge slide while maintaining traffic on SR 79. Extensive coordination was required for utility relocations and right-of-way access with Arizona State Land Department and the San Carlos Irrigation Project (SCIP). Brian evaluated temporary detours to maintain traffic on the existing bridge and offline bridge prior to being slid into place with no impacts to the operations of the SCIP canal.

La Cholla Boulevard, Overton Road to Tangerine Road, Phase II, Tucson, AZ, ADOT. *Project Manager.* This project included widening La Cholla Boulevard from two to four lanes for 3 miles from Overton Road to Tangerine Road. Major design features include retaining walls, asphaltic concrete pavement, curb and gutter, sidewalks, multi-use paths, storm drainage systems, utility relocations, signing and marking, and traffic signals. This project included RTA funding. **Brian led this a multi-disciplinary team to deliver the project within the allocated funding time frame and 2 years ahead of schedule. The AECOM team received a client survey score of 10 out of 10.**

Lambert Lane, Rancho Sonora to La Cañada Drive, Town of Oro Valley, AZ. *Project Manager*. This final design project included widening Lambert Lane from Rancho Sonora Drive to La Cañada Drive from two to four lanes, adding capacity, and increasing sight distance by lowering Lambert Lane approximately 12 feet. The project also included a 10-foot multi-use path, bicycle lanes, sidewalks, and large soil nail walls. Tasks include geometric design, drainage, retaining walls, utility relocations, traffic signal modifications, signing and marking, and landscaping and irrigation. **This project won an ACEC Grand Award. The project was completed ahead of schedule and within budget due to value analysis and constructability reviews.**

Brian Ravesloot, PE

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AECOM

Aerospace Parkway: Phase 1 Raytheon Parkway, Southern Extension, CMAR, Tucson, AZ, Pima County. *Project Manager.* This CMAR project extended Raytheon Parkway south of Aerospace Parkway and provide access to Vector Space and other potential developments. The team worked directly with multiple stakeholders, including a second design team to develop final design plans in 5 months to meet the critical grand opening for Vector Space. This PS&E project included roadway design, signing and marking, utility coordination and design, survey, traffic analysis, signal and lighting, geotechnical, environmental, and water modifications. **Brian led the critical task of stakeholder alignment to achieve this fast-track schedule and deliver the project on time and on budget. The AECOM team received a client survey score of 10 out of 10.**

SR 77 Design Widening & Wildlife Crossing, Tangerine Road to Pinal County Line, Pima/Pinal Counties, AZ, ADOT. *Project Manager/Roadway Lead.* This project widened 6.12 miles of four-lane urban/fringe state highway to six lanes along SR 77. Tasks included geometric and roadway modeling design, earthwork, retaining walls, noise walls, staking details, profiles for side streets, commercial driveways and residential driveways, drainage, utilities, landscaping, and pavement markings. The project also involved the design of two RTA-funded wildlife crossing structures, one over and one under the roadway, which were the first in southern Arizona. The project also included miscellaneous wildlife component design features. **Brian led the team through the PS&E development and post-design services. He successfully coordinated diverse stakeholders with differing priorities to achieve stakeholder alignment and deliver this project on budget. The project won an ACEC Grand Award and the PAG Partnering Award.**

Palisades Road, Cassiopeia Drive to West of Labyrinth Drive Pedestrian Path, Town of Oro Valley, AZ. *Project Manager.* This project included 0.5 miles of new 10-foot-wide MUP. The path connected neighborhoods to a network of sidewalks and shared-used paths along 1st Avenue. **Brian worked with the town and HOA to avoid an entrance monument and vegetation. He delivered the project on time and budget to meet the town's construction schedule for an adjacent MUP project.**

SR 77 Wildlife Elements, Oro Valley, AZ, RTA/Town of Oro Valley/ADOT. *Project Manager.* This project included new side street entrance gates, walls, wildlife fence, and cattle guard features along two neighborhoods within the town. **Brian worked with the town/ADOT to lead presentations to the HOA to coordinate impacts, concerns, and aesthetics.**

SR 77, Tangerine Road to Pinal County Line, Tucson, AZ, Town of Oro Valley/Pima County/ADOT. *Deputy Project Manager.* This project involved the widening of 6 miles of four-lane to six-lane SR 77, MUP and sidewalks through the Town of Oro Valley and unincorporated Pima County. **Brian worked with the town/ADOT to lead public meetings and align wildlife and RTA stakeholders. The project team received the 2017 PAG Partnering Award. He delivered the project on time and ahead of schedule to meet ADOT's FY advertisement**

La Cañada Drive, Lambert Lane to Community Center, Pedestrian Path, Town of Oro Valley, AZ. *Project Manager.* This project includes 0.5 miles of a new 10-foot-wide MUP that completes a network of shared-used paths. **Brian worked with the town to modify the project scope to meet the limited funding allocated and coordinated with an HOA. He delivered the project on time and budget to meet the town's summer 2023 advertisement.**

Hughes Access Road Relocation (Aerospace Parkway), Old Nogales Highway to Alvernon Way, Tucson, AZ. Pima County. *Deputy Project Manager, Roadway Lead.* This $6M preliminary and final design project includes the relocation of approximately 3.9 miles of Hughes Access Road roadway approximately ½ mile south of the existing roadway between Old Nogales Highway and Alvernon Way. Project tasks include geometric and roadway design, earthwork, staking details, utilities, pedestrian and bicycle facilities. This project provided Raytheon Missile Systems with additional expansion area. **With Brian's leadership, this project won a Metropolitan Pima Alliance (MPA) Common Ground Award.**

La Cholla Boulevard, Magee Road to Overton Road, Tucson, AZ, PCDOT. *Deputy Project Manager/Roadway Lead.* This $16M RTA-funded project included arterial roadway design of approximately 4.9 miles of La Cholla Boulevard from a two-lane roadway to a four-lane arterial roadway between Magee Road and Tangerine Road. Major design features include a 600-foot bridge crossing the Cañada del Oro Wash, retaining walls, sound and screen walls, asphaltic concrete pavement, curb and gutter, sidewalks, storm drainage systems, utility relocations, signing and marking, and traffic signals. This project included the Design Concept Report (DCR) / Environmental Assessment and Mitigation Report (EAMR) plus final design of the Pima County portion of the corridor.

