April 1, 2025

Arizona Department of Transportation
Engineering Consultants Section
205 S. 17th Avenue, Mail Drop 616E
Phoenix, Arizona 85007

Civil & Environmental Consultants, Inc.

Statement of Qualifications for Project Development On-Call (Contract No. 2025-011)

Dear Members of the Selection Panel:

Expression of Interest.

ADOT has leveraged this contract as a means for executing tasks across the state to improve the mobility and safety of the ADOT-owned and local public agencies (LPA) facilities. ADOT is seeking to obtain consultants to provide on-call professional engineering services to aid in the development of projects located within the State of Arizona. Civil and Environmental Consultants, Inc. (CEC) (AZ #15520) is very interested in being selected for this contract and will demonstrate our experience providing services required by Request for Qualifications (RFQ) in the following Statement of Qualifications. In 2023, CEC acquired Engineering & Environmental Consultants, Inc. (EEC) bringing over 35 years of ADOT experience to the firm, and most importantly, all the key employees with past ADOT experience, capacity and commitment. Leveraging this experience we look to continue our partnership with ADOT.

Commitment of Key Personnel.

CEC confirms that the Key Personnel identified in this SOQ have the highest levels of commitment, qualifications, and experience to perform on this contract. William B. Carroll, PE, will serve as the Project Principal with Aaron Goslee, PE as Project (Contract) Manager. They are supported by Task Order (TO) Project Managers Gary Karaboulad, PE; Reynold Kraft, PE, CFM; Jacob Lomeli, PE; Daniel Martinez, PE; Tim Poe, PE. Bill brings a level of trust and confidence to ADOT through his more than 45 years of experience, including 10 years serving as Principal on previous ADOT Project Development On-Call (PDOC) contracts. All CEC Key Personnel are firm in their determination and confidence to maintain their commitments to the extent necessary and meet ADOT's quality and schedule expectations upon selection for this PDOC contract.

Bill and Aaron's combined experience on ADOT projects demonstrates ADOT's trust in their leadership and ability to manage multiple concurrent tasks through past on-call contracts while maintaining design quality.

Identification of Team.

Aaron Goslee PE, (AZ #76822) is a motivated and quality-oriented manager with strong leadership, communication, and organizational skills that will be beneficial to successfully scheduling and completing tasks associated with this contract. Aaron is supported by Bill Carroll, PE (AZ #13478), as CEC's assurance that the team's commitment to meeting the scope, schedule, budget, and quality expectations is accomplished. Aaron has complete authority to sign and commit the firm's resources under this contract and to act on behalf of CEC to address any contractual matters and disputes, to ensure the team's commitment to meeting project scope, schedule, budget, and quality expectations.

Summary of Key Points.

- The size, type, and variety of projects under this PDOC fits CEC's depth of experience.
- CEC has a complete and thorough understanding of this PDOC contract and the ADOT design process to deliver quality goods and services to ADOT.
- The CEC Team has all necessary experience and qualifications in relationship to every key technical discipline listed in the RFQ. Our varied and substantial knowledge, skills, and abilities brings exceptional value to ADOT.
- CEC has extensive experience working with numerous Arizona cities and counties through previous PDOC contracts and local projects.
- With three offices and over 60 employees (20 PEs) in the State of Arizona, CEC can efficiently employ our multi-discipline staff resources to manage any on-call assignment.

Commitment to ADOT's DBE Program.

A DBE goal of 11.96% was established for this contract. CEC is not a certified DBE. CEC is wholly committed to supporting ADOT's policy to facilitate and encourage DBE participation in the contract and on each to exceed the established DBE goal or make Good Faith Efforts to meet the goal. We have partnered with 18 highly qualified subconsultants, including 11 DBEs/SBCs and 3 SBCs, that can perform work under each key discipline to complement CEC's abilities and experience. All partners have made statements to CEC that they will not be submitting as prime consultants for the RFQ associated with this contract.

CEC is eager to serve ADOT and their key stakeholders and act as an extension of ADOT's staff to successfully deliver projects that satisfies ADOT's project delivery goal. We wish to continue building on our successful partnership and express our intent in being selected for this contract. Thank you for your consideration.

Should you have any questions, please contact our Contract Manager Aaron Goslee, at 602-760-2324 or agoslee@cecinc.com.

Sincerely,

Aaron M Goslee

Aaron Goslee, Principal
Project (Contract) Manager / Authorized SOQ Signer

60+
YEARS OF SERVICES PROVIDED IN ARIZONA FROM OUR PHOENIX, TEMPE & TUCSON OFFICES

10+
ADOT ON-CALL CONTRACTS AS PRIME CONSULTANT

70+
ADOT TASKS COMPLETED UNDER ON-CALL CONTRACTS

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: 2025-011 Consultant Name: Civil & Environmental Consultants, Inc. (CEC)

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: Aaron Goslee, PE Title: Principal / Authorized SOQ Signer

Signature: Aaron M Goslee Date: 4/1/2025

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.

Civil & Environmental Consultants, Inc. (CEC)	Aaron M Goslee
Company Name	Signature of Person Authorized to Sign
11811 N. Tatum Blvd., Suite 3057	Aaron Goslee, PE
Address	Printed Name
Phoenix AZ 85028	Principal / Authorized SOQ Signer 4/1/2025
City State Zip	Title Date

FORCED LABOR OF ETHNIC UYGHURS BAN
Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

1. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.

   (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
   (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.

2. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

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

☒	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.

Civil & Environmental Consultants, Inc. (CEC)	Aaron M Goslee
Company Name	Signature of Person Authorized to Sign
11811 N. Tatum Blvd., Suite 3057	Aaron Goslee, PE
Address	Printed Name
Phoenix AZ 85028	Principal / Authorized SOQ Signer
City State Zip	Title

ADOT Project Development On-Call - Consultant Services Matrix
ADOT Contract No.: 2025-011
Prime Consultant Name: Civil & Environmental Consultants, Inc. (CEC)

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) (include firm name)	ADOT Technical On-Call**
Roadway Design		CEC	ETH	N/A
	Fringe-Urban Highway Design	CEC		N/A
	Rural Highway Design	CEC		N/A
	Controlled Access Urban Highway	CEC		N/A
	Local Roads	CEC	ETH	N/A
	Roundabout	CEC		N/A
	Intersection Improvements	CEC		N/A
	ADA/Sidewalk/MUP	CEC	ETH	N/A
	Climbing Lanes	CEC		N/A
	Shoulder Widenings	CEC		N/A
	Interchange Improvements	CEC		N/A
Survey & Mapping		CEC	ATM, T2ue, TRC	N/A
	Aerial Survey, Mapping	CEC	ATM, T2ue	N/A
	Field Survey	CEC	ATM, T2ue, TRC	N/A
	Bathymetric Survey	CEC		N/A
Landscape and Irrigation Design & Erosion Control		CEC	CDG, LS	N/A
	Erosion Control	CEC	CDG, LS	N/A
	Irrigation Design		CDG, LS	N/A
	Hardscape Aesthetics		CDG, LS	N/A
	Landscape Design		CDG, LS	N/A
	SWPPP		CDG, LS	N/A
	Seeding Mix Design	CEC	CDG, LS	N/A
Materials Design		CEC	ACS, ETH, NM	N/A
	Asphaltic Pavement	CEC	ACS, ETH, NM	N/A
	Concrete Pavement	CEC	ACS, ETH, NM	N/A
	Pavement Life Extension	CEC	ACS, ETH, NM	N/A
	Rockfall Mitigation	CEC	ETH, NM	N/A
	Life Extension Projects	CEC	ETH, NM	N/A
				N/A
	PBPD	CEC	ETH, NM	N/A
Bridge/Structural Design		CEC	ETH, SCI	N/A
	Bridge	CEC	ETH, SCI	N/A
	Deck Overlay	CEC	ETH, SCI	N/A
	Deck Replacement	CEC	ETH, SCI	N/A

	Dynamic Messaging Signs (DMS)		SWTE, UCG, Y2K	N/A
	Smart Work Zones		SWTE, UCG, Y2K	N/A
Intelligent Transportation Systems			SWTE, UCG, Y2K	N/A
	Broadband, Fiber Optic		SWTE, UCG, Y2K	N/A
	Speed Feedback		SWTE, UCG, Y2K	N/A
	Wrong Way Detection		SWTE, UCG, Y2K	N/A
	CCTV		SWTE, UCG, Y2K	N/A
	DMS		SWTE, UCG, Y2K	N/A
Cost Estimations/Specifications		CEC	CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, Y2K	N/A
	Unit Cost Verification	CEC	CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, Y2K	N/A
	Bid Justification	CEC	CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, Y2K	N/A
	Special Provisions	CEC	CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, Y2K	N/A
				N/A
				N/A
Environmental Services**			ACS, CDG, DA, JEF, LS, NEC, PYN	
	Noise Analysis		NEC, PYN	
	404 Permit / 408 Permit		JEF, LS, PYN	
	Cultural Surveys		DA, LS, PYN	
	Air Quality Analysis		NEC, PYN	
	Biological Evaluation		JEF, LS, PYN	
	Section 4(f) analysis		DA, LS, PYN	
	Hazardous Materials Analysis		ACS, NEC, PYN	
	Public Involvement		LS, PYN	
	Other NEPA Documentation		CDG, JEF, LS, PYN	
Right-Of-Way Mapping, & Plans**		CEC	T2ue, TRC	
	Legal Description	CEC	T2ue, TRC	
	Right of Way Plans	CEC	T2ue	
	TCE	CEC	T2ue, TRC	
	Right of Way Cost Determination	CEC		
Utility Locating - SUE**			T2ue	
Facilities/Maintenance Design (e.g. Rest Area, Port of Entry, Airport etc.)		CEC	J2, PYN, SCI, WEES	N/A
	Vertical Design		SCI	N/A
	MEP		WEES	N/A
	ADEQ Approvals		J2, PYN	N/A
List any Other expertise that pertains to the project	Performance Based Practical Design (PBPD)	CEC	ETH	N/A

	Dynamic Messaging Signs (DMS)		SWTE, UCG, Y2K	N/A
	Smart Work Zones		SWTE, UCG, Y2K	N/A
Intelligent Transportation Systems			SWTE, UCG, Y2K	N/A
	Broadband, Fiber Optic		SWTE, UCG, Y2K	N/A
	Speed Feedback		SWTE, UCG, Y2K	N/A
	Wrong Way Detection		SWTE, UCG, Y2K	N/A
	CCTV		SWTE, UCG, Y2K	N/A
	DMS		SWTE, UCG, Y2K	N/A
Cost Estimations/Specifications		CEC	CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, Y2K	N/A
	Unit Cost Verification	CEC	CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, Y2K	N/A
	Bid Justification	CEC	CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, Y2K	N/A
	Special Provisions	CEC	CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, Y2K	N/A
				N/A
				N/A
Environmental Services**			ACS, CDG, DA, JEF, LS, NEC, PYN	
	Noise Analysis		NEC, PYN	
	404 Permit / 408 Permit		JEF, LS, PYN	
	Cultural Surveys		DA, LS, PYN	
	Air Quality Analysis		NEC, PYN	
	Biological Evaluation		JEF, LS, PYN	
	Section 4(f) analysis		DA, LS, PYN	
	Hazardous Materials Analysis		ACS, NEC, PYN	
	Public Involvement		LS, PYN	
	Other NEPA Documentation		CDG, JEF, LS, PYN	
Right-Of-Way Mapping, & Plans**		CEC	T2ue, TRC	
	Legal Description	CEC	T2ue, TRC	
	Right of Way Plans	CEC	T2ue	
	TCE	CEC	T2ue, TRC	
	Right of Way Cost Determination	CEC		
Utility Locating - SUE**			T2ue	
Facilities/Maintenance Design (e.g. Rest Area, Port of Entry, Airport etc.)		CEC	J2, PYN, SCI, WEES	N/A
	Vertical Design		SCI	N/A
	MEP		WEES	N/A
	ADEQ Approvals		J2, PYN	N/A
List any Other expertise that pertains to the project	Performance Based Practical Design (PBPD)	CEC	ETH	N/A

	Independent Cost Estimating (ICE)	CEC	ETH	
	Cost Risk Analysis	CEC	ETH	
	Value Engineering	CEC	ETH	
	3D Modeling	CEC	WEES	
	Visual Simulations	CEC	WEES	
	Public Relations	CEC	ETH	

** 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.*

Subconsultant Abbreviation Legend

ACS ACS Services, LLC
ATM AeroTech Mapping, Inc.
CDG Corral Design Group, Inc.
DS Desert Archaeology, Inc.
ETH Ethos Engineering
J2 J2 Engineering & Environmental Design, LLC
JEF JE Fuller Hydrology & Geomorphology
LS Logan Simpson Design, Inc.
NEC Newton Environmental Consulting, LLC
NM Ninyo & Moore Geotechnical and Environmental Sciences Consultants
PYN Pinyon Environmental, Inc.
SCI Structural Concepts, Inc.
SWTE SouthWest Traffic Engineering, LLC
T2ue T2 UES, Inc.
TRC Trace Consulting, LLC
UCG United Civil Group Corp.
WEES WestLand Resources, Inc.
Y2K Y2K Engineering, LLC

TECHNICAL
1. Understanding & Approach

1.a General Contract

The purpose of the Project Development On-Call (PDOC) is to develop and deliver projects that improve the safety and operational characteristics of various roadways and other facilities throughout Arizona. The ADOT Project Management Group (PMG) will retain a pool of qualified consultants (Tier 1) to support ADOT in delivering statewide and Local Public Agency (LPA) projects.

Upon on-call contract selection, each consultant will have the ability to submit a proposal for any advertised TO (Tier 2). Each TO ($1M cap) will be administered and awarded through ADOT Engineering Consultants Section (ECS) via a Qualifications Based Selection process through a short Statement of Interest (SOI) proposal. SOIs will follow a project specific questionnaire format that was implemented in the previous on-call contract in order to reduce the selection and notification time significantly (17 working day target).

FEDERAL COMPLIANCE

All firms selected for this on-call will be allowed to submit a SOI for each TO. This contract is in compliance with Regulation 23 CFR Part 172, implemented and administered by the Federal Highway Administration (FHWA).

Specific areas of focus for the ADOT PDOC contract include:

- Support ADOT's assigned TO Project Manager (PM) and collaborate with applicable ADOT Sections and Districts, as well as the necessary local agencies/land managing agencies for successful project delivery.
- Follow the ADOT Project Development Process (PDP), Guiding Principles for Performance Based Practical Design, and standards/guidelines to deliver projects on-schedule and within budget meeting ADOT and stakeholders expectations.
- Reduce the amount of construction documents in order to stay within dedicated funds and maximize taxpayer dollars.

The primary sources of funding for PDOC projects are the Highway User Revenue Fund (HURF) and federal funds that are obligated under the Federal Aid Highway Program (FAHP). Several core programs that fall under the FAHP program include Surface Transportation Block Grant Program, National Highway Performance Program, Congestion Mitigation and Air Quality, and the Highway Safety Program, among others. Our team members have a comprehensive understanding of the federal regulatory requirements and experience delivering State and LPA projects.

1.a Design Process

FIGURE 1: PROJECT DEVELOPMENT PROCESS

Pre-Design Phase

Project Initiation (2 Weeks)
- Identify Team Member/Stakeholders
- Kick-Off Meeting (KOM)/Field Review

Data Collection (1 Month)
- Project Initiation Request
- Programming Data
- Record Drawings/ROW Plans
- Bridge Inspection Documents
- Traffic Data
- Utility Log/Permit Log

Field Review/Scoping (2 Weeks)
- Review Initial Project Scope
- Build Add'l Scoping Item Consensus
- ROW Needs
- Discuss Design & Clearance Schedule
- Photos/Prepare Meeting Minutes

Initial AASHTO Report (2 Weeks)
- AASHTO Controlling Design Criteria
- Prepare Summary Report
- Prepare Design Exception/Variance Letter

Initial Scoping Letter (SL) or Project Assessment (PA) (2 Months)
- Introduction
- Background Data
- Project Scope
- Development Considerations
- Other Requirements
- Estimated Costs
- Required Action
- Service Involvement Sheet
- Vicinity Map
- Stage I Plans

Initial Design Concept Report (DCR) (6 Months)
- Introduction
- Traffic/Crash Data
- Location Analysis
- Design Concept Alternatives
- Preferred Alternative
- Itemized Cost Estimate
- Implementation Plan

Final AASHTO Report (2 Weeks)
- Summarize Stakeholder Comments
- Lead Stakeholder Resolution Meeting
- Document all Comments/Resolutions in Workfront Platform

Final SL/PA (2 Weeks)
- Complete Project Determination Form
- Finalize and Distribute PA

Final DCR (4 Months)
- Integrate Stakeholder Comments
- Revise Recommendations
- Add Access Management Plan
- Add Environmental Mitigation Measures
- Revise Plans and Estimate
- Finalize and Distribute DCR

Final Design Phase

Project Initiation (2 Weeks)
- Identify Team Member/Stakeholders
- Schedule Kick-Off Meeting (KOM)/Field Review

Data Collection (1 Month)
- Scoping Documentation
- Technical Reports
- Record Drawings/ROW Plans
- Traffic Data
- Utility Log/Permit Log
- Survey/Mapping

Preliminary Engineering - 30% (2 Months)
- Initial Drainage Report
- Environmental Reports
- Geotechnical Investigations
- Initial ROW/TCE Requirements
- Utility Designation/Conflict Identification
- Stakeholder/Public Involvement
- Stage II Plans/Cost Estimate

Final Design - 60%/95%/100% (6 Months)
- Stakeholder Comment Resolution
- Stage III-V PS&E
- Final Drainage Report
- Final Materials Report
- Design Calcs/Quantities
- Environmental/NEPA Documentation
- Final ROW/TCE Requirements & Assistance
- Utility Conflict Review/Resolution
- Clearances (Environmental, ROW, Utility)

Bid Advertisement (2 Months)
- Final PS&E Revisions per C&S
- Respond to Contractor's Inquiries
- Prepare Addenda

Post-Design Services (Throughout Construction)
- Assist C&S Partnering Process
- Shop Drawing Review (if needed)
- Prepare Record Drawings

Figure 1 demonstrates our understanding of the major activities, tasks, typical timeline, and milestones involved in developing a typical project for scoping/preliminary design and final design.

CEC Contract Manager (CM) Aaron Goslee oversaw 51 SOI submittals and managed/assisted on procuring 10 TOs under ADOT Contract 2022-006 and is 100% committed to the same amount of effort on this contract.

1.a Key Technical Discipline Approach with Tasks, Technical & Institutional Elements & Special Issues

Figure 2 illustrates our understanding and approach for the technical elements, institutional elements, and tasks associated with each key technical discipline, along with their associated special issues/ risks and our proposed solutions. Our TO managers will develop and track a custom risk register as applicable at the beginning and throughout the life of each project.

FIGURE 2: KEY TECHNICAL DISCIPLINES

POTENTIAL IMPACTS: Budget Schedule Scope

ROADWAY DESIGN

Tasks: Geometrics; Modeling; Earthwork; Intersection/TI Layout; Roundabouts; ADA Compliance; Barrier Design; Safety Features; Access/Fencing; Construction Schedule; Constructibility Review; Sight Distance Calcs
Technical Elements: SL or PA; DCR; ADA Compliance & Feasibility Report; Design Decision Documentation; AASHTO Controlling Criteria Report; Roll Plot; PS&E (All Stages)
Institutional Elements: TOAST; KOM; PAIL; Stage Deliverables Checklists; Workfront Submittals; Adherence to ADOT Roadway Design Guidelines & Design Decision Guide & AASHTO Green Book

ISSUE	APPROACH
Design and construction budgets do not adequately cover the project scope.	Develop accurate construction cost estimates to develop right-sized scopes that do not exceed the budgeted funds. Implement PBPD and Design Decisions to optimize financial resources.
Design criteria changes result in redesign and schedule delays.	Confirm design criteria and identify Design Decisions in the early stages of design in coordination with ADOT.
Project constraints with limited available mitigation strategies.	Delineate impacts at Stage II and utilize team geometric experience and PBPD to avoid impacts to sensitive areas.

