Part A. Introductory Letter

3100 N. 3rd Avenue, Suite 201
Phoenix, Arizona 85013

April 1, 2025

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

RE: Statement of Qualifications for Contract Number: 2025-011 – PROJECT DEVELOPMENT ON-CALL

Dear Selection Panel Members,

EXPRESSION OF INTEREST: The Arizona Department of Transportation (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 including projects from Local Public Agencies (LPA). Consor North America, Inc. (Consor) (AZ #10719) is extremely interested in being selected for this Project Development On-call (PDOC) contract and will show our experience providing services required by the Request for Qualifications (RFQ) in the following Statement of Qualifications (SOQ).

SUMMARY OF KEY POINTS:

- Consor's breadth and depth of experience is a perfect fit for the size, type and variety of projects administered through this PDOC.
- Consor has extensive experience working with numerous Arizona Cities and Counties, many of which have projects administered through ADOT's LPA program and the current PDOC On-Call Contract 2022-006.
- Consor team members have a long and successful history of delivering on-call projects including projects submitted under the current PDOC On-Call Contract 2022-006.
- Consor would like to continue our partnership with ADOT on this PDOC, extending our record of success while strengthening our relationship moving forward.
- Consor has teamed with 18 subconsultants which allows us to strategically select the best subconsultant, based on the task order (TO), to provide ADOT with a full-service team of experienced professionals and technicians that can perform work anywhere in Arizona. All of Consor's subconsultants for this contract have issued a statement to Consor that they will not submit as a Prime for this contract.

COMMITMENT OF KEY PERSONNEL: Consor confirms that two of our Key Personnel identified in this SOQ have the highest levels of commitment, qualifications, and experience to perform on this contract. Nathan Palmer, PE is set and ready to serve as the Project Principal and is authorized to sign all contracts, with Charlene Robinson, PE, MBA in the role of Contract/Project Manager. Nathan and Charlene are resolute in their determination and confidence to maintain their commitments to ADOT and meet ADOT's quality and schedule expectations upon selection for this PDOC contract.

IDENTIFICATION OF TEAM: Charlene Robinson PE, MBA (AZ #33452) will serve as Consor's Contract/Project Manager, who is registered with the Arizona Board of Technical Registrants, 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. Charlene is supported by Nathan Palmer, PE (AZ #48625) our Project Principal, as Consor's assurance that the team's commitment to meeting the scope, schedule, budget, and quality expectations are accomplished. He has complete authority to sign and commit the firm's resources under this contract and to act on behalf of Consor to address any contractual matters and disputes, to ensure the team's commitment to meeting project scope, schedule, budget, and quality expectations.

COMMITMENT TO DISADVANTAGED BUSINESS ENTERPRISES (DBE): A DBE goal of 11.96% was established for this contract. Consor is not a certified DBE; however, being a conglomerate of former DBE's, Consor strongly believes in using DBEs/Small Business Concerns (SBC) to support their continued business operations in Arizona's communities and successfully deliver projects. Therefore, we are wholly committed to supporting ADOT's policy to facilitate and encourage DBE/SBC participation on the contract and on each TO to exceed the established DBE goal or make Good Faith Efforts to meet the goal. We have partnered with ***9 certified and highly qualified DBE subconsultants*** that can perform work under most of the key disciplines to complement Consor's abilities and experience. All arrangements with our partners have been made prior to this submittal and all partners have made statements to Consor that they will not be submitting as a prime consultant for the RFQ associated with this contract.

Consor is eager to serve ADOT and their key stakeholders and act as an extension of ADOT's staff to successfully deliver projects that satisfy ADOT's 20-30-30-20 project delivery goal. We look forward to further developing our working relationship with your staff. Thank you for your consideration.

Sincerely,

Consor North America, Inc.

Nathan J. Palmer

Nathan J. Palmer, PE
Senior Vice President/District Manager, Arizona Transportation
602.228.3714 | npalmer@consoreng.com

Part B. Proposal Certifications Form

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: 2025-011 Consultant Name: Consor North America, Inc.

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

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

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

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

Print Name: Nathan Palmer, PE Title: Senior Vice President District Manager, Arizona Transportation

Signature: Nathan J Palmer Date: April 1, 2025

Revised 2/11/2022

Part B. Participation in Boycott of Israel Form

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.

Consor North America, Inc. Company Name	Nathan J. Palmer Signature of Person Authorized to Sign
3100 N. 3rd Avenue, Suite 201 Address	**Nathan Palmer, PE** Printed Name
Phoenix **Arizona** **85013** City State Zip	Senior Vice President/District Manager, Arizona Transportation **April 1, 2025** Title Date

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

Part B. Forced Labor of Ethnic Uyghurs Ban Form

ADOT Infrastructure Delivery and Operations

FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

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

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

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

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

☒	The Company submitting this Offer does not use, and agrees not to use during the term of the contract, any of the following: • Forced labor of ethnic Uyghurs in the People's Republic of China; • Any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China; or • Any Consultants, Subconsultants, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China.
☐	The Company submitting this Offer **does** participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
☐	**Exempt Consultant.** Indicate which of the following statements applies to this Consultant (may be more than one): ☐ Consultant is a sole proprietorship; ☐ Consultant has fewer than ten (10) employees; and/or ☐ Consultant is a non-profit organization.

Consor North America, Inc.
Company Name

3100 N. 3rd Avenue, Suite 201
Address

Phoenix **Arizona** **85013**
City State Zip

Nathan J Palmer
Signature of Person Authorized to Sign

Nathan Palmer, PE
Printed Name

Senior Vice President/District Manager, Arizona Transportation
Title

Part B. ADOT Project Development On-Call-Consultant Services Matrix

ADOT Project Development On-Call - Consultant Services Matrix
ADOT Contract No.: 2025-011
Prime Consultant Name: Consor North America, Inc.

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

Key Technical Discipline	Technical Sub Areas	Prime Consultant	Subconsultant(s) (include firm name)	ADOT Technical On-Call**
Roadway Design				N/A
	Fringe-Urban Highway Design	Consor		N/A
	Rural Highway Design	Consor		N/A
	Controlled Access Urban Highway.	Consor		N/A
	Local Roads	Consor		N/A
	Roundabout	Consor		N/A
	Intersection Improvements	Consor		N/A
	ADA/Sidewalk/MUP	Consor		N/A
	Climbing Lanes	Consor		N/A
	Shoulder Widenings	Consor		N/A
	Interchange Improvements	Consor		N/A
Survey & Mapping				N/A
	Aerial Survey, Mapping		[1&2]Aerotech Mapping, Inc. [2]Cooper Aerial	N/A
	Field Survey	Consor	[2]RLF Consulting [2]D2 Surveying	N/A
	Bathymetric Survey	Consor		N/A
Landscape and Irrigation Design & Erosion Control				N/A
	Erosion Control	Consor	[1&2]J2 Engineering & Environmental Design, LLC (J2 Engineering)	N/A
	Irrigation Design	Consor	J2 Engineering	N/A
	Hardscape Aesthetics	Consor	J2 Engineering	N/A
	Landscape Design	Consor	J2 Engineering	N/A
	SWPPP	Consor	J2 Engineering	N/A
	Seeding Mix Design	Consor	J2 Engineering	N/A
Materials Design				N/A
	Asphaltic Pavement		[1&2]Ethos Engineering, LLC (Ethos) Ninyo & Moore	N/A
	Concrete Pavement		Ethos Ninyo & Moore	N/A
	Pavement Life Extension		Ethos Ninyo & Moore	N/A
	Rockfall Mitigation		Ethos Ninyo & Moore	N/A
	Life Extension Projects		Ethos Ninyo & Moore	N/A
				N/A
	PBPD	Consor	Ethos Ninyo & Moore	N/A
Bridge/Structural Design				N/A
	Bridge	Consor		N/A
	Deck Overlay	Consor		N/A
	Deck Replacement	Consor		N/A

[1] **DBE** [2] **SBC**

Part B. ADOT Project Development On-Call-Consultant Services Matrix

	Screen Wall	**Consor**		N/A
	ABC	**Consor**		N/A
	Retaining Wall	**Consor**		N/A
	Noise Wall	**Consor**		N/A
	Signal/Lighting/Sign Foundations	**Consor**		N/A
	Sign/Pole Design	**Consor**		N/A
	Steel Structures	**Consor**		N/A
Geotechnical Studies/Design				N/A
				N/A
				N/A
	FWD		**Ethos, Ninyo & Moore, and [1 &2]ATEK Engineering (ATEK)**	N/A
	Pavement Coring		**Ethos, Ninyo & Moore, and ATEK**	N/A
	Drilling/Foundation Design	**Consor**	**Ethos, Ninyo & Moore, and ATEK**	N/A
	Slope Stability /Soil Nail		**Ethos, Ninyo & Moore, and ATEK**	N/A
	Rockfall Mitigation, Rock Scaling		**Ethos, Ninyo & Moore, and ATEK**	N/A
	Drilled Shaft	**Consor**	**Ethos, Ninyo & Moore, and ATEK**	N/A
	MSE Walls	**Consor**	**Ethos, Ninyo & Moore, and ATEK**	N/A
Drainage Design				N/A
	Pipe Culvert/Box Culvert	**Consor**	**J2 Engineering [1 &2] Riley Engineering, LLC (Riley)**	N/A
	Drainage Retrofit	**Consor**	**J2 Engineering Riley**	N/A
	Hydraulic/Hydrologic Drainage Analysis - HEC RAS, HEC1	**Consor**	**J2 Engineering Riley**	N/A
	2D Hydraulic Modeling	**Consor**	**J2 Engineering Riley**	N/A
	Drainage Channel and Structures	**Consor**	**J2 Engineering Riley**	N/A
	Bridge Hydraulics	**Consor**	**J2 Engineering Riley**	N/A
	LOMR / CLOMR	**Consor**	**J2 Engineering Riley**	N/A
	Scour Analysis/Retrofit	**Consor**	**J2 Engineering Riley**	N/A
Traffic/Safety Engineering Design				N/A
	Temporary Traffic Control	**Consor**	**[1 &2] Y2K Engineering, LLC (Y2K) [1 &2] United Civil Group (UCG)**	N/A
	Signing/Pavement Marking/Striping	**Consor**	**Y2K UCG**	N/A
	Traffic Signal Design	**Consor**	**Y2K UCG**	N/A
	Street Lighting Design	**Consor**	**Y2K UCG**	N/A
	Intersection Lighting Design	**Consor**	**Y2K UCG**	N/A
	High Mast Lighting		**Y2K UCG**	N/A
	RSA		**Y2K UCG**	N/A
	VISSIM	**Consor**	**Y2K UCG**	N/A
	Intersection Control Evaluation (ICE)		**Y2K UCG**	N/A

[1] DBE **[2] SBC**

Part B. ADOT Project Development On-Call-Consultant Services Matrix

	Dynamic Messaging Signs (DMS)		Y2K UCG	N/A
	Smart Work Zones		Y2K UCG	N/A
Intelligent Transportation Systems				N/A
	Broadband, Fiber Optic	Consor	Y2K UCG	N/A
	Speed Feedback	Consor	Y2K UCG	N/A
	Wrong Way Detection	Consor	Y2K UCG	N/A
	CCTV	Consor	Y2K UCG	N/A
	DMS	Consor	Y2K UCG	N/A
Cost Estimations/Specifications				N/A
	Unit Cost Verification	Consor	RS&H, Inc. (RS&H)	N/A
	Bid Justification	Consor	RS&H	N/A
	Special Provisions	Consor	RS&H	N/A
				N/A
				N/A
Environmental Services**				
	Noise Analysis	Consor	[2]Pinyon Environmental, Inc. (Pinyon)	
	404 Permit / 408 Permit	Consor	Pinyon	
	Cultural Surveys	Consor	Pinyon	
	Air Quality Analysis	Consor	Pinyon	
	Biological Evaluation	Consor	Pinyon	
	Section 4(f) analysis	Consor	Pinyon	
	Hazardous Materials Analysis	Consor	Pinyon [1&2]ACS Services, LLC (ACS)	
	Public Involvement	Consor	[1&2]Gordley Design Group, Inc.	
	Other NEPA Documentation	Consor	Pinyon	
Right-Of-Way Mapping, & Plans**				
	Legal Description	Consor	RLF Consulting D2 Surveying Aerotech	
	Right of Way Plans	Consor	RLF Consulting D2 Surveying Aerotech	
	TCE	Consor	RLF Consulting D2 Surveying	
	Right of Way Cost Determination		Tierra Right-of-Way	
Utility Locating - SUE**			T2 UES, Inc.	
Facilities/Maintenance Design (e.g. Rest Area, Port of Entry, Airport etc.)				N/A
	Vertical Design	Consor	RS&H	N/A
	MEP	Consor	RS&H Affiliated Engineers, Inc.	N/A
	ADEQ Approvals	Consor	RS&H	N/A
List any Other expertise that pertains to the	Independent Cost Estimating (ICE)	Consor	RS&H	N/A

[1] DBE [2] SBC

Part B. ADOT Project Development On-Call-Consultant Services Matrix

project	3D Modeling Visual Simulations Public Relations Cost Risk Analysis Value Engineering	**Consor**	**RS&H**	

** 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.*

Part C. SOQ Technical Evaluation Criteria

1. Understanding and Approach

1.a.1) Understanding

This Arizona Department of Transportation (ADOT) Project Development On-Call (PDOC) contract will replace the existing 2022-006 PDOC contract to form a new list of up to 25 qualified consultants to provide professional engineering services to aid in the development of State and Local Public Agencies (LPA) projects throughout Arizona. ADOT has established a design value of up to $1M, up from previous on-call contracts.

The purpose of the PDOC is to develop and deliver projects that improve the safety and operational characteristics of various roadways and other facilities throughout Arizona, with this series of On-Call contracts not exceeding ADOT's maximum contract value of $160M. This allows ADOT to move more projects through the PDOC contracting process. Consultants selected for the PDOC will be retained to provide services through either a competitive process by successfully submitting a Statement of Interest Questionnaire (SOIQ) in response to Task Order (TO) requests detailing project, submittal, and other pertinent information or on a direct assignment basis at ADOT's discretion. This work could be done under the direction of various ADOT Districts, Groups, and Sections.

Projects are assigned and tracked through **ADOT's Task Order Assignment Schedule Tracker (TOAST)** by the ADOT Project Managers (PM). **TOAST** allows ADOT PMs to set up a new assignment, negotiate and contract with a consultant, manage and track existing assignments, report on project progress and schedule, and includes other pertinent project information. Project scope of services may include, but are not limited to, roadway, intersection, multi-use facilities, traffic, landscape architecture, drainage, and structures (bridges, retaining walls, etc.) analysis and design; environmental, geotechnical, survey and mapping, and right-of-way (ROW) services; materials testing; utility and railroad coordination; facilities and maintenance design, and other services listed under ***Section 120*** (reference to the Dictionary of Standardized Work Tasks (DSWT) and/or the RFQ hereafter). **Table 1** lists the key disciplines that consultants must be capable of performing and delivering, as well as many of the activities that could be performed under these disciplines, in addition to other activities identified in the RFQ.

Consor offers ADOT a full-service team of professionals and technicians with extensive experience and in-depth knowledge providing seamless professional engineering and project management services on State and LPA projects through the current PDOC and other on-call and project-specific contracts. We assure ADOT that TOs awarded to Consor will be efficiently managed and delivered from scoping through project completion and closeout on time and within budget.

Although the primary funding source for most PDOC projects are federal funds that are obligated under the Federal-Aid Highway Program (FAHP) funded by the ***Federal Highway Trust Fund, other funding sources may be used to design and construct projects.*** Projects competing for federal funds must be listed in a federally approved State Transportation Improvement Program (STIP)/ Transportation Improvement Program (TIP).

(1.a.2) Technical and Institutional Elements

Projects administered under the PDOC contract may involve various modes of transportation and other facilities proposed by an ADOT District, Group, and Section or LPA with the project scope ranging from preparing a scoping document to final design. State projects, regardless of funding, will follow the ADOT procedures identified in the Project Development Process (PDP) Manual and other applicable requirements. LPA projects may be developed using their agency standards and guidelines in conjunction with complying with federal requirements. For LPA projects with no standards or guidelines, development may comply with either ADOT or another agency's procedures and requirements. Design criteria will be listed in each TOs project scope of work.

To activate a PDOC project, ADOT or the LPA will prepare a Planning Level Scoping (PLS) document that defines the project scope and associated costs. LPAs must apply for and get approved to use federal funds for their projects. Once awarded the TO, this PLS is used as a basis for the consultant and ADOT PM to coordinate a Stakeholder Meeting within 10 working days to further define the project scope for the consultant to prepare their scope, schedule, and fee estimate for approval. The final package will include the Contract Modification Checklist and DBE forms to ensure a complete submittal package. Although there may be some changes to the scope of work as the project progresses, the PLS provides a general understanding of the project scope.

Preliminary Engineering Phase: This phase involves performing activities that result in preparing an approved scoping document and potentially Stage I (15%) plans and developing other applicable reports and documents at various stages of development per the Stage Deliverables Checklist (SDC). The preliminary work involves gathering information such as survey and mapping, record drawings, stakeholder input, conducting investigations (i.e., geotech, environmental, utility designating), and a traffic analysis, if necessary, to accurately define the project's need, scope of work, costs, and other relevant information. Projects listed in the STIP/TIP that are straight-forward and do not require additional scoping may proceed to final design.