AECOM

Ivan Yordanov, PE
Task Order Project Manager

Education:
- ME, Civil Engineering, Old Dominion University, Norfolk, Virginia
- BS, Civil Engineering, Technical University of Sofia Bulgaria

Registrations:
- Professional Engineer, Arizona #68166

Years of Experience: 10

Company Title: ITS/Traffic Project Manager, responsible for leading ITS/traffic design on roadway projects

Value to ADOT

- ☑ *Ivan manages ADOT projects involving Intelligent Transportation Systems (ITS), lighting, traffic signal design, signing, and pavement markings*
- ☑ *He fosters effective coordination among the design team and stakeholders to achieve consensus*
- ☑ *He excels in coordinating with multiple stakeholders and agencies to handle multimodal transportation systems, including freight, light rail, streetcar, bus, and pedestrian corridors*

PDOC Contract/Task Order

Project Experience

I-10 Fiber Gap, Wymola to Ina Road, AZ, ADOT. *Deputy Project Manager (Design); Project Manager (Post-Design).* Ivan developed PS&E, permits, and clearances to install 30 miles of ITS conduit, pull boxes, and fiber optic cable along I-10 between Casa Grande and Tucson. He led the implementation of the as-built information into 3D.dgn and 3-GIS software. The project included installation of one fiber node building assembly and used mainly direct plow installation (off shoulder) of conduit along one side of I-10 for a cost-effective conduit installation process. Project challenges included the presence of irrigation district canals and the location of several cultural sites adjacent to I-10. Design services were completed on time, and the project was successfully advertised in 2022. Ivan assisted with post-design services, responsible for shop drawing review and approval, invoicing, progress reports, and coordination with ADOT and the selected contractor for RFI and reviews. **Ivan played an essential role in facilitating the successful relocation of the fiber node building and leading the drainage analysis, enabling timely decision-making and keeping the project on schedule and within budget.**

I-10 Truck Parking Availability System, Arizona, ADOT. *Deputy Project Manager (Design); Project Manager (Post-Design).* The first truck parking availability system in Arizona was implemented along I-10 at the Ehrenberg, Bouse Wash, Texas Canyon, and San Simon rest areas. This system detects the number of available truck parking spaces and provides real-time information via Dynamic Parking Availability Signs (DPAS). The proposed work consisted of installing closed-circuit television (CCTV) cameras, radar detectors, and DPAS and providing connection to new and existing electrical services. Ivan participated in the value engineering process and assisted the team in selecting the technology to be used for the rest areas and traffic sign locations. He developed plans, specifications, and estimates (PS&E) and led the implementation of as-built information into 3D.dgn and 3-GIS software. **Ivan collaborated closely with ADOT to successfully resolve a stop order resulting from the contractor's challenges in implementing the originally specified technology.** A new solution was identified through value engineering and coordination, allowing the project to move forward. The AECOM team played a key role in evaluating alternative technologies, reviewing the contractor's value engineering proposal, and facilitating a seamless transition to the new technology. The project is constructed and final testing and implementation is completed.

I-19 Broadband GEC, Tucson to Nogales, AZ, ADOT. *ITS Engineer.* AECOM assisted ADOT with procuring the design-build team (Phase I) and providing design and construction oversight (Phase II). This project installed new multi-duct conduit and fiber optic cable along 63 miles of I-19 between Nogales and Tucson to provide internet service to the rural communities within the corridor. ADOT's GEC role also included providing environmental studies, developing utility design files, developing construction cost estimates, conducting stakeholder engagement and coordination and developing procurement documents.

Dove Mountain Boulevard and Moore Road Traffic Signal, ADOT. *ITS Engineer.* This federally funded HSIP project involves the design of a traffic signal, ADA-compliant curb ramps, crack filling, micro-sealing of pavement, and signing and striping improvements at the intersection of 107th Avenue and Rose Garden Lane. AECOM prepared legal descriptions for ROW acquisition, conducted environmental studies and NEPA reviews for environmental clearance, and coordinated with utility companies for utility clearance. AECOM also developed the construction schedule and the pavement material design report and provided final design services. Ivan assisted with signal design reviews through the stages of design.

Ivan Yordanov, PE

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AECOM

Harquahala Road Lighting Design and Speed Feedback Signs, ADOT, La Paz County, AZ. *Deputy Project Manager.* Street lighting and DSF signs were installed on this 2.2-mile corridor to support the goals of reducing the frequency of bicycle crashes. Harquahala Road is maintained by La Paz County, and the street light system is maintained by the Arizona Public Service (APS). The project used limited HSIP funding and required coordination and consensus amongst multiple ADOT groups, including the Project Management, Environmental, ROW, Utility, Contracts and Specifications, and Northwest District; La Paz County; and APS. The team elevated eight alternatives with cost impacts and recommended placing lights with new luminaire arms on APS power poles to reduce cost and eliminate the county's maintenance hassle with drainage districts on the other side of the road.