WHY CEC?
TO PMs, Roadway Design Lead, and support staff have extensive roadway backgrounds in planning and final design level projects of all relevant roadway project types and design elements. No learning curve on ADOT projects means streamlined designs.

SURVEY & MAPPING

Tasks: Control Survey; Terrestrial Surveying & Mapping (Topographic, LiDAR/Scanning, Supplemental Mapping); Aerial Surveys (LiDAR and Photogrammetry)
Technical Elements: Topographic Survey File; Digital Terrain Model; Point Cloud Data
Institutional Elements: Encroachment Permit; Adherence to ADOT General Specifications for Photogrammetric Mapping, Manual for Field Surveys, & Location Survey P-Codes for Bentley InRoads

ISSUE	APPROACH
Errors in aerial topographic base mapping impacts design and construction.	Verify control with NGS datasheets. Establish static Global Positioning System (GPS) base points within project limits and field check control point position tolerances.
Project design must start prior to survey task completion to meet the funding window.	Utilize LiDAR technology and available as-built drawings for early concept design and later verify with hard survey at multiple locations within the project limits.

WHY CEC?
CEC has in-house survey capabilities that can obtain preliminary data prior to the ADOT/subconsultant survey deliverable if necessary.

LANDSCAPE ARCH. DESIGN (LA)

Tasks: Bridge and Wall Aesthetics; Site Planning & Development; Slope Treatment & Grading Design; Visual Assessment; Native Plant Inventory; Plant Design; Topsoil Salvage & Plating; Irrigation Design
Technical Elements: PS&E (All Stages) including LA Details
Institutional Elements: Adherence to ADOT Roadside Vegetation Management Guidelines & Arizona's State Highway System Standard Aesthetics

ISSUE	APPROACH
Landscape and structure enhancement requests outside of project scope.	Confirm expectations with ADOT and LPA, prepare cost estimates, identify funding sources, and provide IGA assistance if necessary.
Plant salvage project needs are unclear in the bid documents	Discuss expectations with ADOT Roadside Development for a detailed salvage plan during Stage III development.

WHY CEC?
CEC team experts have completed sensitive and complex LA projects, and have provided compliance training to ADOT and Contractor staff.

EROSION CONTROL

Tasks: Stormwater Pollution Prevention Plans (SWPPP) Development; Erosion Control Design including BMPs; Flows & Scour Mitigation; Revegetation & Restoration Design
Technical Elements: PS&E (All Stages) including SWPPP Construction Documents
Institutional Elements: Adherence to ADOT Erosion and Pollution Control Manual (by LS) and Post-Construction BMP Manual for Water Quality

ISSUE	APPROACH
Drainage and erosion impacts are underestimated during design, resulting in NPDES/AZPDES non-compliance.	Conduct a detailed discharge/scour analysis of permanent and temporary areas of impact. Implement site appropriate mitigation measures for construction and post-construction.
Revegetation plan impacted by equipment areas and stormwater during construction.	Develop a plan with ADOT Roadside Development and discuss expectations for revegetation plan in compliance with NPDES/AZPDES.

WHY CEC?
Our experts understand the unique soils and flash flood occurrences in Arizona. We will work with ADOT Roadside Development to develop solutions where weak soils or steep slopes are impacted.

MATERIALS DESIGN

Tasks: Existing Pavement & Subgrade Evaluation; Pavement Structural Section Determination
Technical Elements: Pavement Design Summary; Materials Design Report
Institutional Elements: Adherence to ADOT Pavement Design Manual

ISSUE	APPROACH
Poor soils/subgrade existing conditions.	Evaluate mitigation alternatives such as soil overexcavation, subgrade recompaction/ replacement, vibratory compaction of aggregates, geosynthetic reinforcement placement, and chemical modification.

WHY CEC?
CEC, ACS, ETH, and NM have extensive experience in subgrade treatment alternative analysis on a vast number of ADOT projects.

BRIDGE/STRUCTURAL DESIGN

Tasks: Preparing Bridge Selection Reports; Bridge Layout & Type; Bridge Replacement/Widening/Rehab Design & Detailing; Foundation, Retaining Wall, Sound Wall, & Barrier/Railing Design & Detailing; Visual Inspection
Technical Elements: SL or PA; Bridge Selection Report; ADA Compliance & Feasibility Report; Design Decision Documentation; AASHTO Controlling Criteria Report; PS&E (All Stages)
Institutional Elements: TOAST; KOM; PAIL; Stage Deliverables Checklists; Workfront Submittals; Adherence to ADOT Bridge Design Guidelines & Design Decision Guide & AASHTO LRFD Bridge Design Specifications

ISSUE	APPROACH
Cost escalation due to increased scope to incorporate recommended alternative (i.e., profile raise).	Implement PBPD and appropriate Design Decisions to maintain project intention, function, and safety. Communicate alternatives to ADOT to reach design consensus.
Bridge improvements adversely affect the traveling public or facility (i.e., canal).	Investigate Accelerated Bridge Construction (ABC) techniques to reduce travel impacts, improve public safety, and shorten construction schedule.
Load rating requirements not met by existing bridge, requiring replacement rather than rehab (typically on LPA projects).	A 3D structural system analysis can be used to determine an accurate load rating that may avoid unanticipated and unbudgeted scope. Weight limit posting may be utilized on lesser traveled roadways.

WHY CEC?
Discipline Lead and TO Project Manager Gary Karaboulad has extensive expertise gained through managing the ADOT bridge on-call contract, a myriad of bridge designs, bridge inspection, and load rating determination and brings exceptional value to potential task orders.

GEOTECHNICAL STUDIES

Tasks: Geotech Investigation; Field Sampling; Laboratory Testing; Foundation Evaluation; Settlement Analysis; Rockfall Mitigation; Slope Stability Analysis; Prepare Boring Logs
Technical Elements: Geotechnical Report
Institutional Elements: Adherence to ADOT Geotechnical Project Development Manual

ISSUE	APPROACH
Geotechnical investigation methodology increases environmental impacts, affecting geotechnical clearance and schedule.	Initiate coordination with ADOT EP shortly after NTP and utilize non-invasive (or lesser invasive) methods thereby reducing environmental impacts.
Difficult field conditions including steep terrain and/or drill refusal.	Conduct a site visit to address conditions, access methods, and equipment required to get to boring locations. Modify boring parameters. Utilize previous relevant geotech information.

WHY CEC?
CEC, ACS, ETH, and NM have extensive experience in performing cost-effective geotechnical investigations that uniquely fit each individual TO.

DRAINAGE DESIGN

Tasks: Hydrologic/Hydraulic Analysis; Floodway/Floodplain Analysis; Permit Identification; Conveyance Determination and Sizing; Basin Design; Water Quality Calculations
Technical Elements: Drainage Memo/Report
Institutional Elements: Adherence to Chapter 600 of ADOT RDG & Highway Drainage Design Manual (by JEF)

ISSUE	APPROACH
Existing undersized drainage features in remote areas requiring replacement due to design standards.	Determine if non-structural solutions are sufficient for areas where overtopping may occur. Evaluate treatments to maximize hydraulic capacity prior to replacement or augmentation.
FEMA floodplain impacts require Conditional Letter of Map Revision (CLOMR) during the design process.	Work with our certified floodplain managers, FEMA, and ADOT Roadway Drainage early and often during design to reduce the permitting process time and avoid schedule delays.
Potential drainage improvements extend outside of existing ROW or in areas of limited access.	Evaluate potential impacts on site during scoping and discuss the findings with the ADOT PM. Minimize or eliminate improvements that would necessitate drainage easements and/or TCEs.

WHY CEC?
CEC's team includes Discipline Lead and CFM Reynold Kraft, J2, and JEF. Our combined expertise in modeling, floodplain analysis and permitting, and roadway drainage design is of the highest degree to serve ADOT project needs.

TRAFFIC/SAFETY DESIGN

Tasks: Data Collection; Capacity and LOS Analysis; Signal Warrant Analysis; Simulations/Modeling; Signal & Lighting Design; Photometric Analysis; RR Preemption Analysis; Signing & Marking Design; MOT
Technical Elements: Traffic Analysis Report; PS&E (All Stages) including Traffic/Safety Details
Institutional Elements: Adherence to ADOT Traffic Engineering Guidelines and Processes & Temporary Traffic Control Design Guidelines

ISSUE	APPROACH
Traffic signal or light pole conflicts with existing utilities or facilities.	Conduct SUE investigation to verify existing utilities. Modify design to reduce impacts and coordinate with utilities if relocation is necessary.
MOT phasing does not take into account additional construction projects and emergency detour needs in close proximity.	Early coordination of construction activities, traffic control, detour routes, and permanent patterns with agency and stakeholders. Utilize public outreach as necessary to mitigate concerns during and after construction.
TO safety enhancements/benefits have not been assessed or identified.	Quantify project safety benefits utilizing AASHTO Highway Safety Manual (HSM) applications in support of the preferred alternative.

WHY CEC?
SWTE, UCG, and Y2K have extensive traffic engineering analysis capabilities, traffic design experience, and MOT detailing knowledge and understands the importance of incorporating stakeholders needs into project elements.

ITS

Tasks: Evaluation of Existing Equipment; IMS & FMS Design including Wrong Way Detection; Ramp Metering Design
Technical Elements: PS&E (All Stages) including ITS Details
Institutional Elements: Adherence to ADOT ITS Design Guide & Ramp Metering Design Guide

ISSUE	APPROACH
Maintaining operation of existing ITS system during construction.	Identify existing equipment to be maintained, relocated, or replaced. Establish alternatives (wireless, etc.) to maintain ITS during construction.
Infrastructure compatibility between existing and proposed systems (continual evolvement).	Coordinate with ADOT to determine the appropriate installation materials and equipment to achieve compatibility with existing infrastructure.

WHY CEC?
SWTE, UCG, and Y2K have extensive ITS knowledge on ADOT projects and have aided in authoring our State standards and specifications.

COST EST/SPECS

Tasks: Quantity Calculations; Iterative Estimate Creation; Specification Compiling & Writing
Technical Elements: Cost Estimates & Specifications (All Stages)
Institutional Elements: Adherence to ADOT Standard Specifications for Road and Bridge Construction

ISSUE	APPROACH
Inaccurate cost estimates leading to shortfalls in construction funds and project scope cuts and/or inability to award the contract.	Our team will consistently update quantities and unit prices as the project evolves through PS&E stages and will communicate updates to the ADOT PM as well as the LPA (if necessary).
Improperly written unique specifications leading to change orders.	Our team will coordinate closely with ADOT C&S starting at Stage III PS&E so that all unique specifications are written carefully and correctly.

WHY CEC?
The CEC team includes subconsultants that provide excellent quality estimations and specifications. Independent reviews and QA/QC procedures will ensure missteps are prevented.

ENVIRONMENTAL STUDIES

Tasks: Public & Agency Scoping; Cultural and Biological Resource Surveys; Jurisdictional Delineations; Hazardous Materials Inspections; Air & Noise Analysis
Technical Elements: NEPA documentation; 404/401 Permitting; Cultural & Biological Resource Reports; PISA; HMER; Air & Noise Reports
Institutional Elements: Adherence to NEPA Policies & ADOT EP Guidelines including Consultant Biological Procedures, HAZMAT Team PISA Procedures, & Noise Abatement Requirements; Environmental Clearance

ISSUE	APPROACH
Type of required NEPA clearance may impact schedule.	Initiate communication with ADOT EP shortly after NTP. Quickly identify the type of clearance needed (CE/EA/EIS) to clarify schedule. Identify the needs of outside agencies (tribal entities, etc.), that may have their own clearance procedures.
Changes to project footprint once resource studies have begun can delay the environmental clearance date.	Define the area of potential effect (APE) at the Stage II (30%) design stage to cover potential design changes, disturbed areas due to construction activities, and areas of MOT including advanced warning signs.
Presence of sensitive items including historic resources, threatened & endangered species, and/or hazardous materials.	Complete due diligence (records search, etc.) prior to surveys, prioritize technical reports (biological, cultural, hazardous material) to identify impacts, and coordinate closely with ADOT EP to determine course of action.

WHY CEC?
Our subconsultants including ACS, CDG, DA, JEF, LS, NEC, and PYN have established working relationships with ADOT EP and understand the latest requirements for NEPA and expectations of the ADOT EP team.

ROW MAP/PLANS

Tasks: Determination of New ROW, Temporary Construction Easements (TCE), Slope Easements, & Access Control ROW; ADOT & LPA ROW support
Technical Elements: Legal Descriptions; ROW Plans; ROW Cost/Appraisal
Institutional Elements: Adherence to ADOT ROW Procedure Manuals & FHWA ROW Booklets; ROW Clearance

ISSUE	APPROACH
Existing ROW not defined prior to Stage II.	Layout existing ADOT ROW according to record documents, assessor maps, and surveyed physical indications.
Changes to ROW/TCE delineation after Stage II causes project schedule/clearance delay.	Accurate ROW delineation at Stage II using 3D modeling, including a conservative estimation of needs for designs not yet complete (e.g. drainage, utilities relocations).

WHY CEC?
The CEC team includes in-house services as well as T2ue and TRACE, both of which have worked on numerous PDOC TOs.

UTILITIES/SUE

Tasks: As-Built & Facility Map Review; Blue-Stake Requests; Utilities Base Mapping; Utility Coordination (Verification & Conflict Identification/Resolution); Potholes
Technical Elements: Relocation Plans; Utility Agreements; Utility Clearance Report
Institutional Elements: Adherence to ADOT Utility Coordination Guide for Design Consultants; Utility Clearance

ISSUE	APPROACH
Unresponsive utility companies.	Establish contacts in the Tier 2 SOI process. Engage ADOT District staff if necessary as they regularly communicate with utility contacts to achieve needed coordination.
Inaccurate/incomplete utility identification at Stage II and delays in test holing cause unidentified conflicts and project redesign.	Contact and coordinate with ADOT U&RR, 811, and local agencies shortly after NTP. Establish schedule critical path. SUE Phase I (designating) to be complete by Stage I and SUE Phase II (test holes) to be shown at Stage III.

WHY CEC?
Our team includes T2ue, a national and local leader in SUE technology. Our in-house design team utilizes 3D design capabilities to identify utility conflicts.

FACILITIES/ MAINTENANCE

Tasks: Rest Area, Port-of-Entry, Airport, & Park Improvements; Architectural & Vertical Design; MEP Design; Water & Wastewater Facility ADEQ Permitting & Approval
Technical Elements: SL or PA; ADA Compliance & Feasibility Report; AASHTO Controlling Criteria Report; PS&E (All Stages); Notice of Intent to Discharge (NOI); Approval to Construct (ATC)
Institutional Elements: ADEQ Guidance; Arizona Administrative Code (AAC) R18-5-505 & R18-9-A301

ISSUE	APPROACH
Retrofitting existing facilities and equipment.	Perform a site visit to identify substandard features after NTP. In addition, our team has LiDAR/ scanning capabilities that efficiently collect precise data of existing facilities.
EPA/water quality issues may be present at facilities constructed prior to concurrent environmental regulations.	Evaluate current code requirements and assess cost implications of alternatives. Execute a risk analysis and implementation plan to meet funding constraints.

WHY CEC?
Our capabilities include inspecting existing facilities and reviewing as-built plans to address deficiencies in areas of water, wastewater, fire suppression, HAZMAT, and structural integrity.

OTHER AREAS OF EXPERTISE

Tasks: Quantity and Unit Price Verification; Utilizing ADOT Cost Estimate Tool; Computer Modeling; Public Meetings; Creating Information Items for Public Consumption; Cost Risk Evaluation; Value Engineering (VE)
Technical Elements: Design Decision Documentation; Independent Cost Estimate (ICE); Cost Risk Report; VE Report; Project Visuals; Public Handouts
Institutional Elements: ADOT's PBPD & Design Decision guidance; ADOT Cost Estimate Tool; ADOT SPR-372; ADOT Value Engineering Program; ADOT Public Involvement Plan

ISSUE

Project baseline needs and operational and safety performance measures are not met due to funding restrictions.

APPROACH

Utilize PBPD, Design Decision Documentation & Approval, ICE, Cost Risk Analysis, and Value Engineering during the project life cycle to better enhance the project scope and to ensure that the final construction cost is not inflated.

WHY CEC?

The CEC team consists of experts in cost constraints and the implementation of PBPD.

1.a Additional Institutional Elements

ADOT PROCESSES

Our understanding of the ADOT processes shown in **Figure 3** will facilitate the responsibilities of the ADOT PM and streamline our TOs.

FIGURE 3: ADOT PROCESSES

Project Planning Advisory Committee (PPAC)	Project Review Board (PRB) Approvals
Federal Authorizations & Funds Obligations	Project Framework Form
Task Order Assignment Schedule Tracker (TOAST)	
ECS Contract Modification Checklist	Project Action Item List (PAIL)
Project Determination Form	Joint Project Agreements (JPAs) & Intergovernmental Agreements (IGAs)
Stage Deliverables Checklists	ADOT Partnering Processes

PROJECT CLEARANCES

CEC has extensive experience ensuring that bid advertisement remains on schedule by obtaining early clearances.

Environmental | PDOC projects typically require the preparation of a Categorical Exclusion (CE) or Environmental Assessment (EA) for certain TOs. Our team will complete the clearance during the Stage III design process as EP/FHWA approval is necessary to proceed to Stage IV. ROW negotiations cannot begin without an approved National Environmental Policy Act (NEPA) clearance document. Our team will also assist, as needed, with producing environmental documentation to obtain early Geotechnical Clearance so that geotechnical investigations are conducted prior to the overall environmental clearance.

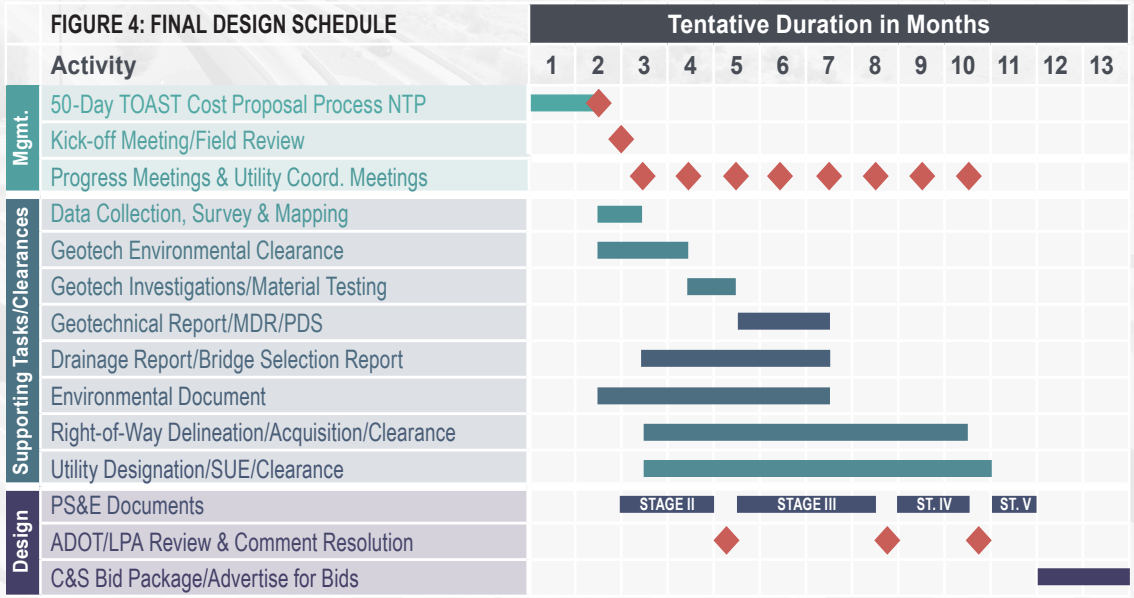
ROW | The limits of any type of ROW acquisition need will be identified, detailed, and coordinated with the ADOT ROW Section Group and the LPA (if applicable) by our team prior to the Stage II submittal. Any revisions/modifications to the proposed ROW or easements will be finalized at the Stage III submittal to allow for adequate appraisal/acquisition activities. We will assist with public outreach, if necessary, to outline the acquisition needs and potential alternatives with the public.