Scoping Documents and Stage I (15%) Plans: Essential to ADOT's PDP is clearly defining the project scope. The TO will define if a scoping document is necessary. Scoping guidelines for some project types are defined under ***ADOT's Roadway Predesign Section*** website. Typical scoping documents are Scoping Letters (SL), Project Assessments (PA), Design Concept Reports (DCR), and Feasibility Studies (FS). Consor's team has the capabilities to prepare scoping documents in accordance with ADOT's Memorandums 88-2 (SLs and PAs) and 89-5 (DCRs) and guidelines to clearly define and gain consensus from all stakeholders on the project's scope, schedule, and budget. It is anticipated that the primary scoping documents for TOs will be either SLs or PAs. ADOT has a separate guideline for pavement preservation projects. These documents detail the scoping activities performed as part of the project study and includes the project need, issues, goal, criteria for deciding if the project goals are met, and provides other relevant information on what is required to proceed with the project. SLs are used to scope simple projects. PAs are for scoping more complex projects in cases where more detailed project scope and cost information is necessary in addition to covering more topics, agency participation and requirements. PAs may also include an alternatives analysis and recommend a preferred alternative. For complex projects that require more evaluation and scoping activity, a DCR that includes the National Environmental Policy Act (NEPA) process or FS may be required. A signed Project Determination Form signifies approval of these documents. Project-specific plan sheets identified in the ADOT's SDC will be developed to the level of effort listed.

Supplemental Reports and Documents: Consor's team is capable of preparing any additional reports or documents as noted under ***Section 404*** as a supplement to any scoping document, including surveys, bridge, traffic and drainage studies, material reports, and safety assessments. We will coordinate with the ADOT PM and Sections to determine which reports and documents are needed to satisfy their requirements.

ADOT Design Decision Guide: As of January 1, 2025, ADOT has been assigned the responsibility of reviewing and approving non-interstate roadway design feature variances from documented

design controlling criteria by FHWA and ADOT. Therefore, ADOT developed the Design Decision Guide that defines how to develop the Design Decision Documentation (DDD) that documents the use of Performance Based Practical Design (PBPD) on rehabilitation, reconstruction, and new construction projects to retain existing features or design new features that does not conform to current design standards, value, or criteria. This allows for engineering best management practices to be implemented on projects, thus resulting in cost savings. Project-specific design decisions that vary from published AASHTO and ADOT values and justification supporting these decisions must be documented in the DDD format and submitted prior to or with the Stage II (30%) submittal package. The DDD must be approved by the State Roadway, Bridge, and/or Traffic Engineer prior to construction authorization. The DDD process will not be required for roadway and bridge maintenance or preservation projects. This process replaces ADOT's Design Exception and Design Variance Process Guide (December 2009). However, ADOT must still obtain approval for variances of design features on interstate roads on the NHS and SHS since it still requires a federal action and compliance with NEPA. The consultant would obtain the approval of the required clearances to get final approval on the DDD.

Field Survey & Aerial Mapping: On some State projects, ADOT may choose to perform the survey and mapping. Consor will obtain and review the survey information provided by ADOT to determine if the existing conditions are accurately shown and its suitability for developing a digital terrain model (DTM) to use for design. If supplemental survey is necessary, we will coordinate with ADOT to determine if it will be conducted by ADOT or Consor.

Whether it is for ADOT or an LPA project, Consor and our team members **RLF Consulting** and **D2 Surveying** are well-versed with completing topographic surveys needed to support project planning and design efforts. We will coordinate with ADOT's Engineering Survey Section or the LPA for verification of control, obtain encroachment permits necessary for field work from the applicable ADOT District Office or LPA, and complete field work as defined under ***Sections 410 and 411*** in a safe and efficient manner. Consor and/or our partners will coordinate with **Aerotech and Cooper**, our aerial mapping team members, for layout of any aerial targets necessary for

ADOT's Current Roadway Design Memorandums allow consultants to stay apprised of the most recent changes affecting ADOT's guidelines, standards, and procedures for design.

Table 1: Key Discipline Elements and Tasks

Key Discipline	Elements and Tasks to be Considered, Completed, or Addressed
Roadway Design, Survey & Mapping, Landscape Architectural Design, Erosion Control, and Materials	Scoping documents; roadways, intersections, interchanges, and roundabouts; roadway infrastructure analysis and design; passing and climbing lanes; medians, curb & gutter, and sidewalk; pedestrian and bicycle paths; survey and mapping; aerial mapping; fencing; landscaping and irrigation design; erosion and sediment control and plans (temporary and permanent); roadside analysis and design; computer modeling and visualization; native plant surveys and inventories; land graphic layouts; stormwater pollution prevention plans (SWPPP); and materials and pavement reports.
Drainage Design	Hydrologic/hydraulic analysis and design; drainage studies and design (i.e., storm drains, culverts, pipes, catch basins, manholes, cattle/ game crossings, retention/detention basins, erosion treatments, inlets, channels, etc.); and erosion analysis.
Bridge Design and Geotechnical Studies	Bridges, retaining and noise walls, and foundation design; structural evaluation, assessment, and design; structures aesthetics treatments; geotechnical investigations, analysis, and design; pavement design; earthwork factors; and rockfall containment.
Traffic/Safety Engineering Design and Intelligent Transportation Systems (ITS)	Traffic operations analysis and engineering; traffic impact studies; traffic data collection and analysis; signal and lighting analysis and design; ITS; railroad signal pre-emption; wrong way detection, ramp metering, signing and pavement marking plans; traffic control and maintenance of traffic (MOT) plans; construction sequencing plans; safety evaluation and analysis; Highway Safety Improvement Program (HSIP); Road Safety Assessments (RSA) and audits; High Risk Rural Roads Program (HRRRP) design; Hazard Elimination System (HES) Program; and Tribal transportation systems.
Environmental Studies	Environmental analysis and reporting; NEPA clearance documents, Categorical Exclusions (CE), Environmental Assessments (EA), and Environmental Impact Statements (EIS); historic architecture evaluation and design; biological surveys and inventories; cultural resources investigations; archaeological testing and data recovery; hazardous materials surveys and documentation; wetlands; air, noise, and water quality analysis and reporting; visual resources; permitting, certifications, and consultations; and public involvement.
Right-of- Way (ROW) Mapping & Acquisition	Coordination and resolution; surveys; easements; plan preparation; appraisals; and acquisition support.
Utility Locating/ SUE	Utility and railroad coordination; utility mapping and designations; conflict resolution/ mitigation; major utility relocation/ mitigation design and plans; and utility agreements.
Facilities/ Maintenance Design	Rest areas; civil, architectural and structural design; electrical/ mechanical/ HVAC; well analysis and design; water and wastewater systems; ports of entry; and pump stations.

ground control and georectification of photographs and mapping. Survey and mapping must be finalized by the Stage II (30%) design.

Geotechnical Studies: Previous PDOC tasks included scoping documents and/or final PS&E for roadway improvements, flood control drainage structures, bridge replacements or rehabilitations, pavement rehabilitations or widenings, and other projects requiring geotechnical services. Consor is partnered with three expert firms, **ATEK**, **Ethos**, and **Ninyo & Moore**, capable of providing all geotechnical investigations and testing to identify and locate, horizontally and vertically, soil and rock types and characteristics, and ground water presence, complying with the requirements outlined in ***Section 416***, ADOT's Materials Preliminary Engineering and Design Manual, Materials Testing Manual, and applicable AASHTO Manuals. We will meet with the ADOT PM and Geotechnical Design Section early in the design process to evaluate the appropriate level of investigation and reporting required. A geotechnical work plan will be prepared and approved by ADOT and used to obtain a geotechnical environmental clearance (EC), an activity that has proven on previous projects to be a critical path element in the project schedule. While the EC is underway, our team will coordinate with ADOT to obtain right-of-entry to parcels affected by any ground-disturbing activities. Upon receipt of the EC, the geotechnical investigations will be conducted uninterrupted and completed within 90 days of receipt of the EC, except for delays caused by unforeseen circumstances. Typically, geotechnical tasks will include securing all permits and clearances to perform the work, excavating test borings, performing lab testing, conducting engineering analyses, and preparing all applicable reports which will provide the results of testing and recommendations for foundations, site grading, slopes, excavations, etc. We will also prepare a Pavement Design Summary per ***Section 419***, Materials Design Report per ***Section 415***, and Special Materials per ***Section 418*** in accordance with ADOT requirements. For some State projects, ADOT has chosen to perform these tasks. Consor will provide whichever documentation is required expeditiously for ADOT to complete this work.

Environmental Studies: Environmental services and documentation will be provided by an ADOT On-call consultant or by Consor at the request of ADOT according to ***Section 190***, and ***Sections 420***, ***422***, ***423***, ***424***, and ***448*** (if applicable). Consor and our partners, **ACS** and **Pinyon**, are capable of serving as a direct, integral extension of the ADOT Environmental Planning (EP) staff, assisting, as needed and as a team with ADOT EP, the project proponent, and project team, for state and federal ECs (and approvals) for PDOC projects. Federally funded projects require NEPA approval. In Arizona, ADOT and FHWA have entered into two Memorandums of Understanding (MOUs) that assign federal approval authority for NEPA—23 USC 327 MOU (NEPA Assignment) and 23 USC 326 MOU (CE Assignment) to ADOT under the Surface Transportation Project Delivery Program. ADOT also has federal environmental review responsibility for other environmental laws as they relate to transportation projects included in the MOUs, such as Section 106, Section 4(f), and Section 7, among others. In addition, ADOT EP is responsible for overseeing the NEPA approval process for all LPA projects in Arizona with federal funding. Consor's team is prepared to assist ADOT EP with all levels of review, documentation, and analysis as it exercises the authority given to it by the FHWA for transportation and other related projects beginning in the scoping phase and obtaining the EC by the end of the Stage III (60%) design. This process also includes obtaining a separate EC for any ground-disturbing activities for geotechnical investigations and utility potholing. As part of the preparation for the Stakeholder Meeting held after the notice of selection, Consor's team will coordinate with ADOT EP to define the environmental documentation requirements for both clearances and a realistic schedule dependent on the project complexity and when project funds must be obligated. The Environmental Issues Permit and Commitments (EPIC) plan sheet and mitigation measures will be incorporated into the projects PS&Es.

Consor acknowledges that the environmental clearance process was a concern on a couple of past projects and has taken actions to ensure that this does not cause delays to obtaining the environmental clearance for ongoing and future projects.

Public Information Meetings and Hearings: Public understanding, participation, and support are vital to the success of ADOT and LPA projects. Ensuring the public has opportunities to engage throughout the process with the appropriate level of involvement in decisions that are made is the best way to avoid unforeseen issues, foster support, and comply with government regulations. The Consor team, with ***Gordley Group***, will work with ADOT Communications, PMs, and LPAs to:

Gordley's four bilingual staff members will ensure ease of accessibility and engagement with Spanish speakers. The team will arrange for a Native American interpreter if required.

- Assess the nature of a projects likely public concerns and identify the appropriate level of involvement for each project that meets the needs of the public, ADOT, and LPAs.
- Design a Public Involvement Plan (PIP), in accordance with ***Section 425*** and guidance from ADOT Communications, to define the goals and objectives, segments of the population to reach, appropriate and required accommodations for protected populations, methods to engage the public, a schedule for outreach reflecting project milestones, and roles and responsibilities for implementation of the plan.
- Facilitate public meetings and hearings to encourage public participation and meet NEPA requirements. Prepare documentation to summarize these activities.

Utilities and Railroad (U & RR) Coordination: The utility clearance process can be complicated by the number and type of utility facilities; the extent of the impacts a project has on these facilities; and the company's responsiveness to requests for record drawings of existing facilities, prior rights, and other relevant information. Coordination and communication with utilities and ADOT's U & RR representatives and the clearance process will be performed in conformance with ADOT's Guideline for Accommodating Utilities on Highway Rights-of-Way, the Utility Coordination Guide for Design Consultants, the SDC, ***Sections 430-436***, and FHWA regulations. The clearance process is a lengthy activity beginning in the Stage I (15%) phase and culminating into obtaining the utility and railroad clearance by the end of the Stage IV (95%) design phase. Upon NTP, Consor will work closely with the utility companies to obtain as-builts and any other available information to develop the utility basefile for the Stage deliverables. Prior to obtaining the EC for ground-disturbing activities, our team members will identify the need for potholes (subsurface utility engineering [SUE]) to verify the vertical location of facilities with potential conflicts. The SUE will be conducted by either an ADOT On-Call consultant or by Consor's team member **T2 Utility Engineers** at the request of ADOT. Consor and our partner specialize in proactively communicating and coordinating with utility companies to address concerns, obtain prior rights documentation and any planned improvements, identifying mitigation strategies, and preparing utility Special Provisions, letters, reports, clearances, and agreements to meet critical milestones. Consor's team is also capable of developing any utility relocation plans. If there is a railroad present in the project area or any impacts within the railroad ROW, our team is capable of assisting in ensuring that any technical documents submitted to ADOT's Railroad Liaison for railroad approval conform to applicable design guidelines and are thorough.

Project Kick-off Meetings & Site Visits: ADOT's PDP requires kick-off meetings and site visits to be scheduled within 10 calendar days of receiving NTP for TOs. Meetings will be held in close proximity to the project area so attendees can participate in a site visit after the kick-off meeting. At a minimum, the following documents will be distributed at the meeting:

- Scope of work, project location map, agenda, and other project-related documents.
- Project-specific schedule approved by the ADOT PM prior to the kick-off meeting.

- A project-specific Safety Plan that identifies emergency contacts, location of the nearest hospitals and clinics, site hazards, and a listing of appropriate personal protective equipment (PPE) for the site conditions.
- Quality Control Plan approved by ADOT per the DSWT.

Roadway Design: PDOC roadway design projects may entail reconstructing and/or widening existing roadways; pavement preservation; intersection improvements; roundabout design; modifications to roadway approaches for bridge replacements; constructing new facilities; passing and climbing lanes; traffic, ITS, and safety enhancements; and railroad and ADA upgrades. Roadway design requires the technical knowledge and skills for developing the geometric design, a balanced earthwork, computer-aided drafting design (CADD) based modeling, details, and carefully integrating improvements with existing features for roadways, intersections, roundabouts, and interchanges in accordance with applicable standards and requirements. The design must also consider construction sequencing, traffic management, and the integration of accessible pedestrian and bicycle facilities, access management, safety, economic growth and development, future maintenance, and other design features for optimal performance. Consor understands that roadway design is the foundational discipline for all other design features including drainage, structures, roadside treatment, and traffic engineering. Our experienced roadway engineers and designers are critical thinkers and collaborators with the knowledge and skills to evaluate and lead the development of practical roadway design solutions using Microstation and OpenRoads and perform CADD drafting per ***Section 490*** for plan production and delivery using ADOT's CADD standards and requirements.

Roundabouts are growing in popularity throughout Arizona, replacing the traditional intersection configuration. The feasibility determination and subsequent design of modern roundabouts is complex and requires a considerable amount of iteration in geometric design, operational analysis, and safety evaluation. The initial design often needs to be adjusted to enhance capacity and safety and must be evaluated with each design adjustment. Consor has the expertise specializing in the planning, promotion, operational analysis, and geometric design of multilane and single lane roundabouts for private and public sector Arizona clients. Roadway design development from the Scoping Phase through plans, specifications, and estimate (PS&E) will be coordinated with the ADOT Roadway Design Group and conform to ADOT's RDG, Standard Drawings, PDP, PBPD, ***Section 440*** and other applicable standards and guidelines, FHWA, and AASHTO requirements.

All submittals will be through ADOT's Workfront Platform.

Drainage Analysis & Design: For the preliminary engineering phase, the drainage team will evaluate the project's drainage needs including the peak flows from offsite drainage. Preliminary assessments can be made early on to determine the best type of hydraulic structures to manage and safely pass design flows (e.g., circular culverts vs. box culverts vs. bridge crossings). These early assessments can help guide the roadway geometrics to optimize and select the most cost-effective routes and vertical profiles. Should a TO be issued for rehabilitation or redesign of existing roadway drainage elements, the drainage team will first conduct a hydrologic and hydraulic evaluation for any existing drainage issues to avoid in the proposed design. The drainage implications of altering an existing alignment or hydraulic structure will also be investigated before the final design phase begins. The results will be summarized in a scoping document (if required). We will follow ***Sections 445 -447*** for drafting the initial and final drainage reports, the roadway drainage designs, and the evaluation of culvert designs. For bridge hydraulics, the work will conform to ***Section 457***. Upon approval of the scoping document, a more in-depth hydrologic analysis will commence using the methods described in the 2014 ADOT Highway Drainage Design Manual (Volume 2) with anticipation of using HEC-HMS software, the Rational Method, or the ADOT Regional Regression Equations to determine the peak flows and/or hydrographs based on the size of the contributing drainage area. Preliminary hydrologic modeling results encompassing the existing conditions will be compiled as Part A of the Drainage Report for review. These results will include watershed delineations, how rainfall patterns were determined, landcover and soil maps, rainfall loss parameters, and runoff hydrographs or peak flows. The final drainage design's hydrologic and hydraulic analyses will incorporate ***ADOT Drainage Section's*** review and feedback on Part A of the Drainage Report. Where 1D hydraulic modeling is called for, the USACE's HEC-RAS or equivalent computer program will be used. Per ADOT's "2D Modeling Guidance for Bridge, Culvert and Channel Hydraulics" memorandum, SRH-2D will be used for the 2D hydraulic modeling of bridge, culvert, and channel hydraulics. Determination of which modeling approach to use will follow the guidance set forth in "Hydraulic Design Series No.7" (HDS 7, April 2021). The Final Drainage Report, including the existing and post-development hydrology and the final design of hydraulic structures, will be submitted as Part B of the Drainage Report during the Stage III (60%) project development.

Landscape Architecture & Erosion Control: Services could involve preparing the landscaping and irrigation design, temporary and permanent erosion control PS&E, and SWPPP in accordance with ***Section 450*** and other ADOT requirements. Consor and our partner, **J2**, have the capacity and resources to provide any services needed in coordination with ADOT's Roadside Development Section and LPAs.