Tempe Streetcar Signal and Communications, City of Tempe, AZ. *Project Manager.* Ivan was responsible for coordinating, developing, and implementing traffic signal timing plans and a real-time tracking system. This effort involved modeling and field implementation of advanced traffic signal control using D4 controllers and EMTRAC detection systems. Ivan performed programming, testing, and field deployment of 30 D4 Traffic Signal Controllers, facilitating the seamless integration of TSP with EMTRAC. Throughout the project, Ivan and his team addressed several complex challenges, including implementing a dedicated transit phase using peer-to-peer communication across two upstream signals. They successfully managed transitions between double-track and single-track operations, incorporating track occupancy logic and prioritization. **The project required coordination of multiple intersections across different corridors to provide dedicated transit pathways for the streetcar, including queue jumps, early and extended green times, and dedicated phases with overlapping signals. Ivan's effective coordination with agency staff resulted in smooth and efficient transit operations along the streetcar alignment.**

University Drive TSOP, 52nd Street to Rural Road and Rural Road to Apache Boulevard, Maricopa County, AZ, MAG. *Project Manager.* The University Drive corridor, stretching 3 miles from 52nd Avenue to Rural Road and from Rural Road to Apache Boulevard, is a multimodal transportation corridor featuring two heavy rail crossings, two light rail crossings, and a streetcar line along its path. The corridor also experiences significant pedestrian traffic, as it passes through the Arizona State University (ASU) campus, adding to the complexity of its transportation dynamics. Ivan was responsible for developing existing and new Synchro traffic plans, collecting traffic volumes, and optimizing traffic plans using WaySync. **Ivan supported the city of Tempe during the initial implementation phase, including fine-tuning signal timings, and oversaw the final report and INRIX data for submittal to MAG.**

Union Hills TSOP, 99th Avenue to 59th Avenue, Maricopa County, AZ, MAG. *Deputy Project Manager.* Ivan was responsible for coordinating and collecting volume data through AECOM subconsultants. He performed signal timing fine tuning and managed the final report and before-after comparison. **Ivan managed the creation of the Synchro model, optimized AM, mid-day, and PM traffic signal plans, and successfully coordinated the implementation of traffic signal timing plans with five agencies involved in the corridor (Maricopa County Department of Transportation, the cities of Peoria and Glendale, ADOT, and MAG).**

SR 69, Prescott Lakes Parkway to Heather Heights, ADOT. *ITS Engineer.* This project widened SR 69 to match the existing six-lane roadway configuration east and west of the project limits. Three through lanes were provided in each direction along with a two-way continuous left-turn lane and right-turn lanes at intersections. The project reconstructed the traffic signal at the SR 69/Holiday Drive/Lowe's intersection and an 8-foot-wide multi-use path lighting between Prescott Lakes Parkway and the Yavpe Connector.

I-10, Kino Parkway and Country Club Drive Traffic Interchange Design-Build General Engineering Consultant, ADOT, Tucson, AZ. *ITS Task Lead.* As part of the General Engineering Consultant (GEC) team, Ivan leads the design review of ITS, lighting, and signals for the reconstruction and widening of I-10 between Kino Parkway and Country Club Road. The project includes the construction of new traffic interchanges at both locations and is currently in the design phase, with construction set to begin in mid-2025 and continue through 2028. In his role, Ivan is responsible for reviewing and providing comments on design packages and confirming compliance with Technical Provisions and ADOT Design Guidelines and Standards. **As a GEC ITS lead, Ivan actively participates in weekly meetings and discussions with the design-build team, providing oversight and coordination to facilitate a smooth integration of ITS, lighting, and signal systems into the project.**

I-17 Broadband Independent Construction Expert (ICE), Phoenix, AZ, ADOT. *ITS Engineer.* Ivan assisted the project manager in developing independent cost estimates for construction of broadband fiber and conduit along 140 miles of the I-17 corridor in Arizona. The project included providing for design reviews, developing detailed ICE, constructability reviews, and reviewing contractors pricing and schedule.

I-17 Auxiliary Lane Improvements, Phoenix, AZ, ADOT. *ITS/Traffic Engineer.* Ivan was responsible for developing and coordinating the ITS, signal, lighting, and overhead vehicle detection system design. He coordinated and developed the special provision and engineering cost estimate for successful project completion and advertisement.

AECOM

Ben Ansley, PE, CBI
Task Order Project Manager

Education:
- BSE, Civil Engineering, University of Arizona

Registrations:
- Professional Engineer, AZ #53092
- Certified Bridge Inspector

Years of Experience: 17

Company Title: Project Manager/ Senior Bridge Engineer, responsible for managing bridge projects and bridge design

Value to ADOT

- ☑ *Ben is experienced in project management, bridge inspection, design of new bridges, bridge repair and retrofit, retaining and noise wall design, and roadway barrier and drainage structure design and cost estimates, and has managed nine recent final design projects for ADOT as PM or deputy PM*
- ☑ *He successfully manages risks and is proactive in making design decisions to deliver projects on time and on budget*
- ☑ *He is responsive to contractor submittals and ADOT requests, averaging less than 4 days response time on recent ADOT bridge projects*

■ **PDOC Contract/Task Order**

Project Experience

■ **Wash Bridge Replacement at Walnut Grove Road, Yavapai County, AZ, ADOT.** *Project Manager.* Ben managed this project to replace the existing wash bridge in Yavapai County with a new box culvert. The culvert will be constructed under the existing bridge to maintain traffic on Walnut Grove Road throughout construction. This project required utility relocation and coordination with BLM.