Utility & Railroad | The URR clearance should be completed shortly after the Stage IV review submittal, following the ROW Clearance. Obtaining the clearance letter and executing formal agreements requires proactive coordination. A letter from each utility provider must be obtained addressing prior rights, facility locations, and the schedule for any required relocations. Projects involving a railroad require aggressive coordination from NTP to identify conflicts, establish prior rights, and determine any required involvement and modifications.

PROJECT SCHEDULE

Typical time frames and functional relationships of the major tasks and key work elements required for the final design of a project are highlighted in **Figure 4**. Each TO PM will work directly alongside the ADOT PM to provide regular status reports and Workfront schedule updates.

FIGURE 4: FINAL DESIGN SCHEDULE



LPA PROJECTS

CEC is dedicated to assist the local agency through each step of the process, including all necessary clearances, to avoid unnecessary delays or cost overruns. The scoping and design of an LPA project will include scope, schedule, and budget verification and proprietary item consideration/approval. LPA needs (review time, special local events, etc.) are incorporated in the schedule. CEC proactively anticipates LPA funding constraints and works with ADOT and the LPA's to find cost-saving solutions or alternative funds to complete the project.

WORKFRONT

All submittals will be through ADOT's Workfront Platform and will include a Stage Deliverables Checklist to ensure that all technical documents and design packages are comprehensive and compliant. We will monitor the CPM-based schedule we provide through Workfront, mitigating critical path items and averting risks to the schedule. CEC CM Aaron Goslee has successfully led multiple Workfront proof comment resolution meetings for various TOs.

1.b Task Order Scope of Work (TOAST)

CEC TO PMs and CM Aaron Goslee will rapidly and diligently perform the following activities in order to meet or exceed the 50-day TOAST process: gather information; develop a scope & schedule; create a cost proposal. The activities are further detailed as follows:

INFORMATION GATHERING

- Confirm the TO PM that was included on the Tier 2 SOI as well as key team members including subconsultants
- Review programming/funding documents, scoping documents, reports, and as-builts and conduct a preliminary site visit
- Conduct the scoping meeting including the ADOT PM and identified necessary stakeholders within 10 days of notification

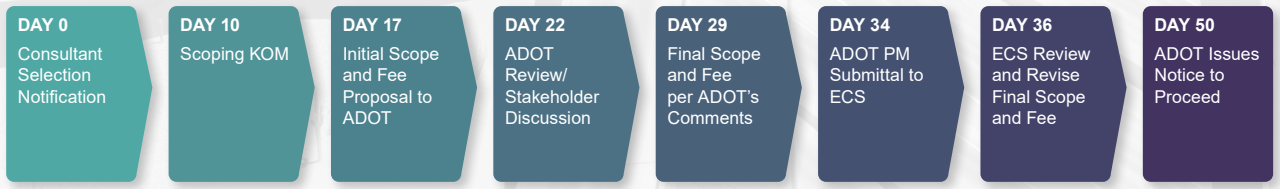
SCOPE & SCHEDULE DEVELOPMENT

- Based on scoping meeting info, create a scope that directly follows ADOT DSWT detailing all project activities and expectations
- Determine critical path via identified scoping elements, clearance task needs, and JPA/IGA needs to develop a schedule that meets funding constraints
- Coordinate with subs to integrate their respective scopes and schedule needs

COST PROPOSAL CREATION

- Generate a Derivation of Cost Proposal that includes individual task hours and applicable labor rates corresponding to the scope
- Integrate subconsultant project costs and direct costs that follow SAAM 5095 rates (2025)
- Add a Contract Modification Request form as well as DBE Participation Affidavit documents indicating TO DBE % and exceeded goal %

FIGURE 5: 50-DAY TOAST PROCESS



CEC will submit the TO Scope of Work to the ADOT PM within 7 days of the scoping meeting in accordance with **Figure 5** (below). Project scopes will be right-sized to match their scale and complexity. Best practices and of TO Scope of Work development include:

- Ensure scoping meeting engagement by all key ADOT/ stakeholder staff to identify necessary clarifications
- Identify possible Environmental, ROW, and Utility impacts and the expected coordination needed for clearance tasks

1.b Efficient Construction Documents

CEC will provide solutions to optimize efficient construction documents on all TOs to minimize design cost and maximize funding. Our approach will reduce plan sheets and potentially the design schedule without compromising project intent and quality and is as follows:

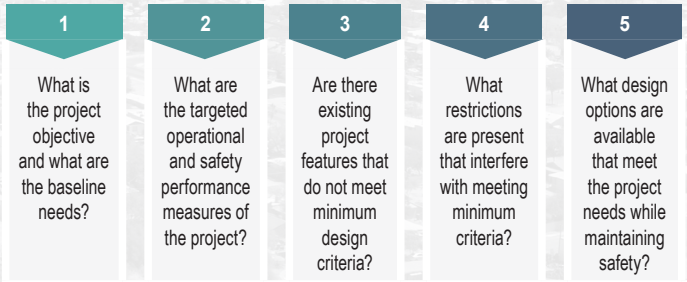
- Develop the minimum number of plan sheets necessary for bidding and administration purposes; Utilize summary sheets and detail sheets in lieu of plan sheets and combining sheets where applicable as project complexity allows (ADOT PM approval required)
- Produce roll plots and conduct over-the-shoulder reviews to convey key project elements and eliminate the need for preliminary plans (Stage I & II)
- Create specifications that include a requirement for the contractor to document existing features and replace in kind (pavement markings/signage)
- Skip stage submittals for accelerated projects or as scope dictates (ADOT PM approval required)
- Provide knowledge and flexibility for model-based delivery allowing for paperless deliverables for Contractor use

CEC is committed to cost effectively developing the final construction documents needed to successfully award a project and administer construction.

1.b Performance Based Practical Design (PBPD)

PBPD is a decision-making approach that relies on quantitative analysis to guide decision-making throughout the project development process resulting in a better system performance. It provides flexibility and encourages engineering judgement to evaluate planning and design criteria and alternative development. CEC is well-versed in PBPD and will examine the following on **EVERY PROJECT EVERY TIME**. CEC has successfully integrated PBPD into project designs by using the considerations listed in **Figure 6.**

FIGURE 6: PBPD CONSIDERATIONS



Effective January 1, 2025, FHWA and ADOT have agreed to assign responsibility to ADOT for review and approval of non-interstate roadway design features on the NHS that vary from the published design controlling criteria. FHWA approval is still required for the use of design features on NHS interstate roadways (on NHS) that vary from the controlling criteria. The term Design Decisions has taken the place of Design Exceptions/Variances in accordance with similar changes made by FHWA and other DOTs.

We will coordinate all PBPD and Design Decision efforts with the ADOT PM and applicable department staff for concurrence early in the design process to ensure the project schedule is met.

CEC will utilize PBPD and Design Decision Guidance and Documentation for every applicable TO. Our TO Managers will ensure design decisions are in alignment with the project's documented objective & need statement, scope, schedule and budget. CEC Key Technical staff will use design flexibility and the design exception process where appropriate to achieve practical, cost-effective, and context sensitive solutions and will provide documentation including risks, added value, cost/benefit analysis, and safety review.

2. Team Experience & Qualifications

2.a Relevant Project Experience

Our team has successfully delivered over 70 tasks orders for ADOT under its various on-call programs including the 2014-006, 2018-006, and 2022-006 contracts. **Figure 7** summarizes our CEC's relevant project experience including key technical disciplines included, project scope, roles performed, and if the schedule was met for each.

FIGURE 7: CEC RELEVANT PROJECT EXPERIENCE

Services Provided	Roadway Design	Survey & Mapping	LA/Erosion Control	Materials Design	Bridge/Structural Design	Geotechnical Studies	Drainage Design	Traffic/Safety Engineering Design	Intelligent Transportation Systems	Cost Estimations/Specifications	Environmental Services	Right-of-Way Mapping & Plans	Utility Locating - SUE	Facilities/Maintenance Design	Other Areas of Expertise
ADOT PDOC | US 191, ARMORY ROAD TO US 70 | SAFFORD, AZ	●	○	●	○	●	○	○	●	●	●	●	●	○	○	○
ADOT BRIDGE ON-CALL | I-40 BRIDGES | HOLBROOK, AZ	●	○	○	●	●	○	○	○	○	●	●	●	●	○	●
ADOT BRIDGE ON-CALL | US 191 COLD CREEK BRIDGE SB ER | SAFFORD, AZ	●	○	○	●	●	○	○	○	○	●	●	●	●	○	○
ADOT PDOC | I-40, US 93 TO SILVER SPRINGS ROAD | MOHAVE COUNTY, AZ	●	○	●	○	●	○	●	●	●	●	●	○	○	○	●
ADOT PDOC | MYRTLE AVENUE SRTS IMPROVEMENTS | GLENDALE, AZ	●	●	●	●	○	●	●	●	○	●	●	●	●	○	○
ADOT PDOC | WATSON ROAD NORTH OF VAN BUREN TO MCDOWELL | BUCKEYE, AZ	●	●	●	●	○	●	●	○	○	●	●	○	○	○	●
ADOT PDOC | DYSART ROAD, RANCHO SANTA FE TO INDIAN SCHOOL | AVONDALE, AZ	○	●	○	○	●	○	○	●	●	●	●	○	●	○	○

Aaron led the preparation of final PS&E for a pavement rehabilitation project that included pavement replacement and milling/resurfacing of 3.7 miles of primarily five-lane roadway. Additional elements include ADA-compliant curb ramp design/installation and utility adjustments. Role: Individual Prime Exp. | Key Staff: A. Goslee (CPM) | Subs: ACS (PISA/HAZMAT), Tierra (Environmental) | Construction Cost: $10.2M | Schedule Met? Yes

Gary led the preparation of final PS&E for the deck replacement of 4 bridges located in NE District under the ADOT Bridge On-Call. Additional elements included barriers, approach slabs, guardrail installation, ramp/approach roadway upgrades, and signage. Role: Individual Prime Exp. | Key Staff: G. Karaboulad (PM) | Subs: AECOM (Signing/Striping), AZTEC (Environmental) | Construction Cost: $17.0M | Schedule Met? Yes

Gary led the preparation of final PS&E for the ER bridge replacement project under the ADOT Bridge On-Call. Additional project elements included one mile of new roadway alignment, six miles of existing pavement preservation, guard rails, signing and striping. Role: Individual Exp. | Key Staff: G. Karaboulad (PM) | Subs: N/A Construction Cost: $15.0M | Schedule Met? Yes

Aaron led the preparation of final PS&E for a pavement preservation project that included milling/resurfacing of 7.8 miles of four-lane divided highway. Additional project elements include drainage facility repair and replacement, MASH guardrail installation, and traffic counter replacement. Role: Individual Prime Exp. Key Staff: A. Goslee (CPM) | Subs: ACS (PISA/HAZMAT), Tierra (Environmental), Y2K (Signing/Striping/MOT) Construction Cost: TBD | Schedule Met? Yes

CEC provided environmental planning, survey, and design services for 1,900 feet of Myrtle Avenue from 62nd Avenue to 65th Avenue. This Safe Routes to School (SRTS) project included pavement widening, new sidewalks, curb and gutter, offsite retention ponds, and drywells. Role: Prime | Key Staff: C. Allison (CPM), B. Carroll (PP), J. Lomeli (RD/DRN) | Subs: ACS (Cultural), Terracon (Geotech & Materials), Allands (ROW) | Construction Cost: $0.4M | Schedule Met? Yes

CEC led the preparation of final PS&E for the asphalt paving of a two-lane dirt road segment of Watson Road. As part of this project, a CLOMR/LOMR were obtained through FEMA for a new box culvert crossing at Prospect Wash. Role: Prime | Key Staff: C. Allison (CPM), B. Carroll (PP), J. Lomeli (RD/DRN) | Subs: ACS (Env Clearance), Terracon (Geotech & Materials), Allands (ROW) | Construction Cost: $0.9M | Schedule Met? Yes

CEC led the preparation of final PS&E for roadway improvements that included two miles of ITS conduit (directional bore), fiber optic, signal cabinets, and new video detection at three intersections using CMAQ funds to improve connectivity and traffic operations on major arterials. Role: Prime Key Staff: C. Allison (CPM), B. Carroll (PP), J. Lomeli (RD/DRN) Subs: SWTE (Traffic), ACS (Cultural), Allands (ROW) | Construction Cost: $0.5M Schedule Met? Yes

In addition to the CEC team's relevant project experience presented, **Figure 8** expands on the strength of our subconsultant team.

FIGURE 8: CEC SUBCONSULTANT RELEVANT PROJECT EXPERIENCE

Certified DBE/SBC Certified SBC

Subconsultant	Cert	Tech Discipline(s)	Tech Lead	Client	Project Name	Scope/Project Type	Role	On-Time Delivery?
ACS	●	Environmental	Nicole Rittman, CAPM	ADOT	F0580; US 191 Armory Rd to US 70	Pavement rehabilitation	PISA with asbestos & lead testing	✓
		Materials/Geotech	Andy Jamrogiewicz, PE	ADOT	F0692; I-10 7th St to Chandler Blvd	Pavement rehabilitation	Coring & geotech/materials report	✓
AEROTECH MAPPING	●	Survey/Mapping	Eric Phan, RLS	ADOT	F0757; SB 40 Alvan Clark to N Fanning Dr	Pavement rehabilitation	Aerial mapping	✓
				ADOT	F0534; Union Canal Multi-Use Path	Path installation	Aerial mapping	✓
cdg	●	LA/Erosion Control	Brad Peterson, PLA	ADOT	H8779; SR 89A Spur Overpass	Bridge widening	Structure aesthetics & erosion control	✓
		Environmental	Ed Corral, PLA	ADOT	H8514; SR 89 Hell Canyon Bridge	Bridge replacement	Slope revegetation & erosion control	✓
(DA)	●	Environmental	Dr. Sarah Herr, RPA	ADOT	F0679; Road Weather Information Systems	RWIS upgrades & new install	Class III arch survey	✓
				ADOT	T0356; Main Street	Light installation	Class I records review	✓
ethos ENGINEERING, LLC	●	Bridge/Structural	Brian Grimaldi, PE	ADOT	T0309; Delaware Drive Pedestrian Improvements	Bike/turn lane/ADA upgrades	Geotech & structural design	✓
		Materials/Geotech	Pancho Garza, PE	ADOT	T0321; Stadium Trail Ped Crossing over Skunk Creek	Path installation	Geotech & pavement design	✓
J2 Design	●	Drainage	Jeff Holzmeister, PE	ADOT	F0072; I-10, I-17 to SR 202 Broadway Curve	Interstate widening/bridge replace.	Drainage design	✓
		Facilities/Maint.	Seth Placko, PLA, ASLA	ADOT	F0646; US 60 Pavement Preservation	Pavement preservation	Drainage design/erosion control	✓
JE FULLER real-time hydrology	●	Drainage	Jon Ahern, PE	ADOT	F0568; US 89 Townsend-Winona Rd-Sunset	Emergency relief	Drainage design/erosion control	✓
		Environmental		ADOT	F0252; I-10, SR 202 to SR 387	Interstate widening/bridge replace.	Drainage design	✓
(LS)		LA/Erosion Control	Rod Stanger, PLA	ADOT	SB410; SR 177 Kelvin Bridge Replacement	Historic bridge replacement	LA & erosion control	✓
		Environmental	Marshall Hayes	ADOT	F0494; SR 88 MP 222.0-223.5	Road rehabilitation	NEPA documentation preparation	✓
newton	●	Environmental	Angela Newton	ADOT	F0476; Riggs Rd TI	TI installation	Air quality & HAZMAT	✓
			Curt Overcast	ADOT	F0486; Jackrabbit Rd TI	TI reconstruction	Noise, air quality, & HAZMAT	✓
		Materials/Geotech	Steven Nowaczyk, PE	ADOT	T0186; Russel Rd SR 84 to Arica Rd	Asphalt road installation	Geotech & pavement design	✓
				ADOT	T0357; SR 82 Multi-Use Path	Path installation	Geotech & pavement design	✓
Pinyon Environmental, Inc.	●	Environmental	Ashton Koons	ADOT	F0488; I-19 Irvington TI	TI reconstruction	Noice, air quality, PISA, & HMER	✓
		Facilities/Maint.		ADOT	F0619; US 70 County Rd 220 to Yellowjacket Rd	Roadway widening	BE, CWA memo, PISA, & HMER	✓
	●	Bridge/Structural	Jennifer Patronski, PE, SE	COT	Houghton Corridor Widening	Roadway widening	Bridge & retaining/MSE wall design	✓
		Facilities/Maint.	Manuel Naves, PE, SE	ADOT	Surprise Motor Vehicle Renovation	Single-story building expansion	Structural design	✓
SWTE Southwest Traffic Engineering, LLC	●	Traffic/Safety/ITS	Matt Reeg, PE, PTOE	ADOT	T0315; Grand Canal Connection	Path installation	Signal & lighting design	✓
				ADOT	F0618; US 60 Little Mormon Lake Rd to Bell Spring	Roadway widening	MOT & signing/marking	✓
T2 utility engineers		Survey/ROW	Ken Converse, PLS	ADOT	F0072; I-10, I-17 to SR 202 Broadway Curve	Interstate widening	Topographic survey & SUE	✓
		SUE	James Mueller, PE	ADOT	F0475; SR 101L System TI Improvements	Interchange improvement	Utility coordination & SUE	✓
TRACE CONSULTING	●	Survey/ROW	Richard Anderson, RLS	ADOT	F0714; US 60 Mtn Breeze Mem Gardens to Reppy Ave	Pavement rehabilitation	Topographic survey	✓
				ADOT	T0515; Verde River Bridge Replacement	Bridge replacement	Topographic survey & ROW mapping	✓
UCG United Civil Group	●	Traffic/Safety/ITS	Sarah Simpson, PhD, PE	ADOT	F0341; I-17 Dunlap Rd to Deer Valley Rd	Pavement preservation	MOT & signing/marking	✓
				ADOT	T0533; 1st St from Ave B to 4th Ave	Path installation	MOT & signal design	✓
WestLand 100% EMPLOYEE OWNED		Facilities/Maint.	Katherine Kelley, PE	PC	Old Nogales Interceptor Sewer	Sewer installation	Wastewater system design	✓
				GILB	Layton Lakes Lift Station Improvements	Lift station improvements	Wastewater system design	✓
Y2K ENGINEERING	●	Traffic/Safety/ITS	Chris Williams, PE, PTOE	ADOT	F0557; I-40 CA Border to Needle Mtn Rd	Pavement rehabilitation	MOT & signing/marking	✓
				ADOT	F0637; I-40 US 93 to Silver Springs Rd	Pavement preservation	MOT & signing/marking	✓

CDG, ETH, J2, LS, PYN, SCI, SWTE, UCG, WEES, and Y2K all provided Cost Estimations/Specifications key technical discipline services for projects/project design elements specified in this table as well as on other projects for multiple clients including ADOT. ETH and WEES provided "Other Area of Expertise" key technical discipline services for projects/project design elements specified in this table as well as on other projects for multiple clients including ADOT.