Structural Design & Aesthetics: ADOT and LPAs have numerous bridges that are rated as poor to fair and are in need of rehabilitation, partial reconstruction, or replacement. Several of the projects assigned under previous PDOC TOs involved new bridges or widening, replacing, or rehabilitating existing bridges or box culverts throughout Arizona. This discipline could involve developing Bridge Structure Selection Reports; performing bridge evaluations, scour evaluations, special assessments, and load ratings; and planning and design services for new bridges, bridge replacements, widenings, rehabilitations, drainage structures, retaining walls, foundations, and other structural elements per ***Sections 455 - 456*** and ***Section 458***. As a subconsultant on numerous TOs under a previous PDOC, Consor provided structural planning and engineering services for retaining walls and various bridge types, acquiring extensive experience using ADOT, AASHTO, FHWA, and local agency standards as well as coordinating with ADOT PMs, Bridge Group, LPAs, and key stakeholders. Consor has also prepared the structural analysis and design for wildlife crossings, deck joint replacements, barrier replacements, and superstructure rehabilitations. Our team also includes professionals who primarily perform structural evaluations and assessments as needed. Our own Paul Reimer, RA has successfully coordinated with ADOT to develop aesthetic treatments for bridges, retaining walls, and pedestrian overpasses in accordance with ***Section 451*** using ADOT's Arizona State Highway System Standard Aesthetics as a guide, which are feasible and seamlessly blend with the natural and built environment. His expertise also includes developing 3D models illustrating how a proposed structure and/or roadway improvement will blend into existing conditions.

Traffic Engineering Design: Consor and our partners, **UCG** and **Y2K**, are capable of completing the activities under the key disciplines of Traffic/Safety Engineering Design and ITS in conformance with ***Sections 460 - 466***, ADOT, FHWA, and local agency requirements. The team can prepare signal warrants, lighting analysis, PS&E for pavement marking, traffic control, signing, signals, lighting, electrical, and ITS as determined by the TO. Our team is well-versed at analyzing potential safety enhancements according to federal requirements to support HSIP, LPAs, and Tribal transportation systems; conducting RSAs and preparing applicable reports; and preparing construction documents for operational improvements on rural roads under HRRRP. Consor's team can also perform traffic analysis and prepare reports for intersections, roundabouts, freeways and highways, and traffic signal timing optimization for intersections, corridors, and traffic interchanges per the TO requirements. We are capable of collecting and summarizing traffic data used for traffic analyses, studies, and traffic operations and safety evaluations. Our team has

experience using the latest software technology including AutoTurn, Highway Capacity Software, SignCad, Simtraffic, Synchro, TransCad, PTV Vistro, and VISSIM. Many of these software programs can be used to develop figures, simulations, and other resources that can be used in a public forum.

Right-of-Way Coordination and Determination: Guidance for ROW and easements are contained under ***Sections 470 - 472***. An important factor for many projects is determining if proposed improvements will remain within the existing ROW and/or any temporary or permanent easements. ROW acquisitions are time consuming, so it is preferred that the design avoids or minimizes ROW impacts. If new ROW and/or easements are required, Consor will coordinate closely with ADOT's PM and ROW staff early in the preliminary engineering phase. Preliminary ROW/easement requirements will be shown on the Stage II (30%) plans. While preparing the Stage III (60%) plans, Consor will coordinate closely with the ADOT PM, key stakeholders, and the project team to finalize and accurately reflect the new ROW/easements requirements so that there are no changes beyond this submittal stage. This will allow ADOT ROW time to prepare the final ROW plans, appraisals, and other applicable documents, acquire the ROW/easements, and prepare the project clearance letter(s) prior to the bid advertisement process. A NEPA clearance must be attained before ROW can initiate negotiations for property acquisitions or submit to government agencies to start their submittal process. LPAs will be responsible for acquiring any new ROW/easements and may require assistance from the consultant. For LPA projects and any assistance requested by ADOT, our team includes **D2**, **RLF,** and **Tierra,** who are experts in providing support or preparing the necessary documents for ROW/easement acquisitions complying with federal requirements.

Construction Cost Estimates: Cost control requires continual and systematic cost management due to the escalating trend in material, labor, and equipment costs that is having unpredictable negative impacts on project costs and efficient delivery. Consor's team will coordinate closely with the ADOT PM, LPA, stakeholders, and the project team to prepare realistic combined and detailed cost estimates as defined under ***Section 480*** 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 for compatible projects, suppliers, and input from our independent cost estimator, **RS&H**. Consor will provide quantity takeoffs, calculations, and production and labor rates as necessary to verify unit prices used in the estimate to ADOT. **RS&H** will meticulously evaluate bid item unit prices against current construction trends for each TO submittal stage they are involved in.

Specifications/Special Provisions: Special Provisions will be developed for every final design project to complement ADOT's 2021 Standards Specifications for Road and Bridge Construction per the TO and ***Sections 485 - 486*** and submitted with the Stage III (60%) and IV (95%) project reviews and the final sealed documents. The Special Provisions will contain the current applicable ADOT 2021 Stored Specifications, Specifications prepared by ADOT technical sections, and item specifications prepared by technical discipline team members to address work items, details, and procedures not sufficiently covered by the ADOT Standard Specifications or Stored Specifications. The General Requirements will be modified to address project-specific critical construction elements, State-furnished materials, requirements from the environmental, ROW, utility, and material clearances, and other relevant information.

Facilities: Consor has assembled a team of qualified civil, structural, electrical, and mechanical engineers, inspectors, surveyors, and architects to address the multi-faceted issues that can arise with ADOT facilities. Consor has recently provided design services for the Pedestrian Bridge over UPRR **(T0458 01C)** which had elevators and mechanical equipment rooms at each end of the bridge. We fully understand the safety issues at some locations as well as the critical operational importance of these facilities.

Contract and Specification Process: Consor will fully support the C&S process per ***Section 487*** to ensure that the construction documents are constructable and biddable. We will be available to immediately respond to any questions, make any necessary changes/corrections to the documents prior to the advertisement, prepare any addenda, and perform a project walk through with the ADOT Resident Engineer prior to the pre-bid conference (if applicable). If a pre-bid conference is held, Consor's key project team member(s) will be available to attend the meeting and provide any requested materials to facilitate discussions and address any questions or concerns. If the contractor's bid results in a cost variance of 10% above or 15% below the original cost estimate, Consor will assist with performing a comparison of cost variances for reasonableness and preparing a justification memo for the variance if necessary. We will also develop preliminary project construction schedules to estimate construction phase durations.

Post Design Services (PDS): Consor's team will be available to provide PDS to facilitate project construction per ***Section 600***. We will promptly respond to questions; review shop drawings, erection procedure plans, formwork details, proposals for substitutions or approved alternatives, and change orders (as requested); and provide revisions to design plans. Upon construction completion, we will prepare Record Drawings of the redlined construction plans in compliance with ADOT's Record Drawing Guidelines on their website.

ADOT's LPA Section: Public agencies using federal funds under the Safe Routes to School, Off-system Bridge Program, Highway User Revenue Fund (HURF), and other Grant opportunities fall under the responsibility ADOT's LPA Section to ensure the federal process is being followed. The LPA Section administers projects for public agencies that are not designated as Self-administration (SA) or Certification Acceptance (CA) with the agency being an active stakeholder.

Joint Project Agreement Section: When a JPA or IGA is required for projects, Consor will provide the necessary information and assistance to ADOT's PMG, LPA ,and JPA Section in a timely manner to avoid delays in executing these agreements. An executed IGA must be in place before federal funds can be authorized.

Project Meetings: Having regularly scheduled project meetings contributes to a project's success. Consor will coordinate with the ADOT PM to establish the frequency for progress meetings. We will be responsible for providing the meeting material and recording meeting notes to be distributed to the team within five business days of the meeting upon approval by the ADOT PM per the DSWT.

Project Schedules: Consor will develop project-specific schedules as defined under ***Section 171*** that will include all project activities including identifying critical path activities, estimated durations, milestones, and resources in coordination with the ADOT PM, stakeholders, and project team. Within 15 days after the project kick-off meeting, Consor will provide an updated schedule per ***Section 172*** to the team highlighting the major milestones and any work activities that ADOT or other agencies will be responsible for completing based on input from the team and key stakeholders during the meeting. Project schedules will be updated on a monthly basis and distributed to the team. The approved schedule and any updates will be uploaded onto Workfront. For LPA projects, Consor will obtain written approval from the agency PM for any schedule changes. For any schedule slippage that needs to be made up, Consor will prepare corrective action measures to get the project back on track with the approved schedule.

Clearance Process: The critical milestones on any design project includes the timely completion of the environmental, ROW, and utility and railroad clearances according to the approved project schedule before ADOT can bid and construct a project. For federally funded projects, all clearances must be obtained before ADOT C&S submits the Federal Aid Request to ADOT Financial Management Services (FMS) for approval, and FMS submits to FHWA for authorization and obligation of funds. Consor is aware that this process has been significantly disrupted on past projects due to delays in completing tasks on time and has taken measures to ensure that projects no

longer face task delays that jeopardize project schedule and funding. Our team has the experience and is committed to obtaining these clearances for State and LPA on-call projects in accordance with the approved project schedule.

Project (Construction) Hand-off Meetings: Consor will be available to participate in project hand-off meetings to the districts between the Stage III (60%) and Stage IV (95%) submittals to facilitate a smooth project transition from design to construction. The documents for this meeting may include the clearances (environmental, ROW, utility & railroad, and materials), quantity takeoffs including earthwork, and special notes for construction administration.

1.a.3) Special Considerations and Resolutions

Based on Consor's team's past project experience, problems that could arise and our approach to resolve them are defined under each section; however, other issues or problems are further clarified below:

Clearly Defined Scope of Work: The scope of work in the TOs provided to the consultant are generally from planning level documents developed by ADOT Districts, Sections, or Groups, or LPAs. In some cases, the project scope does not clearly define the work elements or project risks that could result in cost and schedule overruns. As outlined in ADOT's PDP, once selected for a TO, Consor key team members will participate in a scoping meeting with ADOT and its stakeholders (Stakeholders Meeting) as part of the negotiation process to define the project elements and risks that could pose a problem with a successful project delivery to develop a more refined scope of work. Consor will also review as-builts/record drawings prior to this meeting. The approved scope will be used to develop a realistic schedule and budget for ADOT's approval.

Project Management: Consor understands that providing ADOT with an experienced and well qualified PM to provide management, direction, administration, quality assurance, leadership, and oversight of all project activities is critical to successful project deliveries. Our Contract/Project Manager, Charlene Robinson, has the experience and skills for managing and overseeing the project activities on multiple TOs under on-call contracts. She will be supported by three Consor team members that are highly qualified to be task managers (TM), expanding our ability to take on more assignments. A Project Management Plan will be developed to document management and oversight tasks and updated throughout the project duration.

Utility Clearance: If not adequately addressed in the early stages of design, mitigating utility conflicts can delay a project's design progression. In preparing to respond to a TO request, Consor will verify what utilities are within the project vicinity through field verification and reviewing available as-builts/record drawings, and ADOT's permit log to identify any potential conflicts and impacts to the project development. For TOs that need more utility coordination, Consor will include our partner, **T2**, whose sole responsibility will be to provide consistent coordination and communication with utility companies to provide a seamless process including holding individual meetings and/or utility coordination meetings as approved by the ADOT PM and U & RR.

Right-of-Way Determination & Clearance: Consor's best practice will be to avoid or minimize new ROW acquisitions as allowed by the project footprint. Where new ROW is needed, those locations will be finalized and accurately shown prior to or on the Stage III plans. This information will be immediately relayed to the environmental specialist to include in the clearance process. In cases where ROW/easement changes are needed after the Stage III submittal, Consor will immediately provide this information to the ADOT PM for their approval, ADOT's ROW section so that there are no delays to the acquisition process, and the environmental group for clearance. For LPA projects, this information will be provided early to the Client to coordinate with a consultant to comply with the acquisition process for new ROW/easements.

Construction Cost Escalation: The escalating trend in material, labor, and equipment costs has resulted in higher than anticipated construction costs for many projects. Our approach will ensure that the project team provides ADOT and all stakeholders updated construction costs as determined by the most current industry trends.

LPA Unfamiliarity with ADOT Process: In Consor's experience, when working on LPA projects that are administered through the PDOC, there are a few recurring challenges that arise. The first challenge is that the scope of work desired by the LPA does not coincide with the budget that is available for the project. The second challenge is that the LPA may only receive federal funding for the project design, but not for construction. Therefore, the LPA is responsible for seeking the construction funding prior to obtaining the environmental, ROW, or utility clearances and completing the construction documents. This has resulted in project schedules being delayed on previous PDOC projects. The third challenge is that many LPAs are not familiar with the ADOT process and the design review costs, and construction costs associated with ADOT administered projects. These challenges could ultimately lead to budgetary overruns and canceled projects if they are not addressed early in the process. Consor will immediately relay information to the ADOT PM and agencies that can result in budget or schedule impacts to develop a plan to keep the project moving forward.

Coordination with ADOT, Outside Agencies, and the Public: Coordinating closely and continuously with ADOT's PM and applicable ADOT Sections, key stakeholders, LPAs and other outside agencies, and the public will be key to providing a successful project delivery. Consor will make it a priority to communicate clearly and effectively disseminate project information so that the project delivery process is uninterrupted.

1.b) Establishing a Task Order Scope of Work & Eliminating Unnecessary Plan Sheets

Upon selection for a TO and prior to the Stakeholder Meeting (SM) to be held within 10 days of notification, Consor's project team will conduct a field review and meeting to gain a more in-depth understanding of the project tasks and risks associated with each task. We will use this information to develop a clear project scope and a list of plan sheets that may be included in the plan set. This will allow the team to identify opportunities for **combining tasks on the same plan sheet to limit the number of sheets in a plan set for small projects and pavement preservation projects for consideration at the SM.**

PROOF: On previous on-call projects, team members have combined signing and pavement marking; traffic signal and lighting design; and roadway and drainage design on the same sheets instead of having separate sheets for each discipline. The plans were clear and concise, and the smaller plan set was greatly appreciated by the reviewing agency and contractors.

In addition, the team will evaluate how the plan sheets can be arranged to show more information without compromising clarity and plan scale. For example, some plan sheets can be arranged to show two or more plan views on a sheet. The SM will be an opportunity to disseminate our information to the stakeholders, obtain their input on the project development, and ensure the project needs will be met. Consor will use the feedback from the SM to develop and provide ADOT with a clear and concise scope, schedule, and budget within 17 days of selection. All comments will be addressed, and a final proposal will be submitted within 29 days of selection.

2. Team Experience and Qualifications

Project Name	El Camino Viejo at Queen Creek Bridge Replacement	US 191: Armory Rd to US 70 Pavement Rehabilitation	Sunset Rd: Silverbell Rd to I-10	Bourdon Ranch Rd & Roundup Dr	I-40: CA Border to MP 2.4 Pavement Preservation	Pedestrian Bridge over UPRR
Client	ADOT/Pinal County	ADOT	PCDOT	ADOT/Navajo County	ADOT	ADOT/City of Maricopa
General Scope	Prepared scoping letter and PS&E for a new single-span cast-in-place post-tensioned box girder bridge over the Queen Creek wash using OSB federal funding. Other project elements included survey, geotechnical investigations, roadway and traffic design, MOT, SWPPP, utility clearance, and environmental surveys and clearances.	Prepared PA, ADA, and Utility Reports, and PS&E for rehabbing about 4 miles of existing pavement. Scope also included replacing sidewalk ramps, loop detectors, signing, pavement markings, manhole and valve adjustments, ROW, utility and environmental clearances, and other elements defined below	Prepared DCR and other reports, and PS&E to construct a new three-lane road and bridge over the Santa Cruz River. Scope included new drainage and ped/bike facilities, retaining walls, a signal, signing, pavement markings, ITS, landscaping, utility design, ROW, utility and environmental clearances, and other elements defined below.	Prepared PS&E to add a left turn lane at this intersection. A fatality at this 2-lane county road qualified this local government project for federal funding. Scope included drainage assessment, concentric widening, utility coordination, extensive environmental clearance, and ROW permitting through Arizona State Land Department (ASLD), and other elements defined below.	Prepared PA, AASHTO, and Utility Reports, and PS&E for rehabbing 2.4 miles of existing pavement. Scope also included minor drainage modifications, bridge and spillway repair, and replacing guardrail, concrete barrier, and loop detectors, signing, pavement markings, ROW, utility and environmental clearances, and other elements defined below.	Prepared PS&E for a 3-span precast pre-stressed concrete girder pedestrian bridge with elevators over the UPRR. Bridge provides a grade- separated multi-use path to carry bicyclists, school children and pedestrians over UPRR tracks in the City. Scope also included lighting, ROW, utility and environmental clearances, and other elements defined below.
Consor's Role	Prime: PM; PA; structures; PS&E; QA/QC; and subconsultant, utility and stakeholder coordination	Prime: PM; PA and ADA reports; civil design; PS&E; QA/QC; and subconsultant, stakeholder, and utility coordination; and PDS.	Prime: PM; DCR; Change of Access Report; Bridge Selection Report; civil, drainage, bridge, and wall design; PS&E; QA/QC; subconsultant, utility, and stakeholder coordination; and PDS.	Prime: PM; civil design; PS&E; QA/QC; and subconsultant, utility and stakeholder coordination.	Prime: PM; civil and drainage design; PS&E; QA/QC; subconsultant, utility and stakeholder coordination; and PDS (underway).	Prime: PM; bridge, civil, and elevator design; PS&E; QA/QC; and subconsultant, utility and stakeholder coordination.
Subconsultant Roles	Ninyo & Moore: Geotech Tierra: Environmental	ACS: PISA Tierra: Environmental	Tierra: Environmental T2: Utility locating	Y2K: MOT & Traffic; Ethos: Geotech & Pavement Design; Tierra: Environmental	ACS: PISA Tierra: Environmental Y2K: MOT & Traffic	Affiliated Engineers: Electrical, Mechanical, & HVAC
Schedule Met	Yes	Yes	Yes	Yes	Yes	Yes
Services Provided						
Roadway Design	●	●	●	●	●	
Survey & Mapping	●	●	●	●	●	●
Landscape and Erosion Control	●	●	●		●	●
Materials Design		●	●	●	●	
Bridge Design	●		●		●	●
Geotechnical Studies	●	●	●	●		●
Drainage Design	●		●	●	●	
Traffic/Safety Engineering Design	●	●	●	●	●	●
ITS			●		●	
Cost Estimating/ Specifications	●	●	●	●	●	●
Environmental	●	●	●	●	●	●
Right-of-Way Mapping and Plans	●	●	●	●	●	
Utility Locating- SUE			●	●		●
Facilities/Maintenance						●
Project Management	●	●	●	●	●	●