■ **US 60 Waterfall Canyon Bridge Replacement, Superior, AZ, ADOT.** *Deputy Project Manager/Structures Lead.* This bridge replacement project used phased construction to replace the existing t-beam bridge with new non-standard box culvert structures. The new structures were built under the existing bridge to minimize impacts to traffic. During a 1-week closure of US-60 the existing bridge was removed and the roadway section over the new box culverts was finalized. The project included ROW, utility, and environmental clearances. Section 404 permitting was required to allow construction access in the creek.
Ben worked with ADOT to advertise the project bundled with ADOT's in-house-designed Queen Creek project, with the Forest Service on guardrail aesthetic requirements, and with the local utility company to coordinate construction schedules of new utilities. He delivered the project on time and within budget.

I-10 East Willcox TI Underpass Bridge Rehabilitation, Willcox, AZ, ADOT. *Project Manager.* This project rehabilitated the deck of the existing cast-in-place, conventionally reinforced concrete box girder bridge with a Polyester Polymer Concrete (PPC) overlay. The existing deck joints were replaced and the existing rocker bearing assemblies were replaced with new steel elastomeric bearing pads. **Ben worked with ADOT and the City of Willcox to modify the project scope to reduce costs and meet the limited funding allocated. He delivered the project on time and within budget.**

SR 79 Gila River Bridge Replacement PA, ED, and Final Design, Florence, AZ, ADOT. *Deputy Project Manager/Structures Lead.* This CMAR project replaced the existing 1,507-foot-long, 30-span bridge built in 1957. The bridge replacement used the ABC bridge slide method of construction. The project included Section 404/401 permitting, major utility relocations, development of a utility corridor and ROW acquisition (including ASLD). The project includes eight FHWA SDC innovations and a 5% FHWA increase in funding.
Ben coordinated extensive utility relocations within the project and worked with ASLD and ADOT to help acquire ROW from ASLD
He delivered the project 1 week early and under budget.

I-40, 4th Street Bridge Replacement and Butler Avenue Bridge Rehabilitation (PA, Environmental Document, Final Design, and PDS), Flagstaff, AZ, ADOT. *Deputy Project Manager/Structures Lead.* This bridge replacement/rehabilitation project used phased construction and cross-over traffic control on I-40 to replace two bridges on 4th street and place a bridge deck overlay on the Butler Avenue bridges. The bridge replacements used accelerated bridge construction with a bridge slide to reduce closure durations on 4th Street to only 2 weeks. Ben was responsible for the design of overlays and new bridges, including the bridge slide, coordination with ADOT reviewers and ADOT C&S, and coordination to obtain all clearances.
AECOM produced the PS&E package (NTP to bid advertisement) in 10 months. The project was bid 2 weeks ahead of schedule. Awards: 2021 WASHTO Region Award for Quality of Life/Community Development • 2022 AZ Public Works Project of the Year – Transportation • ACEC Grand Award and Clifford C. Sawyer Achievement Award.

Ben Ansley, PE, CBI

Page 2

AECOM

US 191, Cochise Railroad Overpass Bridge Replacement, Cochise, Arizona, ADOT. *Deputy Project Manager/ Structures Lead.* This bridge replacement project will replace the existing 3-span steel girder bridge crossing UPRR with a new precast girder bridge. The structure is built on a new roadway alignment to eliminate impacts to traffic. The existing soils in the area have excessive settlement and are highly corrosive. Protective measures are required to minimize settlement, especially around the existing railroad tracks. The project includes R/W, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek.

I-40 Window Rock TI, Arizona, ADOT. *Deputy Project Manager***.** This bridge replacement project will replace the four existing bridges on I-40 at the Lupton and Window Rock TIs to improve existing vertical clearance and add a sidewalk for pedestrians. The replacement will use a bridge slide to always maintain two lanes of traffic on I-40 in each direction throughout construction. The project includes R/W, utility, and environmental clearances and requires coordination with Navajo Nation.

I-17/I-40 System Interchange, Bridge Rehabilitation, Flagstaff, AZ, ADOT. *Deputy Project Manager/Structures Lead.* This bridge rehabilitation project was to replace the decks of three CIP conventionally reinforced concrete box girder bridges on I-40 crossing over I-17 and Beulah Boulevard using three-phased construction on I-40. A PPC overlay was constructed on a fourth bridge. AECOM obtained environmental, utility, and R/W clearances ahead of schedule. Ben's responsibilities included design of all deck replacements, coordination with ADOT reviewers, ADOT C&S, and coordination to obtain all clearances. **AECOM averaged a 4-day response time for all post-design submittals, avoiding no delays to the project during construction.**

I-40 Willow Creek Bridge Nos. 1, 3, 4, and 5 (PA, Final Design, and PDS), Mohave County, AZ, ADOT. *Structures Lead.* This project used phased construction to replace the decks of two steel girder bridges, repair deck joints on a third bridge, provide an epoxy overlay on a fourth bridge, and replace bearings on all bridges. Ben's responsibilities included design of all deck replacements and girder repairs, coordination with ADOT design disciplines and reviewers, coordination with ADOT C&S, and coordination to obtain all clearances. **This project received an A++ rating from the ADOT PM.**

