

April 1, 2025

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

RE: Project Development On-Call, Contract Number: 2025-011

Dear Members of the Selection Committee,

The Arizona Department of Transportation (ADOT) has a large and varied program of State and Local Public Agency (LPA) projects that must be delivered efficiently and effectively with this Project Development On-Call contract. **EPS Group is highly interested in being selected for this Project Development On-Call, and the key personnel identified in this submittal are fully committed, ready, and available to meet ADOT's quality and schedule expectations.**

We know that ADOT is working diligently to maintain an ever-larger highway system under the pressures of inflation and limited funding. Our proposed team of highly experienced professionals and key personnel are fully committed to helping ADOT deliver its program in an efficient, timely, and budget-conscious fashion. The EPS Group team will be led by our **Project Principal, Jeff Stine, PE (AZ #34022) and Contract (Project) Manager, Greg Froehlich, PE (AZ #37285)**, who each have extensive ADOT and on-call experience.

The EPS Group team and its leadership provide ADOT the following distinct advantages:

- **Project Delivery:** We know and understand your delivery goals and are fully committed to providing scopes of work and project plans that are clear, efficient, and representative of the individual project complexity.
- **Communication:** When we accept a task, we own it. Our team will shoulder the leadership of each assigned Task Order and communicate any challenges to the ADOT PM as soon as they are discovered.
- **Performance Based Practical Design (PBPD):** Using PBPD practices, as we have on several previous PDOC projects, we will seek the best solution to issues and provide a recommendation for the ADOT team's review.
- **Budget:** We will continue to provide updated costs estimates early during design to help determine if the project is within the construction budget. We help ADOT determine the next steps if adjustments are needed.



- **Schedule Compliance:** We provide ADOT the proven ability to meet your project schedules in support of your "20, 30, 30, 20" quarterly delivery goals. We will advance projects when possible to help with ADOT's goals.
- **Extensive Team Experience:** EPS Group have five PMs who have worked on multiple ADOT projects through the PDOC, including a wide variety of projects for ADOT and LPAs. Our veteran team is ready and available to deliver.
- **Quality Service:** We give ADOT the proven ability to deliver complete, comprehensive, and quality plans that are biddable, constructible, and defensible. EPS Group has internal quality checklists specific to ADOT tasks.
- **Responsive Leadership:** Our Project Principal and Contract (Project) Manager each have over 28 years of ADOT project development experience. They bring ADOT a demonstrated record of client service and responsiveness.
- **Firm Resources:** EPS Group maintains four offices in Arizona – Mesa, North Phoenix, Goodyear, and Tucson – with over 300 professional staff to meet your contract delivery needs. More than most of our national competitors!

EPS Group is pre-qualified with ADOT ECS and is not a DBE firm. Our EPS Group team includes a number of **highly experienced and certified DBE firms, and we are committed to achieving this contract's 11.96% DBE goal.** Furthermore, DBE assignments will be made prior to each task proposal submission to ensure goals are met with each task assignment.

EPS Group has excellent and proven experience performing ADOT projects, and we pledge to continue delivering success to ADOT under this On-Call contract.

Sincerely,



Greg Froehlich, PE
Project (Contract) Manager & Authorized SOQ Signer
(Arizona BTR #37285)



Jeff Stine, PE
Project Principal
(Arizona BTR #34022)

**Engineering Consultants Section
SOQ Proposal Certifications Form**

Contract #: 2025-011

Consultant Name: EPS Group, 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: Greg Froehlich

Title: Principal

Signature: 

Date: April 1, 2025

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

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

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

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

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


Under A.R.S. §35-393:

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

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

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

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

EPS Group, Inc.				
Company Name			Signature of Person Authorized to Sign	
1130 N. Alma School Road, Suite 120			Greg Froehlich	
Address			Printed Name	
Mesa	Arizona	85201	Principal	April 1, 2025
City	State	Zip	Title	Date

FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

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

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

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

EPS Group, Inc.

Company Name

1130 N. Alma School Road, Suite 120

Address

Mesa

Arizona

85201

City

State

Zip



Signature of Person Authorized to Sign

Greg Froehlich

Printed Name

Principal

Title

ADOT Project Development On-Call - Consultant Services Matrix

ADOT Contract No.: 2025-011

Prime Consultant Name: EPS Group, 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	✓		N/A
	Rural Highway Design	✓		N/A
	Controlled Access Urban Highway.	✓		N/A
	Local Roads	✓		N/A
	Roundabout	✓	Roundabouts & Traffic Eng.	N/A
	Intersection Improvements	✓		N/A
	ADA/Sidewalk/MUP	✓		N/A
	Climbing Lanes	✓		N/A
	Shoulder Widening	✓		N/A
	Interchange Improvements	✓		N/A
Survey & Mapping		✓		N/A
	Aerial Survey, Mapping	✓		N/A
	Field Survey	✓		N/A
	Bathymetric Survey	✓		N/A
Landscape and Irrigation Design & Erosion Control		✓	J2 Engineering [DBE]	N/A
	Erosion Control	✓	J2 Engineering [DBE]	N/A
	Irrigation Design		J2 Engineering [DBE]	N/A
	Hardscape Aesthetics	✓	J2 Engineering [DBE]	N/A
	Landscape Design	✓	J2 Engineering [DBE]	N/A
	SWPPP	✓	J2 Engineering [DBE]	N/A
	Seeding Mix Design	✓	J2 Engineering [DBE]	N/A
Materials Design			Ethos Engineering [DBE]	N/A
	Asphaltic Pavement		Ethos Engineering [DBE]	N/A
	Concrete Pavement		Ethos Engineering [DBE]	N/A
	Pavement Life Extension		Ethos Engineering [DBE]	N/A
	Rockfall Mitigation	✓	Ethos Engineering [DBE]	N/A
	Life Extension Projects		Ethos Engineering [DBE]	N/A
				N/A
	PBPD	✓	Ethos Engineering [DBE]	N/A
Bridge/Structural Design			Ethos Engineering [DBE]	N/A
	Bridge		Ethos Engineering [DBE]	N/A
	Deck Overlay		Ethos Engineering [DBE]	N/A
	Deck Replacement		Ethos Engineering [DBE]	N/A

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

	Dynamic Messaging Signs (DMS)	✓	Y2K Engineering [DBE]	N/A
	Smart Work Zones		Y2K Engineering [DBE]	N/A
Intelligent Transportation Systems		✓	Y2K Engineering [DBE]	N/A
	Broadband, Fiber Optic	✓	Y2K Engineering [DBE]	N/A
	Speed Feedback	✓	Y2K Engineering [DBE]	N/A
	Wrong Way Detection		Y2K Engineering [DBE]	N/A
	CCTV	✓	Y2K Engineering [DBE]	N/A
	DMS	✓	Y2K Engineering [DBE]	N/A
Cost Estimations/Specifications		✓	Infrastructure Mavens	N/A
	Unit Cost Verification	✓	Infrastructure Mavens	N/A
	Bid Justification	✓	Infrastructure Mavens	N/A
	Special Provisions	✓		N/A
				N/A
				N/A
Environmental Services**			Pinyon Environmental	
	Noise Analysis		Newton Environmental [DBE]	
	404 Permit / 408 Permit	✓	Pinyon; Tierra Right of Way	
	Cultural Surveys		Pinyon; Tierra Right of Way	
	Air Quality Analysis		Newton Environmental [DBE]	
	Biological Evaluation		Pinyon; Tierra Right of Way	
	Section 4(f) analysis		Pinyon; Tierra Right of Way	
	Hazardous Materials Analysis		ACS Services [DBE]	
	Public Involvement	✓	Pinyon Environmental	
	Other NEPA Documentation	✓	Pinyon Environmental; Tierra Right of Way	
Right-Of-Way Mapping, & Plans**		✓		
	Legal Description	✓		
	Right of Way Plans	✓		
	TCE	✓		
	Right of Way Cost Determination	✓	Tierra Right of Way	
Utility Locating - SUE**		✓		
Facilities/Maintenance Design (e.g. Rest Area, Port of Entry, Airport etc.)			DFDG Architecture	N/A
	Vertical Design		DFDG Architecture	N/A
	MEP		DFDG Architecture	N/A
	ADEQ Approvals	✓	Pinyon Environmental	N/A
List any Other expertise that pertains to the	Independent Cost Estimating (ICE)		Infrastructure Mavens	N/A

project	3D Modeling Visual Simulations Public Relations Cost Risk Analysis Value Engineering	✓ ✓ ✓ ✓ ✓	Y2K Engineering [DBE] Y2K Engineering [DBE] Gordley Design Group [DBE]; Y2K Engineering [DBE]	