3. Team Capability

Team Member	Firm	Years of Experience	Labor Classification	License # (AZ)/Certification #	1											2			3					4										5										6			7				8				
					Scoping Documents	Roadway Analysis & Design	Roundabout Analysis & Design	Passing & Climbing Lanes	Pedestrian & Bicycle Paths	Survey & Mapping/Aerial Mapping	Landscape Design/Erosion/SWPPP/Native Plants	Roadside Analysis & Design	Computer Modeling & Visualization	Materials Design	Geographic Information Systems (GIS)	Hydrologic/Hydraulic Analysis	Drainage Studies & Design	Erosion Analysis	Structures Analysis & Design/Aesthetics Treatment	Structural Assessments	Geotechnical Analysis & Design	Pavement Design	Rockfall Containment	Traffic Impact Studies	Traffic Data Collection	Signals & Lighting	Intelligent Transportation Systems	Signing & Pavement Marking	Traffic Control/MOT	Safety Analysis	RSA	HRRRP	HES	NEPA Documentation	Cultural Resources	Historic Architecture	Biological Resources	Archaeological Testing & Data Recovery	Hazardous Materials	Air/Noise Analysis	Permitting, Certifications & Consultations	Visual Resources	Public Involvement	ROW Coordination	ROW Surveys	ROW Plans & Appraisals/Acquisition Support	Utility & Railroad Coordination	Utility Designating & Mapping (SUE)	Utility Relocation/Mitigation	Utility Agreements	Rest Areas	Architectural Design	Water/Wastewater	Pump Stations/Wells	Electrical/Mechanical/HVAC
Nathan Palmer, PE	Consor	23	Project Principal/Project Manager	48625	•					•				•		•	•		•	•	•								•						•	•	•		•	•			•	•	•	•	•	•	•	•		•			
Charlene Robinson, PE, MBA	Consor	34	Project Manager-Sr.	33452	•	•	•		•	•	•	•					•							•	•	•	•	•	•					•									•	•			•		•	•			•		
Brian Jones, PE	Consor	17	Project Manager	58901	•	•	•	•	•	•	•	•					•											•	•														•	•			•		•	•			•		
Denis Howe, PE	Consor	43	Project Manager	19584	•	•	•	•	•	•	•	•					•									•		•	•														•	•			•		•	•	•		•	•	
Emily Garcia, PE	Consor	16	Project Engineer-Sr.	54518	•														•	•																•											•							•	
Kellie Hernandez, PE	Consor	14	Project Engineer/Project Manager	61634	•								•						•	•																																		•	
Catherine Estus, PE	Consor	9	Project Engineer	75861	•	•	•	•	•			•													•			•	•														•	•			•	•							
Harrison Rankin, PE	Consor	6	Project Engineer	83291	•	•		•	•			•	•															•	•	•													•	•		•	•				•				
Lars Anderson, PLA	Consor	28	Landscape Architect-Sr	49229					•		•	•	•					•																•			•			•	•	•									•				
David Zaleski, SE, PE	Consor	38	Project Engineer-Sr	32396, 33249	•	•													•	•														•									•	•			•								
Paul Reimer, RA	Consor	36	Architect-Sr.	49327									•						•																	•																•			
Leo Torres, CP	AeroTech	25	Photogrammetrist	1636						•																																													
Eric Phan, CP, RLS	AeroTech	24	Photogrammetrist, Land Surveyor	60371						•																																		•	•	•									
Armando Ortega, PE	ATEK	25	Project Engineer-Sr.	39511										•							•	•	•																																
Rafael Hernandez, PE	ATEK	22	Project Engineer-Sr.	43815										•							•	•	•																																
Antonio Lopez, PE	ATEK	8	Project Engineer	71358										•							•	•	•																																
Nicole Rittman	ACS	15	HazMat Specialist																		•	•																																	
Pancho Garza, PE	Ethos	22	Geotechnical/Materials Lead	47676										•							•	•	•																																
Steven Nowaczyk, PE	Ninyo	35	Engineer-Sr.	34866										•							•	•																																	
Jeffrey Holzmeister, PE	J2	42	Project Engineer-Sr.	23170												•	•	•																																					
Seth Placko, PLA	J2	30	Registered Landscape Architect – Sr.	34191							•																																												
Ronson Chee, PhD, PE	Riley	17	Project Engineer-Sr.	54056												•	•	•																																			•	•	
Michael Zeller, PE, PH	Riley	45	Engineer-Sr.	12481												•	•	•																																					
Sarah Simpson, PhD, PE	UCG	32	Project Engineer-Sr.	32850																				•	•	•	•	•	•	•	•	•	•																						
Chris Williams, PE, PTOE	Y2K	24	Project Engineer-Sr.	42636, 2029					•															•	•	•	•	•	•	•																	•								
Yung Koprowski, PE, PTOE, RSP	Y2K	17	Project Engineer-Sr.	52513, 3112	•			•	•				•		•									•						•	•	•	•																						
Mike Fondren, RLS	RLF	34	Registered Land Surveyor	35113						•																																													
Ryan Fidler, RLS	RLF	24	Registered Land Surveyor	44007						•																																													
Ashton Koons	Pinyon	10	Environmental Planner/Scientist																															•	•		•	•	•		•	•	•												
Ben Burns	Pinyon	10	Environmental Planner/Scientist																															•			•				•		•												
Heather Coates	Pinyon	5	Biologist																															•			•						•												
Joel Tyberg	Pinyon	25	Cultural Principal Investigator																																•	•		•			•														
Nicholas Stillman	Pinyon	10	Archaeologist																																•	•		•																	
Dustin Collins	Pinyon	20	Air Quality and Noise Specialist																																					•															
Tom Baca	Gordley	8	Supplemental Services Consultant																																								•												
Corey Long	Tierra	23	ROW Project Coordinator-Sr.	BR542156000																																								•											
David Barraza	Tierra	37	Acquisition Agent Sr.	SA683309000																																								•	•	•									
James Mueller, PE	T2	14	Project Engineer	64432						•																																			•		•	•	•						
Brett McQuillan, ME	AEI	10	Project Engineer	68959	•																																														•	•			•
Jason Clausen, EE	AEI	12	Project Engineer-Sr.	52023	•																																														•	•			•
Jeremy Dalmacio, RLS	D2	23	Surveying	49864																																									•										

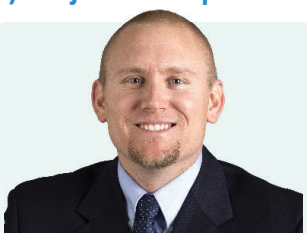
Part C. SOQ Non-Technical Evaluation

1. Key Personnel

It is Consor's privilege to offer our six Key Personnel who have the highest levels of commitment, qualifications, and experience representing not only Consor's dedication to partnering with ADOT, but more specifically our local team. Nathan Palmer, PE is set and ready to serve as the Project Principal with Charlene Robinson, PE, MBA in the role of Contract/Project Manager. Nathan and Charlene are resolute in their determination and confidence to maintain their commitments to ADOT upon selection of this PDOC contract. In the unlikelihood one or both of them become unable to fulfill this obligation, as a partner oath, Consor will work with ADOT to identify equally qualified individuals within Consor to continue providing the engineering services we know ADOT has come to rely on.

Under and with the direction of Nathan and Charlene, all additional team members listed in the Team Capability matrix on the previous page, possess the key technical disciplines needed for ensuring completeness, accuracy, and quality work products adding to the value that a partnership with Consor provides.

1.a) Project Principal



Nathan Palmer, PE | npalmer@consoreng.com
EXISTING AND CORPORATE RESPONSIBILITY: District Manager, Arizona Transportation
CORPORATE TITLE: *Senior VIce President*
ROLE: *Project Principal*
EXPERIENCE: 23 years; 11 years with Consor • **PROFESSIONAL ENGINEER**: AZ #48625
EDUCATION:MS,BS, Civil Engineering, University of Arizona

Availability **50%** | Principal Commitment **10%**

Nathan has more than 23 years of extensive engineering and project management experience on simple to complex transportation projects. In his role as the Arizona District Manager, Nathan has the authority to sign and commit the firm's resources under this contract and to act on behalf of Consor to address any contractual matters and disputes ensuring the team's commitment to meeting project scope, schedule, budget, and quality expectations. Nathan will monitor the project team's performance through scheduled check-ins with Charlene, ADOT PMs, and other key personnel to confirm that Consor is exceeding ADOT's expectations. If ADOT has any concerns, Nathan will strive to first understand those concerns, then coordinate with Charlene to implement any required corrective actions.

EXTENT OF PRINCIPAL INVOLVEMENT: Nathan's contract involvement includes a time commitment of 10%. He will commit the time necessary to ensure the contract needs and expectations are fully met and will increase the time when needed. As a PM on a task, he will commit the time required to complete the assignment.

PAST PERFORMANCE EXPERIENCE: With a proven on-time and on-budget performance record, Nathan skillfully builds the vision for project execution by establishing relationships with clients, owners, and stakeholders. He excels at project organization, scheduling, and budgeting to ensure timely project delivery. He offers his leadership to interdisciplinary teams responsible for preparing accurate, cost-effective preliminary and final design documents. ADOT will get a collaborative Project Principal with demonstrated success in schedule and budget control, problem anticipation and resolution, and skillful management of large teams. In the Table below are a few of the on-call contracts on which Nathan had involvement as the Project Principal. Other projects that highlight Nathan's extensive and relevant experience are detailed in Nathan's two-page resume.

Why Nathan?

- On-time, on-budget delivery record.
- Successful project principal/manager with proven skills that include extensive technical knowledge, schedule, and budget control, foresight, and skillful management of staff.
- Decades of experience collaborating with ADOT for design projects throughout the state.
- Acute awareness of our Consor resources and has developed through experience an ability to balance project schedules, resource needs, and risks.

RELEVANT EXPERIENCE	DESCRIPTION OF WORK PRODUCTS	ROLE
2022-006 ADOT-PDOC On-Call	Planning Documents & Final PS&E	Project Principal
ADOT I-40; California Border to Needle Mountain Rd	Final PS&E	Project Principal
ADOT, Navajo County; Left Turn Lane	Final PS&E	Project Principal
ADOT US 191; Armory Rd to US 70	Final PS&E	Project Principal
ADOT, Apache County; Safety Improvements	Final PS&E	Project Principal

Responsiveness to Clients

"When Consor won the current ADOT PDOC Contract (2022-006), ADOT asked us to pursue as many of the on-call projects as we could. Over the last several years I have encouraged our team to compete for every new on-call project I believed Consor could deliver successfully and as a result, we submitted proposals on over 60 projects! This required thousands of hours of work and hundreds of thousands of dollars to accomplish. My commitment to ADOT is that Consor will be just as responsive on the new contract; aggressively pursuing future on-call projects that we can know we can deliver successfully!"

Nathan Palmer, Consor

1.b) Contract/Project Manager

Charlene Robinson, PE, MBA | crobinson@consoreng.com

EXISTING AND CORPORATE RESPONSIBILITY: *Area and Tucson Office Manager*
CORPORATE TITLE: *Principal Engineer*
ROLE: *Contract/Project Manager*
EXPERIENCE: 34 years; 5 years with Consor • **PROFESSIONAL ENGINEER**: AZ #33452
EDUCATION: MBA, Ashford University; BS, Civil Engineering, University of Arizona

Availability **75%** | PDOC Contract Commitment **65%**

Charlene offers ADOT more than 34 years of experience and extensive knowledge of various agency standards, requirements, and guidelines. She has skillfully led multi-discipline design teams to complete the planning and/or final design for more than 50 statewide local and federally funded projects in transportation planning; roadway, drainage, and bridge design; multi-modal planning and design; and traffic engineering. Many of these projects were completed under on-call contracts with ADOT or a public agency and included completing studies (DCR, PA, and SL), NEPA documents, CE, EA, and EIS, multi-agency coordination, utility coordination and design, railroad coordination, and public involvement. She has been instrumental in working with clients to prepare purposeful, efficient documents eliminating unneeded sheets. Charlene will be responsible for the contract/project management and all day-to-day activities, external and internal coordination, task delegation, work quality, and maintaining the scope, schedule, and budget for TO assignments. She will ensure that project development applies cost-effective solutions and aligns ADOT's needs and available funding. She is a responsive and quality-oriented leader who will be fully committed to fulfilling this project/contract manager role to the satisfaction of ADOT, their PMs, and key stakeholders, as well as coordinating with our team's technical leads to ensure all technical reports, plans, specifications, and estimates are thorough and accurate, exceeding the client's expectations. She will be available to the ADOT PMs to address any special needs and concerns.

With more than 34 years of success working with public agency contracts, Charlene is adept at the efficient management of assignments under normal and expedited circumstances and understands that this fundamentally impacts a project's success.

Why Charlene?

- Proactive and successful project manager with proven skills that include extensive technical knowledge, schedule, budget control, and proficient staff management.
- Serves as an extension of ADOT to keep project(s) moving forward for on-time and on-budget project delivery.
- In the event of multiple assignments, she has exemplary organizational skills for tracking multiple assignments and commanding and controlling multiple design teams and risk management (especially on faster moving projects). She adapts to implementing strategies to address the client's needs and concerns to resolve issues.
- Three decades of experience collaborating with DOTs to plan and design projects ranging in scope, size, and complexity.
- Active listener and effective communicator.
- Clienf-oriented and responsive.
- Works well with diverse teams to resolve issues and concerns.

PAST PERFORMANCE EXPERIENCE: Charlene's relevant experience and extensive involvement on similar contracts is depicted in the table below. Many of the projects she completed under these on-call contracts are detailed in her two-page resume.

RELEVANT EXPERIENCE	DESCRIPTION OF WORK PRODUCTS	ROLE
2022-006 ADOT-PDOC On-Call	Planning Documents & Final PS&E	Contract/Project Manager
ADOT On-Call Statewide Transportation Enhancement Contracts	Planning Documents & Final PS&E	Contract/Project Manager
City of Tucson On-Call Civil Engineering Services	Planning Documents & Final PS&E	Contract/Project Manager
City of Tucson Miscellaneous Engineering Design Services	Planning Documents & Final PS&E	Contract/Project Manager
Pima County's On-Call Civil Engineering Services	Planning Documents & Final PS&E	Contract/Project Manager

Responsiveness to Past Clients

"I have worked with Charlene on several roadway projects over the years. She is a dynamic and resourceful project manager who understands how to deliver projects on time and under budget."

Robin L Raine, P.E., (Former) Deputy Director, Department of Transportation & Mobility, City of Tucson

1.c) Task/Project Managers

Brian Jones, PE
bjones@consoreng.com

EXPERIENCE: 17 years; 6 years with Consor • **PROFESSIONAL ENGINEER:** AZ #58901
EDUCATION: BS, Civil Engineering, Brigham Young University

Brian serves as Roadway Group Leader and Senior Project Manager. Brian has extensive experience in roadway design including full-width arterial improvements, half-street widening, intersection modifications, pavement rehabilitation, light-rail design, bus stop improvements, planning studies, project assessments, safety improvement studies, environmental studies, freeway design, and interchange improvements. Brian has worked on multiple ADOT projects utilizing both conventional and alternative delivery methods. Brian is currently serving as task manager for several projects through the current ADOT PDOC. Brian understands the State and Federal requirements and is able to identify and mitigate potential issues. Brian is able to work effectively with both the ADOT staff and the LPAs.

PAST PERFORMANCE EXPERIENCE: Brian's relevant experience and extensive involvement on similar contracts is depicted in the table below.

RELEVANT EXPERIENCE
ADOT I-40; California Border to Needle Mountain Rd
ADOT I-40; US 93 to Silver Springs Rd
ADOT US 191; Armory Rd to US 70
ADOT 7th St to Chandler Blvd
ADOT SR-202; South Mountain Frwy
ADOT SR-202: Santan Frwy I-10 to Val Vista DCR

Denis Howe, PE
dhowe@consoreng.com

EXPERIENCE: 43 years; 6 years with Consor • **PROFESSIONAL ENGINEER:** AZ #19584
EDUCATION: BS, Civil Engineering, Brigham Young University

Denis' experience includes the study and design of transportation, drainage, utilities, and traffic control improvement projects. This includes projects with curb, gutter and sidewalk requiring ADA improvements and ROW or TCEs for ADA compliant ramps and driveways. He has been a project principal and/or project manager responsible for daily communication with client managers and staff, tight project scheduling and budget conformance, and preparing PS&Es. Denis highly emphasizes successfully completing projects on time and within budget. He builds his project schedules using a work breakdown structure that allows for monitoring progress with each project task.

PAST PERFORMANCE EXPERIENCE: Denis' relevant experience and extensive involvement on similar contracts is depicted in the table below.

RELEVANT EXPERIENCE
ADOT, Apache County; Safety Improvements
ADOT, Navajo County; Left Turn Lane
ADOT, San Luis; US 95 Medians
ADOT, City of Yuma, Shared Use Path
ADOT, Town of Pima, Main Street
Havasupai On-Call Transportation Improvements

Kellie Hernandez, PE
khernandez@consoreng.com

EXPERIENCE: 14 years; 12 years with Consor • **PROFESSIONAL ENGINEER:** AZ #61634
EDUCATION: BS, Civil Engineering, University of Arizona

Kellie provides engineering design services with a focus on transportation-related structures. She has been integrally involved in delivering PS&E design packages on numerous roadway, bridge, and retaining wall projects. She is also skilled in utilizing a variey of design software to model concrete, pre-stressed concrete and steel structures for design and load rating purposes. Her strength is in designing concrete structures of all types. Kellie has been involved with a variety of projects across the State of Arizona and is familiar with and understands both State and various local agency design procedures.