I-40 Peacock and Big Sandy Wash Bridges EB (PA, Final Design, and PDS), Mohave County, AZ, ADOT. *Structures Lead.* This bridge rehabilitation project replaced the decks of two steel girder bridges using crossover traffic control. The project included the design of both deck replacements and scour protection slabs, and coordination with ADOT design disciplines. Ben was responsible for the design of both deck replacements and scour protection slabs. **This project is an example of AECOM's ability to provide engineer's estimates within 5% of the bid, avoiding issues with reallocation of ADOT funds.**

ADOT Statewide On-Call Bridge Engineering, Assessment, and Evaluations, Bridge Inspection, AZ, ADOT. *Project Manager.* AECOM performs bridge inspection throughout the state using in-depth or routine inspection techniques and accessing bridges with snooper trucks, man lifts, bucket trucks, and rope access. Ben provided day-to-day task order management, including tracking budgets, invoicing, technical oversight, scheduling, and coordination with subconsultants, traffic control providers, and ADOT. **Ben worked with agencies to acquire ROW permits to access bridges for inspections and coordinated on additional inspection needs if critical findings were found. All inspections were delivered on time to meet FHWA requirements.**

I-10: Kino Parkway Underpass Bridges PA, Final Design, PDS, AZ, ADOT. *Deputy Project Manager/Structures Lead.* The project evaluated alternatives to rehabilitate the existing cast-in-place, conventionally reinforced concrete box girder bridges. Rehabilitation methods considered included PPC overlays, microsilica-modified concrete overlays, and complete deck replacements. Service life was evaluated with each alternative. The PPC alternative was selected. This was one of the first ADOT projects that used a PPC overlay. Kino Parkway is a heavily traveled arterial roadway in the City of Tucson, which required significant coordination to minimize traffic impacts. Phased construction was used to maintain ramp and roadway traffic. **This project was delivered on time and within budget.**

I-10, Ruthrauff Road to Prince Road, Tucson, AZ, ADOT. *Structures Lead.* This project included reconstruction of the existing six-lane divided highway to an eight-lane divided highway with reconstruction of the existing interchange at Prince Road. The existing Prince Road TI Overpass was converted to an underpass. Three bridges were designed as part of the project, including one at Prince Road over the Union Pacific Railroad, one at Prince Road over the I-10 mainline, and one at Prince Road over a condensed utility corridor. The bridges used AASHTO standard shaped pre-stressed precast concrete girders. In addition to the bridges, 15 walls with a maximum height of 36 feet were required to support the new underpass configuration. Some of the walls were founded on 60-inch-diameter drilled shafts to protect existing utilities and to control settlements, which were expected to be in excess of 8 inches. Ben's responsibilities included the design of a single span AASHTO girder utility overpass bridge with full height abutments founded on dual rows of drilled shafts. He also designed retaining walls, median barrier transitions, and sound wall founded on moment slabs. In the post-design phase, Ben was responsible for the review of contractor shop drawings and RFIs.

AECOM

From: ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>
Sent: Monday, March 31, 2025 5:21 PM
To: Lassiter, Genie
Cc: ContractorCompliance@azdot.gov
Subject: Bidders List for AECOM Technical Services 01

AECOM Technical Services 01, AZUTRACS Number: 10053 has submitted a Bidder/Proposer list for **2025-011** on 03/26/2025 at 5:04 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	Address	Ethnicity	Gender	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
ACS Services LLC	2235 West Broadway Rd Mesa, AZ 85202	Caucasian	F	1-3 years	Unknown	DBE	541380
AeroTech Mapping Inc	3285 North Fort Apache LAS VEGAS, NV 89129	Hispanic American	F	4-7 years	Unknown	DBE	541370
Corral Design Group, Inc.	4632 S. 36th St Phoenix, AZ 85040	Hispanic American	M	10+ years	$500,000 to $1 million	DBE	541320
Del Sol Group, LLC	319 E. Palm Lane Phoenix, AZ 85004	Caucasian	F	10+ years	Less than $500,000	DBE	541620
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	Hispanic American	M	10+ years	$1 million to $2 million	DBE	541330
Infrastructure Mavens, LLC	21001 N. Tatum Blvd., Suite 1630-603 Phoenix, AZ 85050	Caucasian	M	10+ years	Less than $500,000	Non-DBE	541611
Kittelson & Associates, Inc.	2 E Congress Street, Suite 705 Tucson, AZ 85701	Caucasian	M	10+ years	$10 million to $50 million	Non-DBE	N/A
Newton Environmental Consulting, LLC	9859 East Winchcomb Drive Scottsdale, AZ 85260	Caucasian	F	8-10 years	Less than $500,000	DBE	541620
T2 UES, Inc.	19621 N 23rd Dr Phoenix, AZ 85027	Other	M	4-7 years	More than $100 million	Non-DBE	N/A
Tierra Right of Way Services, Ltd.	1575 E. River Road, Suite 201 Tucson, AZ 85718	Caucasian	M	10+ years	$5 million to $10 million	Non-DBE	N/A
Y2K Engineering, LLC.	1921 S Alma School Rd Ste 204 Mesa, AZ 85210	Asian-Pacific American	F	8-10 years	$2 million to $5 million	DBE	541330

Per RFQ requirement, this list includes any firm that discussed teaming with AECOM, regardless of final teaming agreements.