** 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.*

1. Understanding and Approach

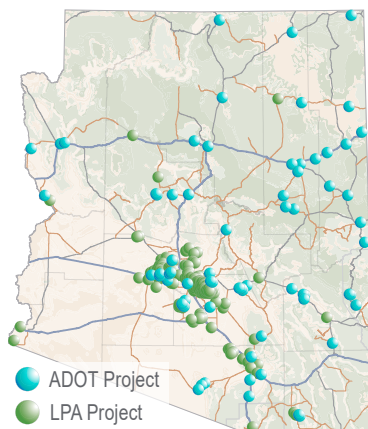
1.a. Understanding

The Arizona Department of Transportation (ADOT) originally created the Project Development On-Call (PDOC) to combine a variety of previous on-call contracts into a single vehicle for administering both State Highway projects as well as Local Public Agency (LPA) projects that utilize Federal-Aid Highway Program (FAHP) funding.

With Proposition 400 set to expire by FY 2026, the good news is that Proposition 479 passed; this helps fund several projects programmed within the PDOC. EPS has learned from ADOT management that there are 120+ programmed projects to deliver under their current plan. The challenge for ADOT is to deliver all these projects within the funding schedule. **EPS Group (EPS) has several Project Managers who have delivered multiple ADOT projects, including 21 task orders over the last two PDOC contracts**, where 14 of those projects have had construction completed or substantially complete. EPS has a team that can deliver multiple projects for ADOT concurrently.

One challenge ADOT experiences is that many LPAs lean heavily on ADOT to complete their projects. EPS has taken this burden from ADOT on several LPA projects – **including for 16 LPA projects on the last two PDOC contracts! EPS knows the LPA standards, has working relationships with many LPA PMs, and has the EPS PMs who know how to work with the LPAs.**

On LPA projects, EPS provides the LPAs with options early in the design process; works to get consensus early; documents the decisions; and helps to push the LPA when needed to keep the project



on schedule. This proactive approach keeps the task of managing the LPA off the ADOT PM's shoulders.

ADOT has a wide variety of projects that may need to be designed, bid, and constructed. Projects may include highway/roadway design, survey, intersection improvements, minor traffic interchanges, bridge rehabilitation, rockfall containment, fencing, tree removal, raised medians, sidewalks, passing and climbing lanes, drainage, erosion control, retaining walls, signing and marking, multi-use paths, rest area rehabilitation, safety studies, native plant inventories, landscape design, environmental analyses, pavement rehabilitation, public/agency coordination, and right-of-way acquisition.

EPS Group gives ADOT over 20 years of Statewide Project Development Process and LPA experience. There will be no learning curve.

As such, ADOT desires Consultant teams that have the knowledge, experience, flexibility, and resources to “do it all.” This is where the EPS Group team excels! We provide extensive resources, statewide experience, and the LPA expertise to effectively deliver any project type. Our experience includes dozens of ADOT/LPA predesign and final design projects across the state. **In fact, EPS has worked with all seven Districts over the past two PDOC contracts.**

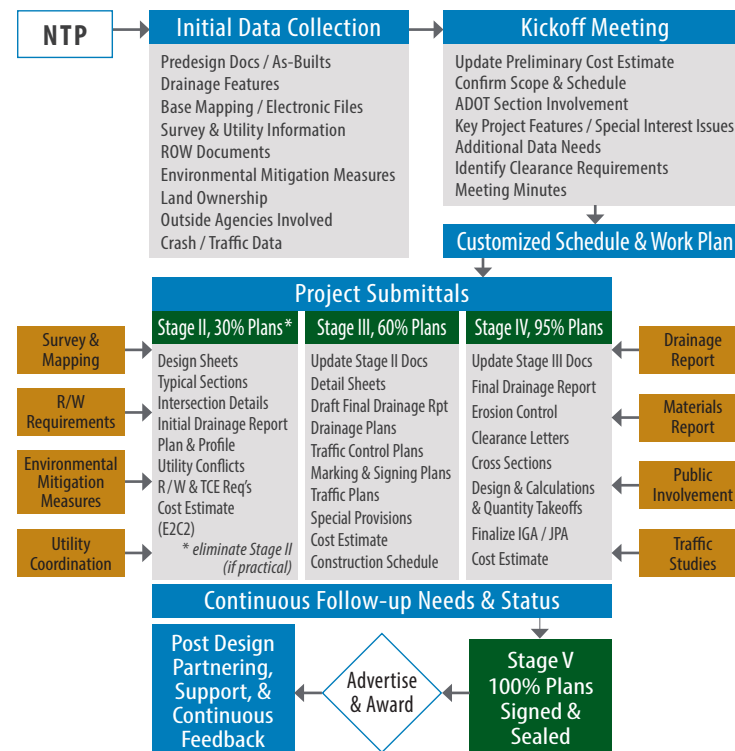
► Task Assignment and Project Delivery

ADOT Project Management Group (PMG) administers all projects awarded through the PDOC. For this 2025 PDOC contract, ADOT PMG will select up to 25 prime firms as part of the Tier 1 Contract Selection. Task Orders will be selected through the Tier 2 Task Order Selection. Tier 2 involves the ADOT PM determining 3 to 5 questions, specific to the

Task Order, to be answered by submitting firms. The firms will also provide a consultant PM resume.

As part of ADOT's review and selection process, the ADOT PM and Contract Manager will review both Tier 1 and Tier 2 SOQs. The Tier 2 process is a change from the previous Statement of Interest (SOI) task selection (typically a 4-page SOI). This shortened approach, Tier 2, is intended to reduce the time spent by ADOT PMG and the consultant firms. While EPS agrees that this will help both ADOT and the consultant firms save time, we also have seen a big benefit in the knowledge that our team has gained when researching Task Orders that are selected on a competitive basis. In addition, when selected on a competitive basis, we strive to determine

FIGURE 1: Final Design Project Development Flow Chart





cost and schedule benefits to ADOT. EPS will continue to research projects in Tier 2 as we have during the SOI process. This includes site visits, as well as meetings with the ADOT PM, the District, and other key stakeholders. [EPS will hit the ground running on any selected task.](#)

Improving design delivery is only beneficial if it ultimately leads to more timely construction completion. As such, ADOT has also implemented a “20, 30, 30, 20” goal that seeks to deliver 20 percent of the program in the 1st fiscal quarter, 30 percent in the 2nd quarter, etc. We will facilitate ADOT’s delivery goals by developing and adhering to project schedules that parallel 20, 30, 30, 20 delivery targets. Specifically, we will align our schedules to seasons when work can be completed. For example, for projects in Northern Arizona where cold weather affects pavement placement, we develop schedules to have

projects bid-ready in February or March, instead of June or July, so construction can be completed prior to the Fall.

► Project Development

FINAL DESIGN TASKS

EPS has excellent experience in the final design of ADOT and LPA projects. The Project Development Flow Chart [Figure 1, page 1] illustrates the EPS approach to a Final Design Task Order. The following discusses several special issues and solutions identified within the development of a typical final design project.

[Project Kickoff Meeting/Field Reviews](#): EPS believes that a rapid start up and an effective field review lays the foundation for efficient scoping document delivery. Upon Task Order Notice to Proceed (NTP), EPS will

immediately prepare the field review invitation list based upon discussions with the ADOT PM and District/LPA representatives to ensure the right people attend. Each field review will follow a clear agenda developed from our own field review(s) and research. Our research will include a review of site features for compliance with ADOT, LPA, and ADA standards, as well as available utility/right-of-way/environmental data. [EPS will re-evaluate cost estimates prior to the kickoff meeting in order to identify potential cost overruns and suggest feasible scope adjustments to meet programmed budgets.](#) Subsequently, we will develop accurate and current cost estimates with each design submittal and monitor that budget throughout design development. These efforts in advance of the field review will ensure the project elements are fully discussed and allow for expedited scope consensus.