PAST PERFORMANCE EXPERIENCE: Kellie's relevant experience and extensive involvement on similar contracts is depicted in the table below.

RELEVANT EXPERIENCE
ADOT I-10 Val Vista to I-8, Segment B: Earley Rd to Junction of I-8/I-10
ADOT Houghton Rd Traffic Interchange over I-10
ADOT I-10 Ruthrauff Traffic Interchange, Retaining Wall Design
ADOT Woodruff Snowflake Bridge Improvements
ADOT SR 347 over UPRR Crossing
ADOT SR-303; US-60 to Happy Valley Rd

Lars Anderson, PLA
lars.anderson@consoreng.com

EXPERIENCE: 28 years; 18 years with Consor • **PROFESSIONAL LANDSCAPE ARCHITECT:** AZ #49229
EDUCATION: MS Landscape Architecture, BS Environmental Science, Utah State University

Lars has 28 years of experience as a Landscape Architect and Environmental Planner. Lars has designed many trails, provided landscape and aesthetics treatments on large scale transportation projects, and managed NEPA documents including EIS', EAs and CEs statewide for local and federally funded projects. Many of his projects have been high profile roadway expansion projects such as Red Hills Parkway in St. George Utah and the Phoenix Mountain Preserve in Phoenix, Arizona. Both of these projects featured new roadways, parking lots and trailheads and multi-modal trail planning and design. In the Task/Project Management role, Lars will guide the team using his DOT experience and unique training as a Landscape Architect and Environmental Planner.

PAST PERFORMANCE EXPERIENCE: Lars' relevant experience and extensive involvement on similar contracts is depicted in the table below.

RELEVANT EXPERIENCE
UDOT Peerless Port of Entry
UDOT Red Hills Parkway
UDOT Spanish Fork Main Street (Complete Streets)
UDOT Washington Parkway
City of Phoenix - Phoenix Mountain Preserve
Havasupai On-Call Transportation Improvements

2. QA/QC

Our Arizona Team understands that producing high-quality deliverables while maintaining the schedule and budget are key to delivering successful projects. Consor's ISO 9001:2015 certification is our commitment to providing the highest level of quality to our Clients. Therefore, our fundamental business practice involves the meticulous application of our rigorous QA/QC program by every Consor employee and subconsultant to enhance work under any contract regardless of the project size and complexity. A key to this program is the regular and mandatory review and/or independent audit of all project documents for interdisciplinary coordination, work quality, the accuracy of information and calculations, and compliance with all contractual requirements and agency standards by discipline leads and other qualified individuals prior to submittal to the Client. Our QA/QC program follows the principles of appropriate task delegation, with follow-up checks and balances for compliance with applicable criteria and requirements. It precisely describes the methodologies used for designing and checking calculations, reports, and plans for approach, correctness, and completeness. The program establishes the process whereby plans, calculations, and documents submitted for review are clearly marked as fully verified by a qualified individual other than the originator and checker. It also outlines the checking/ backchecking procedures, training of employees in quality review requirements, and methods of monitoring and documenting QA/ QC procedures. Charlene will be responsible to ADOT for the work quality of all deliverables. We will integrate our construction management group and construction staking team into our design and QC process to assist with construction phasing, traffic control and typical methods for construction and possible needs for specialized means and methods. Consor will perform constructability reviews of PS&Es during the design phase to ensure documents are constructable and biddable. Once the QA/QC documents are completed, Charlene will review the final product(s) and prepare the final package for verification by Nathan Palmer. Nathan will bring all findings to Charlene, who will ensure corrections are immediately made, as required. Only after the verification is completed and comments are addressed will the deliverables be submitted to the Client. **Client comments will be responded to in ADOT's Workfront Platform.**

Preparing a quality and accurate engineer's estimate has been a challenge over the last several years due to skyrocketing inflation and the lack of competition amongst contractors. Consor fully understands that providing a reliable estimate early in the project can significantly reduce the potential for projects, especially LPA projects, to get cancelled after the bid opening due to insufficient funds. Providing a reliable estimate at the start of a project allows time for the LPA to acquire additional funding or reduce the project scope to meet their budget.

Consor will follow an iterative approach in which the estimate is updated, checked, and verified prior to each milestone submittal. The project estimator will go through each plan sheet, specification, and special provision to ensure that each bid item is correctly accounted for, accurately priced based on the project location and quantity, and has been verified to be biddable and constructable. ADOT C&S will also play a vital role in reviewing our estimates at each milestone, thereby reducing potential errors and ensuring a quality engineer's estimate for the project.

A project-specific QA/QC plan will be developed for each project that complies with ***Section 1025*** for each assignment incorporating Consor's and their subconsultant's adopted quality control process and include a project risk register and applicable and practical mitigation strategies. This document will be provided to ADOT and team members to govern the QA/QC process. QA/QC documentation will be kept on file and available to the Client for review.

3. DBE Commitment

Consor strongly believes in using DBE/SBC firms to successfully deliver projects. Therefore, we are wholly committed to supporting ADOT's policy to facilitate and encourage DBE/SBC participation on the contract and on each TO to exceed the established DBE goal (11.96%). We have partnered with **9 certified and highly qualified DBE subconsultants**, that can perform work under most of the key discipline to complement Consor's abilities and experience and offer ADOT a full service PDOC team. Our process to ensure DBE participation for each TO will be as follows:

- Comprehensive evaluation of the TO's project scope to determine the extent of work that can be provided by our certified DBE/SBC subconsultants.
- After careful examination of the TO scope and to assure our goals and ADOT's goals are aligned, Consor will identify the teaming and estimate the percentage of work that will be assigned to our certified DBEs/SBCs prior to the TO proposal submission.
- If our partner DBE/SBC subconsultants are not qualified to perform any of the work in the project scope, Consor will investigate if there is an opportunity to add a certified DBE based on ADOT's AZ UTRACS website system or in coordination with ADOT's Business Engagement and Compliance Office (BECO) to facilitate meeting the DBE goal.
- Identify opportunities to train some of our DBE/SBC subconsultants to produce the work for Consor on an assignment.
- If a TO is not conducive to allowing for at least 11.96% of the work to be performed by any of our partner certified DBE/SBC subconsultants or any other certified DBE/SBC, we will make Good Faith Effort to assign as much work as possible to DBE/SBC subconsultants to allow for DBE participation.

All arrangements with our partners have been made prior to this submittal and all partners have provided statements to Consor that they will not be submitting as a prime consultant for the RFQ associated with this contract.

Our QA/QC process has been successfully implemented on past projects as evidenced by the testimonials of a few of our clients and past performance reviews.

"Consor showed once again that they have the staff, plus they can assemble a team needed to tackle the most difficult and challenging projects. The Consor team accepted a tremendous challenge in not only meeting a highly aggressive deadline, but also navigating multiple aspects such as federal nexus, cultural resources, utility interaction and the Corps of Engineers. The goal was to keep each element from becoming difficult or complicated, thus ensuring that the original deadline could be met. The Consor team managed to do this flawlessly, which was validated with the selection of a high performing contractor, coupled with minimal opportunities for any changes or Value Engineering suggestions."

Rick Ellis, Former PCDOT, Deputy Director (now Transportation Services Director for PAG)

"The overall quality of the completed project has exceeded METRO's expectations and has set a high standard for other METRO work. Consor's overall effectiveness was enhanced due to the relationships developed with METRO member cities, senior management and due to the ability of Consor staff to rapidly integrate into the METRO organization."

William Gustafson, PE, Project Manager, Valley Metro

"Good quality plans and responsive to field issues and questions during post design services...Good to work with...."

Stanley Consultants (from a client survey)

NATHAN PALMER, PE | *Principal-in-Charge*

Nathan Palmer, PE has been successfully completing small- and large-scale projects with the Arizona, Utah, and Colorado Departments of Transportation, as well as key municipalities throughout Arizona, for over two decades. As an NBIS-certified bridge inspector tenured in surveying, construction, full-scale structural testing, load rating/structural investigation, and structural plan review, Nathan brings a holistic perspective to projects of any size. He has been instrumental in the design of more than 40 vehicular bridges, including precast pre-stressed concrete girder bridges, post-tensioned concrete box girder bridges, spliced girder hybrid bridges, steel girder bridges, and concrete deck slab bridges. Conversant in static and dynamic analysis, he applies analytical results and code requirements with ingenuity to produce pragmatic solutions for the most complex of engineering problems.

EXPERIENCE

23 years

EDUCATION

Master of Science, Civil Engineering, University of Arizona

Bachelor of Science, Civil Engineering, University of Arizona

LICENSES

Professional Engineer

AZ #48625 – Civil, CO #46878

INSPECTION COURSES

- FHWA/NHI 130055, Safety Inspection of In-Service Bridges
- FHWA/NHI 130053, Bridge Inspection Refresher Training
- FHWA/NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges
- FHWA/NHI 130092, Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures

PROFESSIONAL ASSOCIATIONS

- ASCE
- ACEC
- Arizona Association of County Engineers (AACE) Associate Board Member
- Arizona Society of Civil Engineers (AzSCE) Bridge Technical Committee
- Structural Engineering Institute
- CEEM Alumni Industrial Council
- Rotary President

KEY PROJECT EXPERIENCE

SAND TANKS WASH BRIDGE REPLACEMENT, PINAL COUNTY, AZ; *ADOT; Project Manager.* Nathan is serving as the Project Manager for this new project. The project will replace the existing bridge with a new single-span precast girder bridge. Other elements include traffic control, MOT, drainage and scour analysis, survey, mapping, geotechnical investigations, utility coordination, roadway design, public outreach, cultural III surveys and biological surveys.

CASA GRANDE CANAL EXTENSION BRIDGE, COOLIDGE, AZ; *ADOT; Project Manager.* Nathan is serving as the Project Manager for this new project. The project will replace the existing bridge with a new single-span precast girder bridge or box culvert. Other elements include traffic control, MOT, survey, geotechnical investigations, utility coordination, roadway design, public outreach, cultural III surveys and biological surveys.

EL CAMINO VIEJO ROAD BRIDGE REPLACEMENT AT QUEEN CREEK, PINAL COUNTY, AZ; *ADOT; Project Manager.* Nathan helped write the Off-System Bridge (OSB) funding application for Pinal County, and the Project was funded through ADOT's Local Public Agency (LPA) Group in cooperation with the Maricopa Association of Governments (MAG). The project will replace the existing bridge with a new single-span cast-in-place concrete box girder bridge. Other project elements included traffic control, MOT, drainage and scour analysis, survey, geotechnical investigations, utility coordination, roadway design, public outreach, cultural and biological surveys, Section 4(f) and HAER documentation for the existing historic bridge.

PINAL CREEK BRIDGE REPLACEMENT; *City of Globe, AZ; Lead Bridge Engineer and Consor Project Manager.* The project will replace the existing bridge with a new two-span cast-in-place concrete slab bridge on a shifted alignment over Pinal Creek in the heart of Globe, Arizona. Other features Nathan managed as part of the design included retaining walls on drilled shafts, architectural design, and custom pedestrian/traffic bridge railing.

PEDESTRIAN BRIDGE AT SR 347 AND UNION PACIFIC RAILROAD (UPRR); *City of Maricopa, AZ; Project Manager.* The project will construct a new three-span precast pre-stressed concrete girder bridge over the UPRR in Maricopa, Arizona. The abutments of the bridge consist of elevator shafts and spiral stairs all contained within a cylindrical shade structure. Other project elements include survey, utility coordination, civil design, electrical and lighting, and geotechnical investigations.

EAST-WEST CORRIDOR PORTER ROAD BRIDGE; *City of Maricopa, AZ; Project Manager.* This project includes a 225'-6" long two-span bridge with 10 – Type IV AASHTO I-girders at each span over the Santa Rosa Wash. The bridge width of 98'-4" has two travel lanes, a bicycle path, sidewalk, and combination pedestrian-traffic bridge railing in each direction separated by a concrete median. The bridge is designed for phased construction to maintain traffic on Porter Rd. Other project elements included retaining walls and coordination with the drainage team.

ADERO CANYON BRIDGE AND RETAINING WALL DESIGN; *Town of Fountain Hills, AZ; Project Manager.* Nathan served as the project manager for the design of a single span precast and pre-stressed concrete girder bridge and the retaining walls for MCO Properties' entire Adero Canyon sub-development in Fountain Hills. The retaining walls included single tier, two-tier, and three-tier walls as well as combination barrier walls at some locations. The masonry walls were designed in accordance with ACI, and the concrete walls and footings were designed in accordance with AASHTO. Special design consideration was given to the proximity of houses and potential swimming pools in relation to the walls.

NATHAN PALMER, PE | *Principal-in-Charge (continued)*

I-40 BRIDGES: MACKENZIE WASH, KINGMAN, AZ; ***ADOT; Project Manager.*** Nathan served as the project manager for the two-phase superstructure and abutment cap replacement of the Mackenzie Wash Bridge on I-40. Design elements included a new five-span reinforced concrete slab, abutment caps, and deck joints. The primary challenges on the project were to phase the superstructure replacement while keeping one lane of traffic open, removing a superstructure hinge, and not increasing the deck slab thickness in order to maintain the existing roadway profile and deadload on the remaining pile foundations.

I-40 BRIDGES: JACKRABBIT TO JOSEPH CITY, HOLBROOK, AZ; ***ADOT; Project Manager.*** Nathan served as the project manager for the two-phase Polyester Polymer Concrete (PPC) overlay and barrier replacement on the eastbound and westbound Manila Wash bridges on I-40. Design elements included designing new bridge barriers, minor bridge repairs, and detailing/specifying the PPC overlay. The primary challenge on the project was phasing the PPC overlay while keeping one lane of I-40 traffic open in each direction.

SR 347 OVER UNION PACIFIC RAILROAD CROSSING, MARICOPA, AZ; ***ADOT; Project Manager.*** Nathan served as the project manager for the structural and architectural design and preparation of contract documents, including plans, special provisions, quantities, and bid estimates for a three-span bridge carrying SR 347 over the Union Pacific Railroad in Maricopa, a single-span bridge over the Maricopa-Casa Grande Highway, and roughly 1,500-ft. of retaining walls.

US 93, TOMPKINS CANYON, MOHAVE COUNTY, AZ; ***ADOT; Lead Engineer.*** Nathan served as the lead bridge engineer responsible for the design of two dual-span closed cell cast-in-place slab bridges. Design elements included the top slab, mat foundation, abutments, pier walls, wingwalls, and sloped cut-off walls. The spans were 35-ft., and these structures served at wildlife crossings, able to withstand the 500-year flood event. The mat foundation was analyzed using GT Strudl with the appropriate soils springs. This Tompkins Canyon segment of US 93 is located between Wikieup and I-40.

PICACHO PEAK TO PINAL AIR PARK, PICACHO PEAK, AZ; ***ADOT; Lead Bridge Engineer.*** Nathan served as the lead bridge engineer responsible for the reconstruction and replacement of two existing mainline bridges. Responsibilities included designing twin simple-span, precast, pre-stressed, AASHTO I-girder bridges. Design elements include girders supported on full-height abutments founded on spread footings with conventional cantilevered retaining walls.

16TH STREET WIDENING, ARIZONA AVENUE TO YUMA PALMS PARKWAY, YUMA, AZ; ***ADOT; Lead Bridge Engineer.*** Nathan served as the lead bridge engineer responsible for design and coordination of a two-span cast-in-place/precast spliced box girder hybrid bridge widening over I-8. Design elements included longitudinally post-tensioned, precast pre-stressed box girders, abutments on drilled shafts, and circular pier columns on drilled shafts and spread footings. A secondary role included the design check of a three-span, continuous steel girder bridge widening over an active BNSF Railroad.

I-17, DRY BEAVER CREEK WIDENING, MCGUIREVILLE, AZ; ***ADOT; Bridge Engineer.*** Nathan served as the bridge engineer responsible for the design check of two three-span, continuous steel girder bridge widenings. Design elements included a steel girder superstructure with multiple splices, abutments on drilled shafts, and circular pier columns on drilled shafts.

I-10 RUTHRAUFF TO PRINCE ROAD, TUCSON, AZ; ***ADOT; Design Engineer.*** Nathan served as the design engineer responsible for the design of numerous non-standard junction structures, catch basins, retaining walls, and design review of a two-cell superbox culvert. Also included the jack and bore of two 96-in. diameter pipes underneath the UPRR.

SAN XAVIER PEDESTRIAN BRIDGE, TUCSON, AZ; ***ADOT; Lead Bridge Engineer.*** Nathan served as the lead bridge engineer responsible for the design, design review, and plan creation for the new five-span, 442-ft.-6-in. steel truss pedestrian bridge over the Santa Cruz River. Design elements include abutments on drilled shafts, single-column piers founded on individual drilled shafts, safety railing, wingwalls, and retaining walls. Other responsibilities include the design review of the prefabricated steel trusses used on the project.

I-10: EARLEY ROAD TO INTERSTATE 8, CASA GRANDE, AZ; ***ADOT; Lead Bridge Engineer.*** Nathan served as the lead bridge engineer responsible for redesigning portions of two new four-span bridges carrying I-10 traffic over Jimmie Kerr Boulevard, the Union Pacific Railroad, and the San Carlos Irrigation District Canal due to elective construction phasing changes by the contractor. The existing bridges has to be demolished and reconstructed in phases. Additional responsibilities included post-design services, such as providing screed elevations and evaluating the use of 24 precast girders that were fabricated without all of the pre-stressing strands required by design.