CEC ADVANTAGE

We offer ADOT the unique ability to quickly collaborate with our in-house technical services, including:

- Survey & Mapping
- LA/Erosion Control
- Materials Design
- Geotechnical Studies
- Drainage Design
- Traffic/Safety Engineering
- Cost Estimations/Specs
- Environmental Services
- ROW Mapping & Plans
- Facilities/Maintenance Design

By collaborating with our key subconsultants, we identify potential issues/risks and a preferred approach to ADOT without delays.

3. Team Capability

3.a Team Member's Knowledge, Skills, and Abilities for Each Key Technical Discipline

Figure 9 summarizes our team's licenses, education, experience, availability, and technical abilities.

FIGURE 9: KEY TEAM MEMBER CAPABILITY

							TECHNICAL DISCIPLINE EXPERIENCE														
Name	Role	AZ Registration	Education	Total Yrs of Experience	Contract Availability	ADOT Task/Experience	Roadway Design	Survey & Mapping	LA/Erosion Control	Materials Design	Drainage Design	Bridge Design	Geotechnical Studies	Traffic/Safety Design	ITS	Cost Estimations/Specs	Environmental Studies	ROW Map/Acquisition	Utilities Locating - SUE	Facilities/Maintenance	Other Areas of Expertise	Knowledge, Skills, & Abilities
CONTRACT/TASK ORDER PROJECT MANAGERS																					
Bill Carroll, PE	Project Principal	PE 13478	BSCE	48	95%	✓	✓				✓					✓					✓	Served as Principal on projects including PDOC Contracts 2018-006 and 2014-006; Experience in planning & engineering design for municipal and state assets.
Aaron Goslee, PE	Contract Manager	PE 76822	BSCE	24	95%	✓	✓		✓		✓	✓		✓		✓	✓	✓	✓		✓	Led ADOT PDOC effort on Contract 2022-006 as PM/Tier 2 SOI lead; highly responsive; extensive multi-stakeholder coordination on a variety projects (100+).
Gary Karaboulad, PE	TO PM; Bridge Lead	PE 39501	MSCE	42	95%	✓						✓	✓			✓					✓	Task manager/designer for ADOT (8 years); extensive ADOT experience on designing/managing bridge & roadway projects & coordinating with stakeholders.
Reynold Kraft, PE, CFM	TO PM; Drainage Lead	PE 47673	BSCE	24	40%	✓	✓		✓		✓	✓		✓		✓	✓	✓	✓		✓	Managed ADOT projects including design-build projects; extensive experience with drainage design & coordinating stakeholders for multiple DOTs.
Jacob Lomeli, PE	TO PM; Roadway Lead	PE 49862	BSCE	25	60%	✓	✓				✓					✓			✓		✓	Task Order Manager & Drainage Task Lead for both 2018-006 and 2014-006 Project Development On-Calls; hydrologist & project management experience.
Daniel Martinez, PE	TO PM	PE 78976	BSCET	11	50%		✓	✓	✓		✓	✓				✓	✓	✓		✓	✓	Experience in transportation & drainage crossings, floodway design/mitigation, & multidisciplinary coordination for Federal, State, & municipal projects.
Tim Poe, PE	TO PM	PE 37881	BSCE	28	50%	✓	✓		✓		✓			✓		✓					✓	ADOT Resident Engineer - Globe Construction Division; experience applying roadway/highway design requirements using local, ADOT, & FHWA/AASHTO standards.
KEY TECHNICAL DISCIPLINE LEADS																					
Nathan Gardner, RLS	Survey/ROW/ Mapping	RLS 36786	MSGIS	33	35%			✓								✓		✓				Masters in GIS; has completed 6 long control & right of way surveys for FHWA & ground control for 10 large area (300-500 sq mi) mapping projects for FCDMC.
Brad Peterson, PLA	LA/Erosion Control	PLA 51118	BSLA	23	25%	✓			✓			✓				✓				✓	✓	ADOT LA project design and management including multiple PDOC TOs (5 currently); certified as an Erosion Control Coordinator through AZAGC.
Rod Stanger, PLA (LS)	LA/Erosion Control	PLA 36894	BLA	36	20%	✓			✓							✓					✓	Landscape/aesthetic project design throughout ADOT's 7 districts; extensive knowledge in native plant salvage & slope aesthetics/rock blasting.
Sajjad Satvati, PhD, PE	Materials/ Geotechnical	PE 79643	PhD	13	95%		✓	✓		✓	✓	✓	✓			✓	✓		✓			Led subsurface investigations & geotechnical evaluations across the Southwest to support DB projects, linear infrastructure, dams, levees, retaining walls, etc.
Matt Reeg, PE, PTOE (SWTE)	Traffic/Safety/ITS	PE 63605; PTOE 4512	BSCE	13	60%	✓								✓	✓	✓					✓	Extensive experience working on State & Federally funded projects with ADOT; understands unique local agency needs from time spent as City Traffic Engineer.
Sarah Simpson, PhD, PE (UCG)	Traffic/Safety/ITS	PE 32850	PhD	32	35%	✓								✓	✓	✓					✓	Managed UCG's ADOT Traffic On-Call (2003-2011), ADOT ITS On-Call (2011-2017), & ADOT MPD ITS On-Call (2014-2017); Updated ADOT's Statewide ITS.
Chris Williams, PE, PTOE (Y2K)	Traffic/Safety/ITS	PE 42636; PTOE 2029	BCSCE	24	50%	✓								✓	✓	✓					✓	Has worked as both an intern & in-house consultant in the ADOT Traffic Design Group; has led TE efforts on numerous PDOC task orders & major ADOT DB projects.
Mike Jackson, PE, LEED AP	Cost Est/Specs	PE 38775	BSCE	27	35%		✓				✓					✓					✓	Has worked on serveral ADOT facility projects including ADA retrofits for ADOT offices at 17th Avenue & numerous development projects with ADOT Encroachment Permits.
John Burton	Environmental Studies	-	BSES	25	45%	✓										✓	✓				✓	Experience assisting ADOT with hazardous materials, PISAs, Phase I ESAs, UST removal, asbestos/ lead-based paint assessments, stormwater plans & reporting.
James Mueller, PE (T2ue)	Utilities/SUE	PE 64432	BSCE	14	25%	✓										✓			✓			Completed over 200 projects involving QL B, C and D & over 1,500 QL A test holes within the last two years; currently manages SUE for ADOT projects including SR 101 & I-10.
Carrie Côté, PE	Facilities/ Maintenance	PE 28831	BSCE	24	40%	✓								✓					✓	✓		Over 25 years of wet & dry utility design and permitting; contract manager for Arizona State Parks and Trails (Water and Wastewater Consultant).

NON-TECHNICAL
1. Key Personnel

The following is our response to the non-technical needs of this RFQ. Additionally, the CEC Team organizational chart is displayed in Figure 10.

1.a Project Principal

WILLIAM B. CARROLL, PE

Over the past 40+ years, Bill has an extensive track record as Principal-in-Charge for multiple on-call contracts – notably serving as Principal on the ADOT Project Development On-Call. In that role, he oversaw the entire project lifecycle from initial scoping through design and post-design services, managing a broad spectrum of tasks. His hands-on involvement and authority ensure that all these disciplines are coordinated effectively. By leveraging his decades of experience and leadership, he guarantees a steadfast commitment to project success and compliance with ADOT standards.

Authority and Commitment: Bill has the authority to act on behalf of the company, making key decisions, allocating resources, and resolving issues efficiently. His leadership ensures quality assurance, contract compliance, and successful project execution, reinforcing the firm's long-standing partnership with ADOT.

Experience/Record of Past Performance: Bill's record of past performance is distinguished by successful project delivery and exemplary outcomes. Under his leadership on the ADOT Project Development On-Call contract, all assigned tasks were completed on or ahead of schedule and within budget, reflecting his focus on on-time, on-budget delivery. He has effectively managed diverse technical teams across multiple disciplines, ensuring that each specialty works in unison toward project goals. More importantly, Billl instituted rigorous QA/QC oversight on all deliverables; his thorough review process and high standards resulted in submittals that met ADOT's requirements and were accepted with minimal revisions.

Responsiveness to Clients: Bill ensures exceptional responsiveness to client needs, which is critical in an on-call contract environment. He will implement regular check-ins and status updates to keep the Department fully informed at every project stage. He fosters a culture of accountability across the project team, requiring that all team members respond swiftly to client requests and adhere to established timelines. With his senior-level oversight, he personally tracks project communications and ensures timely, thorough responses to emails, calls, and submittals.

1.b Contract Manager

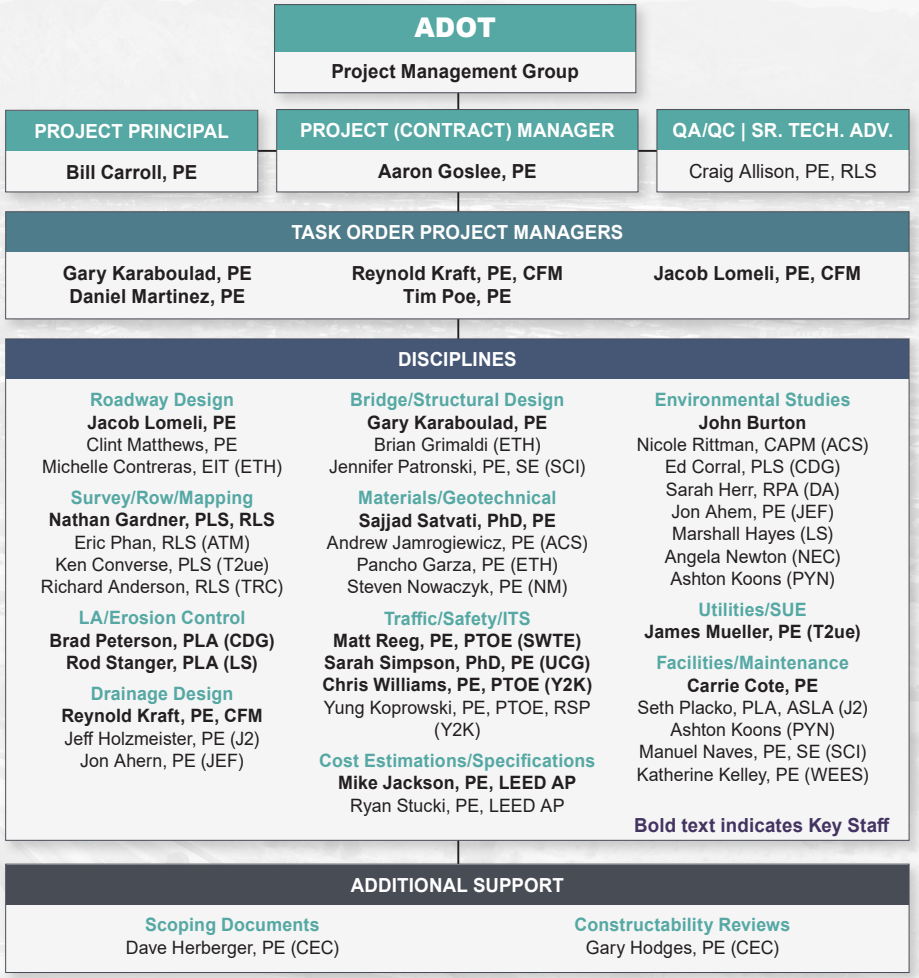
AARON GOSLEE, PE

Aaron will oversee the coordination and execution of all assignments under this PDOC contract. With 24 years of experience, he has successfully managed transportation contracts and projects for federal, state, and local agencies, including ADOT, consistently delivering high-quality work on schedule and within budget.

Relevant Knowledge, Skills, and Abilities: Aaron has extensive experience leading teams in State and LPA project development including design, clearance, and post-design service efforts. He understands ADOT's institutional framework and the importance of 20/30/30/20 project delivery commitments. His ADOT experience includes: Managing scopes, schedules, and budgets; Implementing PBPD; developing PS&E; PMG, Districts, C&S, and technical group coordination; Workfront file submittal & organization.

An example of Aaron's responsiveness to special needs and concerns of the client was exhibited on F0637, whereas upon receiving specific NW District input during the initial site visit and in coordination with the ADOT PM, he quickly built consensus regarding a revised project scope that stayed within the original project limits. As a result, ROW acquisition needs were avoided and the schedule was maintained.

FIGURE 10: ORGANIZATIONAL CHART



Experience/Record of Past Performance: Aaron has a strong track record of managing on-call contracts and leading transportation projects. Since moving to Arizona in 2022, he has served as TO PM for several projects and Tier 2 SOI Lead for 51 projects on ADOT PDOC Contract 2022-006. Examples of successful ADOT project PS&E delivery that were on time and under budget include F0580; US 191 Pavement Rehabilitation and F0637; I-40 Pavement Preservation. Other evidence of Aaron's performance excellence includes being ranked in the top 5% of INDOT PMs in areas of project budget and schedule, PS&E quality, and responsiveness. Clients like working with him because he routinely provides outstanding service.

Responsiveness to Clients: Aaron ensures prompt communication and quick issue resolution responding to all inquiries within 2-3 hours typically. Regarding a large-scale ER culvert replacement project involving imminent roadway collapse, final PS&E client evaluation of Aaron's performance stated "This was a unique situation that required an incredible effort from the design team. They were fast thinking and responsive and were able to accommodate this project on a super accelerated schedule, giving us a 100% commitment.".

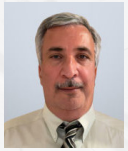
1.c TO PMs

With over 150 years of combined experience, our Task Order Project Managers have a proven track record of leading transportation and infrastructure projects. They excel in alternative delivery, regulatory compliance, and stakeholder coordination. By collaborating with discipline leads, they uphold quality, on-time delivery, and budget control. They also oversee subcontractors, keeping projects on schedule and within budget while consistently meeting client expectations. Figure 11 communicates all 5 TO PMs relevant PDOC project experience or experience of similar type and size as typical PDOC projects.

FIGURE 11: TO PM RELEVANT PROJECT EXPERIENCE

PROJECT TITLE	PM	CLIENT	ON TIME	ON BUDGET
US 191 Cold Creek Wash Bridge Emergency Replacement	G. Karaboulad	ADOT		
Loop 101 Widening Scottsdale	G. Karaboulad	ADOT		
Riggs Road, Recker Road to Hawes Road	R. Kraft	MCDOT		
Hunt Highway, Bella Vista Road to Magma Road	R. Kraft	Pinal County		
Davis Road, Central Hwy to US 191	J. Lomeli	ADOT		
River-Indian Pine (SR 73) W of Rim Tank-W of Canyon Day	J. Lomeli	ADOT		
Beckley Z-Way Beaver to S. Eisenhower Dr. Stream Restoration	D. Martinez	WVDOH		
Monongahela Precast Bridge Replacement	D. Martinez	WVDOH		
SR 177 & E Tu Ranch 1 Rd Safety Realignment	T. Poe	ADOT		
SR 77 Asphalt Overlay, Christmas Mine Dr-Ranch Creek Rd.	T. Poe	ADOT		

GARY KARABOULAD, PE



Experience/Record of Past Performance: With 42 years of experience in bridge design and project management, Gary successfully led ADOT's Bridge On-Call for six years. He was employed with ADOT for 10 years where he developed Sign Structures and Variable Message Sign Standards. His expertise additionally includes bridge replacements/rehab, roadway widening, interchanges, structural walls, delivering projects on time and within budget.

Responsiveness to Clients: Gary ensures prompt communication by responding to inquiries in a timely manner (within 24 hours) and working closely with stakeholders. He has coordinated extensively in his past ADOT experience to achieve design consensus.

REYNOLD KRAFT, PE, CFM, LEED AP

Experience/Record of Past Performance: With 24 years of experience, Reynold has expertise in the management and design of ADOT projects and specializes in hydrology, hydraulics, floodplain management, and stormwater quality. He has worked on municipal, county, state DOT, and federal projects, focusing on roadway drainage, flood control, and regulatory compliance.

Responsiveness to Clients: Reynold understands the importance of timely communication and proactive coordination. He works closely with stakeholders to identify challenges early, preventing delays and budget increases.

JACOB LOMELI, PE

Experience/Record of Past Performance: With 25 years in transportation projects, Jacob has served as a project manager and task lead on various ADOT PDOC TOs. His expertise includes project scoping, utility coordination, environmental clearance, ROW/Easement coordination, SWPPP preparation, PS&E development, and post-design services.

Responsiveness to Clients: Jacob maintains an "Open Door" approach, ensuring clear communication. He responds within 24 hours and provides alternative knowledgeable contacts when unavailable. He proactively identifies challenges early, offering timely solutions to avoid delays.

DANIEL MARTINEZ, PE

Experience/Record of Past Performance: With 11 years of experience in federal and state roadway projects, Daniel has served as PM and Discipline Lead on new roadway design, improvements and construction ranging from $8M to $550M.

Responsiveness to Clients: Daniel ensures timely project delivery by proactively assembling resources and addressing challenges. His dedication to excellence fosters trust and long-term client relationships.

TIMOTHY POE, PE

Experience/Record of Past Performance: With 28 years of experience, Tim has served as an ADOT Resident Engineer as well as in design. Tim's history of quality roadway plans resulted in timely agency approvals. This led to being designated as a Quality Control Reviewer.

Responsiveness to Clients: Tim prioritizes clear communication, timely project delivery, and problem-solving, keeping projects compliant with ADOT and industry standards. His proactive coordination with stakeholders fosters trust and long-term client relationships.

2. QAQC

2.a CEC Team's Quality Control Program

TEAM QUALITY CONTROL PROGRAM

Our internal quality management system is ISO 9001 compliant and designed to make your reviews easier. It comprises a formal system of checks, back-checks, and verification with feedback loops between the originator and checker so that design intent is met and understood by both. The review and quality control process is completed by our staff prior to any submittals to you, and our QA/QC Manager performs audits prior to the release of documents to verify that all procedures were completed.

Incorporating Project Risks

In addition to the task order specific QA/QC plan, a project risk register will be developed and communicated to (and in conjunction with input from) ADOT. Managing risk involves the following individual steps: Risk Identification | Investigation and Analysis | Mitigation Strategy Creation | Contingency Planning | Action | Risk Monitoring and Adjustment

CEC will evaluate our understanding of project risks at all Stage Submittals with the ADOT PM, District staff, and other stakeholders (LPA, etc.) to ensure risk mitigation is central to the project development process. This process will ensure a high

Ensuring A High-Quality Final Product

Providing sufficient time for reviews is a critical success factor. We typically include 10 days for quality reviews and associated revisions prior to submittals. However, we may adjust this time frame, depending upon the nature of the project, to comply with the schedule. In addition, our subconsultants are chosen specifically for reputation working on ADOT TOs as well as their commitment to quality.