Understanding of the General Contract and Design Process

TECHNICAL ELEMENTS

Description of Elements for Project Delivery

EPS Group Recent Success Example

SCOPING DOCUMENTS

Scoping Letter, Project Assessment (PA), Design Concept Report (DCR)	A Scoping Letter is used to describe the project scope, schedule, and construction cost of the project. PAs generally follow the format of a Scoping Letter, but do require more detail and approvals, including a Project Determination for signature. A DCR is typically not required for PDOC final design projects.	EPS has completed 8 Scoping Letters/scoping documents by 5 different EPS PMs on PDOC contracts. EPS PMs know the value of these Scoping Letters in determining the decisions needed to meet the project requirements within the construction budget. On the US 89 (PDOC) project, EPS utilized the Scoping Letter to determine the Recommended Alt. for the roundabout geometrics. This helped set the stage for the final design plans.
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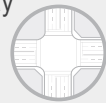

FINAL DESIGN DOCUMENTS

Plans (Stage II (if needed), Stage III, Stage IV, Final Sealed)	Plans, cost estimates/quantity take-offs, Special Provisions, and required reports are submitted during each stage through Workfront for comments/responses review. A Comment Resolution Meeting (CRM) is held shortly after the review using Workfront.	PDOC tasks’ project schedule/budget can often be improved by eliminating a Stage II submittal. EPS uses a roll plot or a Scoping Letter to review alternatives, make recommendations, and gain consensus. EPS has successfully implemented this strategy on 18 of 21 PDOC tasks – going directly to a Stage III plan submittal.
Special Provisions	ADOT updated their Standard Specifications in 2021 with the new “Red Book,” which reduced the amount of Stored Specifications needed. ADOT emails Stored Specification update notifications.	Stored Specification update emails are disseminated to all EPS staff who work on ADOT projects. One checklist item on EPS Group’s internal QA/QC list specific to ADOT projects is to review ADOT’s website for Stored Specification updates prior to any Stage submittal.
Engineering Cost Estimate/Bid Tab	Project Cost Estimates are developed utilizing several resources, including recent ADOT bids, other agency bids in nearby locations, contractor input on special items, and recent EPS internal experience on similar bid items.	On a recent PDOC/LPA project (Missouri Ave), EPS determined early that the allocated construction funding was not sufficient. EPS broke down the project costs into smaller sub-projects and updated the full project scope costs. EPS’ diligence helped the LPA to make an informed decision that led to successfully being awarded MAG Closeout funds.

**TECHNICAL ELEMENTS** *continued*

Description of Elements for Project Delivery		EPS Group Recent Success Example
Construction Schedule	Developing a reasonable construction schedule is important in providing bid quantities for traffic control and duration of the construction length provided in the Special Provisions.	EPS uses the ADOT Production Rates Guidelines for Arizona Highway Construction, and works with the local District to determine the Construction Schedule. In addition, EPS has worked with all 7 ADOT Districts and understands regional/seasonal differences.

INSTITUTIONAL ELEMENTS

Description of Elements for Project Delivery		EPS Group Recent Success Example
CLEARANCES		
Environmental Clearance 	Environmental documentation is typically a Categorical Exclusion for most PDOC tasks. These reports can include cultural and biological resources, noise and air quality, hazardous materials, and visual impacts. EPS Group's team of experts have worked on dozens of ADOT projects while following the NEPA process.	Early Environmental Clearance for geotechnical investigations or R/W acquisitions is often needed. EPS completed the Environmental Clearance on or ahead of schedule for the Idaho Rd (PDOC) and the US 89 Roundabout (PDOC) projects, which both required R/W acquisition. Completing the Environmental Clearance on time allowed ADOT to move forward with offers to property owners, keeping the R/W Clearance on schedule.
Right-of-Way (R/W) Clearance 	Determination of R/W and TCE needs by Stage III or earlier ensures the R/W Clearance schedule is met. Environmental Clearance is required prior to any offers being made to property owners. EPS develops their designs to minimize or eliminate R/W impacts.	During early investigation into the roadway R/W on the Idaho Rd (PDOC) project, it was determined that the existing road did not have any R/W or easement on FCDMC land. EPS Group's quick identification of this issue allowed the LPA (Apache Junction) time to start the easement process. Legal descriptions/exhibits were completed by EPS.
Utility Clearance 	Utility Clearance starts with obtaining AZ 811 data to determine utility providers within the project limits. This data is added to the utility base file from utility maps; topo mapping gathers above-ground utilities. Based on this data, EPS determines if utility designation/potholing needs to be completed. If there are potential utility conflicts identified, the first step is to revise the design to avoid these impacts. If the impacts cannot be avoided through design, then utility relocations will be coordinated with the utility providers.	EPS completes their due diligence early in the design process to identify utility impacts. However, sometimes unexpected issues can occur. On the US 89 Roundabout (PDOC) project, the gas company identified a gas vent when the plans were nearly 100% complete. EPS met with ADOT U&RR and the gas company, and quickly developed a relocation schedule. Permitting the relocations within ADOT R/W takes time; EPS assisted this small gas company in filling out paperwork and provided additional coordination with the permitting department. The gas vent was relocated in a timely manner, and the project bid was able to stay within the time frame required for project funding.
SOFTWARE		
Workfront	All ADOT projects utilize Workfront.	All EPS Project Managers on ADOT projects have utilized Workfront for all submittals.
OpenRoads Design	All ADOT projects utilize Bentley ORD software.	EPS staff knows ORD, having worked on more than a dozen projects for ADOT alone.
Google Meet	Project Meetings are held on Google Meet.	EPS staff have used Google Meet on over 20 projects through the last 2 PDOC contracts.

KEY TECHNICAL DISCIPLINES

Description of Elements for Project Delivery		EPS Group Recent Success Example
Roadway Design	Establishing clear design criteria early in the project is critical to design success. EPS uses sound engineering to ensure all roadway elements meet design criteria. ADOT Roadway Design Guidelines will be utilized; for LPA projects, the local agency standards will be followed. Other key factors: determining opportunities for reducing/eliminating right-of-way, utility, and sensitive environmental impacts.	Design criteria establishment is especially important on LPA projects where ADOT is bidding and administering the construction. The plans, specifications, and bid documents are all developed to ADOT standards for construction. However, the roadway design typically follows the LPA standards. EPS has worked on 15 LPA projects over the last 2 PDOC contracts. EPS knows how to complete project documents that are understandable to ADOT inspectors, the contractor, and meet the LPA requirements.