ARIZONA DEPARTMENT OF TRANSPORTATION

MD 616E
205 S 17th Ave.
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

Date: March 18, 2025

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 01

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER: 2025-011
CONTRACT DESCRIPTION: Project Delivery On-Call

The following revision is made to the referenced Request for Qualifications (RFQ) package:

Page 20, Section V, Part C, SOQ Non-Technical Evaluation Criteria, 1.c., is revised as follows:

c) Demonstrate that the firm has experienced project managers to manage the tasks expected to be conducted under the contract. Demonstrate that the Task Order Project Managers have the experience and a record of past performance on projects of similar type and size, and that they have been responsive to clients in the past.
(Maximum 25 pts.)

The following questions have been asked in reference to the above RFQ package:

Question No. 1: The RFP specifies that the consultant must provide resumes for up to five Task Order Project Managers. Can you confirm whether these five Task Order Project Managers are the only task managers that can be utilized for the duration of the contract, or if additional task managers may be assigned as needed based on project requirements?

Answer No. 1: After the selection of firms in Tier 1, Task Order Project Managers may be added at the time of the task order request(s) at the discretion of ADOT, as applicable.

Question No. 2: Please confirm we can name multiple individuals in the SOQ without identifying them as key personnel (for example, in a team member qualifications table to respond to Section 3(a), Team Capability.

Answer No. 2: Yes, the SOQ may also identify other key members of the team, including other personnel (classifications identified in Attachment A of the Scope of Work) determined by the Consultant. These are personnel from both the prime Consultant and Subconsultants who the Consultant wishes to highlight in the submittal that may provide special expertise or perform critical task(s) on the project.

Question No. 3: Are we limited on the number of Key Personnel (with 2-page Resumes) that we can present within our SOQ?

Answer No. 3: Yes, there is a limit: one Project Principal, one Project (Contract) Manager, and up to five Task Order Project Managers, totaling no more than seven Key Personnel resumes. Please refer to page 5 paragraph 1 of the RFQ for the requirements.

Question No. 4: On the Consultant Services Matrix form, should we identify prime and subconsultants for the Key Technical Discipline category rows on the matrix, for example, the Roadway Design row, Survey & Mapping row, and Bridge Design row?

Answer No. 4: Yes

Question No. 5: Can you clarify the due date for the prequalification application (as specified on page 12 of the RFQ)? It currently says March 10th.

Answer No. 5: March 18, 2025

Question No. 6: Page 18 of the RFQ states "the SOQ must include for each discipline a matrix documenting…" is the intent to have one table documenting experience for all disciplines, or 10 separate tables (1 per discipline)? Page 19 (section 2a) requests one table.

Answer No. 6: Yes, SOQ must include one table that includes all disciplines.

Question No. 7: Do we need to include a resume for every team member named in the proposal?

Answer No. 7: No, refer to page 5 paragraph 1 of the RFQ for the requirements. Only resumes requested are for Key Personnel.

Question No. 8: Can we list a team member by name without them being a key personnel? (page 5, paragraph 2)

Answer No. 8: Yes, do not include resumes for other members of the team. Resumes included for other members of the team will count towards the overall page limit, regardless of the location these documents are placed in the SOQ.

Question No. 9: On Page 3, the Compensation Type is listed as Lump Sum per Task Order, with a non-negotiable fixed fee of 10. On Pages 5 and 6, there are several references to the ADOT Audit Requirements related to Unit Rate Reviews and Indirect Cost Rate Reviews (audit, analysis, submittals, etc.) and Labor Classification Lists. Our question is if the Task Orders to be issued under this contract are Lump Sum, why are Indirect cost rates and Labor Classifications needing to be reviewed?

Answer No. 9: This is to establish contract rates that will be used at the time of the request for services.

Question No. 10: We are submitting the following questions, regarding the Project Development On-Call RFQ:
Please clarify that the only resume attachments allowed are for the Project Principal, Project (Contract) Manager, and up to five Task Order Project Managers.

Answer No. 10: Yes, that is correct.

Question No. 11: Are we able to recreate the Consultant Services Matrix, since some of the Technical Sub Areas may require the use of more than one subconsultant, and we may need to list multiple firm names within a single cell of the matrix?

Answer No. 11: No, use the Project Development On-Call Consultant Services Matrix.

Question No. 12: If we are allowed to recreate the Consultant Services Matrix, are we required to include the text explanation at the end of the matrix, on page 17?

Answer No. 12: Use the Project Development On-Call Consultant Services Matrix as supplied in the RFQ. Yes, you are required to include the text explanation at the end of the matrix.

Question No. 13: On page 12, under Item 11, Format Content, the total number of pages for the ADOT Project Development Consultant Services Matrix is "4". If we list multiple subconsultants within several cells of the matrix, and the table extends beyond 4 pages, is that allowable?

Answer No. 13: No, as this will put you over your page limit.

Question No. 14: On page 20, Item 4, Past Performance, indicates that a maximum of 5 points may be deducted from the total score, based on consultants' past performance on ADOT contracts. If a firm has not worked on ADOT contracts in the past, will this not apply?

Answer No. 14: This will not apply.

Question No. 15: On page 18, Item 1 a), is a table format necessary to show technical and institutional elements and associated tasks or can a different format be used?

Answer No. 15: Yes, present a table showing technical elements (e.g. memos, reports, plans), institutional elements (e.g. clearances, processes), and tasks associated with all key technical disciplines involved in project delivery that must be considered, completed, or addressed.

Question No. 16: Will questions be answered as they come in, prior to the March 24th deadline, or does ADOT plan on gathering all questions and then answering them all at once, after the 24th?

Answer No. 16: ADOT will address all questions as they come in and post the amendments accordingly.