Quality Engineer's Estimate Preparation

CEC's team will prepare realistic combined and detailed cost estimates for TOs in a format acceptable by ADOT Contracts and Specifications (C&S). We will use bid item unit pricing generated from the most current ADOT bid items list and unit costs obtained from ADOT's Estimated Engineering Construction Cost (E2C2) program. Our internal procedures require that we have an outside entity (ETH in this case) perform an independent review of our estimate at Stage III, IV, and V to verify our final product.

QC Program Success

CEC (as EEC) has previously been selected for the ADOT Project Development On-Call contract in 2010, 2014, and 2018. The longevity of continuing to be selected for the on-call and for individual task orders is proof that our QA/QC program has been successful. In addition to selection, our consultant evaluations consistently earned 4 and 5 marks (out of 5) by ADOT project managers.

TO QAQC Plan

CEC QA/QC Manager Craig Allison and the TO PM will develop a project-specific QA/QC plan for each task order that complies with Section 1025 of the Dictionary of Standardized Work Tasks (DSWT) that incorporates both CEC's and their subconsultant's adopted quality control programs. A template procedure begins with the identification of individual reviews to indicate those responsible for: designed by, checked by, corrected by, back checked by and verified by. All TOs will undergo the thorough internal process shown in **Figure 12.**

FIGURE 12: CEC TO INTERNAL PROCESS

1 Meetings

- Kickoff Meeting – Conducting an internal kickoff meeting that includes team quality expectations including identification of those responsible and review timing (quality plan).
- Monthly Progress Meetings – Holding recurring team meetings to determine the status of project schedule and identify and mitigate potential delays such as clearance obstacles.

2 Project Progress

- Monitoring – Our CPM and TO PMs will closely follow the work of team members in terms of scope requirements, project budget, and schedules to allow for adjustments that minimize disruption.
- Reporting – Monthly progress reports will be provided to the ADOT project manager. Monthly tasks and milestones will be clearly documented as well as the overall project progress.

3 Checklists

- Internal Submittal – CEC creates and maintains QC checklists at the onset of each project that are specific to the TO scope and milestone.
- ADOT Stage Deliverables Checklist – Completion of the milestone submittal item document to ensure all applicable content is present in the Workfront submittal.

4 Reviews

- Technical Reviews - All discipline leads will review design submittals to ensure the elements are compatible with each respective discipline a minimum of two weeks prior to each submittal. An independent review of PS&E shall occur simultaneously with the interdisciplinary review.
- Constructability Review - Conducting stage submittal reviews by our in-house construction inspection staff with experience in change order elimination, conflict identification, and project phasing will have the potential to reduce construction cost and increase overall quality.
- Contract Conformity Review – CEC CPM and TO PM will verify the PS&E submittal conforms to the requirements of the contract.

3. DBE Commitment

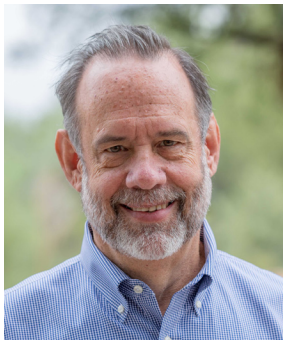
3.a CEC Team DBE Effort

CEC is fully committed to supporting ADOT's policy to facilitate and encourage DBE/SBC participation on the overall contract and on each TO if possible to exceed the established DBE goal (11.96%), with a **minimum target goal of 20%**. During team development, we purposely identified one or more DBEs (11 total as well as 3 SBCs) for nearly all key technical disciplines to allow our team flexibility to meet/exceed the DBE goal. Our process to ensure DBE participation is as follows:

- CEC will confirm the subconsultants included in the TO SOI are the right fit for the project and have the availability to complete their responsibilities on time. Once aligned, we will conduct team meetings with each firm to ensure scope and task clarity to reduce ADOT revision time of the TO scope of work.
- If our current DBE subconsultants are not qualified to perform any of the necessary project workload, CEC will explore adding a certified DBE based on ADOT's AZ UTRACS website system or in coordination with ADOT's Business Engagement and Compliance Office (BECO).
- If a TO scope is not conducive to meeting the overall contract DBE goal, we will make Good Faith Effort to assign as much work as possible to DBE/SBC subconsultants to allow for DBE participation.

CEC has partnered with nearly all of these subconsultants in the past and have great working relationships with their respective staff members.

William B. Carroll, P.E. | Project Principal



Bill has over 45 years of experience in planning and engineering design for large and small projects in the role of Project Manager or Principal. Projects include roadway and transportation improvement projects, water distribution systems, sanitary sewer collection systems, paving and grading plans, floodplain analysis and hydraulic design, cost estimating, and preparation of contract documents for municipal and state facilities. Bill will serve as the Project Principal, possessing the authority to commit firm resources to successfully complete tasks assigned under this on-call contract. He will take the lead in contractual matters, including addressing disputes, overseeing quality, ensuring timely delivery of services, and remaining informed about significant decisions or issues relevant to ADOT. As Vice President and Principal Engineer, Bill will ensure our project submittals are complete and perform quality assurance checks, confirming that the design team adheres to established quality control procedures. He will serve as the ultimate point of accountability for meeting ADOT standards and expectations, periodically verifying that our team consistently delivers proactive and responsive service. Bill has built an excellent reputation through his commitment to delivering projects on time and with high-quality outcomes.

Experience
48 years

Education
B.S., Civil Engineering, Northern Arizona University, 1977

Arizona Registration
Professional Engineer, AZ 13478

Corporate Title | Vice President/Principal
Contract Availability | 50%
Contract Commitment | 100%
Project & Corporate Responsibilities | Township 21 LLC Project 10%; HSL Gateway Project 10%; Robson Independent/Assisted Living 15%; Granite Dells Park/University Way 15%

Project Experience

On-Call Project Development Contract (2018-006), ADOT, Statewide, AZ Project Principal for on-call transportation design services encompassing data collection, surveying and mapping, CADD, geotechnical investigation and analysis, structural investigation, pavement design, utility coordination, environmental planning, ROW coordination, traffic engineering analysis and design, hydrology/hydraulic analysis and design, drainage design, infrastructure analysis, and public relations.

On-Call Project Development Contract (2014-006), ADOT, Statewide, AZ Project Principal for on-call civil engineering services on a statewide basis for small, federally-funded projects including such tasks as scoping studies, project assessments, design, traffic studies, construction documents for intersection improvements, guard rail safety improvements, right of way acquisition documents, storm water pollution prevention plans, minor drainage improvements, local government and utility coordination, and similar project assignments.

On-Call Statewide and Local Government Contract (2010-021), ADOT, Statewide, AZ Project Principal for on-call civil engineering, surveying, and environmental planning services on a statewide basis for small, federally-funded projects. Each of the tasks requires NEPA environmental clearance and as such has entailed biological studies, cultural resources review, HazMat documentation, and preparation of a Categorical Exclusion Checklist with associated reviews by related agencies (US F&W, SHPO, AZ G&F, tribal entities, etc.).

Davis Road, Central Highway to US 191, ADOT/ Cochise County, McNeal, AZ Project Principal for planning, surveying, and design services for 2 miles of 2-lane road reconstruction using CBI funds in Cochise County. The project plans include widening and of a 1.7-mile section of Davis Road from Central Highway to US Highway 191 to handle existing and future residential traffic and to accommodate commercial movement from the Douglas Port of Entry to the commercial areas of Benson, Tucson, and beyond. The environmental clearance is being obtained through a Group II Programmatic Categorical Exclusion (CE) including a CE Checklist and Group II Clearance Memorandum. Currently working to finalize the 2017 'Shelf Ready' 95% set of plans, including the 100% and Final stages of the ADOT process. Includes funds from FHWA Coordinated Border Infrastructure Program.

Nogales Highway POE SR19B Design, ADOT, Nogales, AZ Project Manager providing engineering support on condemnation efforts for the Mariposa Highway in Nogales.

Roosevelt Lake Bridge Construction Administration, ADOT, Gila County, AZ* Project Principal for construction administration for a steel arch bridge constructed to remove vehicular traffic from the dam to allow the dam height to be increased. Served as hands-on Project Manager at times during the project.

Why-Tucson Highway, ADOT, Pima County, AZ* Project Principal for construction administration services for 5.45 miles of State Route 86 (Ajo Highway) near Ryan Field with an estimated construction cost of $6.9M.

I-10 Corridor Study, ADOT, Pima County, AZ* Principal Task Leader as a sub for utility analysis for

Project Experience Continued

a 28-mile corridor study from I-19 to the Pima/Pinal County line. The study addressed improvement alternatives necessary to meet current and projected traffic demands and safety criteria along frontage roads. Involvement included analysis of utilities, right-of-way and drainage impacts of future construction of frontage roads and mainline experience.

Toltec Road Traffic Interchange, ADOT, Pinal County, AZ* Project Principal for construction administration of a $5 million ADOT project along I-10, midway between Tucson and Phoenix. Involved five miles of approach roadway, a 260-foot steel girder bridge, four new ramps and reconstruction of a diamond interchange.

Annual Consultant Engineering Services, City of Phoenix, Phoenix, AZ Project Principal on the City of Phoenix's On-Call Engineering/Consulting Services list for three renewals. Task orders have included: Grand Canalscape Phase II; Val Vista Waterline and Subsidence Survey; Warehouse District Improvements; and Dobbins Road Waterline.

Transportation Services Qualified Consultants List, Pima County DOT, Pima County, AZ Project Principal on this contract to provide on-call services to Pima County on small transportation design services task orders. Projects included analysis and design for existing and/or new roadways, intersections, roundabouts, parking lots, bike lanes, and/or pathways and pedestrian facilities.

On-Call Civil Engineering Design Services, City of Tucson, Tucson, AZ Project Principal for several on-call civil design services contracts with the City of Tucson since 2012. Projects have included miscellaneous engineering design services with a variety of funding sources.

Surveying Services Qualified Consultants List, Pima County DOT, Pima County, AZ Project Principal for several contract consulting services including master planning, analysis and surveying for new sites; surveys to establish site locations, boundaries, and easements; facility surveys to assist in site development and closure activities, including excavations, slopes, storm water control systems, ancillary facility development, etc.; preparation of opinions of probable cost and conduct benefit/cost and other economic analyses; plan review; preparation of legal descriptions and/or survey maps; and construction staking for County Improvement Projects. Provided surveying for Magee Road Improvements, La Canada Drive to Oracle Road in Tucson.

Old Vail/Camino de Cafe Park and Ride Lot, City of Tucson, Tucson, AZ Project Manager for design of this 1.25-acre park and ride lot for the City of Tucson. The project included provisions for weather-proof bicycle parking, a bus pullout, landscaping, and stormwater retention/detention.

Alvernon Way, Grant Road to Fort Lowell Road, City of Tucson, Tucson, AZ* Project Engineer for drainage design for 1 miles of urban roadway improvements to expand from existing two- and three-lane roadway to five lanes. Project required a complete urban area hydrologic study. Storm drain design included a 10-foot-diameter storm drain and the City's first application of slot drain in an inverted roadway section.

Cedar Avenue, Turquoise Drive to West Street Phase II, City of Flagstaff, Flagstaff, AZ* Project Principal for design services for expansion of 2 miles of roadway from two to four lanes with a turn lane and four intersections. Due to construction scheduling needs, project was fast tracked and design plans completed in five months.

River Road Advanced Planning Report, Pima County DOT, Tucson, AZ* Project Manager for a planning study to determine concept alignment, cross-sections, design criteria, environmental impacts and costs for a 4.5-mile (total) high-capacity, limited-access arterial roadway. Roadway segments included River Road from La Cholla to the Thornydale/Orange Grove Intersection (2.5 miles), Orange Grove Road from Silverbell Road to I-10 (1 mile), and Sunset Road from Silverbell to River Road (1 mile).

Valencia Road, I-19 to Mission Road, City of Tucson, Tucson, AZ* Project Manager for 1.0 mile of urban roadway improvements. Included expanding from existing three-lane roadway to four lane divided section, including design of storm drains, cross-culverts, median and parkway landscaping and traffic signals.

Alvernon Way, Speedway Boulevard to Grant Road, City of Tucson, Tucson, AZ* Project Engineer for hydrologic/hydraulic design. Project required a complete urban area hydrologic study. Analysis and design of a 90-inch storm drain and laterals. Included a below-grade, improved inlet to intercept a sheet flow of 439 c.f.s. during a 10-year storm.

North Alvernon Way Construction Management Phase I, City of Tucson, Tucson, AZ* Project Principal for design, utility relocation, and public relations services for a 2-mile improvement project. Project featured maintenance of traffic, construction scheduling, and phasing, inspection and certification.

First Avenue, River Road to Orange Grove Road, Pima County DOT, Tucson, AZ* Project Manager for 1.5 miles of urban roadway improvements. Included expanding from existing two- and three-lane roadway to four lane divided section, including design of storm drains, cross-culverts, median and parkway landscaping and traffic signals.

**Work performed prior to joining CEC*

Aaron Goslee, P.E. | Project (Contract) Manager

Aaron has more than 24 years of experience in contract management, project management, and design of over 100 transportation projects. His project expertise is in the area of DOT roadway design of various project types including (but not limited to) road rehabilitation, road maintenance, widening for added travel lanes, road reconstruction, new highway alignment, TI/intersection reconstruction, and roundabout construction, trail/path installation and streetscaping. Additional expertise in the technical discipline of drainage design including waterway modeling, sewer/culvert design, and stormwater detention. He has extensive experience with multi-stakeholder coordination (LPA, utilities, government land agencies, etc.) and permitting (Army Corps, DNR, etc.) and works with towns, cities, and counties to provide the best product not only for the client and community using PBPD and value engineering. Aaron is highly focused on responsiveness and communication as well as project schedule. He consistently monitors his projects' progress and provides regular updates to the client to ensure all parties involved are on the same page.

Experience
24 years

Education
B.S., Civil Engineering, Purdue University, 2000

Arizona Registration
Professional Engineer, AZ 76822

Certifications
ACEC LEAP Training, 2022

Corporate Title | Principal
Contract Availability | 95%
Contract Commitment | 100%
Project & Corporate Responsibilities | Office Admin & Reporting 5%

Project Experience

F0580 US 191, Armory Road to US 70, ADOT, Safford, AZ* Aaron's role on this pavement rehabilitation project was Project Manager for the preparation of final PS&E to mill and replace the asphalt pavement for 3.7 miles of primarily five-lane roadway. Additional project elements included ADA-compliant curb ramp design and significant manhole and valve adjustments. This project was awarded and came in several million under engineer's estimate. The project team remained within the funding window through timely discussions with ADOT. Significant coordination between the team and ADOT PM, SE District, City of Safford, AZER Railroad (at grade crossing in the project limits), and utilities in conflict was vital to the success of the project.

F0637 I-40, US 93 to Silver Springs Road, ADOT, Mohave County, AZ* Senior Project Manager and Contract Manager for the preparation of final PS&E to mill and replace asphalt pavement for 7.8 miles of four-lane divided highway (interstate). Additional project elements include culvert replacement, spillway/downdrain repair and replacement, MASH compliant guardrail installation, embankment curb replacement, traffic counter system replacement, and replacement signage. The milling depth varied for each lane/shoulder, necessitating additional maintenance of traffic measures to ensure driver and worker safety. Deeper spot improvements were included for area of increased pavement failure. The project included significant coordination with ADOT PM, NW District, ADOT Pavement Design, ADOT Survey, and utilities.

F0557 I-40: CA Border to Needle Mountain Road, Mohave County, AZ* Aaron's role on this pavement rehabilitation project was QA/QC Manager and Senior Technical Advisor for the preparation of final PS&E to mill and replace the existing pavement between mileposts 0.2 and 2.4. Additional project elements included replacing guardrail to be MASH-compliant and embankment curb; reconstructing the median crossover; adjusting downdrains and spillways; shoulder-buildup; installing rumble strips; replacing signs and traffic counter loops; reconstructing the barrier/railing, replacing the deck joints, sealing the deck on two bridges; and placing riprap. The project required coordination with ADOT NW District, Caltrans, and multiple utilities. The project was delivered on time and on budget.

SR 61/62 Pavement Preservation, INDOT, Warrick County, IN* Project Manager for the preparation of final PS&E to mill and replace 2.3 miles of two-lane roadway within the City of Boonville, IN. Additional project elements included guardrail and fence installation, culvert repair, signage and signal work, and significant utility coordination. This project was in conjunction with a Courthouse Square revitalization project, as well as a four-intersection signal replacement project in the downtown area of Boonville, which required coordination between the City of Boonville, Warrick County, consultants, contractors, and INDOT Vincennes District.

SR 9 Pavement Preservation, INDOT, Madison County, IN* Aaron's role on this pavement preservation project was Project Manager for the preparation of final PS&E to mill and replace a five-mile section of SR 9 from SR 128 to SR 28 in Madison County. Construction consisted of a 2-ft. milling and resurfacing and partial/full-depth patching. Additional project elements include RCB repair/replacement, guardrail installation, ADA-compliant curb ramp design, and signage and pavement marking replacement. The project required coordination between the City and County, utilities, and INDOT Greenfield District. Aaron maintained the schedule, postdesign services, and DOT coordination as the PM.

Project Experience Continued

US 52 and Gem Road Intersection Improvement, INDOT, Hancock County, IN* Project Manager for the preparation of final PS&E to improve the US 52 and Gem Road intersection in New Palestine. The LPA project included added turn lanes and installation of a new traffic signal to this intersection. The roadway was reconstructed to a curb and gutter section to improve drainage. Pedestrian access was also improved by adding sidewalks and curb ramps at each quadrant. The project included reconstruction of several commercial and residential driveways. Extensive pavement marking details and sign shop drawings were also prepared for the project. Traffic was maintained throughout the construction period and the plans included phasing details, temporary widening, and construction warning signage required for the project.

SR 3 Pavement Rehabilitation, Henry County, IN* Project Manager for the preparation of final PS&E to restore 2.6 miles of concrete pavement for a five-lane arterial. Project elements included patching, joint repair, PCCP stitching, curb replacement, and one-mile temporary traffic barrier placement/relocation. This project was located partially within the City of New Castle. It required extension coordination with the City, County, utilities, and ADOT Greenfield District. The project came in under budget and on time.

SR 3, Added Travel Lanes, Fort Wayne, IN* Project Engineer for 3 miles of a 5-lane highway project involving pavement reconstruction of roadway, drives and approaches, concrete curb and gutter, sidewalk, storm sewer, detention ponds, traffic control, pavement markings, signage, and traffic signalization. The drainage component consisted of storm sewer/culvert design, linear ditch grading, and multiple detention pond design. Prepared final PS&E for the project. His tasks included drainage calculations, road design and detailing including cross-section preparation, quantities, and cost estimating.

Cumberland Avenue Phases I and II, West Lafayette, IN* Aaron's Role for the LPA project was Project Manager for the preparation of final PS&E to reconstruct a two-lane road to a four-lane divided collector. Project elements included roundabout construction, concrete curb and gutter, multi-use path installation, storm sewer, rain garden implementation, traffic control, pavement markings, and traffic signage. Worked as the Indiana Department of Transportation District liaison. His duties involved leading a design team through the project development process, quality assurance and control, and developing and maintaining schedules.