**KEY TECHNICAL DISCIPLINES** *continued*

Description of Elements for Project Delivery		EPS Group Recent Success Example
Survey & Mapping	Completed by the consultant or by ADOT Survey.	EPS completed survey & mapping or supplemental survey on all PDOC tasks awarded.
Landscape Design	Due to limited budgets on PDOC projects, design can be limited.	On the US 89 (PDOC) EPS evaluated options for landscaping that fit the project budget.
Erosion Control	EPS has worked with ADOT Roadside Development on many projects.	On PDOC projects, EPS has often limited the sheets to CMIS & ADOT Standard Details.
Materials Design	Materials Design Reports include determining existing pavement and subgrade thicknesses and conditions, and utilizing traffic data to determine a proposed pavement structural section.	EPS team members Ethos (DBE certified) completes MDRs, and ACS (DBE certified) completes geotechnical field/lab work. Both of these team members were on a number of EPS PDOC task assignments (more than 10 projects).
Bridge/ Structural Design	Elements of structural design include bridge design, bridge deck rehabilitation, retaining walls, noise walls, and special drainage headwalls. In addition to structural plans, submittals could include Bridge Selection Reports.	EPS has led ADOT projects with significant bridge and retaining wall designs, including the award-winning SR 347 project in the City of Maricopa which included a large bridge spanning the UPRR, and a bridge over MCGH. The project also included several retaining walls and some walls that incorporated drainage outlets into the structure.
Geotechnical Studies	AASHTO is the basis for geotechnical and pavement design activities. LPAs adapt their design criteria within MAG, PAG, etc.	Early Environmental Clearances and encroachment permits for geotechnical work has been successfully completed by EPS on many recent ADOT PDOC projects.
Drainage Design	Assessing existing drainage conditions is critical. This includes determining existing drainage issues, offsite flows, and whether floodplains/floodways exist within project limits. EPS strives to develop recommended site-specific drainage improvement solutions that incorporate ADOT and/or LPA local knowledge.	On the Marsh Rd (PDOC) project completed for Pinal County (LPA), the existing dirt roadway experienced significant flooding and erosion. The initial construction cost was anticipated to be high due to the required drainage mitigation. EPS determined that a ford crossing was the most effective method of mitigating the drainage issues. EPS saved the project considerable money (~\$200k) and reduced the impact to utilities and R/W.
Traffic/Safety Design, ITS	Improving safety and optimizing traffic operations are traffic design priorities. Traffic safety includes signing, pavement marking, traffic control, traffic signals, lighting, and ITS designs. EPS has several traffic engineering experts who can complete all of these tasks.	A special issue that occurs on federally funded LPA projects is the LPAs' desire for specific equipment for traffic signals, lighting, and ITS that could either be "sole sourced" or considered a conflict with "Buy America" requirements. EPS has worked through this issue before by using a Letter of Synchronization or a Public Interest Finding.
Environmental Studies	There are several potential environmental documents described in the Env. Clearance section. Once Environmental Mitigation Measures are determined, these will be included in the Special Provisions.	Environmental Clearance was completed on schedule on more than 20 EPS led ADOT PDOC projects. To strengthen the ability of EPS to deliver more tasks, 2 environmental subconsultants have been included on the team this time.
Right-of-Way Mapping & Plans	R/W acquisitions are generally avoided on PDOC projects. However, EPS has extensive experience in R/W plan and acquisition document preparation, and currently holds an ADOT Right-of-Way Surveys and Plans On-Call contract.	EPS successfully completed the R/W documents needed for the Idaho Rd (PDOC) project, described in more detail in the R/W Clearance section above. R/W acquisition was also successfully completed on the US 89 Roundabout (PDOC) project. On most PDOC tasks, EPS designs to avoid R/W impacts.
Utility Locating - SUE	As discussed in the Utility Clearance section, there are several tasks required to ensure a proper clearance is completed. On some tasks, subsurface utility engineering (SUE) may be needed.	EPS completed utility designation/potholing on the Palisades & Saguaro Blvd Sidewalks (PDOC) project. EPS has recently added a veteran-led SUE team within the company, and can better assist with this important function on a timely basis as needed.
Facilities/ Maintenance Design	ADOT facilities projects include rest areas, ports of entry, etc.	EPS completed the civil design on projects with DFDG: Superior De-Icing Bldg.; Kingman District Materials Lab; Keams Canyon Truck Barn; 1919 W. Fairmont Bldg. Modifications.
Other Expertise	EPS offers a wide range of additional experience, including rockfall mitigation projects (ADOT On-Call), a highway emergency repair project on US 70 that included drainage mitigation and soil nail walls (ADOT On-Call), and has worked on several roundabout projects (one awarded through the PDOC).	The I-40 Rockfall (ADOT On-Call) project required the design of an equipment access road to reach the top of a 200'+ bluff during construction. The US 70 Salt Creek project was an emergency repair task that was initiated by ADOT due to the US 70 pavement failing during a large flood event. For both projects, EPS developed a plan to address these urgent situations and quickly developed PS&E for bidding.



Local Government (LPA) Considerations: Local Public Agencies are categorized as either Certification Acceptance (CA) or non-CA, depending on whether or not they are certified to administer federally funded projects. The ADOT Local Government Section helps LPAs who receive federal funds with the project development process to ensure compliance with ADOT and FHWA requirements. The good news is that EPS worked on many LPA projects from the 2018 and 2022 PDOCs, and fully understands how to effectively deliver such projects!

All, or nearly all, tasks associated with this PDOC contract will support Non-CA agencies. These agencies must rely on ADOT for the entire administration of a federal-aid project, including all clearances, bidding, and construction administration.

In addition to providing project documents typical to ADOT tasks, EPS is also prepared to support ADOT with LPA projects by:

- Assisting in preparing Joint Project Agreements (JPA) when needed.
- Coordinating with the Metropolitan Planning Organizations/Councils of Governments (MPO/COG).
- Providing Public Interest Finding (PIF) and/or Certificate of Synchronization letters for proprietary items.

Project Management/Coordination: Whether projects are straightforward or complex, a critical success factor will be the consultant's project management/coordination ability. EPS will effectively communicate and coordinate with the ADOT PM, ADOT Groups/Sections District representatives, and LPAs. Additional coordination will occur with federal or tribal agencies/governments. EPS will proactively and continuously coordinate the activities of all contributing parties to ensure project schedule compliance.

EPS PMs always look for opportunities to implement Performance Based Practical Design in every project.

Post Design Services: EPS Task Managers will be available to ADOT during construction to attend (as requested) partnering and construction meetings, address specific construction issues, or provide designs

to supplement an ADOT change order request. We will be responsive to each request and address issues quickly.

► Special Issues/Problems & EPS Approach

Communication: EPS PMs are not only equipped with strong technical backgrounds, but each of them has great communication skills. When something unforeseen is discovered, the EPS PM immediately discusses the issue with the ADOT PM with a plan to keep the project on schedule and within budget. When running meetings, the EPS PMs discuss the key issues that require decisions; they present options with recommendations, and they work with the team to gain consensus.

Budget: Due to recent escalating construction costs it can be difficult to meet project budgets. Often, these project budgets are established years in advance when applying for a grant, especially for LPAs. EPS has had recent success in developing updated cost estimates early during design to help ADOT and/or LPAs understand the updated project cost, and determine if any adjustments to the Scope of Work are needed.

Schedule: The biggest threats to a project schedule on PDOC projects are right-of-way or utilities, as environmental is typically straightforward on these projects. To avoid schedule and budget impacts, EPS has often found innovative design solutions using Performance Based Practical Design (PBPDP) that avoid costly R/W or utility impacts, saving the project schedule and budget.

1.b. Approach

EPS Group's approach to Task Order delivery starts and ends with ownership. When we accept a task, we own it. We begin every project by thoroughly researching and understanding its opportunities and potential issues. EPS then develops specific strategies within the initial scope development to ensure successful delivery.

Our team wants to succeed on every task, so we seek to help ADOT's project manager succeed on every task. EPS will help ADOT's project manager schedule, organize, and facilitate our tasks. We will fully communicate with your PM to ensure that he/she is always informed of the task's

development. When challenges arise, EPS will present a complete background of the issues with recommended solutions. We do not allow procedural or bureaucratic hang-ups to be an excuse for lack of delivery. EPS will proactively manage project issues toward successful project delivery.

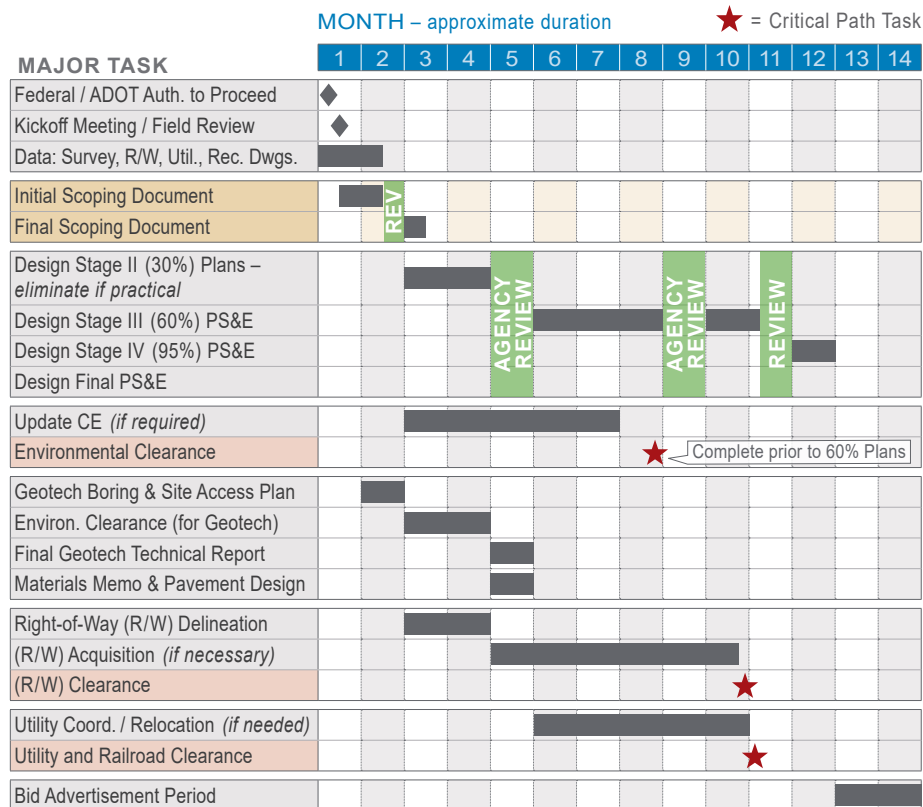
► Task Scope Establishment

For every Task Order awarded to EPS Group, we will build a customized Scope of Work for the specific needs of that individual project. We did this for each of the 21 Task Orders awarded to us on the last two PDOC contracts.