CHARLENE ROBINSON, PE, MBA | *Contract/Project Manager*

Charlene has been a consultant in the transportation industry for more than 34 years. Her experience includes a wide range of non-federal and federally funded projects in transportation planning and engineering; civil and bridge design; multi-modal (transit and multi-use facilities) planning and design; and traffic engineering. She has managed multi-discipline design teams in the development of planning, study, and final construction (plans, special provisions, and estimate) documents on more than 50 statewide projects in accordance with the goals and objectives of the local agency, ADOT, and FHWA and their requirements. Many of these projects involved right-of-way design and acquisition, utility coordination and design (wet and dry), multi-agency and stakeholder coordination, ADA compliance, quality control, and public outreach. She is proficient in CADD and office software programs necessary to work with a project team to complete tasks.

EXPERIENCE

34 years

EDUCATION

Master of Business Administration, Finance, Ashford University

Bachelor of Science, Civil Engineering, University of Arizona

REGISTRATION

Professional Engineer
AZ #33452 - Civil

SOFTWARE

MicroStation
OpenRoads

KEY PROJECT EXPERIENCE

SR 75 YORK VALLEY PEDESTRIAN PATHWAY, YORK VALLEY, AZ; *ADOT; Project Manager/Lead Engineer.* Scope was for the design of approximately one mile of a six-foot wide asphaltic concrete pathway on the east side of SR 75. Other project elements included geotechnical investigation and analysis, new drainage pipes, a box culvert extension, new concrete half barrier and metal handrail installation, signing, pavement marking, temporary and permanent erosion control measures, utility, and multi-jurisdictional coordination.

US 191 SAFFORD SIDEWALK PROJECT SAFFORD, AZ; *ADOT; Project Manager/Lead Engineer.* Scope was to complete the final PS&E for two miles of concrete sidewalk along the west side of US 191 between Discovery Park Blvd. and Relations St. Project elements included new concrete driveways and curb access ramps; the installation of metal handrail; temporary erosion control measures; signing; and utility coordination, relocations, and adjustments.

SANDRA DAY O'CONNOR WALKWAY, DUNCAN, AZ; *ADOT; Project Manager/Lead Engineer.* Scope was to complete the final PS&E for 0.25 miles of concrete sidewalk, curb and gutter, and landscaping along the south side of US 70. Project elements included new concrete driveways and curb access ramps; the installation of sidewalk scuppers with metal handrail; temporary and permanent erosion control measures; street furniture (benches, trash receptacles and a drinking fountain); signing; and utility coordination, relocations, and adjustments.

PARKER – WEST CALIFORNIA AVE. TRAFFIC ENHANCEMENT, PARKER, AZ; *ADOT; Project Manager/Lead Engineer.* Scope was to complete the Project Assessment and final design to construct approximately 1,600 linear feet of concrete sidewalk and curb and gutter along the west side of SR 95 Spur (California Ave.). Project elements included new concrete driveways, curb access ramps, drainage improvements (catch basins, pipes, and sidewalk scuppers), landscaping, irrigation, and street furniture (benches and trash receptacles).

CITY OF SAN LUIS MAIN ST. ENHANCEMENT US 95, "A" ST. TO JUAN SANCHEZ BLVD., SAN LUIS, AZ; *ADOT; Project Manager/Lead Engineer.* Scope was to complete a Project Assessment to revitalize Main St. between Juan Sanchez Blvd. and the US/Mexico Border. Project elements included new decorative sidewalk and mid-block crosswalks, consolidation and elimination of existing concrete driveways, new concrete driveways, landscaping, irrigation, new street furniture (benches, trash receptacles and bike racks), curb, curb access ramps, and median islands.

SAN XAVIER PEDESTRIAN BRIDGE AND APPROACH ENHANCEMENTS. SAN XAVIER DISTRICT OF THE TOHONO O'ODHAM NATION; *ADOT; Project Manager/Lead Engineer.* Scope was to complete the final PS&E for a 443-foot-long pedestrian bridge over the Santa Cruz River and approximately 1,900 linear feet of concrete sidewalk along the north side of San Xavier Rd. Project elements included new retaining walls, curb access ramps, sidewalk scuppers, riprap, metal handrail, signing, pavement marking, temporary and permanent erosion control measures, concrete benches, street and bridge lighting, landscaping, and utility coordination and relocations.

B-8 (4TH AVE.) AND 24TH ST. INTERSECTION IMPROVEMENT, YUMA, AZ; *ADOT; Project Manager/Lead Engineer.* Scope was to complete the final PS&E for a new right-turn lane, traffic signal and street lighting modifications, and minor utility adjustments.

CHARLENE ROBINSON, PE. MBA | *Contract/Project Manager (continued)*

US 191: ARMORY RD. TO US 70 PAVEMENT REHABILITATION, SAFFORD, AZ; *ADOT; Project Manager/Lead Engineer.* Scope was to complete the final PS&E for pavement rehabilitation of US 191. Project elements included reconstructing sidewalk ramps, replacing loop detectors, minor signing and pavement marking modifications, temporary erosion control, and traffic control.

PIMA COUNTY PROJECTS (VARIOUS ON-CALL CONTRACTS)

CARDINAL AVE. AND DREXEL RD. INTERSECTION IMPROVEMENTS; *Pima County;Project Manager/Lead Engineer.* Scope was to complete the final PS&E to realign the north side of Cardinal Ave. with the south side. The improvements included new exclusive left-turn lanes on all approaches, a new traffic signal and intersection lighting, roadway grading, and minor utility adjustments.

RIVER RD. AND HACIENDA DEL SOL INTERSECTION IMPROVEMENTS; *Pima County; Transportation Engineer.* Scope was to complete the final PS&E to install a new right-turn lane on the north leg of the intersection and a new traffic signal.

ALVERNON WAY AND LOS REALES RD. INTERSECTION IMPROVEMENTS; *Pima County; Project Manager/Lead Engineer.* Scope was to complete the final PS&E to widen Los Reales Rd. to include exclusive left-turn lanes, six-foot-wide bike lanes on both roadways, and a new traffic signal. Project elements included a new storm drain system, curb and gutter and curb access ramps on all four corners of the intersection, signing, and pavement marking.

VALENCIA RD. – CARDINAL AVE. TO WESTOVER AVE; *Pima County; Project Manager/Lead Engineer.* Scope was to complete a Project Assessment and final PS&E for 0.25 miles of roadway improvements to add a new continuous westbound right-turn lane, new curb and gutter, drainage improvements, bus pullouts, new six-foot-wide concrete sidewalks, six-foot-wide bike lanes and new street lighting on both sides of Valencia Rd. Other improvements included new concrete curb access ramps, traffic signal modifications, temporary and permanent erosion control, pavement marking, signing, landscaping, and irrigation.

BOPP RD. – SARASOTA BLVD. AT KINNEY RD. IMPROVEMENTS; *Pima County; Project Manager/Lead Engineer.* Scope was to complete construction documents to realign Bopp Rd. to intersect Kinney Rd. at Sarasota Blvd. creating a four-legged intersection. The improvements included a new traffic signal, drainage facilities (reinforced concrete box culverts and pipes), curb, curb access ramps and concrete landings, an asphaltic concrete path, signing, pavement marking, landscaping and irrigation, and utility coordination/relocations. The work also involved completing a Project Assessment and an Environmental Clearance document in conformance with federal requirements.

CITY OF TUCSON PROJECTS (VARIOUS ON-CALL CONTRACTS)

ALVERNON WAY/THIRD ST. BICYCLE/PEDESTRIAN CROSSING; *City of Tucson; Project Manager/Lead Engineer.* Scope was to develop and evaluate design concepts for a bicycle/pedestrian crossing on Alvernon Way at Third St. The project involved survey, data collection, traffic analysis (vehicle, bicycle, and pedestrian), developing two alternative crossing design concepts, and reviewing a design concept developed by an adjacent neighborhood, public involvement, and documenting the study process and alternative selection in a Design Concept Report. The study culminated in developing the final PS&E for the approved alternative.

SPEEDWAY BLVD./KOLB RD. INTERSECTION IMPROVEMENTS; *City of Tucson; Traffic Engineer.* Scope was to complete the PS&E for the design of new turning lanes, traffic signal and water system improvements, street lighting, and landscaping. A preliminary geometric layout was developed to identify special design issues. Varying lane widths and transition tapers were analyzed to optimize the existing right-of-way.

SIXTH AVE. – 19TH ST. TO I-10 PAVEMENT IMPROVEMENTS; *City of Tucson; Project Manager/Lead Engineer.* Scope was to complete the analysis and final PS&E to upgrade this 0.6-mile segment of Sixth Ave. to improve traffic operations and enhance the visual appearance of the roadway. Project elements included a new center left-turn lane configuration and decorative pavement treatment, curbs and sidewalks; drainage; street lighting, utility relocations, adjustments, and renewals; driveway closures; and improved streetscape including landscaping, irrigation, and decorative sidewalk treatment. The project also included extensive public involvement including meeting individually with residents and business owners to discuss access and parking issues resulting from the improvements and two public meetings.

GRANDE AVE. AND CLEARWATER DR. MODERN ROUNDABOUT; *City of Tucson; Project Manager/Lead Engineer.* Scope was to complete the final construction documents for the City's first single-lane modern roundabout. The design also included a new storm drain system, relocation of existing street lights, water system modifications, screen walls, signing, pavement marking, and utility coordination and relocation.

GOLF LINKS RD./WILMOT RD. INTERSECTION IMPROVEMENTS; *City of Tucson; Project Manager/Lead Engineer.* Scope was to complete construction documents to add an eastbound to southbound right-turn lane, extending the eastbound to northbound left-turn lane, a box culvert extension, a new southbound bus pullout, new curb, curb access ramps, driveways and sidewalk, and modifications to the existing traffic signal.

WILMOT RD./NICARAGUA DR. INTERSECTION IMPROVEMENTS; *City of Tucson; Project Manager/Lead Engineer.* Scope was to complete construction documents to install a new traffic signal. The project involved eliminating the existing channelizing islands within the intersection and upgrading driveways and curb access ramps to meet current ADA standards. Other elements included signing, pavement marking, and minor utility adjustments.

BRIAN JONES, PE | *Task/Project Manager*

Brian has extensive experience in roadway design including full-width arterial improvements, half-street widening, intersection modifications, pavement rehabilatiation, light-rail design, bus stop improvements, planning studies, project assessments, safety improvement studies, environmental studies, freeway design and interchange improvements. Brian has completed projects for ADOT, the City of Phoenix, Valley Metro, MAG, and several other agencies throughout Arizona and other states.

Brian takes pride in keeping a project on schedule and works hard to stay ahead of issues that may cause delays. Brian's experience allows him to identify solutions to reduce costs, optimize the design, and maintain the schedule. Brian is committed to delivering a complete and thorough design. Brian understands the importance of regular communication and is committed to providing prompt responses to the client to ensure the client's goals are met, that risks are identified and communicated to the clients, and that concerns are quickly addressed.

EXPERIENCE

17 years

EDUCATION

BS, Civil Engineering, Brigham Young University

REGISTRATION

Professional Engineer
AZ #58901 – Civil

COURSES

ACEC Arizona Leadership in Engineering Administration Program, 2017

KEY PROJECT EXPERIENCE

I-40; CALIFORNIA BORDER TO NEEDLE MOUNTAIN ROAD; *ADOT; Project Engineer.* Brian served as project engineer for this project to develop Final PS&E for this pavement rehabilitation project located on I-40 between MP 0.00 and Needle Mountain Rd (MP 2.6). This project included evaluation of existing AASHTO criteria with recommendations for improvements, removal and replacement of asphalt pavement, removal and replacement of guardrail, drainage improvements, bridge improvements, signing and marking, traffic control, and utility coordination.

I-40; US 93 TO SILVER SPRINGS ROAD; *ADOT; Project Manager.* Brian is serving as project engineer for this project to develop Final PS&E for this pavement rehabilitation project located on I-40 between US 93 and Silver Springs Road. This project includes evaluation of existing AASHTO criteria with recommendations for improvements, removal and replacement of asphalt pavement, removal and replacement of guardrail, drainage improvements, bridge improvements, signing and marking, traffic control and utility coordination.

US-191; ARMORY ROAD TO US 70; *ADOT; Project Engineer.* Brian served as project engineer for this project to develop Final PS&E for this pavement rehabilitation project located on US-191 between Armory Road and US 70. This project included evaluation of existing ADA features and recommendations for improvements, removal and replacement of asphalt pavement, ADA improvements, drainage improvements, signing and marking, traffic control, railroad coordination, and utility coordination.

7TH STREET TO CHANDLER BLVD; *ADOT; Project Manager.* Brian is serving as project manager for this project to develop Final PS&E for this pavement rehabilitation project located at various locations in the City of Phoenix at various cross streets along I-10. This project removal and replacement of asphalt pavement, ADA improvements, pavement marking, street lighting, traffic control, and utility coordination.

SOUTH CENTRAL LIGHT RAIL EXTENSION, PHOENIX, AZ; *Valley Metro; Roadway Lead.* Brian served as the roadway lead for this project that included the design of the South Central Light Rail extension and adjacent roadway improvements. Roadway improvements included widening and reconstruction Central Avenue in Phoenix, lighting, landscape improvements, utility coordination, and right-of-way (ROW) acquisition. Brian acted as the roadway design lead for the roadway improvements north of Salt River and in downtown Phoenix. This project involved coordination with multiple stakeholders and with federal, state, and local agencies. The design team identified ROW acquisition needs, prepared exhibits for stakeholder outreach, and facilitated meetings with stakeholders.

GLENDALE AVENUE RECONSTRUCTION; *City of Glendale, AZ; Project Manager.* Brian was project manager and led the design for this project which included design for the reconstruction of Glendale Avenue from the east side of its intersection with 91st Avenue to the Arizona Department of Transportation (ADOT) east right-of-way line at State Route 101. This project included coordination with a new sewer line being installed in the same location, and utility clearance documentation. Glendale set an aggressive schedule to complete the project in less than a year in anticipation of the 2023 Super Bowl. Brian maintained the project schedule by regular communication with the client, stakeholders, and concurrent project teams to identify and mitigate risks.

BRIAN JONES, PE | *Task/Project Manager (continued)*

MEWS ROAD; ***Town of Gilbert, AZ; Project Manager.*** Brian was project manager and led the design for this project which included improvements to 2,600 feet of an unpaved roadway located within a residential neighborhood with a new 24-foot-wide pavement section. Improvements included a pavement section, ribbon curb, driveways, shotcrete lined channel, pipe culverts, and a concrete headwall. This project included conversion of overhead utilities to underground facilities using aesthetic funds. The project also included coordination with private development along the corridor to design drainage and utility improvements. Consor assisted the Town of Gilbert with ROW acquisition, prepared exhibits for public meeting, and attended public meetings. Brian's responsibilities included utility research and coordination, coordination with developers, and development and review of plans and construction documents.

SR 202-SOUTH MOUNTAIN FREEWAY NEW CONSTRUCTION, PHOENIX, AZ; ***ADOT; Roadway Engineer.*** Brian served as a roadway engineer on this Public Private Partnership (3P) project. The project included design and construction of 22 miles of freeway. Roadway duties included development of alignments for mainline and interchanges, roadway modeling, utility coordination, and maintenance of traffic. The project required coordination with multiple stakeholders. The project also required prompt responses to inquiries from the contractor, utilities, and ADOT to maintain the project schedule and budget throughout construction of the project.

SR 303, US 60 TO HAPPY VALLEY PARKWAY RECONSTRUCTION, PHOENIX, AZ; ***ADOT; Roadway Engineer.*** Brian served as a roadway engineer on this design-build project. The project included reconstruction of SR 303 from US 60 to Happy Valley Parkway. Improvements included a new pavement section, a new interchange at El Mirage Road, drainage improvements including multiple culvert crossings, freeway lighting, noise walls, and new overhead signing. The project also required prompt responses to inquiries from the Contractor, utilities, and ADOT to maintain the project schedule and budget throughout construction of the project.

WEST DAVIS CORRIDOR ENVIRONMENTAL IMPACT STUDY; ***UDOT; Roadway Engineer.*** Brian served as the roadway expert for this study to analyze and select an alignment for approximately 20 miles of new freeway through Davis County. The roadway team developed multiple roadway alignments to minimize environmental and community impacts. Each alternative was analyzed and modeled to ensure compliance with roadway safety and design standards. Each alternative included multiple interchanges and connections to existing roadways through multiple communities within the county. The study required coordination with multiple stakeholders.

I-15/SR 37 ENVIRONMENTAL IMPACT STUDY; ***UDOT; Roadway Engineer.*** Brian served as the roadway expert for this study to analyze and select a solution for a new freeway interchange at the I-15/SR37 and reconstruct approximately two miles of SR 37. The interchange was constrained by limited right-of-way with a major arterial frontage road on the west and Hill Air Force Base on the east. The project also required a major structure to cross the Union Pacific Railroad. The roadway team developed multiple interchange concepts to function within the limited right of way. Each alternative was analyzed and modeled to ensure compliance with roadway safety and design standards. The study required coordination with multiple stakeholders including UPRR, the U.S. Air Force, the U.S. Army, and the Senator's office to develop solutions that meet the needs of the community and that could legally be constructed.

UTAH VALLEY UNIVERSITY ROUNDABOUT IMPROVEMENTS; ***UDOT; Project Engineer.*** Brian served as the project engineer and assistant project manager for this project which included reconstruction of an existing roundabout to improve operational capacity. The project included redesigning the roundabout geometrics, traffic signal improvements, drainage improvements, landscaping improvements, lighting improvements, and signing improvements. The project required coordination with Utah Valley University and UDOT. The project required coordination with the contractor throughout the project to address requests for information and to verify compliance with the design plans.