Hanna Avenue Reconstruction, INDOT, Indianapolis, IN* Senior Project Engineer for the preparation of final PS&E to reconstruct over 1 mile of a five-lane arterial in a heavily used urban setting within the City of Indianapolis. Project elements included bus stop facilities, ADA compliant sidewalk and curb ramp installation, new storm sewer, underground detention facility installation, in-pipe detention, stormwater BMPs, and traffic signalization including pedestrian push-buttons. The project necessitated coordination with the University of Indianapolis, IndyGo, and CSX Transportation (at-grade railroad crossing).

Boundary Pike Reconstruction, Portland, IN* Aaron's role for the LPA road project was Project Manager for the preparation of final PS&E to reconstruct nearly 2 miles of two-lane roadway within the limits of the Town. Project elements included drives and approaches, concrete curb and gutter, ADA compliant sidewalk and curb ramps, new storm sewer, in-pipe detention, traffic control, pavement markings, and traffic signage. The project required extensive public relation outreach. Aaron led several evening meetings with Town officials and residents to aid in educating the public of the project need and proposed improvements.

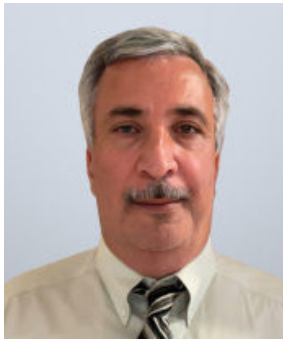
I-69, Evansville to Indianapolis, Sections 2 and 3, INDOT, Southern Indiana* Senior Project Engineer for the preparation of final PS&E for two segments of this interstate extension project that would eventually connect the City of Evansville to the City of Indianapolis. Project elements included new road construction including bridge construction, ramp alignment, roadway re-alignment, drives and approaches, concrete shoulder, small structures, erosion control, pavement markings, and traffic signage. The project was design-build and required intense coordination with the Contractor to deliver the project on time and on budget.

Small Structure - New on SR 114 over Turner Ditch, INDOT, Newton County, IN* Aaron's role for the emergency replacement project was Project Manager for the preparation of final PS&E to replace a failing 7-ft. diameter CMP under a two-lane rural highway. The pipe failure was causing the collapse of a heavily traveled roadway with large truck volumes due to a nearby landfill. The project was originally part of a package of small structure replacements, and was subsequently removed and added to an awarded contract to speed up the replacement. Included emergency utility/contractor coordination involving temporary de-energizing of an overhead transmission line and additional utility and County coordination.

Pleasant Run Greenway Enhancements, INDOT, Indianapolis, IN* Senior Project Manager for the preparation of final PS&E for the LPA project that included the installation of nearly 2 miles of multi-use path in the City of Indianapolis. Project elements included pedestrian bridge replacement, new storm sewer, pathway railing, pavement markings, and trail signage. Significant property owner and utility coordination was necessary for the project.

**Work performed prior to joining CEC*

Gheyas (Gary) Karaboulad, P.E. | Task Order Project Manager; Bridge/Structures Lead



Gary is a Principal, Transportation and Structural Engineer for CEC. He has a master's degree in civil engineering and has more than 41 years of professional experience in the design and construction of roadways, and various types of special highway structures, bridges, earth retaining structures, and sound walls. Gary has been involved in the design review and quality control of multi-story commercial buildings, single level residential homes, airport structural reviews, and more than 60 multi-span, AASHTO girder, cast-in-place, and post-tensioned box girder structures. Gary's intimate Arizona Department of Transportation (ADOT) experience includes 8 years in ADOT Bridge Group and 1-1/2 years in ADOT Phoenix Construction District. During this time he designed a New Pedestrian Fence Standard and Updated the Box Culvert Standard Published in 1992. Gary also attended ADOT Applied Construction Statistics training, Pay Item Documentation training, Concrete Structure Inspection Training, and Project Management Training and is familiar with ADOT Bridge Group and Phoenix Construction District computer programs.

Experience
42 years

Education
M.S., Civil Engineering, South Dakota State University, 1992

B.S., Civil Engineering, Damascus University, 1982

Arizona Registration
Professional Engineer, AZ 39501

Certifications
Safety Inspection of In-Service Bridges, FHWA, National Highway Institute, and Arizona Department of Transportation

Corporate Title | Principal
Contract Availability | 95%
Contract Commitment | 100%
Project & Corporate Responsibilities | Office Admin & Reporting 5%

Project Experience

I-40 Bridges, ADOT, Holbrook, AZ* Project Manager for the final design to replace the following bridge decks: Navajo Bridge, Chamber Bridge, Querino Interchange and Painted Desert Interchange. The project included replacing the four bridge decks and reconstruction of 16 ramps. The estimated cost for the project was $17M.

US 191 Cold Creek SB Bridge Emergency Replacement, ADOT, Safford, AZ* Project Manager for replacement of the failing bridge, one mile of new roadway alignment and six miles of existing pavement preservation. The estimated construction cost for this project was $15M. Responsible for the coordination between the designers and environmental agencies, met the design schedule, assembled the construction documents, Special Provisions and final construction cost estimate. Coordinated with ADOT Contract and Specifications to advertise the project.

Transportation Management, IDS Group Inc., Irvine, CA* Served as Office Manager, managing the technical support team at the Riyadh, Saudi Arabia, Saudi Ministry of Transportation (contract value $60M) and two highway design projects, including bridges and interchanges at Tabouk and Dammam (contract value $15M).

Canyon Padre Bridge Decks Replacements, ADOT I-40, Flagstaff, AZ* Project Manager for Canyon Padre Bridge included the deck replacements of I-40 WB bridge I-40 EB. Each bridge has 3 spans. The superstructure was made of steel girders and concrete deck. The decks deteriorated. ADOT replaced the bridge decks of the two bridges. Additional project elements included barriers replacement, approach slabs replacement, guard rails, signing and striping and traffic detours to maintain traffic on I-40. The I-40 EB off ramp of Twin Arrows was reconstructed. Coordination with ADOT PM, Flagstaff District and the Indian Community. ADOT Bridge On-Call was used to complete the task.

Ganado Wash Bridge Replacement, ADOT SR264, Ganado, AZ* Project Manager for Ganado Wash Bridge Replacement. The existing bridge was scour vulnerable and had low sufficiency rating. The new bridge was built in pashes to maintain traffic on SR264. Additional project elements included new approach slabs, new approach barriers, new approach roadways, new guard rails, signing and striping and traffic, and reconstruction of driveways. Coordination with ADOT PM, NE District, and the Indian Community. ADOT Bridge On-Call was used to complete the task.

Maricopa County Department of Transportation 2017-2024, MCDOT, Maricopa County, AZ* Project Manager/Senior Bridge Designer for management of design projects, design of multiple bridges, such as Palo Verde over RID canal and Vulture Mine Road bridges review of consultant design projects such as Gilbert Road Bridge and Northern Parkway, Dysart Road to 111th Avenue, and management of new/rehabilitation projects such as Olive Avenue bridge.

SR 143/Sky Harbor Boulevard Traffic Interchange, ADOT, Phoenix, AZ* Deputy Project Manager responsible for the design and preparation of construction documents for Ramp W-S. Ramp W-S is a curved, 13-span, precast prestressed AASHTO concrete girder with an approximate length of 1,670 feet.

Project Experience Continued

On-Call Statewide Highway Bridge & Drainage Design Services (2008-2015), ADOT, State of Arizona* Project Manager for replacement/ rehabilitation of deteriorated bridges, box culverts, and other highway structures. Coordination with ADOT PM, ADOT Construction Districts, and other stakeholders.

Loop 101 Widening, ADOT, Scottsdale, AZ* Task Manager for the Loop 101 freeway widening, including eight existing bridges over existing streets and canals. Additional project elements involved quality control, review of calculations, construction drawings, and writing the technical specifications. Coordination with ADOT PM, Phoenix Construction District, and the City of Phoenix was performed.

Bell Road/Loop 303 Single Point Urban Interchange, ADOT, Phoenix, AZ* Project Manager responsible for the design, preparation of construction documents, specifications and post design services for Bell Road Bridge. The Bell Road Bridge is a two-span, cast-in-place, post-tensioned box girder bridge with an out-to-out width of 142'-0" at the center and 222'-0" at the ends and a length of approximately 215 feet.

I-10/Santan Traffic Interchange, ADOT, Phoenix, AZ* Project Manager responsible for the design, preparation of construction documents and post design services for Ramp N-W. Ramp N-W is a curved, 8-span, cast-in-place, post-tensioned box girder ramp with an out-to-out wide 31'-2" and length of approximately 950 feet. Also designed the concrete lined channels, box culvert headwalls and transitions, retaining walls and modified catch basins.

Palo Verde Bridge over RID Canal, Centennial Bridge Ultra High-Performance Concrete, MCDOT, Maricopa County, AZ* Senior Bridge/ Structural Engineer and Project Manager for the design mix, using it as a joint filler between slab beams and as an overlay. Additional coordination with RID canal owner and the contractor was necessary to resolve the construction issues.

Gilbert Road Bridge, MCDOT, Mesa, AZ* Senior Bridge/Structural Engineer for review of the consultant design of Gilbert Road multiple spans bridge. Extensive coordination with City of Mesa and Salt River Pima Indian Community was needed for design consensus.

Vulture Mine Road, MCDOT, Wickenburg, AZ* Certified ADOT Bridge Inspector, Designer and Project Engineer for two new AASHTO type IV bridges. The first was two spans over the Box Wash and the second was a single span over Park Road.

Central Arizona Project Canal Bridge, ADOT, Pinal County, AZ* Design Engineer responsible for the design and construction administration of the three span AASHTO Girder bridge over the CAP Canal as part of the improvement of Ironwood Drive. This project was a Construction Manager at Risk (CMAR). Responsibilities included complete design, preparation of detailed construction plans, cost estimates, special provisions for this project and construction administration (approval of shop drawings, monitoring quality control procedures and approving all materials).

City of Glendale Sound Walls Construction, ADOT, Glendale, AZ* Construction Resident Engineer for management of a $4.5M project to construct two miles of sound walls at the frontage road between 59th Avenue and 75th Avenue, adjacent to Loop 101. The project was completed in six months.

East Half Interchange, ADOT, Phoenix, AZ* Construction Project Supervisor for this $28M project to connect I-17 with Loop 101. Responsible for monitoring the daily project activities, reviewing and approving daily diaries written by inspectors, maintaining the project log for incoming and outgoing documents, review the contractor's submittals and RFI's and forward to the designers or other parties involved.

Santan Freeway (202L) from Kyrene Road to McClintock Drive, ADOT, Chandler, AZ* Project Engineer responsible for the design of the 22-foot-tall masonry sound barrier walls and retaining walls. The project involved preparation of the final plans, specifications and estimate (PS&E) package for the construction of retaining and sound walls (approximately 17,400 linear feet) as identified in the "Preliminary Wall Report".

Santan Freeway (202L) from Dobson Road to Arizona Avenue, ADOT, Chandler, AZ* Project Engineer for design of 3.5 miles of new retaining walls and sound wall barriers. Additional project elements included post design services, helping the contractor to resolve construction issues.

Freeway Management System, Statewide, ADOT, State of Arizona* Project Engineer responsible for the review of shop drawings and construction support for 11 variable message sign (VMS) support structures. These monotube structures are in different areas of the State Highway System.

Bridge Inspection for ADOT Bridge Management, ADOT, State of Arizona* Certified ADOT Bridge Inspector for performing routine inspections for 600 bridges and 160 in-depth inspections in the State of Arizona. Additional project elements included writing the final inspection reports and performing load ratings.

US 95 - Quartzsite, Phase I & II, ADOT, Quartzsite, AZ* Project Engineer for design a ¾ of mile of new U shape open channel. Provided post design services, helping the contractor to resolve construction issues.

**Work performed prior to joining CEC*

Reynold Kraft, P.E., CFM, LEED AP | Task Order Project Manager; Drainage Lead

Reynold has 24 years of experience in civil engineering with an emphasis on water resources including hydrology/hydraulic analysis, drainage master planning, flood mitigation, drainage design, erosion control, LID/green infrastructure/nature-based solution design, water quality and MS4 compliance. He has performed this for a variety of clients: municipal, county, regional, state, DOT, federal, military, institutional, industrial, commercial, and residential. His technical experience includes development and planning, feasibility and design concept drainage studies, area drainage master study/plans (ADMS/Ps), floodplain delineation, flood hazard mapping, roadway/rail drainage design, channel design, airport drainage design, water resource engineering, stormwater management, storm drain design, and retention/detention design. He has contributed to the development of drainage ordinances, guidelines, policies and manuals for various public agencies. Reynold has extensive experience in leading and performing drainage and stormwater management on public and design-build projects. This includes both one- and two-dimensional hydrologic and hydraulic modeling, channel/swale design, storm drains/culverts, detention/retention ponds, low impact development (LID) best management practice (BMP) design, stormwater treatment system analysis & design, floodplain encroachment and mitigation, erosion and stream bank stability protection.

Experience
24 years

Education
MBA, Global Management, Thunderbird School of Global Management, 2009

B.S., Civil Engineering, University of Arizona, 2003

B.A., Physics and Mathematics, Franklin & Marshall College, 2001

Arizona Registration
Professional Engineer, AZ 47673

Certifications
Certified Floodplain Manager, Association of State Floodplain Managers

LEED Accredited Professional, U.S. Green Building Council

Corporate Title | Principal
Contract Availability | 70%
Contract Commitment | 100%
Project & Corporate Responsibilities | Small Project Commitments 20%; Corporate Activities 10%

Project Experience

Hunt Highway, Gary Road to Magma Road, Pinal County, San Tan Valley, AZ* Drainage Lead for this segment of Hunt Highway (Bella Vista Road to Magma Road) that included complete pavement reconstruction and widening to a 5-lane section for 4.2 miles. Similar to adjacent phases, the roadway section includes full on-site and off-site drainage improvements with the use of catch basins, storm drain pipes ranging from 15” to 42” in size and two proposed multiple barrel concrete box culverts. In addition, several existing retention basins in the area were reconfigured to better accommodate flows during storm events. Several utility relocations were required for this project, and the project team worked closely with utility companies such as Cox, Century Link, SRP, Mediacom, Johnson Utilities and New Magma Irrigation and Drainage District to ensure that utilities were relocated prior to the start of construction. In addition, sequencing and traffic control plans were provided to aid the County in minimizing impacts to current users during construction.

US 60/Bell Road Traffic Interchange, Coffman Specialties, Inc./ADOT, Surprise, AZ* Drainage Engineer for this design-build project involving the grade-separation of a major intersection northwest of Phoenix. It involves the construction of a bridge over US 60 as well as the BSNF railroad and the relocation of several major utilities. Both offsite and onsite flows were analyzed for impacts on the intersection. Due to the widening US 60, an adjacent channel had to be removed and routed in dual 54-inch HDPE pipes through the project site. This posed a significant challenge with the numerous utilities in the area.

Riggs Road, Recker Road to Hawes Road, Maricopa County Department of Transportation, Queen Creek, AZ* Drainage Engineer for reconstruction and widening of 3 miles of roadway that included both onsite and offsite drainage improvements located adjacent to the Towns of Gilbert and Queen Creek. Historically, the roadway would frequently become inundated during most storm events. The contributing watershed was found to be roughly 9 square miles and extend south to the San Tan Mountains in Pinal County. Review of previous hydrology studies in the area found significant errors in the modeling and assumptions from those studies. As a result, the project study determined that the contributing flows were much higher and better matched the observed flooding on the roadway.

Gantzel Road Channel, Pinal County, San Tan Valley, AZ* Project Manager. Drainage Engineer for this project to address the need for flood protection along a portion of Hunt Highway due to flooding caused by upstream development. The first phase was a feasibility study to identify potential alternatives. The preferred alternative proposed a channel to connect a spreader basin at the southeast corner of the Johnson Ranch development to an improved section of Sonoqui Wash at Bella Vista Road. The channel utilized existing and proposed roadway alignments to minimize impacts to the surrounding developable land. An offline detention basin was proposed near the location of the spreader basin to prevent the channel from increasing downstream flows.

Project Experience Continued

and creating an adverse impact. Since portions of the project alignment were on State Trust land, significant coordination with ASLD was required. Beyond flood mitigation, additional benefits included significant cost savings to the downstream Hunt Highway roadway project by reducing the need for drainage improvements and earthwork to protect the roadway.

Grace Neal Channel Phases I and II, Mohave County Flood Control District, Kingman, AZ Project Manager for this multi-phase channel project to mitigate flooding along the north side of the City of Kingman (City). Flooding is caused by steep mountainous washes that discharge to the piedmont landform where the City sits. The indeterminate flow patterning on the piedmont has resulted in alterations in the terrain that have increased the number of flood-impacted homes. When complete, the channel will be approximately 3.5 miles long and convey as much as 3,500 cfs. As Project Manager, Mr. Kraft completed the design of the first two (2) phase and provided post-design services on Phase I which was completed in late 2019. Due to the general slope of the terrain, the channel was designed for supercritical flow which required lining, transition structures at culverts and energy dissipation at the outlet into Mohave Wash. An articulated concrete mat was used as the lining to allow native vegetation to re-establish and provide additional scour protection.

Phoenix Sky Harbor International Airport Infield Utility Access Upgrades and Paving – Taxiways A, E and F, City of Phoenix, AZ * Drainage Lead on this project that involved the paving of the remaining pervious infield areas adjacent to the taxiways. As such, several critical utilities require relocation including several storm drain inlets. A drainage analysis was provided for both surface and storm drain flows for the entire airport. This includes updating the comprehensive EPA SWMM model representing the extensive storm drain network to NOAA 14 rainfall and inclusion of several new inlets constructed since the model was initially developed in 2008. The model was updated for the proposed improvements to ensure that all criteria from the FAA Airport Drainage Design Manual was met. All inlets affected by the improvements were resized to prevent encroachment into the runways.

Ahwatukee Foothills ADMS, Flood Control District of Maricopa County, Phoenix, AZ* Lead Modeler and Drainage Lead for the completion of the hydrologic and hydraulic analysis using FLO-2D for the 30 square-mile (approximate) watershed that largely built out residential. Additional work includes identifying locations of potential flooding hazards and close coordination with stakeholders and the public, culminating in development of alternatives to mitigate identified flooding hazards. The study shares its southern boundary with the Gila River Indian Community including numerous discharge locations. The Community will be involved for proposed solutions that may impact discharges along that boundary.

California High-Speed Rail, Bakersfield to Palmdale (B-P) Section, California High-Speed Rail Authority, CA* Drainage Lead for this California High Speed Rail project. As part of the initial operation section and second in line after Central Valley, the B-P Section is approximately 75 miles and crosses both urban and rural lands. Unique aspects of the B-P Segment include high-speed operation through rugged terrain, 4,600' of elevation change, wide range of climatic conditions and environmental resources and a high percentage of aerial structures and tunnels. As part of the Regional Consultant, Mr. Kraft supported the Authority in moving the B-P Section forward to completion of preliminary engineering, environmental clearance, right-of-way preservation, and preparation of the project for design-build contracting. For drainage, reports (hydrology/ hydraulics, floodplain impact and stormwater management) and preliminary plans were prepared. This includes an 840-square mile FLO-2D model that was developed to assess flows impacting the rail through Antelope Valley due to a shallow terrain with little to no terrain definition. This model was used to estimate discharges for preliminary sizing of culverts as well as determine the impact to the surrounding floodplain to ensure that there were no adverse impacts.