When we accept a task, we own it! Projects will not "gather dust" under our stewardship.

On PDOC projects awarded to EPS under this 2025 contract, we will begin our Scope of Work needs assessment by completing extensive, site-specific project research during our Tier 2 response development. During this process, EPS will visit the project site; obtain all existing schedule, budget, as-built, utility, right-of-way, drainage, environmental, and traffic data; and discuss the project with the ADOT PM, District, and LPAs (if applicable). After notification of selection, EPS will again meet with the ADOT PM to confirm our anticipated design Scope of Work based on our SOI recommendations. The entire purpose of these efforts is to ensure that when EPS builds a Scope of Work, it exactly fits the Task Order purpose, schedule, and budget. These PDOC Task Orders are funded for a specific purpose. Our Scopes of Work will meet that purpose without any unnecessary fluff.

Schedule: EPS knows that schedule adherence requires a high level of responsiveness, issue anticipation, staff resources, and communication with the ADOT PM as challenges arise. We recognize that many of the tasks likely to be assigned will require rapid startup and quick completion. EPS pledges its full expertise and resources to meeting agreed-upon schedules on every project we receive. Regardless of the project type, EPS will develop a customized schedule, updated regularly in Workfront,

**FIGURE 2:** Typical Project Schedule – Scoping and Final Design

that is responsive to ADOT's needs and reflective of the project critical path elements. For purposes of this SOQ, we have developed a typical scoping and final design schedule [Figure 2]. Critical path elements are noted.

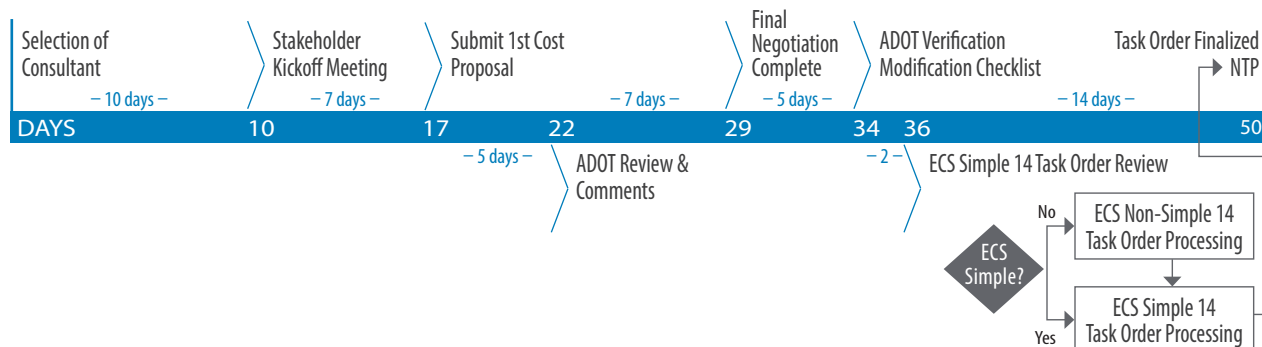
Maintenance of Schedule: Meeting the agreed-upon design schedule is critical for ADOT. When projects are advertised on time, funds are obligated as expected. When a schedule slips, it affects more than that project – particularly if a project slips from one fiscal year to another. Should a project slip behind schedule, the EPS Task Manager will immediately notify the ADOT PM and update the change in Workfront. EPS will meet with its team members to develop a task-specific plan to bring the project back on schedule.

► Efficient Construction Documents

As part of these scoping efforts, EPS always seeks to eliminate unnecessary plan sheets that can increase project review times and design costs. Our team has excelled at creating simplified plan sets during the previous PDOC. For example, EPS has simplified traffic control plans to only include what is needed: a standard notes sheet, a traffic control quantities sheet, maintenance of traffic sheets, and possibly a small detail (only if required). For erosion control sheets, EPS has reduced the number of plan sheets considerably by only including the Control Measure Index Sheet, and ADOT standard erosion control details. Project specific erosion control measures are addressed in the special provisions and cost estimate, eliminating the need for detailed plans. Further, on many of the PDOC projects, EPS can combine the signing and marking plan sheets, reducing the number of such sheets by half. On pavement preservation projects, consideration can also be given to having the contractor "as-built" the signing and marking, eliminating all of these traffic plan sheets. For basic "pavement life extension" projects, plan sets will be reduced to just 5 sheets. Lastly, simple details can be added directly into the roadway plan sheet, eliminating the need for separate detail sheets.

In addition to simplifying the plan sets, EPS has successfully eliminated the Stage II (30%) submittal on most of our awarded PDOC Task Orders. Instead, EPS develops roll plots or exhibits that include the preliminary design on top of aerial images. This allows ADOT and/or the LPA to make decisions on project alternatives prior to the development of a full plan set. Alternatively, Google Earth .KMZ files can also be used to facilitate discussion and accelerate reviews/clearances independent of formal plan submittals. This approach reduces the design schedule by eliminating review times via these "over the shoulder" reviews.

All of this denotes EPS Group's willingness to accept the challenge of improving project delivery. We know that ADOT desires to have consultants receive a Notice to Proceed (NTP) in less than 50 days from task award. As shown in Figure 3, we have developed an approach that mirrors ADOT's 50-day Task Order initiation plan. EPS will continue to meet or beat each of our scheduled turnaround times.




FIGURE 3: Task Order Assignment Schedule Tracker (TOAST)