SR 7 (SOUTHERN PARKWAY) NEW CONSTRUCTION; ***UDOT; Roadway Engineer.*** Brian served as a roadway engineer on this construction manager at-risk (CMAR) project. The project included the design and construction of approximately 15 miles of new freeway near St. George, UT. Improvements included a new pavement section, 6 new interchanges, a new roundabout at St. George Regional Airport, drainage improvements including multiple culvert crossings, freeway lighting, noise walls, and new overhead signing

DENIS HOWE, PE | *Task/Project Manager*

Denis' experience includes study and design of transportation, drainage, wet utilities, roundabouts and traffic control improvement projects. He has been a project principal and/or project manager responsible for day-to-day communication with client managers and staff, project scheduling and budget conformance, and for the preparation of plans, specifications, and cost estimates. He has a strong understanding of accepted engineering practices with responsibility for and conformance to MAG, City of Phoenix Design Standards, and other pertinent design standards such as ADOT and AASHTO. He will work to coordinate all design disciplines to provide a project that is blended seamlessly. He has managed and designed many projects for cities such as Avondale, Apache Junction, Casa Grande, Chandler, Peoria, Phoenix, Scottsdale, Prescott, for Maricopa and Pinal Counties and for ADOT, Arizona State Parks and for federal clients such as MCAS and the CORPS.

EXPERIENCE

43 years

EDUCATION

BS, Civil Engineering, Brigham Young University, 1980

REGISTRATION

Professional Engineer
AZ #19584
UT #07786
OK #14250

KEY PROJECT EXPERIENCE

US 191, SEGMENTS III & IV; GRAHAM COUNTY, AZ; ***ADOT; Project Manager.*** Denis was the PM for this project, consisting of two three-mile segments of US 191 between I-10 and Safford. The roadway was widened from a two-lane rural arterial to a four-lane divided highway. Scope included design and construction documents for Segments III and IV, which necessitated the construction of two new northbound lanes offset to the east of the existing roadway. The two existing lanes were then converted to southbound lanes. The project also included turnouts, drainage structure improvements, utility power pole relocation, and traffic crossovers. To achieve timely and successful delivery, Denis coordinated these segments with the designers and contractors of Segments II and IV for design tie-ins and construction MOTs to the north and south. He also provided utility coordination for utility clearance and managed sub-consultants for environmental clearance, geotechnical investigation, and pavement design.

ON-CALL CONTRACTS, ROADWAY DEVELOPMENT SECTION; VARIOUS LOCATIONS STATEWIDE, AZ; ***ADOT; Project Manager.*** Denis served as the PM for more than 30 task orders that included the preparation of construction documents, including special provisions for shoulder widening, pavement preservation projects, guardrail improvements, configuration of intersections for secondary roadways, drainage projects associated with highway flooding, and other miscellaneous projects. Elements included horizontal and vertical alignment evaluations; upgrading existing paved roadways; slope stability analysis; drainage design; preparation of ROW/easement acquisitions documents; design of left and right turn lanes, and acceleration and deceleration lanes based upon AASHTO and ADOT criteria; and post design services including partnering workshops, design modifications, cost estimates, and periodic consultations.

CITY OF SAN LUIS MAIN ST. ENHANCEMENT US 95, "A" ST. TO JUAN SANCHEZ BLVD., SAN LUIS, AZ; ***ADOT; Project Manager/Lead Engineer.*** Scope was to complete a Project Assessment to revitalize Main St. between Juan Sanchez Blvd. and the US/Mexico Border. Project elements included new decorative sidewalk and mid-block crosswalks, consolidation and elimination of existing concrete driveways, new concrete driveways, landscaping, irrigation, new street furniture (benches, trash receptacles and bike racks), curb, curb access ramps, and median islands.

KELVIN BRIDGE REPLACEMENT (STRUCTURE #8441 OVER THE GILA RIVER); PINAL COUNTY; ***ADOT; Project Manager.*** Denis served as the PM for this federally funded project, which required a hydraulic analysis of the Gila River and scour design for the existing and new bridge. The project also included a Design Concept Report (DCR), Environmental Assessment (EA), Construction Plans, specifications and estimates, and post design services. Completing the extensive cultural resource investigation and clearing effort required more than three years. ROW for the new bridge and adjacent roadway extended across seven landowners, including three federal agencies. With the bridge crossing the Gila River, the federal environmental clearance for the different landholding agencies required extensive coordination and negotiations for the mitigation requirements and final EA.

SR 87, MP 200 TO MP 202; PHOENIX, AZ; ***ADOT; Project Manager.*** This project divided the last segment of SR 87 between Phoenix and Payson from an undivided highway to a four-lane-divided highway. The project had an urgent construction schedule to avoid a two-year monitoring requirement for pygmy owls (risk 2 mitigation) and to achieve an ADOT goal of minimizing the time traffic was disrupted in the corridor. The original 24-month design schedule was compressed to nine months to meet the earliest possible construction

DENIS HOWE, PE | *Task/Project Manager (continued)*

window. As Project Manager, Denis' leadership created a partnering relationship and a teamwork attitude that included the ADOT Urban Project Management Group, Phoenix Construction District, TNF, and the contractor. This partnering atmosphere led to ADOT receiving the APWA Arizona Chapter "Project of the Year" award.

20TH AVE., THATCHER AND SAFFORD, AZ; ***ADOT; Project Manager.*** Denis was PM for this ADOT local government and federal funded project. 20th Ave. is the dividing line between Thatcher and Safford that required continual and constant coordination with the municipalities; SHPO (risk 6 mitigation); ADOT Project Management, Environmental, Utility and Railroad, and ROW groups; and with local Walmart and Home Depot projects that were being designed at the same time. This local three-lane street was widened to a five-lane street with curb, gutter, and sidewalk that crossed a new railroad crossing and a large arch pipe that was installed as a drainage control structure for local and offsite drainage, and a new AZER railroad crossing (risk 1 mitigation) with lights and crossing arms. ROW acquisition was also included in the scope of work.

FOOTHILLS BOULEVARD; YUMA COUNTY, AZ; ***Yuma County; Project Manager.*** Denis was the PM for improvements to 1.5 miles of primary arterial road through a rapidly growing retirement community in northern Yuma. A three-lane street with a narrow ROW was upgraded with a completely new five-lane section, including pavement, curb, gutter, sidewalk, and drainage improvements. The project effort involved relocating utilities both above and below ground and installing a new storm drain with outfall piping and catch basins. Specific scope tasks included site survey, public meetings, DCR, horizontal and vertical realignments, traffic evaluation and traffic signal design, ROW acquisition, utility relocation, geotechnical evaluation, and pavement design.

HIGH-VOLUME ROAD IMPROVEMENTS: SHEA BLVD - 144TH TO PALISADES; SCOTTSDALE/FOUNTAIN HILLS, AZ; ***MCDOT; Project Manager.*** Denis was the PM for this feasibility study and subsequent preparation of construction documents for the widening of 1.5 miles of Shea Blvd between the City of Scottsdale and the Town of Fountain Hills, as well as a small segment through tribal lands between the Town of Fountain Hills and the Beeline Highway. The scope of work included a DCR addressing interim and desired ultimate improvements tailored to funding availability. The process included public involvement, multi-agency scoping, and coordination with the City of Scottsdale, the Town of Fountain Hills, Maricopa County, two Native American tribes, and adjacent developers who participated in project funding. Construction documents were prepared, including a raised median, curb, gutter, sidewalk, and pavement widening which preserved the existing AC.

N-CALL CONTRACT WITH THE CITY OF TEMPE, ENGINEERING DEPARTMENT; ***Tempe, AZ; Project Manager.*** As Project Manager for an on-call contract, Denis prepared construction documents for the City of Tempe Engineering Department for street improvements to McKellips Ave. Specific tasks included coordinating design effort with other on-call consultants for environmental services; developing material for and participating in public information meetings; field survey; preparing documentation for right of way acquisition; preparing construction documents for street improvements including curb, gutter and sidewalk, drainage structures, sewer and water relocations, pavement widening and replacing, left and right turn lanes, and acceleration and deceleration lanes; obtaining access to adjacent private and commercial properties; horizontal and vertical alignment; utility relocation coordination; traffic turning movement analysis for storage bay calculations; and cost estimates.

CITY OF CHANDLER, GILBERT ROAD - GERMANN ROAD TO HUNT HIGHWAY; ***Chandler, AZ; Project Manager.*** Denis was in charge of five miles of street widening along Gilbert Road from Germann Road to Hunt Highway, including portions of the intersecting roads of Ocotillo, Chandler Heights, and Riggs Road intersections. The improvements were completed along undeveloped areas to varying design standards and funding sources. Gilbert Road was widened to a six-lane section with curb, gutter, raised medians, bicycle lanes, sidewalks, bus bays, and designs for water and wastewater pipe installations. Utility coordination included extensive work with the Roosevelt Water Conservation District (RWCD) for major changes to an irrigation head structure, including new bridge structures at both Gilbert and Ocotillo Road, and pump relocations. Provided subgrade pole foundation calculations for SRP 230kv steel pole foundations for potential impacts for RWCD canal improvements. Scope included a drainage report, retention basins, street lights, traffic signals, landscaping, right-of-way and legal descriptions, construction documents and cost estimates. Along with planning and design services, construction management assistance, engineer of record services. Multiple funding and delivery methods from design-bid-build and federal funding to CMAR delivery. Construction documents were adapted to Arizona Department of Transportation (ADOT) standards for one segment of the roadway.

HAPPY VALLEY ROAD AND I-17 PARK & RIDE; ***Phoenix, AZ; Project Manager.*** Design a park-and-ride facility adjacent to I-17 at the Happy Valley Road Traffic Interchange to accommodate commuters wishing to ride "Rapid" buses to downtown Phoenix. The project included a Design Concept Report (DCR), Environmental Assessment (EA), Construction Plans, extensive utility coordination, specifications and estimates and post design services. This facility was designed for 550 vehicles. The 7.7-acre site amenities included links to various modes of transportation, parking structures equipped to accept photo electric cell technology, motorcycle and bicycle lockers, and a "drop off" site. Other features such as shaded passenger waiting areas, information kiosks, a security building and surveillance cameras, retention basins and allowances for proper turning movements and pedestrian access points are strategically located on the site.

KELLIE HERNANDEZ, PE | *Task/Project Manager*

Since 2011, Kellie has provided engineering design services with a focus on transportation-related structures. She has been integrally involved in delivering PS&E design packages on numerous bridge and retaining wall projects. She is also skilled in utilizing a variety of design software to model concrete, pre-stressed concrete and steel structures for design and load rating purposes.

EXPERIENCE

14 years

EDUCATION

BS, Civil Engineering, University of Arizona

REGISTRATION

Professional Engineer
AZ #61634 – Civil

INSPECTION COURSES

FHWA/NHI 130055, Safety Inspection of In-Service Bridges

KEY PROJECT EXPERIENCE

SUNSET ROAD – SILVERBELL ROAD TO RIVER ROAD; *City of Tucson, AZ; Design Engineer.* Kellie served as the design engineer for the design of a new segment of Sunset Road from Silverbell Road to the I-10 eastbound frontage road, including a new six-span, 724'-6" long AASHTO Type V Modified girder bridge on drilled shafts over the Santa Cruz River. The improvements provided additional safety, reduced congestion, improved operations, and increased mobility. Other features of the project included a three-lane roadway cross section with shoulders, a separated 8-ft. asphaltic multi-use lane on the south, a separated 5-ft. asphaltic sidewalk on the north, offsite and roadway drainage systems, provisions for pedestrians and other uses, and landscaped shoulders.

HOUGHTON ROAD WIDENING AT UNION PACIFIC RAILROAD; *City of Tucson, AZ; Design Engineer.* Kellie served as the design engineer responsible for providing checks of quantities, calculations, elevations, and design assistance for the abutments, pier loads, pier caps, shafts, fence connections, railing, and retaining walls for the replacement bridge carrying Houghton Road over the Union Pacific Railroad (UPRR) as part of the Houghton Road improvement project.

I-10: RUTHRAUFF TRAFFIC INTERCHANGE, RETAINING WALL DESIGN, TUCSON, AZ; *ADOT; Design Engineer.* Kellie served as the design engineer providing structural design and construction documents for all retaining walls for this project. Both CIP and MSE wall types will be used within the project limits, which include over 8,245 linear feet.

22ND STREET: TUCSON BLVD TO KINO PKWY, 22ND STREET (OVER UPRR SUB YARD AND SR 210) BRIDGE; *City of Tucson, AZ; Design Engineer.* Kellie served as the design engineer responsible for providing structural design and construction documents, including cost estimates and special provisions, for the 1347-ft. 22nd Street bridge over the UPRR Gila Subyard and Barraza Aviation Parkway (SR 210) and a suspended bicycle and pedestrian bridge. A segmentally-constructed bridge was selected to mitigate disruption to the active UPRR Gila Subyard.

HOUGHTON ROAD TRAFFIC INTERCHANGE; *City of Tucson, AZ; Design Engineer.* Kellie served as the project engineer for final design for the Houghton Road traffic interchange bridge structure. Key elements of the project include construction of a new, wider Houghton Road bridge over I-10 just west of the existing bridge, widening Houghton Road to three lanes in each direction through the new interchange, reconfiguring the interchange as a diverging diamond interchange, realigning Rocket Road to the north side of the interchange, and improving accessibility for bicycles and pedestrians. This project will connect to the Houghton Road bridge improvement project, designed by Consor for the City of Tucson, from Houghton Road south of Old Vail Rd/Mary Ann Cleveland Way to just south of the UPRR.

SR 347 OVER UPRR CROSSING; *Maricopa, AZ; Design Engineer.* Kellie served as the design engineer providing design of a three-span bridge that will carry SR 347 over the UPRR in Maricopa, Arizona. This project included the design of a single-span bridge over the Maricopa-Casa Grande Highway and roughly 1500-ft. of retaining wall on the project. In addition, the project includes structural design of the superstructure/substructure elements and preparing construction plans, quantity estimates, and cost estimates.

SILVERBELL ROAD IMPROVEMENTS: EL CAMINO TO GORET ROADS; *City of Tucson, AZ; Design Engineer.* Kellie served as the design engineer providing structural design in preparation of a wildlife crossing dimension evaluation memorandum for culverts, design of a hybrid box structure, a 6'x40' four- span box, and several reinforced concrete box culverts to accommodate wildlife crossing needs.

KELLIE HERNANDEZ, PE | *Task/Project Manager (continued)*

WELTON MOHAWK CANAL BRIDGE REHABILITATION; *Yuma, AZ; Design Engineer.* Kellie served as the design engineer providing structural engineering services to prepare detailed drawings with required repairs for the rehabilitation of two bridges in Yuma, Arizona. The Mohawk bridge required structural design repairs that includes replacing the abutments, concrete barriers, and approach slabs due to cracking caused by corrosion of the existing reinforced steel on the abutment cap. The existing beams and concrete piles were able to be reused as part of the rehabilitation. The Welton Bridge required structural design repairs to replace the existing deck of the bridge due to corrosion of the reinforced steel caused by constant watering of the road. The steel barriers and approach slabs were also replaced as part of the rehabilitation.

WOODRUFF SNOWFLAKE BRIDGE IMPROVEMENTS; *Holbrook, AZ; Design Engineer.* Kellie served as the design engineer providing structural engineering services to retrofit and perform a load rating of the Woodruff-Snowflake Road bridge. The structure is a single span 121-ft. polygonal steel through truss with a width of 16.3-ft. Ultimately, the wooden bridge deck was replaced with a stronger deck system to increase the load limit from three tons to 15 tons. Bridge barrier rail, truss members, and deck joints were also replaced.

I-8 ARABY ROAD; *Yuma, AZ; Design Engineer.* Kellie served as the design engineer providing structural engineering services to design a specialty retaining wall and bridge barrier replacement for the I-8 and Araby Road traffic interchange reconstruction project. The wall is approximately 17-ft. tall at its highest point, approximately 650-ft. long, and as little as 15-ft. away from the existing eastbound mainline I-8 shoulder. Replacement of existing concrete bridge barriers was another element to this project.

VERRADO MARKETSIDE MASONRY RETAINING WALLS; *Buckeye, AZ; Design Engineer.* Kellie served as the design engineer providing structural design of over 4000 linear feet of single and two-tier masonry retaining walls for the Marketside Residential District. Walls varied from 2-ft. to 9-ft. in height.

I-10, VAL VISTA TO I-8, SEGMENT B: EARLEY ROAD TO JUNCTION OF I-8/I-10; *Pinal County, AZ; Design Engineer.* Kellie served as the design engineer for the design of the replacement of the Jimmie Kerr Boulevard traffic interchange (TI) to an overpass as part of the interim widening of I-10: I-8 to Earley Road project, from two lanes in each direction to three lanes in each direction. The superstructure was designed to accommodate the interim widening; however, it was determined that it was most efficient to design the abutment for the ultimate widening and the pier for the future outside widening. The 744-ft. bridge is a five-span, AASHTO Type Super VI Modified Girder that spans the U-turn ramp for eastbound frontage road traffic, realigned Jimmie Kerr Boulevard, realigned SCID canal, and the UPRR.

TANGERINE ROAD CORRIDOR; *Marana, AZ; Design Engineer.* Kellie served as the design engineer assisting with the structural engineering services for the widening of Tangerine Road. The project will widen Tangerine Road from I-10 to La Canada Drive to a four-lane, divided desert parkway. The focus was the design of three wildlife crossings; the crossing are buried concrete hybrid box structures with single, double, and triple cell, 6-ft. high, 20-ft. wide per cell, including the design of all inlet and outlet walls.

VERRADO WAY CULVERT OVER SUNRISE WASH; *Buckeye, AZ; Design Engineer.* Kellie served as the design engineer providing design for the combination roadway/pedestrian rails according to AASHTO specifications and sized posts and rails using AISC Steel Construction Manual, 13th edition. The project also include the design of the wingwalls, retaining walls, headwalls, and end treatments.

KINO PARKWAY OVERPASS AT 22ND STREET; *Tucson, AZ; Design Engineer.* Kellie served as the design engineer performing 90% and final quantity calculations for the Kino Parkway over 22nd Street Bridge as part of the Kino Parkway/22nd Street traffic interchange project. Other duties included checking the geometry of the tiered walls using Eagle Point Software in collaboration with MicroStation and creating an Excel spreadsheet to determine appropriate amount of cover for each section of tiered wall.