Question No. 17: Could you please confirm whether the five additional key personnel to be listed by name and with resumes should be Task Order Project Managers, Key Discipline Leaders, or other specific roles? According to Section II (General Instructions) [6] and Section IV (SOQ Format Instructions) [7], we are required to include resumes for up to five Task Order Project Managers.

Answer No. 17: Please refer to Answer No. 3 above.

Question No. 18: Section V (SOQ Format and Evaluation Criteria) mentions Key Discipline Leaders as part of the evaluation criteria [20]. Can you confirm if these are the only additional key personnel we need to provide resumes for, or if there are other roles we should consider?

Answer No. 18: Key Discipline Leaders do not required resumes. The only resumes required are for Key Personnel which are listed in the above Answer No. 3.

Question No. 19: Do we need to pick only five of the key disciplines to have leads if the five key personnel are Key Discipline Leaders and not solely Task Order Managers?

Answer No. 19: There are no limit of key disciplines, however there are only up to five Key Personnel as Task Order Project Managers. Please refer to page 18, under SOQ Technical Evaluation.

Question No. 20: What is the definition of "Right of Way Cost Determination"? Does this include appraisal services or not?

Answer No. 20: Right of Way Cost determination includes the estimated cost to acquire a new right of way or the estimated cost of temporary construction easement needed for a project. This is intended to get a right of way estimate for determining total project cost. Reference Right of Way information in sections 471 and 472 of the Dictionary of Standardized Work Tasks or as noted in the task order scope of work. Yes, this includes appraisal services.

Question No. 21: We are having issues with the functionality of the CIP form. When we enter a subconsultant's name in the second half of the form, and select the appropriate "Type of Work", the form automatically fills in every cell below it with the same "Type of Work". The form will not allow us to enter a different "Type of Work" for each subconsultant. The same issue happens with the DBE drop-down. If we choose "Yes", all cells are filled in with "Yes". If we try changing it to "No", all cells are changed to "No". Is ADOT able to correct this form and issue a new one so that we are able to complete it accurately for our submittal?

Answer No. 21: ADOT ITG is currently working on these issues.

April R Conti-Farris
April R Conti-Farris
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.

AECOM Technical Services, Inc. _____
CONSULTANT NAME SIGNATURE

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

ARIZONA DEPARTMENT OF TRANSPORTATION

MD 616E
205 S 17th Ave.
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

Date: March 26, 2025

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 02

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER: 2025-011
CONTRACT DESCRIPTION: Project Development On-Call

The following revision is made to the referenced Request for Qualifications (RFQ) package:

Page 18 (20/58) Section V, Part C., SOQ Technical Evaluations, Paragraph 3, is revised as follows:

The SOQ must clearly document the team's project understanding and approach, relevant experience and qualifications, and firm capability applicable to each key discipline noted above and consistent with the Project Development On-Call-Consultant Services Matrix and contract objectives. SOQs must include for each discipline a table documenting (at a minimum) recent relevant experience, including project name, client name, consultant Project Manager and Key Discipline Leader name, prime Consultant, Subconsultant, construction cost estimate, brief description, and project location. The SOQ must identify the Team Members who will be in direct charge of each technical discipline of work performed as part of this contract.

The following questions have been asked in reference to the above Request for Qualifications package:

Question No. 1: On page 20/58 of the RFQ package, the SOQ Technical Evaluation states, "SOQs must include for each discipline a matrix documenting (at a minimum) recent relevant experience, including project name, client name, consultant Project Manager and Key Discipline Leader name, prime Consultant, Subconsultant, construction cost estimate, brief description, and project location. The SOQ must identify the Team Members who will be in direct charge of each technical discipline of work performed as part of this contract."

However, on page 21/58 the requirement changes per 2. a)stating, "The table should include a brief scope, the role the prime Consultant or Subconsultant performed, and indicate whether the delivery schedule was met for each project presented." Can you please clarify what is required to be included in the table?

Answer No. 1: On page 20/58 of the RFQ package under PART C. EVALUATION CRITERIA, SOQ Technical Evaluation, this part provides an overall/general description of the Technical Evaluation Criteria which should be presented in a table.
On page 20/58, 1a, page 21/58 1b, 2a and 3a, details and separate the distribution of the weighted score for each of the SOQ Technical Evaluation Criteria: Understanding and Approach, Team Experience and Qualifications and Team Capability. Required items to include in this table, prime Consultant's and Subconsultant's previous project experience. Identify relevant project experience associated with all the Key Technical Disciplines that are indicated as prime Consultant and/or Subconsultant in-house

resources in the "Consultant Services Matrix". The table should include a brief scope, the role the prime Consultant or Subconsultant performed, and indicate whether the delivery schedule was met for each project presented.

Question No. 2: Would ADOT be willing to extend the current due date of April 1, 2025, by an additional 7-10 business days?

Answer No. 2: No.

Question No. 3: Amendment No. 1 indicated that ADOT ITG was working to fix the issues on the CIP form. Is there an anticipated timeframe for this to be completed so that we have sufficient time to complete the form for our submittal?

Answer No. 3: CIP Race Neutral Contract Form has been corrected on the website. Please use this link https://azdot.gov/sites/default/files/2025-03/Consultant-Information-Pages-Race-Conscious-contract.pdf. In the event anyone is still experiencing issues, please reach out to ECSSOQ@azdot.gov

Question No. 4: If our Contract Manager will also be proposed as a Task Manager, would their resume count towards one of our five task manager resumes or are we permitted to list and provide resumes for five additional Task Managers?