2. Team Experience and Qualifications

Previous Project Experience

RELEVANT PROJECT	BRIEF SCOPE COST DELIVERY SCHEDULE	KEY DISCIPLINE LEADERS
TECHNICAL DISCIPLINE: Roadway Design, Survey & Mapping, Landscape Architectural Design and Erosion Control, Materials		
ADOT – US 89 and Lake Powell Boulevard Roundabout (PDOC, Project # F0558 01D) <i>Page, Arizona</i>	US 89 experiences frequent tall houseboat transport operations, which does not have clearance for a traffic signal. EPS Group designed a single-lane roundabout to improve traffic operations and safety. The roundabout was designed with an oblong (not round) shape. Project included landscape architecture, erosion control & survey services. <i>Construction cost: \$4.7M. Delivery Schedule:</i> Delivery schedule was met.	 EPS Group – Prime: Greg Froehlich, Project Manager; James Beier, Traffic; Bryan Martin, Roadway <i>subconsultants:</i> RTE; Ethos; Tierra; ACS; Y2K
ADOT – SR 87 at Skousen Rd Improvements (PDOC, Project # F0521 03D) <i>Coolidge, Arizona</i>	This project improved the intersection of SR 87 and Skousen Road by installing a new traffic control signal system, and adding an eastbound right turn lane at SR 87 and a northbound left turn lane at Skousen Rd. The improvements required utility relocation / coordination and right-of-way considerations. [LPA project] <i>Est. construction cost: \$2.56M. Delivery Schedule:</i> Project delivered per client schedule expectations.	EPS Group – Prime: James Beier, Project Manager; Jeff Stine, Project Principal <i>subconsultants:</i> Tierra; ACS
US 191, Little Colorado Bridge to Cemetery Rd (PDOC, Project # F0533 01D) <i>St. Johns, Arizona</i>	EPS Group provided the scoping and final design phases of US 191's 0.9 miles of pavement rehabilitation. Work included milling 3.5 inches of asphalt, reshaping shoulders, replacing guardrail transitions, and signing & striping. <i>Est. construction cost: \$1.05M. Delivery Schedule:</i> Delivery schedule was met.	 EPS Group – Prime: Anthony Herrera, PM; Jeff Stine, Project Principal <i>subconsultants:</i> Ethos (geotech); Tierra; Y2K; ACS
ADOT – SR 347 Union Pacific Railroad (UPRR) Overpass <i>Maricopa, Arizona</i> <i>2019 Arizona Transportation Partnering Excellence Award</i>	Final Design, DCR, and EA for a new SR 347 bridge over the UPRR tracks – involving relocation of numerous arterial and local roadways, traffic signals, traffic analyses, unique geometric configurations, drainage design, utility relocations, 52 R/W acquisitions, water, sewer, storm drain, floodplains, landscape architecture, erosion control, and survey. <i>Construction cost: \$28.0M. Delivery Schedule:</i> Project design delivered on time, per accelerated federal grant requirements.	 EPS Group – Prime: Greg Froehlich, Road Lead; Eric Maceyko, Traffic; Matt Truitt, Drainage; Anthony Herrera, Utility; James Beier, Signing & Striping <i>subconsultant:</i> J2 Engineering (landscape; drainage)
TECHNICAL DISCIPLINE: Drainage Design		
ADOT – Russell Road: Arica to I-8 and I-8 to SR 84 (PDOC, Project # T0186 01D) <i>Stanfield, Arizona</i>	This federally funded project paved a 5-mile long portion of rural highway. Vertical geometric designs required consideration of large floodplains to avoid altering regional flows. EPS Group's design for the crossing of Greene Wash circumvented floodway impacts and avoided impacts to buried farm irrigation laterals. [LPA project] <i>Construction cost: \$3.08M. Delivery Schedule:</i> Delivery schedule was met.	 EPS Group – Prime: Greg Froehlich, PM; Matt Truitt, Drainage; Anthony Herrera, Utilities; James Beier, Traffic; Bryan Martin, Roadway <i>subconsultants:</i> ACS, Tierra
ADOT – I-40, Adamana Traffic Interchange (TI) <i>Apache County, Arizona</i>	EPS Group identified drainage solutions to address periodic flooding at the TI; completed a hydrologic analysis of the watershed and the existing TI drainage structures to develop improvements that increased drainage capacity at the TI. <i>Construction cost: \$1.0M. Delivery Schedule:</i> Delivery schedule was met.	 EPS Group – Prime: Matt Truitt, Project Manager
TECHNICAL DISCIPLINE: Bridge Design, Geotechnical Studies		
ADOT – Delaware Drive Pedestrian Improvements (PDOC, Project # T0309 01C) <i>Apache Junction, Arizona</i>	Ethos provided geotechnical engineering for a bicycle lane, a center turn-lane, and pedestrian improvements that included pavement design as well as structural design of drainage structures. Post-design services were also provided. <i>Est. construction cost: \$6.2M. Delivery Schedule:</i> Delivery schedule was met.	 <i>subconsultant project</i> Ethos Engineering: Pancho Garza, Geotechnical Lead; Brian Grimaldi, Structures Lead



RELEVANT PROJECT	BRIEF SCOPE COST DELIVERY SCHEDULE	KEY DISCIPLINE LEADERS
ADOT – SR 73, Cedar Creek - Fort Apache (PDOC, Project # F0217 01C) Fort Apache, Arizona	Ethos provided geotechnical recommendations and structural drainage details for several culverts. Work was streamlined, as the Ethos geotechnical designer was able to coordinate internally with structural designer. <i>Est. construction cost: \$680,000. Delivery Schedule:</i> Delivery schedule was met.	 subconsultant project Ethos Engineering: Pancho Garza – Geotechnical Lead; Brian Grimaldi – Structures Lead
TECHNICAL DISCIPLINE: Traffic/Safety Engineering Design, Intelligent Transportation Systems		
ADOT – London Bridge Road Safety Improvements (PDOC, Project # T0351 01D) Lake Havasu City, Arizona	This project installed safety improvements that included speed feedback signs, re-striping to narrow lanes, and bike lanes and associated bike lane signage. EPS Group prepared a scoping letter and traffic analysis; and also provided post-design services. [LPA project] <i>Construction cost: \$243,000. Delivery Schedule:</i> Project was delivered per client schedule expectations.	EPS Group – Prime: Jeff Stine, Project Manager; James Beier, Traffic subconsultant: Tierra (environmental)
ADOT – SR 95, 7th Street to Aviation Way (PDOC, Project # F0209 01D) Bullhead City, Arizona [HSIP-funded project]	This HSIP-funded project added raised medians along a busy part of SR 95. Design included a traffic analysis, signing, pavement marking, traffic control plans, and lighting. EPS Group also completed an ADA Compliance and Feasibility Report, and implemented the design of ADA features. <i>Construction cost: \$800,000. Delivery Schedule:</i> Project was delivered per client schedule expectations.	 EPS Group – Prime: Greg Froehlich, Project Manager; Eric Maceyko, Traffic; Matt Truitt, Drainage subconsultants: Tierra; ACS
TECHNICAL DISCIPLINE: Environmental Studies		
ADOT – SR 69 Raised Median and Acceleration Lane (PDOC, Project # F0633 01D) Prescott, Arizona	This project constructs concrete curb and gutter to create a raised median for 3,500 feet along a busy segment of SR 69, from Lee Blvd to Walker Rd; and widens 12 feet of roadway. Pinyon was responsible for completing the public and agency scoping, BESF, cultural resource Class III, PISA, and HMER. <i>Est. construction cost: \$1.160M. Delivery Schedule:</i> Project was delivered per client schedule expectations.	 subconsultant project Pinyon Environmental Ashton Koons, Sr. Technical Advisor for PISA, HMER & BESF
TECHNICAL DISCIPLINE: Utilities Locating – SUE		
ADOT / City of Phoenix – Connect 202 Freeway Expansion Phoenix, Arizona	Kenneth Cole worked with ADOT, the City of Phoenix, and SRP to collect underground utility information so the design for new SRP pipes can be installed on their new alignments, allowing the South Mountain Freeway to be built without utility conflict. <i>Construction cost: \$500,000 est. (for the task). Delivery Schedule:</i> Project was delivered per client schedule expectations.	 EPS Group – Prime: Kenneth Cole, Utilities Location Project Manager (prior to joining EPS Group)
TECHNICAL DISCIPLINE: Right-of-Way Mapping & Plans		
ADOT – Right of Way Plans and Survey On-Call Services Contract (Contract Nos. 2020-007.03 & 2024-016) EPS Group survey staff have performed survey and right-of-way plan activities for ADOT on two recent contracts. To date, 10 tasks have been awarded . <i>Delivery Schedule:</i> Tasks were delivered per client schedule expectations.		EPS Group – Prime: Robert Johnston, Project (Survey) Principal
TECHNICAL DISCIPLINE: Facilities / Maintenance Design		
ADOT – On-Call Architectural Professional Services Contract (No. BPM000277) • De-Icing Building [Superior] <i>Construction cost: \$3.0M</i> • District Materials Lab [Kingman] <i>Construction canceled</i> • Truck Barn [Keams Canyon] <i>Construction cost: \$465K</i> • 1919 W. Fairmont Bldg. Modifications [Tempe] <i>Construction cost: N/A</i> <i>Delivery Schedule:</i> EPS Group met DFDG's schedule for each completed task.		subconsultant project (contract) DFDG Architecture: Chad Billings, Project Director EPS Group – Site Civil Engineering: Bruce Hallsted, PM; Felicia Curry, PE

3. Team Capability

Our team members not only hold the highest levels of expertise in their respective technical disciplines, but also excellent ADOT on-call and federally funded LPA experience.

Bryan Martin, PE, PTOE

EPS Group

Bryan (AZ PE #58920; PTOE #4845) has 15 years of design experience, including roadway and intersection design, ADA compliance, and traffic impact studies across Arizona – always with a focus on interactions between drivers, bicyclists, and pedestrians. He has worked on a number of ADOT PDOC projects, and was Project Engineer for the US 60X project in East Mesa.