Los Angeles International Airport - LAWA Utilities and LAMP Enabling Projects (LULEP), Los Angeles World Airports (LAWA), Los Angeles, CA* Drainage Lead for multiple development and infrastructure projects that were part of a modernization program for the Los Angeles International Airport. The program included improvements to the airside (runways, terminals, etc.) as well as the landside (automated people mover, consolidated rental car facility, intermodal transportation facilities, parking, etc.). As part of a design-build team, Mr. Kraft provided drainage design services for parking lots, new streets, street widening, utility relocation and other projects in order to accommodate the numerous proposed facilities within the modernization program. Included street drainage, new/relocated storm drains and low impact development (LID) facilities. Due to the numerous projects, significant coordination was required with City of Los Angeles' Bureau of Engineering and the Bureau of Sanitation as well as Los Angeles County Flood Control. All projects required separate drainage and LID reports and associated plans that went through multiple review processes. Individual projects included: Lot E Improvements, Lot C Improvements, Metro City Bus Center Reconfiguration, "A" Street, Avis Relocation, 98th Street and Century Boulevard Widening.

**Work performed prior to joining CEC*

Jacob Lomeli, P.E., CFM | Task Order Project Manager; Roadway Lead

Jacob's roadway experience includes an extensive background with water resources such as associated cross drainage and pavement drainage design. He has also served as various Team Lead roles for transportation related projects and on-call assignments, as well as Project Manager, overseeing the preparation of submittal documentation including SWPPP's, Specifications, Estimates, Plans, public outreach coordination, as well as utility coordination. He is familiar with local, state, and federal standards, including AASHTO, NACTO, FHWA, ADOT and Various Arizona City/County standards. Projects have included various roadway widening, rehabilitation and preservation, new roadways, highway interchanges, urban intersections, as well as urban greenways and safe routes projects.

Experience
25 years

Education
B.S., Civil Engineering, University of Arizona, 2005

Registrations
Professional Engineer, AZ 49862

Certifications
Certified Floodplain Manager, Association of State Floodplain Managers

Corporate Title | Project Manager II
Contract Availability | 60%
Contract Commitment | 100%
Project & Corporate Responsibilities | El Paso & SW Greenway 20%; Davis Rd 10%; Payson 10%

Project Experience

Myrtle Avenue Safe Routes to School, 62nd Avenue to 66th Drive, ADOT, Glendale, AZ
Project Engineer/Task Lead for environmental planning, survey, and design services for construction of pavement widening, sidewalks, curb and gutter, retention ponds, and drywells for this SRTS project in Glendale, AZ.

SR 73, West of Rim Tank to West of Canyon Day Pavement Preservation, ADOT, Gila County, AZ
Project Manager/Engineer/Task Lead for pavement preservation design services for SR 73, West of Rim Tank to West of Canyon Day, located west of the Town of Whiteriver in Gila County, AZ.

SR 366, MP 118 to 136 Emergency Repairs, ADOT, Graham County, AZ Project Manager/Engineer/Task Lead for emergency flood repairs, culvert construction, provided a geotechnical study, an additional environmental study and pavement design services for SR 366, MP 118 to MP 136 in south of the City of Safford in Graham County, AZ.

US 70, 20th Avenue to 8th Street, ADOT, Safford, AZ Project Manager/Engineer/Task Lead for the planning and design of approximately 2.3 miles of various intersection realignments, new pedestrian islands, storm drain, street lighting, and traffic signal improvements within the Town of Safford, Arizona. Services also included design surveys, environmental clearance, and utility coordination for this federally funded project.

Davis Road, Central Highway to US 191, ADOT, Cochise County, AZ Project Manager/Engineer for planning and design services for 2 miles of 2-lane road reconstruction using CBI funds in Cochise County near McNeal, AZ. The project included widening of a 1.7-mile section of Davis Road from Central Highway to US Highway 191 to handle existing and future residential traffic and to accommodate commercial movement from the Douglas Port of Entry to the commercial areas of Benson, Tucson, and beyond. The environmental clearance was obtained through a Group II Programmatic Categorical Exclusion (CE) including a CE Checklist and Group II Clearance Memorandum.

I-10 Interim Widening, Junction I-8 to SR 87, ADOT, Pima/Pinal County, AZ Project Engineer/Task Lead for design services to widen I-10 from four to six lanes (3 eastbound, 3 westbound) between the I-8 interchange and the La Palma Road bridge. The project included reconfiguring the ramps at Sunshine Boulevard, Toltec Road and Sunland Gin Road to increase safety and capacity and widening the bridge over the Santa Rosa Canal.

I-19/Sahuarita Road, ADOT/Town of Sahuarita, Sahuarita, AZ Project Engineer/Task Lead for transportation planning and design engineering services for arterial roadway and traffic interchange improvements on Sahuarita Road at Interstate 19. The work involved extensive coordination of public involvement, the preparation of an Alternatives Selection Report, a resulting DCR, and an associated Environmental Document, under NEPA, with associated environmental needs studies for cultural resources, sensitive wildlife species, noise impacts and hazardous materials.

I-19/West Frontage Road at Country Club, ADOT, Nogales, AZ Project Manager/Engineer/Task Lead for design services for roundabout intersection improvements on the West I-19 Frontage Road at Country Club in Nogales, Arizona for ADOT's Tucson District. Project elements included roadway reconstruction, traffic control during construction, traffic signing and marking, intersection lighting, environmental documentation, utility relocation coordination, geotechnical study and pavement design.

Project Experience Continued

Germann Road, Meridian Road to Ironwood Drive, ADOT, Pinal County, AZ Project Engineer for planning and engineering services for the construction of 1.1 miles of Germann Road from Meridian Road to Ironwood Drive in Pinal County, AZ.

I-8, Avenue 36E to MP 46 Pavement Preservation, ADOT, Yuma, AZ Project Engineer for pavement preservation design services for Interstate 8, Avenue 36E to MP 46, east of the City of Yuma in Yuma County, Arizona.

I-10, Junction I-8 to Tangerine Feasibility Study, ADOT, Pima/Pinal County, AZ Project Engineer for professional flood control and drainage services for this ADOT highway project on I-10 from Junction I-8 to Tangerine Road.

I-10 Marana/Cortaro, ADOT, Pima County, AZ Project Engineer for photogrammetry, design surveys and construction documents for the widening of 15 miles of I-10 from four to six lanes (3 eastbound, 3 westbound). The $40 million project included widening 12 bridge structures at Marana Road, Tangerine Road, two railroad overpasses, Avra Valley Road and Cortaro Road. The project also included widening of two ramps at the Cortaro TI and the widening of Cortaro Road under the I-10 overpass to provide two additional “abutment lanes”. Performed drainage analyses, roadway design, survey, and re-striping.

Joe Carlson Safe Routes to School, ADOT, Douglas, AZ Project Engineer for environmental clearance documents and engineering designs for sidewalk improvements at Joe Carlson Elementary School in Douglas, Arizona.

Juan Sanchez Boulevard, US 95 to Avenue E1/2, ADOT, San Luis, AZ Project Engineer for environmental planning and public involvement services for Juan Sanchez Blvd. in San Luis in ADOT’s Yuma District.

Longhorn Road/McLane Road Roundabout, ADOT, Payson, AZ Project Engineer for planning and engineering services for the reconstruction of the Longhorn Road and McLane Road intersection in Payson, Arizona, into a roundabout configuration.

Longmore Road Pedestrian Project, ADOT, Scottsdale, AZ Project Engineer for 1.25 miles of new sidewalk on Longmore Road between Osborn Road and McDowell Road in Scottsdale, Arizona, within the Salt River Pima Maricopa Indian Community.

Plomosa Road, MP 8.5 to MP 20.0, ADOT, La Paz County, AZ Project Engineer for 11.5 miles of environmental clearance work for spot safety improvements on Plomosa Road between MP 8.5 and MP 20.0 in La Paz County, Arizona.

Houghton Road/Old Vail Road Intersection Improvements (City of Tucson) Project Engineer/ Task Lead for this component of the Houghton Road RTA Corridor that was accelerated due to planned developments. Design elements for the intersection included adding dual left-turn lanes at all approaches, installing a new traffic signal, signing and striping, culverts, a new storm drain system, water and sewer modifications and storm water pollution prevention plans.

El Paso and Southwestern Greenway, Congress to St. Mary’s, City of Tucson DOT, Tucson, AZ Project Manager for engineering services for a non-motorized transportation corridor for Phase 5 of the El Paso and Southwestern Greenway Master Plan from Congress to St. Mary’s.

Craycroft Road, River Road to Sunrise Drive, Pima County DOT, Pima County, AZ Project Designer for planning and design services for improvements to 2.5 miles of Craycroft Road including widening from 2-lanes to 4-lanes with a raised median, a multi-use lane, sidewalks and landscaped medians and shoulders.

Grand Canalscape Phase II, 16th Street to 36th Street, City of Phoenix, Phoenix, AZ Project Engineer/Task Lead for design of 3.5 miles of multi-use path along the Grand Canal including landscaping, pedestrian lighting, and a pedestrian bridge crossing. Included 1.5 miles of drainage improvements. This project is a Federal Aid Project which used TIGER funding, for a total of $8.3 million. The primary purpose was to design and construct a safe multi-modal transportation pathway.

Arizona Street Improvements, City of Bisbee, Bisbee, AZ Project Engineer for drainage design and post-design services for 3,300 linear feet of Arizona Street in Bisbee, Arizona.

El Camino Del Cerro Road Widening, City of Tucson, Tucson, AZ Project Engineer for professional civil engineering services to re-pave and widen roadway to a three-lane section between Silverbell Road and Interstate 10.

La Canada, Naranja Drive to Tangerine Drive, Town of Oro Valley, Oro Valley, AZ Project Engineer for study phase services including design surveys, environmental studies, and a drainage analysis and report for La Canada Drive, Naranja to Tangerine Road. Provided the drainage report that included the calculation of on-site and off-site flows, existing and developed conditions evaluation, culvert and channel capacities, culvert outlet erosion evaluation and design, floodplain impacts, and 404/NPPO permitting assistance.

Daniel Martinez, P.E. | Task Order Project Manager

Daniel has 11 years of diverse experience in the fields of transportation engineering and analysis, site development, construction project management, structural drafting and evaluation, and hydraulic and hydrologic modelling. Since joining Civil & Environmental Consultants, Inc., he has performed county and state road improvements and widenings for over 16 miles of roadway. He has managed and designed an additional 37 miles of rural roadways and associated infrastructure for the federal sector. His roles have been in the capacity of project management, road corridor and typical section improvements, ADA compliant sidewalk and ramp replacements, road widening to accommodate various AASHTO design vehicles and their turning movements, engineer's estimates, erosion and sediment control designs and plans, Hydraulic analysis and reporting, floodplain permitting, culvert design, producing bid documents and conducting field investigations. Daniel consistently oversees the construction inspection and quality control of projects he designs. His ability to guide projects from initial design through to completed construction ensures that constructability and practical, field-oriented design solutions are central to his work. In addition to transportation design, he also performs bridge safety inspections according to FHWA NBIS methods. He has produced complete structural plans and quantities for prestressed concrete and steel bridge replacements, widenings and rehabilitation.

Experience
11 years

Education
B.S., Civil Engineering Technology, Fairmont State University, 2014

Arizona Registration
Professional Engineer, AZ 78976

Certifications
Safety Inspection of In-Service Bridges, FHWA

Corporate Title | Project Manager II
Contract Availability | 50%
Contract Commitment | 100%
Project & Corporate Responsibilities | Office Admin. & Reporting 5%; Stone Ranch Infrastructure Project 45%

Project Experience

WV State Route 74 South Bridge Replacement, West Virginia Division of Highways, Pennsboro, WV Daniel was a project manager and designer for this project. He led the team that performed the safety inspection of a unique half arch/ channel beam bridge combined with a prestressed adjacent box beam bridge. Upon finding the bridge in critical condition, CEC was contracted to design a replacement for the structure complete with construction sequencing and detour design. Daniel prepared conceptual through construction plans for this replacement project. He generated a HEC-RAS model to analyze the effects of the proposed replacement and coordinated with the county floodplain coordinator to receive approval to proceed with the project that was located in a FEMA flood zone AE. He prepared complete details, quantities and plans for the bridge replacement which was to utilize staged construction methods to mitigate the extremely confined project area and accommodate the high traffic volumes experienced on the state route. Temporary detours were designed and evaluated through iteration with the owner to arrive at acceptable construction routing.

Monongah Precast Bridge Replacement, West Virginia Division of Highways, Monongah, WV Daniel was one of the primary engineers responsible for the design and execution of a 128.5-foot span bridge replacement project for the West Virginia Department of Highways (WVDOH). Situated along a major collector county route in West Virginia and crossing a FEMA zone AE with regulatory floodway, this project required meticulous planning and coordination. As one of the lead designers, he was responsible for the comprehensive design of the demolition, detour routing, site stormwater management, and new road alignment. His technical expertise was beneficial in the review and design of the roadway relocation and bridge replacement, ensuring that the state and federal design standards were met. His design activities encompassed a wide range of tasks, including calculating and implementing super elevation and transitions, generating alignment geometry and roadway typical sections, designing stormwater management systems and sizing culverts, developing construction sequencing plans, creating signing and marking plans and well as generating the intersection details. Throughout the project, Daniel also took charge of developing quantities and mass-haul relationships, structural drafting and detailing, material and quantity takeoffs, and producing the construction plans in the required format incorporating the state construction specifications. In addition to his design responsibilities, hecoordinated with multiple disciplines to secure necessary permits and ensure the seamless integration of the bridge design into the overall construction plan.

Haymond Highway Bridge Replacement, West Virginia Division of Highways & City of Clarksburg, Clarksburg, WV Daniel was a designer and a project manager for a 117-foot span bridge replacement project, working in collaboration with the West Virginia Department of Highways (WVDOH) and the City of Clarksburg. This project was located along an urban collector county route and crossing a FEMA zone AE with a regulatory

Project Experience Continued

floodway. The close proximity to homes and numerous utilities necessitated proactive utility and landowner coordination, which was critical to the project's success. Daniel was responsible for utility coordination, detour routing design, site stormwater management, and raising the existing road profile grade to accommodate the deeper superstructure depth. He focused on roadway improvements leading up to the bridge, addressing the implications of the new cross-section on adjacent sidewalks, utilities, and homes, while ensuring compliance with state and federal design standards. He was primarily responsible for roadway improvements leading up to the bridge and the various implications the new cross section had on the adjacent sidewalk, utilities, and homes ensuring that the state and federal design standards were met. His design activities encompassed a wide range of tasks, including calculating and implementing super elevation and transitions, generating profile geometry and widened roadway typical sections, creating signing and marking plans, generating the intersection details, designing stormwater management systems and sizing culverts, performing start to end utility coordination and modifying the bridge plans to accommodate those utilities. Throughout the project, Daniel also took charge of developing quantities, utility relocation plans, detailed bid quantities, structural drafting, and producing the construction plans in the required format incorporating the state construction specifications. In addition to his design responsibilities, he coordinated with multiple disciplines to secure necessary permits and ensure the seamless integration of the bridge design into the overall construction plan.

Arches Fork Bridge Designs, West Virginia Division of Highways & EQT Production Company, Smithfield, WV Designer for Arches Fork, a county road that frequently experiences severe flooding, disrupting business and community activities and limiting access for emergency responders. The project's objective was to elevate the county route to eliminate flood hazards at four stream crossings, thereby ensuring reliable access for residents, emergency services, and businesses along the roadway. Daniel was an integral member of the team responsible for conducting hydrologic and hydraulic analyses and designing the most cost-effective bridge crossings for each location. After selecting the appropriate structures, he collaborated with structural engineers to design foundations and roadway improvements for the four prefabricated bridges, which spanned between 55 and 75 feet. His tasks included performing flow routing hydraulic analysis and reporting for each bridge, generating the bridge foundation plans, coordinating with the prefabricated bridge vendor on superstructure analysis, and designing the roadway improvements associated with all 4 bridge crossings.

Beckley Z-Way, Beaver Creek Stream Relocation, West Virginia Division of Highways, Beaver, Raleigh County, WV Engineer of Record/ Designer for the relocation of Little Beaver Creek, a 15 square mile drainage area stream, in Beaver, West Virginia. This flood conveyance project was in support of the Beaver-South Eisenhower highway relocation project in mountainous terrain through a FEMA zone AE area. Utilized a combination of geomorphic assessments, flood modelling tools, and natural channel design techniques to relocate the 45-foot-wide stream in a manner that poised no adverse impacts to flood condition water surface elevations while improving its sediment transport competence and aquatic habitat. The design team prepared highly detailed engineering drawings, specifications, design justification reports, and quantities for the proposed river condition in 3-dimensions using Autodesk Civil 3D. Construction documents were prepared of sufficient quality to construct either off of plans alone or through machine control techniques. Adjusted the design to accommodate utility conflicts and large culvert crossing that was already designed. This project was completed on a compressed timeline of 5 months from initial survey, geomorphic assessment, and flood modelling to delivery of construction documents to the satisfaction of the West Virginia Division of Highways.

Timothy J. Poe, P.E. | Task Order Project Manager

Tim has 28 years of professional experience that includes managing the design of roadways, managing highway/bridge construction administration & inspection tasks and performing on call/contract jurisdictional plan review. He has served as Project Manager on roadway projects within several large master planned communities, which also included utility designs for water and sewer. These Master Planned Projects encompassed designs for major arterial streets, parkways, and collector streets. Specific designs and reports involved due diligence/feasibility, paving & storm drain, pavement marking & signing, grading and drainage, storm water management/pollution prevention, and wet utilities.

Experience
28 years

Education
B.S., Civil Engineering, Arizona State University, 1995

Arizona Registration
Professional Engineer, AZ 37881

Corporate Title | Sr. Project Manager
Contract Availability | 50%
Contract Commitment | 100%
Project & Corporate Responsibilities | NEC McCartney Rd & Peart Rd 25%; Coolidge Driveway Permitting/Design 10%; Southwest Barricades-Camp Verde 5%; Office Admin. & Reporting 10%

Project Experience

Lone Mountain Road Widening; 55th Street to 65th Street, Phoenix & Maricopa County, AZ* Project Manager/Section Manager for paving/storm drain and water/sewer construction plans for this roadway within and surrounding the Lone Mountain Community. Applied roadway design requirements using ADOT details and local agency standards.

56th Street Widening; Lone Mountain Road to Rancho Paloma Drive, Phoenix, AZ* Project Manager/Section Manager for paving/storm drain and water/sewer construction plans for this roadway within and surrounding the Lone Mountain Community. Applied roadway design requirements using ADOT details and local agency standards.

60th Street; Lone Mountain Road to Dove Valley Road, Phoenix, AZ* Project Manager/Section Manager for paving/storm drain and water/sewer construction plans for this roadway within and surrounding the Lone Mountain Community. Applied roadway design requirements using ADOT details and local agency standards.

Dove Valley Road Improvements; 56th Street to 64th Street, Phoenix, Scottsdale & Maricopa County, AZ* Project Manager/Section Manager for paving/storm drain and water/sewer construction plans for this roadway within and surrounding the Lone Mountain Community. Applied roadway design requirements using ADOT details and local agency standards.

64th Street; Lone Mountain Road to Gloria Lane, Dove Valley Road to Sienna Bouquet Place, Phoenix, AZ* Project Manager/Section Manager for paving/storm drain and water/sewer construction plans for this roadway within and surrounding the Lone Mountain Community. Applied roadway design requirements using ADOT details and local agency standards.

Rancho Paloma Drive Widening; 52nd Street to 56th Street, Phoenix, AZ* Project Manager/Section Manager for paving/storm drain and water/sewer construction plans for this roadway within and surrounding the Lone Mountain Community. Applied roadway design requirements using ADOT details and local agency standards.