RODEN CRATER PEDESTRIAN BRIDGE; *Skystone Foundation; Design Engineer.* Kellie served as the design engineer for the structural design for the 110-ft. pedestrian bridge located at the Roden Crater. The Roden Crater, situated in the Painted Desert region of Northern Arizona, is an unprecedented large-scale artwork created within a volcanic cinder cone by light and space artist James Turrell. The pedestrian bridge connects the Visitor's Center to the impressive south space crater entrance crossing over a drainage way and various geological formations.

LARS ANDERSON, RLA | *Landscape Architect/Project Manager*

Lars will bring his 28 years of experience in project management, NEPA documentation, transportation design and planning to the ADOT Project Delivery On-call. Lars began his career as a landscape architect for the Utah Department of Transportation, gaining experience for the first 10 years of his career. He then moved to the private sector joining Project Engineering Consultants (PEC) as an owner and eventually as one of two majority owners. In 2022 PEC merged with Consor joining efforts with a strong transportation minded, multi-discipline firm. At Consor Lars has taken on the task of Business Development Manager while keeping the role of Project Manager for transportation projects that can take advantage of his experience and skillset.

For example, Lars recently led the Spanish Fork River trail network project designing more than eight miles of multi-use trail along the Spanish Fork River. This project crossed the river 5 times with structures including a unique suspension bridge in the area of the popular Dripping Rock recreation area. Lars often leads streetscape projects where he manages the roadway design and the aesthetics of the project to align with both DOT and City standards. Lars will use his experience and unique qualifications as a Professional Landscape Architect to manage ADOT projects with efficiency and high quality design solutions.

EXPERIENCE

28 years

EDUCATION

MS Landscape Architecture, Utah State University

BS Environmental Science, Utah State University

REGISTRATION

Landscape Architect (AZ) #49229

Landscape Architect (UT) #319519

Landscape Architect (NV) #822

Landscape Architect (ID) #16727

SOFTWARE

MicroStation

MEMBERSHIPS

American Society of Landscape Architects

International Erosion Control Assoc.

UT State Board of Landscape Architects

KEY PROJECT EXPERIENCE

PHOENIX MOUNTAIN PRESERVE; City of Phoenix, AZ; Project Manager. Consor completed a resource management plan for the Phoenix Mountains Preserve and identified key circulation patterns, parking needs, and the design of several amenities. We prepared a biological evaluation, a waters of the United States survey, and a cultural survey The resource management plan focused on the way the preserve is managed with special attention on access to the preserve's trailheads, parking areas, and trails. Consor created signage at various trailheads throughout the Preserve to gather survey information from the public, and also held a public open house meeting. The information later helped the City make decisions in regards to a future access management plan.

SPANISH FORK MAIN STREET; Spanish Fork City, UT; Project Manager. Lars helped secure $5 million for this project that included a full reconstruction of Main Street. The Consor team first developed a vision document for the Main Street of Spanish Fork that included raised medians for plantings, improved sidewalks and pedestrian crossings and improved parking. The plan considered additional access points for businesses to improve the economic viability of the downtown business district. We developed a parking plan that moved main street parking to the rear of the businesses, improving access and safety for patrons. In addition to the overall planning for the downtown area, we included details such as benches, planter boxes, and light poles.

RED HILLS PARKWAY; City of St. George, UT; Project Manager. Consor was selected by UDOT and St. George City to provide landscape architecture services along Redhills Parkway. Native and drought tolerant plant materials were chosen that matched the existing plant species along the roadway. Consor developed an aesthetics package which presented proposed enhancements along the project corridor, which was ultimately approved by St. George City and the UDOT Aesthetics Committee. In addition, staff designed the roadway, signals, trail system, and trail overlook areas. Consor worked with St. George City and UDOT to comply with both St. George City and UDOT standards to develop landscape, and irrigation plans for the entire roadway. The project maintained a strict schedule so that construction would not interfere with the St. George Marathon and Ironman scheduled to utilize the roadway.

PROJECT EXPERIENCE:

- Phoenix Mountains Preserves Parking & Infrastructure (City of Phoenix)
- Mountain Preserves & Parks Parking Study (City of Phoenix)
- Varney Park Drainage Improvements (City of Peoria)
- 10600 South; 1220 East to 1750 East (Sandy City)
- 2100 North, Mountain View Corridor (UDOT)
- 500 South; 1100 West to Interstate 15 (UDOT)

Rana Kobie

Consor North America, Inc., AZUTRACS Number: 22337 has submitted a Bidder/Proposer list for **2025-011** on 03/31/2025 at 10:40 AM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	AZUTRACS #	Expiration Date	Email Address	Phone Number
ACS Services LLC	22435	03/18/2028	annemarie@acsservicesllc.com	480-968-0190
AeroTech Mapping Inc	21420	06/06/2026	leotorres@atmlv.com	702-228-6277
Affiliated Engineers, Inc.	19609	03/28/2028	bmcquillan@aeieng.com	602-429-5837
ATEK Engineering Consultants, LLC.	11395	08/31/2025	aortega@atekec.com	480-659-8065
Cooper Aerial	16537	03/27/2027	Phil@cooperaerial.com	602-678-5111
D2 Surveying, LLC	10237	01/26/2026	jeremy@d2surveying.com	480-221-1368
Ethos Engineering, LLC	10363	06/04/2027	pgarza@ethosengineers.com	480-326-8487
Gordley Design Group, Inc.	10456	07/29/2025	jan@gordleygroup.com	520-327-6077
J2 Engineering & Environmental Design, LLC	14800	09/13/2024	Jholzmeister@j2design.us	602-438-2221
Ninyo & Moore Geotechnical and Environmental Sciences Consultants	10775	03/26/2028	slorenzo@ninyoandmoore.com	602-243-1600
Pinyon Environmental, Inc.	10856	03/25/2028	epstein@pinyon-env.com	303-980-5200
Riley Engineering, LLC	18315	08/10/2026	ronson@riley-eng.com	520-505-4651
RLF Consulting, LLC	16096	08/09/2027	ryan.fidler@rlfconsulting.com	480-445-9189
RS&H, Inc.	16004	11/09/2026	cathy.scott@rsandh.com	904-256-2295
T2 UES, Inc.	18620	08/10/2025	jenelle.price@t2ue.com	702-990-7511
Tierra Right of Way Services, Ltd.	11188	11/13/2027	emily.pennock@tierra-row.com	385-419-2093
United Civil Group Corp.	11236	03/19/2028	ssimpson@unitedcivilgroup.com	602-265-6155
Y2K Engineering, LLC.	15921	03/24/2028	info@y2keng.com	602-837-4968

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.

Consor North America, Inc.	Matthew J Palmer
CONSULTANT NAME	SIGNATURE

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

ARIZONA DEPARTMENT OF TRANSPORTATION

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

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

Date: March 26, 2025

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 02

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

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

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

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

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

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

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

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

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

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

Answer No. 2: No.

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

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

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

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

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

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

April R Conti-Farris
April R Conti-Farris
Contract Specialist
Engineering Consultants Section

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

Consor North America, Inc.	Matthew J Palmer
CONSULTANT NAME	SIGNATURE

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

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2025-011

CONTACT PERSON: Nathan Palmer, PE

E-MAIL ADDRESS: napalmer@consoreng.com

TITLE: Senior Vice President/District Manager, Arizona Transportation

CONSULTANT FIRM: Consor North America, Inc.

ADDRESS: 3100 N 3rd Ave, Suite 201

CITY, STATE, ZIP: Phoenix, AZ 85013

TELEPHONE: 602.325.1707

FAX NUMBER: N/A

UNIQUE ENTITY ID# (FROM SAM WEBSITE): **JURJL6UPTJZ5**

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
ACS Services, LLC	Hazardous Materials Analysis	YES
Aerotech Mapping, Inc.	Right-of-Way Plans/Legal Descriptions	YES
Affiliated Engineers, Inc.	MEP	NO
ATEK Engineering Consultants, LLC	Geotechnical Studies/Design	YES
Cooper Aerial	Aerial Survey, Mapping	NO
D2 Surveying, LLC	Field Survey/Right-of-Way TCE	NO
Ethos Engineering, LLC	Geotechnical Studies/ Design & Material Design	YES
Gordley Design Group, Inc.	Public Involvement	YES
J2 Engineering & Environmental Design, LLC	Drainage and Landscaping Design	YES
Ninyo & Moore Geotechnical and Environmental Sciences Consultants	Geotechnical Studies/ Design & Material Design	NO
Pinyon Environmental, Inc.	Environmental Services	NO
Riley Engineering, LLC	Drainage Analysis and Design	YES
RLF Consulting, LLC	Field Survey	NO

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CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2025-011

CONTACT PERSON: Nathan Palmer, PE

E-MAIL ADDRESS: napalmer@consoreng.com

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ADDRESS: 3100 N 3rd Ave, Suite 201

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TELEPHONE: 602.325.1707

FAX NUMBER: N/A

UNIQUE ENTITY ID# (FROM SAM WEBSITE): **JURJL6UPTJZ5**

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
RS&H, Inc.	Vertical Design, MEP, ADEQ Approvals, ICE	NO
T2 UES, Inc.	Utility Locating - SUE	NO
Tierra Right-of-Way Services, LTD	Right-of-Way Cost Determination	NO
United Civil Group Corp.	ITS/ Traffic/Safety Engineering Design	YES
Y2K Engineering, LLC	ITS/ Traffic/Safety Engineering Design	YES

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	ACS Services LLC
CONTACT PERSON:	Andrew Jamrogiewicz, PE
E-MAIL ADDRESS:	ajamrogiewicz@acsservicesllc.com
TITLE:	Engineering Department Manager
ADDRESS:	2235 West Broadway Road
CITY, STATE ZIP:	Mesa, AZ 85202
TELEPHONE:	480-968-0190
FAX NUMBER:	
UNIQUE ENTITY ID #:	LGUBKLMKFUR3

SUBCONSULTANT FIRM NAME:	AeroTech Mapping, Inc.
CONTACT PERSON:	Alicia Mendoza
E-MAIL ADDRESS:	aliciamendoza@atmlv.com
TITLE:	Business Development Manager
ADDRESS:	8433 N. Black Canyon Hwy Suite 120
CITY, STATE ZIP:	Phoenix, AZ 85021
TELEPHONE:	623-242-7656
FAX NUMBER:	
UNIQUE ENTITY ID #:	J34PH4CCSMJ4

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:	Affiliated Engineers, Inc.
CONTACT PERSON:	Brett McQuillan
E-MAIL ADDRESS:	bmcquillan@aeieng.com
TITLE:	Project Manager
ADDRESS:	4742 N 24th Street
	Suite 100
CITY, STATE ZIP:	Phoenix, Arizona 85016
TELEPHONE:	602-429-5800
FAX NUMBER:	
UNIQUE ENTITY ID #:	MJ6RZPC8LPH1

SUBCONSULTANT FIRM NAME:	ATEK Engineering Consultants, LLC
CONTACT PERSON:	Armando Ortega, PE
E-MAIL ADDRESS:	aortega@atekec.com
TITLE:	Principal Geotechnical Engineer
ADDRESS:	111 S. Weber Drive
	Suite 1
CITY, STATE ZIP:	Chandler, AZ 85226
TELEPHONE:	480-659-8065
FAX NUMBER:	
UNIQUE ENTITY ID #:	UM1HBJNBCML7

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Cooper Aerial
CONTACT PERSON:	Phil Gershkovich
E-MAIL ADDRESS:	phil@cooperaerial.com
TITLE:	President / CP
ADDRESS:	11402 North Cave Creek Road
CITY, STATE ZIP:	Phoenix, AZ 85020
TELEPHONE:	602-678-5111
FAX NUMBER:	
UNIQUE ENTITY ID #:	ZKNMTNFPGM57

SUBCONSULTANT FIRM NAME:	D2 Surveying, LLC
CONTACT PERSON:	Kayla Bastin
E-MAIL ADDRESS:	kayla@d2surveying.com
TITLE:	Operations Manager
ADDRESS:	24468 N Corn St.
CITY, STATE ZIP:	Florence, AZ 85132
TELEPHONE:	480-221-1368
FAX NUMBER:	
UNIQUE ENTITY ID #:	SGKBJUVYJHR4

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Ethos Engineering, LLC
CONTACT PERSON:	Pancho Garza, PE
E-MAIL ADDRESS:	pgarza@ethosengineers.com
TITLE:	President/Sr. Geotechnical Engineer
ADDRESS:	9180 S. Kyrene Road
	Suite #104
CITY, STATE ZIP:	Tempe, AZ 85284
TELEPHONE:	480-326-8487
FAX NUMBER:	
UNIQUE ENTITY ID #:	QQGVC86EHVA5

SUBCONSULTANT FIRM NAME:	Gordley Design Group, Inc. DBA Gordley Group
CONTACT PERSON:	Tom Baca
E-MAIL ADDRESS:	tom@gordleygroup.com
TITLE:	Public Involvement Director
ADDRESS:	2540 North Tucson Blvd.
CITY, STATE ZIP:	Tucson, AZ 85716
TELEPHONE:	520-327-6077
FAX NUMBER:	
UNIQUE ENTITY ID #:	ZEL1ZF83RFH8

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	J2 Engineering and Environmental Design, LLC
CONTACT PERSON:	Jeff Holzmeister, PE
E-MAIL ADDRESS:	jholzmeister@j2design.us
TITLE:	Director of Engineering
ADDRESS:	4649 E Cotton Gin Loop
	Suite B2
CITY, STATE ZIP:	Phoenix, AZ 85040
TELEPHONE:	602-438-2221 Ext 105
FAX NUMBER:	
UNIQUE ENTITY ID #:	FPF9FEV1HKC5

SUBCONSULTANT FIRM NAME:	Ninyo & Moore Geotechnical & Environmental Sciences Consultants
CONTACT PERSON:	Steven D. Nowaczyk
E-MAIL ADDRESS:	snowaczyk@ninyoandmoore.com
TITLE:	Geotechnical Engineer
ADDRESS:	3202 E. Harbour Drive
CITY, STATE ZIP:	Phoenix, AZ 85034
TELEPHONE:	602-243-1600 Ext 16206
FAX NUMBER:	
UNIQUE ENTITY ID #:	N2R6ZUKXCHH3

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Pinyon Environmental, Inc.
CONTACT PERSON:	Ahston Koons
E-MAIL ADDRESS:	koons@pinyon-env.com
TITLE:	AZ Strategic Lead
ADDRESS:	1783 W. University Dr.
	Suite 137
CITY, STATE ZIP:	Tempe, AZ 85281
TELEPHONE:	303-980-5200
FAX NUMBER:	
UNIQUE ENTITY ID #:	TSYVJJBLEML8

SUBCONSULTANT FIRM NAME:	Riley Engineering, LLC
CONTACT PERSON:	Ronson Chee
E-MAIL ADDRESS:	ronson@riley-eng.com
TITLE:	Principal
ADDRESS:	44 E. Broadway Rd.
	Suite 250
CITY, STATE ZIP:	Tucson, AZ 85701
TELEPHONE:	520-505-4651
FAX NUMBER:	
UNIQUE ENTITY ID #:	G35SJ1JMQFX5

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	RLF Consulting, LLC
CONTACT PERSON:	Christina Estrada
E-MAIL ADDRESS:	christina.estrada@rlfconsulting.com
TITLE:	Office Manager
ADDRESS:	2165 W Pecos Rd.
	Suite 5
CITY, STATE ZIP:	Chandler, AZ 85224
TELEPHONE:	480-445-9189
FAX NUMBER:	
UNIQUE ENTITY ID #:	GAAYJ15MFDM3

SUBCONSULTANT FIRM NAME:	RS&H, Inc
CONTACT PERSON:	Joel Ericson
E-MAIL ADDRESS:	joel.ericson@rsandh.com
TITLE:	Senior Aviation Engineer
ADDRESS:	4745 N 7th St.
	Suite 429
CITY, STATE ZIP:	Phoenix, AZ 85014
TELEPHONE:	480-408-2988
FAX NUMBER:	
UNIQUE ENTITY ID #:	JYQPV9L5B1G8

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	T2 UES, Inc.
CONTACT PERSON:	James Mueller, PE
E-MAIL ADDRESS:	James.Muellller@t2ue.com
TITLE:	Senior Project Manager
ADDRESS:	19621 N. 23rd Drive
	Suite 150
CITY, STATE ZIP:	Phoenix, AZ 85027
TELEPHONE:	602-977-8076
FAX NUMBER:	
UNIQUE ENTITY ID #:	VXR7DY7K6DJ7

SUBCONSULTANT FIRM NAME:	Tierra Right of Way Services, Ltd.
CONTACT PERSON:	Leslie Findlay
E-MAIL ADDRESS:	lfindlay@tierra-row.com
TITLE:	Vice President
ADDRESS:	1575 E River Rd.
	Suite 201
CITY, STATE ZIP:	Tucson, AZ 85718
TELEPHONE:	303-980-5200
FAX NUMBER:	
UNIQUE ENTITY ID #:	HXM9CGRXH958

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SUBCONSULTANT(S) TABLE:

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

SUBCONSULTANT FIRM NAME:	Y2K Engineering, LLC.
CONTACT PERSON:	Yung Koprowski
E-MAIL ADDRESS:	ykoprowski@y2keng.com
TITLE:	Principal
ADDRESS:	1921 S Alma School Rd.
	Suite 204
CITY, STATE ZIP:	Mesa, AZ 85210
TELEPHONE:	480-696-1701
FAX NUMBER:	
UNIQUE ENTITY ID #:	KGJLCWX9JU56

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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.

Nathan J Palmer
Signature

April 1, 2025
Date

Nathan Palmer, PE
Printed Name

Senior Vice President/District Manager, Arizona Transportation
Title

SOQ SUBMITTAL CHECKLIST

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

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

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