- **KEY TECHNICAL DISCIPLINES:** roadway (rural/urban) design; intersection improvements; cost estimates/specs



Justin Beeler, PE, CFM

EPS Group

Justin, a Certified Floodplain Manager, (AZ PE #43798; CFM #04-01048) has 24 years of engineering experience in drainage and floodplain management. He has provided drainage analysis, studies, and design on ADOT and other major transportation projects. Justin has noteworthy expertise in the utilization of FLO-2D, HEC-RAS 1D/2D, DDMSW/HEC-1, HEC-HMS, and EPA-SWMM.

- **KEY DISCIPLINE:** drainage design



Pancho Garza, PE

Ethos Engineering [certified DBE firm]

Pancho (AZ PE #47676) has 22 years of experience in geotechnical consulting. He's been involved with more than 200 roadway projects – and many ADOT PDOC projects while on the EPS team. His experience includes analysis and design, and projects such as roadways, pavement, bridges, and retaining walls.

- **KEY DISCIPLINE:** geotechnical studies/design



Brian Grimaldi, PE

Ethos Engineering [certified DBE firm]

Brian (AZ PE #44976) has designed and inspected bridges and other transportation-related (including ADOT) structures over 26 years. Projects have included traffic interchanges, system interchanges, river crossings, pedestrian bridges, retaining and noise barrier walls, traffic sign structures, and drainage structures.

- **KEY DISCIPLINE:** bridge/structural design



Aryana Meyer, PE

EPS Group

Aryana (AZ PE #74193) has 9 years of experience preparing traffic impact studies and statements from rural to city core areas; local and federal grant preparation for government agencies; traffic signal, lighting, ITS design; PHB/HAWK design; signing & striping design; plans, specifications, cost estimates, and utility coordination for traffic-related projects.

- **KEY DISCIPLINES:** traffic/safety engineering and ITS; traffic signal & lighting



Ashton Koons

Pinyon Environmental

Ashton is an environmental professional with 10 years of experience in project management, scoping, report production, environmental reviews, biological and archaeological surveys, and Clean Water Act (CWA) Section 404 compliance. Ashton has completed approximately 100 PISAs, hazmat sampling reports (asbestos, lead, and soil) to support environmental clearances for ADOT, the Maricopa County Department of Transportation (MCDOT), and municipal governments.

- **KEY DISCIPLINE:** environmental services



Robert Johnston, RLS

EPS Group

Robert (AZ RLS #37495), has 34 years of surveying experience. He is the Project Principal for EPS's ADOT Right of Way Plans and Surveys On-Call contract (2024-016). His experience in all aspects of survey work includes ALTA/NSPS land title surveys, maps of dedication, topography surveys, data analysis, and field crew preparations.

- **KEY DISCIPLINE:** right-of-way mapping & plans



Kenneth Cole

EPS Group

Ken has more than 33 years of experience in Subsurface Utility Engineering (SUE). His responsibilities include developing written project-specific scopes of work to fit schedules and timelines; outlining the different levels of SUE D through A needed to complete a confident design of underground utilities that may or may not cause construction delays; and reviewing with the client the necessary type of information delivery.

- **KEY DISCIPLINE:** utility locating - SUE



Felicia Curry, PE

EPS Group

Felicia (AZ PE #75937) has 8 years of civil engineering design experience on public works projects – including tasks assigned under a recent ADOT Architectural On-Call contract for team member DFDG Architecture. Projects have entailed roadway design, site design, utility coordination, and grading and drainage. She has also provided design support for several ADOT PDOC projects.

- **DISCIPLINE:** facilities/maintenance (civil design)



Supporting Subconsultants



EPS Group's roadway design team includes **Roundabouts & Traffic Engineering's (RTE) Scott Ritchie, PE** (CA PE #2182) to support

Roundabout Design. Scott teamed with EPS on ADOT's US 89 and Lake Powell Boulevard Roundabout PDOC project.



The EPS Group drainage design team will be supported by **Jeff Holzmeister, PE** (AZ PE #23170) of **J2 Engineering**, who brings a wealth of ADOT drainage experience. J2 will also provide Landscape Architecture and Erosion Control support, if needed. [\[certified DBE firm\]](#)



EPS Group's traffic engineering team is supported by **Y2K Engineering: Yung Koprowski, PE, PTOE, RSP** (AZ PE #52513; PTOE #3112) and **Chris Williams, PE, PTOE** (AZ PE #42636; PTOE #2029). [\[certified DBE firm\]](#)



Jennifer Jennings of Tierra Right of Way is on the EPS team to support Pinyon Environmental.

Jennifer has worked with EPS on PDOC tasks awarded under contracts 2018-006 and 2022-006. Acquisition support, if needed, will also be provided by Tierra Right of Way.



DFDG Architecture's Chad Billings, AIA (AZ RA #47384) is on the EPS Group team to provide any needed Facilities/Maintenance Design.



EPS has relied on **ACS Services** for Geotechnical Field/Lab Work and PISA support on many past PDOC projects. [\[certified DBE firm\]](#)



In addition to Geotechnical support, **Pancho Garza, PE** (AZ PE #47676) of **Ethos Engineering** can provide Materials Design. [\[certified DBE firm\]](#)



Noise/Air Quality Analysis support will be provided by **Newton Environmental**. [\[certified DBE firm\]](#)



Tom Baca of Gordley Group provided Public Relations support on EPS's Naranja Dr MUP PDOC-awarded project. [\[certified DBE firm\]](#)



Andrew Flecky of Infrastructure Mavens will do Independent cost estimating (ICE) when needed.

SOQ Non-Technical Evaluation Criteria

1. Key Personnel

1.a. Project Principal

Jeff Stine, PE

ROLE Project Principal

TITLE Sr. Project Manager – Principal



Jeff (AZ PE #34022), with 31 years of engineering experience, is a Principal at EPS Group. He will be responsible for ensuring that adequate personnel and other resources are available at all times. He has full authority to handle all contractual matters and disputes, and will be ultimately responsible for the quality and timeliness of the team's delivery and performance.

From 2009 to 2012, Jeff spent time as a Consultant Project Manager for ADOT in their Statewide Project Management Group, managing studies and projects that were both federally and state funded. Jeff has proven his excellent record of managing and designing projects at the highest level of quality – meeting scope, schedule, and budget on each task he's managed. His responsiveness to the special needs of his client and project requirements is a hallmark of his service. [In his final ADOT Consultant Evaluation as Statewide Project Manager, Jeff received the highest score possible \(5 out of 5\) for his responsiveness, preparation, cooperation, and technical competency.](#)

50% availability | **50%** commitment to PDOC

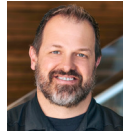
► **KEY / SUB AREA TECHNICAL DISCIPLINES:** roadway (rural/local) design; intersection improve.; pavement life ext.; ADA/sidewalk/MUP; signing & striping; pipe/box culvert; drainage retrofits, channel & structures; shoulder widening; cost estimates/specs

1.b. Project (Contract) Manager

Greg Froehlich, PE

ROLE Project (Contract) Manager

TITLE Department Manager – Principal



Greg (AZ PE #37285) is a former ADOT employee who has continuously worked on a variety of ADOT projects across Arizona for more than 28 years. He has served as the project manager and/or project engineer on dozens of ADOT Final Design projects. Greg will provide the ADOT PM a single source for communications and coordination in all phases of Task Order execution.

However, Greg is not just an administrator; he provides hands-on project direction and design concept guidance. [For example, during the 2018 and 2022 PDOCs, Greg served as Project Manager on 10 Task Orders!](#) These various projects consisted of paving dirt roads, a roundabout, sidewalk and bike lane improvements, lighting, traffic control, erosion control, storm drains, box culvert extensions, bridge barriers, irrigation culverts, raised medians, legal descriptions and exhibits, utility coordination, and ADA compliance. [These projects were in 5 different ADOT Districts and included 4 different LPAs. In addition to final design plans, scoping documents were completed on 5 of these projects.](#) Not only does Greg understand the type of projects and tasks required for this PDOC, he understands how to get these projects completed on time and on budget.