Answer No. 4: 2 resumes, plus up to 5 resumes, total not to exceed 7 resumes. The prime Consultant shall provide the resume for the Project Principal, Project (Contract) Manager, and up to five Task Order Project Managers as identified in their SOQ. Each resume shall be limited to two pages each, and shall demonstrate the individual's experience related to services outlined in this RFQ.

Question No. 5: Since we are not permitted to recreate the Project Development On-Call Consultant Services Matrix, and will need to abbreviate our subconsultants' names in order to fit them all into a single cell on the matrix, are we able to include a legend on one of the matrix pages or within the submittal, listing these abbreviations?

Answer No. 5: Yes and all submittals shall follow SECTION IV – SOQ FORMAT INSTRUCTIONS.

April R Conti-Farris
April R Conti-Farris
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.

AECOM Technical Services, Inc.	
CONSULTANT NAME	SIGNATURE

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

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: **2025-011**

CONTACT PERSON: **Jennifer Bixby, PE, PTOE**

E-MAIL ADDRESS: **jennifer.bixby@aecom.com**

TITLE: **Vice President**

CONSULTANT FIRM: **AECOM Technical Services, Inc.**

ADDRESS: **7720 North 16th Street, Suite 100**

CITY, STATE, ZIP: **Phoenix, AZ 85020**

TELEPHONE: **480.363.0447**

FAX NUMBER: **602.371.1615**

UNIQUE ENTITY ID# (FROM SAM WEBSITE): **EPUXNLX5EYC4**

ADOT CERTIFIED DBE FIRM? (YES/NO) **No**

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
AeroTech Mapping Technologies, LLC	Survey, Mapping, Aerial	Yes
Ethos Engineering, LLC	Geotech, Material Testing, Subsurface	Yes
Infrastructure Mavens, LLC	Construction Admin & Constr. Related S	No
Y2K Engineering, LLC	Traffic Engineering/Design Services	Yes

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

Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	**AeroTech Mapping Technologies, LLC**
CONTACT PERSON:	**Lyle Slater**
E-MAIL ADDRESS:	**lslater@atmlv.com**
TITLE:	**General Manager**
ADDRESS:	**8433 North Black Canyon Highway**
	Suite 120
CITY, STATE ZIP:	**Phoenix, AZ 85021**
TELEPHONE:	**602.459.3933**
FAX NUMBER:	**623.242.8939**
UNIQUE ENTITY ID #:	**J34PH4CCSMJ4**

SUBCONSULTANT FIRM NAME:	**Ethos Engineering, LLC**
CONTACT PERSON:	**Pancho Garza**
E-MAIL ADDRESS:	**pgarza@ethosengineers.com**
TITLE:	**Principal**
ADDRESS:	**9180 South Kyrene Road**
	Suite 104
CITY, STATE ZIP:	**Tempe, AZ 85284**
TELEPHONE:	**480.326.8487**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**QQGVC86EHVA5**

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 CIP is not evaluated by the Selection Panel but is 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.

Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	**Infrastructure Mavens, LLC**
CONTACT PERSON:	**Andrew Flecky**
E-MAIL ADDRESS:	**aflecky@infrastructuremavens.com**
TITLE:	**Manager/Independent Construction Expert**
ADDRESS:	**21001 North Tatum Boulevard**
	Suite 1630-603
CITY, STATE ZIP:	**Phoenix, AZ 85050**
TELEPHONE:	**602.721.3853**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**X3DADKL2A8G6**

SUBCONSULTANT FIRM NAME:	**Y2K Engineering, LLC**
CONTACT PERSON:	**Yung Koprowski**
E-MAIL ADDRESS:	**ykoprowski@y2keng.com**
TITLE:	**Principal**
ADDRESS:	**1921 South Alma School Road**
	Suite 204
CITY, STATE ZIP:	**Mesa, AZ 85210**
TELEPHONE:	**480.696.1701**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**KGJLCWX9JU56**

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 CIP is not evaluated by the Selection Panel but is 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.

Revised 05/02/2024

DBE GOAL ASSURANCE/DECLARATION

This Contract is Race Conscious. The DBE goal percentage is set at **11.96** %

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	**04/01/2025** Date
Jennifer Bixby, PE, PTOE Printed Name	**Vice President** Title

SOQ SUBMITTAL CHECKLIST

Place a check mark on the left side of the table indicating compliance with the following items. Only include the Supplemental Services Disclosure Form listed below if the form is requested in the Request for Qualifications:

✓	SOQ is within the page limit indicated in the RFQ
✓	SOQ is combined into one PDF Document no larger than 15 MB
✓	All Amendments are Included and Signed
✓	Introduction Letter (Including all required elements/statements)
✓	SOQ Proposal Formatted According to Requirements Listed in RFQ Section IV, #11.
✓	Correct SOQ Certification List (15 pt **OR** 9 pt) Signed and Dated by a Principal or Officer of the Firm
✓	Completed Consultant Information Pages (CIP)(Including listing DBE firms, if applicable)
✓	DBE Goal Assurance/Goal Declaration completed (located at the top of this page)
✓	All Subconsultants & Proposed Work Type listed on CIP (Including indicating DBE firms)
✓	Any Additional Required Documents (Specific to RFQ such as Resumes for all Key Personnel named)
✓	Commenting or User Rights Feature Enabled in SOQ PDF Document
	Supplemental Services Disclosure Form (Required for Supplemental Services Type Contracts ONLY)

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