Blackstone Drive, Peoria, AZ* Project Manager for paving/storm drain and water/sewer construction plans for this roadway within the Vistancia Community. Applied roadway/highway design requirements using ADOT, local agency, FHWA/AASHTO, and Roadside Standards.

El Mirage Road; Vistancia Boulevard to Desert Mirage Drive, Peoria, AZ* Project Manager for paving/storm drain and water/sewer construction plans for this roadway within the Vistancia Community. Applied roadway/highway design requirements using ADOT, local agency, FHWA/AASHTO, and Roadside Standards.

Vistancia Boulevard; Whispering Ridge Road to CAP Canal, Peoria, AZ* Project Manager for paving/storm drain and water/sewer construction plans for this roadway within the Vistancia Community. Applied roadway/highway design requirements using ADOT, local agency, FHWA/AASHTO, and Roadside Standards.

Lone Mountain Parkway; El Mirage Road to Westland Road; Vistancia Boulevard to Westland Park, Peoria, AZ* Project Manager for paving/storm drain and water/sewer construction plans for this roadway within the Vistancia Community. Applied roadway/highway design requirements using ADOT, local agency, FHWA/AASHTO, and Roadside Standards.

Goldwater Ridge Drive; Clearview Boulevard to Mountain View Boulevard, Surprise, AZ* Project Manager/Civil Engineer responsible for preparing construction plans for this roadway within the Sun City Grand Community. Applied roadway design requirements using local agency standards.

Project Experience Continued

Mountain View Boulevard; Clearview Boulevard to 303, Sunrise Boulevard to Reems Road, Surprise, AZ* Project Manager/Civil Engineer responsible for preparing construction plans for this roadway within the Sun City Grand Community. Applied roadway design requirements using local agency standards.

Clearview Boulevard; Mountain View Boulevard to 303, Surprise, AZ* Project Manager/Civil Engineer responsible for preparing construction plans for this roadway within the Sun City Grand Community. Applied roadway design requirements using local agency standards.

Anthem Way; Anthem Hills Drive to Anthem Ridge Drive, Maricopa County, AZ* Civil Engineer responsible for preparation of construction plans for this roadway within the Anthem Community. Applied roadway design requirements using MCDOT standards.

Anthem Ridge Drive; Maricopa County, AZ* Civil Engineer responsible for preparation of construction plans for this roadway within the Anthem Community. Applied roadway design requirements using MCDOT standards.

Gavilan Peak Parkway; Anthem Way to Memorial Drive, Maricopa County, AZ* Civil Engineer responsible for preparation of construction plans for this roadway within the Anthem Community. Applied roadway design requirements using MCDOT standards.

Ice House Canyon Road Bridge Replacement, Gila County & ADOT; North of the intersection of Ice House Canyon Rd & Six Shooter Canyon Rd, Globe, AZ* Resident Engineer for construction management on a Gila County bridge replacement within a 0.2-mile section of a two-lane local roadway realignment. Tasks performed to follow ADOT Standard Specifications were; observe placement of fill material, verify density testing of fill material, observe placement of base material, asphalt, signing & pavement marking, assure concrete testing requirements are processed. Bridge and Rail Bank Protection inspection tasks performed to be within specifications included rail material check & spacing/penetration depth, wire mesh & riprap size/toe-in depth, rebar size/placement, drilled shaft foundations, abutments, deck and guardrail. Coordination with Gila County Engineers on payment tasks to the bridge designer & constructor occurred since ADOT performed the construction administration.

State Route 177 & E Tu Ranch 1 Road-Safety Realignment, ADOT; 3.5 miles South of Superior on State Route 177, Superior, AZ* Resident Engineer for construction management on a horizontal and vertical safety realignment of a 1/2-mile section of a two-lane state highway. Tasks performed to follow ADOT Standard Specifications were; observe placement of fill material, verify density testing of fill material, observe placement of base material, asphalt, signing & pavement marking, assure concrete testing requirements are processed, and that noxious weed removal was completed.

SR 177 Chip Seal-Kearny/Superior, ADOT; State Route 177 from Kearny to Superior, Superior, AZ* Resident Engineer for construction management of a chip seal overlay for the pavement preservation of a 20-mile-long two-lane state highway. Specification inspection items performed were observe placement of binder, chip seal, blotter, signing & pavement marking.

State Route 77 Asphalt Overlay-Christmas Mine Driveway/Ranch Creek Road, ADOT; State Route 77, 11 mi South of Globe from Christmas Mine Driveway to Ranch Creek Road, Globe, AZ* Resident Engineer for construction management of an asphalt overlay for the pavement preservation of a 16-mile-long two-lane state highway. Items assured to be within current specifications were observe placement of binder, asphalt, signing, pavement markings and guardrail replacements.

State Route 77 Asphalt Overlay-Hunting Road/Tower Road 215, ADOT; State Route 77 12 mi North of Globe from Hunting Road to Tower Road 215, Globe, AZ* Resident Engineer for construction management of an asphalt overlay for the pavement preservation of a 12-mile-long two-lane state highway. Items assured to be within current specifications were observe placement of binder, asphalt, signing, pavement markings and guardrail replacements.

**Work performed prior to joining CEC*

From: ADOT Business Engagement and Compliance Office
To: Henrich, Stacy
Cc: ContractorCompliance@azdot.gov
Subject: Bidders List for Civil & Environmental Consultants, Inc.
Date: Monday, March 31, 2025 5:23:11 PM

Civil & Environmental Consultants, Inc., AZUTRACS Number: 15788 has submitted a Bidder/Proposer list for **2025-011** on 03/31/2025 at 2:41 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	10+ years	$2 million to $5 million	Non-DBE	541380
AeroTech Mapping Inc	3285 North Fort Apache LAS VEGAS, NV 89129	Hispanic American	F	4-7 years	Unknown	DBE	541370
Cooper Aerial	11402 N Cave Creek Road Phoenix, AZ 85020	Caucasian	M	10+ years	$2 million to $5 million	Non-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
Desert Archaeology, Inc.	3975 N. Tucson Blvd. Tucson, AZ 85716	Caucasian	F	10+ years	$2 million to $5 million	DBE	541620
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	Hispanic American	M	10+ years	$1 million to $2 million	DBE	541330
J2 Engineering & Environmental Design, LLC	4649 E Cotton Gin Loop Phoenix, AZ 85040	Native American	M	10+ years	$5 million to $10 million	DBE	541320
JE Fuller/Hydrology & Geomorphology	8400 S. Kyrene Road, Suite 201 Tempe, AZ 85284	Caucasian	M	10+ years	$5 million to $10 million	Non-DBE	541330
Logan Simpson Design, Inc.	222 S Mill Avenue, Suite 222 Tempe, AZ 85281	Caucasian	M	10+ years	$10 million to $50 million	Non-DBE	541320
Monrad Engineering, Inc.	1926 East Fort Lowell TUCSON, AZ 85719	Hispanic American	M	10+ years	$1 million to $2 million	DBE	541330
	9859 East						

Newton Environmental Consulting, LLC	Winchcomb Drive Scottsdale, AZ 85260	Caucasian	F	8-10 years	Less than $500,000	DBE	541620
Ninyo & Moore Geotechnical and Environmental Sciences Consultants	3202 East Harbour Drive Phoenix, AZ 85034	Hispanic American	M	10+ years	$50 million to $100 million	Non-DBE	541330
Pinyon Environmental, Inc.	1783 W. University Drive Tempe, AZ 85281	Caucasian	F	10+ years	$5 million to $10 million	Non-DBE	541620
Riley Engineering, LLC	3430 E. Sunrise Dr. Suite 150 Tucson, AZ 85718	Native American	M	8-10 years	$500,000 to $1 million	DBE	541330
SouthWest Traffic Engineering, LLC	3838 N. Central Avenue, Suite 1810 Phoenix, AZ 85012	Caucasian	F	10+ years	$1 million to $2 million	Non-DBE	541330
Structural Concepts, Inc.	8230 E. Broadway Blvd., Suite W-7 Tucson, AZ 85710	Caucasian	F	10+ years	$500,000 to $1 million	DBE	541330
T2 UES, Inc.	19621 N 23rd Dr Phoenix, AZ 85027	Other	M	4-7 years	More than $100 million	Non-DBE	541370
TRACE Consulting, LLC	1201 E. Jefferson Street,, Suite 3 Phoenix, AZ 85034	Asian-Pacific American	M	10+ years	$5 million to $10 million	DBE	541330
United Civil Group Corp.	2803 N. 7th Avenue Phoenix, AZ 85007	Caucasian	F	10+ years	$500,000 to $1 million	DBE	541330
WestLand Resources, Inc.	4001 E Paradise Falls Drive Tucson, AZ 87512	Caucasian	M	10+ years	$10 million to $50 million	Non-DBE	541620
Wheat Design Group, Inc.	500 N. Tucson Blvd, Suite 150 Tucson, AZ 85716	Caucasian	F	10+ years	$500,000 to $1 million	DBE	541320
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

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.

Civil & Environmental Consultants, Inc. (CEC)	Aaron M Goslee
CONSULTANT NAME	SIGNATURE Aaron Goslee, PE - Principal Authorized SOQ Signer

* 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.

Civil & Environmental Consultants, Inc. (CEC)
CONSULTANT NAME

Aaron M Goslee
SIGNATURE Aaron Goslee, PE - Principal
Authorized SOQ Signer

* 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: Aaron Goslee, PE

E-MAIL ADDRESS: agoslee@cecinc.com

TITLE: Principal/Authorized SOQ Signer

CONSULTANT FIRM: Civil and Environmental Consultants, Inc.

ADDRESS: 11811 N. Tatum Blvd., Suite 3057

CITY, STATE, ZIP: Phoenix, AZ, 85028

TELEPHONE: 602-760-2324

FAX NUMBER: 602-760-2330

UNIQUE ENTITY ID# (FROM SAM WEBSITE): YK9VCGW917K6

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
Ethos Engineering, LLC	Bridge/Structural Engineering	Yes
ACS Services, LLC	Geotech, Material Testing, Subsurface	Yes
J2 Engineering & Environmental Design, LLC	Hydrology/Hydraulics	Yes
JE Fuller/Hydrology & Geomorphology	Hydrology/Hydraulics	No
Logan Simpson Design, Inc.	Landscape Architecture	No
Ninyo & Moore Geotechnical and Environmental	Geotech, Material Testing, Subsurface	No
Pinyon Environmental, Inc.	Environmental & Related Services	No
Desert Archaeology, Inc.	Soils, Agriculture, Agronomy	Yes
Newton Environmental Services	Environmental & Related Services	Yes
SouthWest Traffic Engineering, LLC	Traffic Engineering/Design Services	No
TRACE Consulting, LLC	Survey, Mapping, Aerial	Yes
United Civil Group	Traffic Engineering/Design Services	Yes
WestLand Resources, Inc.	Utilities & Related Services	No

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

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
Y2K Engineering, LLC	Traffic Engineering/Design Services	Yes
T2 UES, Inc.	Utilities & Related Services	No
Corral Design Group, Inc.	Landscape Architecture	Yes
Aerotech Mapping, Inc.	Survey, Mapping, Aerial	Yes
Structural Concepts, Inc.	Structural Engineer	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:	Ethos Engineering, LLC
CONTACT PERSON:	Pancho Garza
E-MAIL ADDRESS:	pgarza@ethosengineers.com
TITLE:	
ADDRESS:	9180 South Kyrene Rd #104
CITY, STATE ZIP:	Tempe, Arizona 85284
TELEPHONE:	480-326-8487
FAX NUMBER:	
UNIQUE ENTITY ID #:	TDG4Y6WM4LD8

SUBCONSULTANT FIRM NAME:	ACS Services, LLC
CONTACT PERSON:	Annemarie Haenfle
E-MAIL ADDRESS:	annemarie@acsservicesllc.com
TITLE:	
ADDRESS:	2235 West Broadway Rd
CITY, STATE ZIP:	Mesa, Arizona 85202
TELEPHONE:	480-968-0190
FAX NUMBER:	480-968-0156
UNIQUE ENTITY ID #:	LGUBKLMKFUR3

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.

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	J2 Engineering & Environmental Design, LLC
CONTACT PERSON:	Jeffrey Holzmeister
E-MAIL ADDRESS:	Jholzmeister@j2design.us
TITLE:	
ADDRESS:	4649 E Cotton Gin Loop Suite B2
CITY, STATE ZIP:	Phoenix, Arizona 85040
TELEPHONE:	602-438-2221
FAX NUMBER:	602-438-2225
UNIQUE ENTITY ID #:	FPF9FEV1HKC5

SUBCONSULTANT FIRM NAME:	JE Fuller/Hydrology & Geomorphology
CONTACT PERSON:	Sue Cardis
E-MAIL ADDRESS:	susan.cardis@jefuller.com
TITLE:	
ADDRESS:	8400 S. Kyrene Road, Suite 201
CITY, STATE ZIP:	Tempe, Arizona 85284
TELEPHONE:	608-628-4329
FAX NUMBER:	480-839-2193
UNIQUE ENTITY ID #:	UZWAC5DQAUG3

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Logan Simpson Design, Inc
CONTACT PERSON:	Erick Laurila
E-MAIL ADDRESS:	marketing@logansimpson.com
TITLE:	
ADDRESS:	222 S Mill Avenue, Suite 222
CITY, STATE ZIP:	Tempe, Arizona 85281
TELEPHONE:	480-967-1343
FAX NUMBER:	
UNIQUE ENTITY ID #:	QVLUF8CKS918

SUBCONSULTANT FIRM NAME:	Ninyo & Moore Geotechnical & Env.
CONTACT PERSON:	Steve Lorenzo
E-MAIL ADDRESS:	slorenzo@ninyoandmoore.com
TITLE:	
ADDRESS:	3202 East Harbour Drive
CITY, STATE ZIP:	Phoenix, Arizona 85034
TELEPHONE:	602-243-1600
FAX NUMBER:	602-243-2699
UNIQUE ENTITY ID #:	GDKGC7ZA6UA7

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Pinyon Environmental, Inc.
CONTACT PERSON:	Scott Epstein
E-MAIL ADDRESS:	epstein@pinyon-env.com
TITLE:	
ADDRESS:	1783 W. University Drive Suite 137
CITY, STATE ZIP:	Tempe, Arizona 85281
TELEPHONE:	303-980-5200
FAX NUMBER:	
UNIQUE ENTITY ID #:	TSYVJJBLEML8

SUBCONSULTANT FIRM NAME:	Desert Archaeology, Inc.
CONTACT PERSON:	Patricia Castalia
E-MAIL ADDRESS:	admin@desert.com
TITLE:	
ADDRESS:	3975 N. Tucson Blvd.
CITY, STATE ZIP:	Tucson, Arizona 85716
TELEPHONE:	520-881-2244
FAX NUMBER:	520-881-0325
UNIQUE ENTITY ID #:	K7QMPKYDZGE7

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Newton Environmental Consulting, LLC
CONTACT PERSON:	Angela Newton
E-MAIL ADDRESS:	angie@newtonec.com
TITLE:	
ADDRESS:	9859 East Winchcomb Drive
CITY, STATE ZIP:	Scottsdale, Arizona 85260
TELEPHONE:	602-332-9642
FAX NUMBER:	
UNIQUE ENTITY ID #:	UFLBN1TNC5H9

SUBCONSULTANT FIRM NAME:	SouthWest Traffic Engineering, LLC
CONTACT PERSON:	Christy Smigielski
E-MAIL ADDRESS:	christy@swte.us
TITLE:	
ADDRESS:	3838 N. Central Avenue, Suite 1810
CITY, STATE ZIP:	Phoenix, Arizona 85012
TELEPHONE:	602-266-7983
FAX NUMBER:	
UNIQUE ENTITY ID #:	JL6KC54GQK17

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	TRACE Consulting, LLC
CONTACT PERSON:	Chintan Jhaveri
E-MAIL ADDRESS:	cjhaveri@traceconsulting.us
TITLE:	
ADDRESS:	1201 E. Jefferson Street,, Suite 3
CITY, STATE ZIP:	Phoenix, Arizona 85034
TELEPHONE:	602-680-8264
FAX NUMBER:	
UNIQUE ENTITY ID #:	FUE9EJNE2GV9

SUBCONSULTANT FIRM NAME:	United Civil Group
CONTACT PERSON:	Sarah Simpson
E-MAIL ADDRESS:	ssimpson@unitedcivilgroup.com
TITLE:	
ADDRESS:	2803 N. 7th Avenue Suite 16
CITY, STATE ZIP:	Phoenix, Arizona 85007
TELEPHONE:	602-265-6155
FAX NUMBER:	
UNIQUE ENTITY ID #:	N69JMV4ZLDM5

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	WestLand Resources, Inc.
CONTACT PERSON:	Angie Cole
E-MAIL ADDRESS:	marketing@westlandresources.com
TITLE:	
ADDRESS:	4001 E Paradise Falls Drive
CITY, STATE ZIP:	Tucson, Arizona 87512
TELEPHONE:	971-276-9470
FAX NUMBER:	
UNIQUE ENTITY ID #:	H2KHCJG3XDG8

SUBCONSULTANT FIRM NAME:	Y2K Engineering, LLC
CONTACT PERSON:	Lee-Yung Koprowski
E-MAIL ADDRESS:	info@y2keng.com
TITLE:	
ADDRESS:	1921 S Alma School Rd Ste 204
CITY, STATE ZIP: TELEPHONE:	Mesa, Arizona 85210
FAX NUMBER:	602-837-4968
UNIQUE ENTITY ID #:	KGJLCWX9JU56

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	T2 UES, Inc.
CONTACT PERSON:	Jenelle Price
E-MAIL ADDRESS:	jenelle.price@t2ue.com
TITLE:	
ADDRESS:	19621 N. 23rd Drive Suite 150
CITY, STATE ZIP:	Phoenix, Arizona 85027
TELEPHONE:	702-990-7511
FAX NUMBER:	
UNIQUE ENTITY ID #:	VXR7DY7K6DJ7

SUBCONSULTANT FIRM NAME:	Corral Design Group, Inc.
CONTACT PERSON:	Edward C. Corral
E-MAIL ADDRESS:	ecorral@corraldesigngroup.com
TITLE:	
ADDRESS:	4632 S. 36th Street
CITY, STATE ZIP:	Phoenix, Arizona 85040
TELEPHONE:	602-222-9822
FAX NUMBER:	602-222-9079
UNIQUE ENTITY ID #:	D2PBVZ6LJMJ9

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	AeroTech Mapping, Inc.
CONTACT PERSON:	Maria Torres
E-MAIL ADDRESS:	leotorres@atmlv.com
TITLE:	
ADDRESS:	3285 N. Fort Apache
CITY, STATE ZIP:	Las Vegas, Nevada 89129
TELEPHONE:	702-228-6277
FAX NUMBER:	702-228-6753
UNIQUE ENTITY ID #:	J34PH4CCSMJ4

SUBCONSULTANT FIRM NAME:	Structural Concepts, Inc.
CONTACT PERSON:	Jennifer Patronski
E-MAIL ADDRESS:	jmpatronski@scice.com
TITLE:	
ADDRESS:	8230 E. Broadway Blvd., Suite W-7
CITY, STATE ZIP:	Tucson, AZ 85710
TELEPHONE:	520-721-2324
FAX NUMBER:	
UNIQUE ENTITY ID #:	WL4GBBWRX6Y7

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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.

Aaron M Goslee	4-1-2025
Signature	Date
Aaron Goslee, PE	Principal/Auth. SOQ Signer
Printed Name	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)

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