60% availability | **60%** commitment to PDOC

► **KEY / SUB AREA TECHNICAL DISCIPLINES:** roadway (rural/urban) design; roundabouts; intersection improvements; rockfall mitigation; pavement life extension; pipe/box culvert; ADA/MUP design; cost estimates/specs

1.c. Experience of Key Task Order Project Managers

Anthony Herrera, PE

EPS Group – Principal/Project Manager



Anthony (AZ PE #40219) has over 26 years of transportation planning, design, and construction experience. He began his career as an ADOT intern on a road widening project. Since then, his experience has grown to include intersection improvements, traffic interchanges, frontage roads, new highway alignments, lane addition, pedestrian enhancement, safety improvement, drainage improvement, and pavement rehabilitation projects. He has coordinated with cities, counties, utility, and private stakeholders on ADOT projects both large and small. Anthony brings an earnest desire to make sure that the final product is well designed and tailored to owner expectations.

75% availability | **70%** commitment to PDOC

- ▶ **DISCIPLINES:** roadway (rural/urban) & TI design; intersection improvements; MUP; SWPPP; drainage design; cost estimates/specs
- ▶ **ADOT PDOC PROJECTS (Project Manager):**
 - US 191, Little Colorado Bridge to Cemetery Rd Pavement Rehabilitation (F0533 01D)
 - Naranja Dr MUP: La Cañada to First (T0438 03D)

Matt Truitt, PE

EPS Group – Principal/Sr. Project Manager



Matt (AZ PE #48287) is a well-rounded transportation engineer, with 20 years of experience. He enjoys partnering with communities, particularly on ADOT LPA tasks, to address their project needs while being considerate of budget clearance and schedule constraints. Matt's experience includes roadway and intersection design, drainage designs, multi-use paths and ADA-compliant pedestrian facilities, site improvements, and transportation planning/scoping studies under multiple on-call contracts for ADOT, including managing several PDOC projects.

70% availability | **65%** commitment to PDOC

- ▶ **DISCIPLINES:** roadway (rural/urban) design; drainage design; sidewalk/MUP; intersection improv.; erosion control; cost estimates/specs

▶ **ADOT PDOC PROJECTS (Project Manager):**

- Palisades & Saguaro Blvd Sidewalks (T0314 03D)
- Old Highway 66 & Fort Rock Road (T0355 03D)
- MUP Along SR 82 Patagonia Highway (T0357 03D)

James Beier, PE, PTOE, RSP1

EPS Group – Project Manager



James (AZ PE #51304; PTOE #3301) has 20 years of experience in traffic analysis and design, roadway design, and roadway safety. He's successfully designed recent traffic projects under the ADOT PDOC, and has experience going through the federal process – including all of the steps involved for Utility Clearance, Environmental Clearance (NEPA process), Right-of-Way Clearance, etc. James spent three years working as an engineer for the Pima County Department of Transportation Traffic Engineering Division Safety Management System. He obtained his Level 1 Road Safety Professional credential in late 2019.

75% availability | **70%** commitment to PDOC

- ▶ **DISCIPLINES:** traffic/safety engineering and ITS; traffic signal and lighting design; intersection improvements; cost estimates/specs
- ▶ **ADOT PDOC PROJECTS (Project Manager):**
 - Ave C & Central Drain and 32n & Michigan Ave (T455 03D)
 - SR 87 at Skousen Rd Improvements (F0521 03D)

Eric Maceyko, PE, PTOE

EPS Group – Project Manager



Eric (AZ PE #42629; PTOE #2105) has 24 years of progressive traffic engineering design, transportation planning, and analysis experience, including on ADOT-administered projects. He began his career as an ADOT intern, with experience in the field

office during construction of the Loop 101 in Scottsdale and within the Northwest Region Traffic Design department. Over the years, his experience has grown to include management and design of various state, county, and municipal traffic and roadway improvement projects. He routinely coordinates with public agencies, private owners, businesses, and utilities on ADOT projects.

70% availability | **65%** commitment to PDOC

- ▶ **DISCIPLINES:** traffic/safety engineering and ITS; traffic signal and lighting design; intersection improvements; cost estimates/specs
- ▶ **ADOT PROJECTS:**
 - SR 347 Union Pacific Railroad (UPRR) Overpass
 - US 60, Silver King to Superior Traffic Control Plans
 - I-40/US 93, West Kingman Traffic Interchange

Bruce Hallsted, PE

EPS Group – Senior Project Manager



Bruce (AZ PE #40486) has been project manager for 27 years on a variety of site grading, drainage, and utility projects. This includes serving as civil engineering consultant for tasks assigned under a recent ADOT Architectural On-Call contract with Chad Billings, AIA at DFDG Architecture – the EPS team's architect. He has also developed plans for numerous ADA, parking, water/wastewater, and farm irrigation projects.

70% availability | **60%** commitment to PDOC

- ▶ **DISCIPLINES:** facilities/maintenance (civil design); roadway design; intersection improvements; erosion control; cost estimates/specs
- ▶ **ADOT PROJECTS:**
 - De-Icing Building – Superior, Arizona
 - District Materials Lab – Kingman, Arizona
 - Truck Barn – Keams Canyon, Arizona
 - Tempe Office, 1919 W. Fairmont – Tempe, Arizona

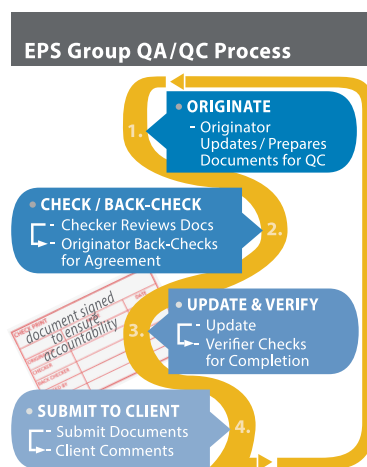
Full resumes are included after page 20.

2. QA/QC

Unlike some project elements, quality is entirely under the consultant's control. **EPS Group understands its responsibility to have an effective quality control plan in place, and we take 100 percent responsibility for the accuracy and completeness of all work performed under this contract.** All reports, designs, and documents will be thoroughly checked for grammar, spelling, and technical correctness before submittal. ADOT will not need to spend its valuable time performing a quality control check of an EPS submittal. We will provide ADOT complete, comprehensive, and quality plans that are biddable, constructible, and defensible.

Every EPS staff and team member knows the critical importance of preparing clear, error-free plans. Each project delivered by EPS conforms to the requirements of our Quality Assurance Program. Our quality control process is an internal EPS policy that includes checking, back-checking, and resolving all internally generated quality review comments and constructability issues identified by the Design Manager or independent QA/QC and Constructability Review Manager.

An important component of delivering quality documents to ADOT is preparing a quality engineer's estimate. EPS documents all



The figure above demonstrates the EPS quality process work flow, which begins 14 days before scheduled submittals. The checker is a staff member with expertise in the specific discipline being reviewed. When the process is completed, these documents are scanned and archived.

quantities with quantity takeoff sheets, which are reviewed during the QA/QC process. In addition, EPS documents where the unit costs for bid items are derived from, and those are also checked by a senior level engineer. Preparing a quality engineer's estimate is important during design to ensure the project construction budget can adequately cover the construction cost. In addition, a quality engineer's estimate ensures that all bid items are accounted for and that the quantities reflect what the contractor will be bidding on, which avoids change orders during construction.

The EPS Quality Assurance and Quality Compliance (QA/QC) process addresses risks identified on a project:

PROCESS	OBJECTIVES
<ul style="list-style-type: none"> Review plans and technical documents, making sure they represent sound engineering and meet design standards Generate "red lines" for correction by designer/CAD tech Design Manager back-checks corrections to verify completeness Educate the design team on sound engineering practices and appropriate design standards 	<ul style="list-style-type: none"> Enhance Quality of Deliverables Minimize Scope Changes / Contractor Change Orders Improve Contractor's Productivity Develop Construction Friendly Specifications Reduce Delays Improve Public Image Promote Construction Safety Reduce Conflicts / Disputes Decrease Facility Maintenance

During our internal quality reviews of reports, designs, and drafting, individual reviews are performed by our QA/QC Manager and the Project Manager. They continually communicate with the design team to ensure that design documents are clear and represent sound engineering.

The direct benefits of our internal quality control program:

- Constant monitoring of the design progress.

- Avoidance of cost overruns.
- Assurance of on-time delivery.
- Conformance with ADOT's specifications.
- Facilitation of ADOT's input.
- Increase in customer satisfaction.

QA/QC measures have been successfully implemented on every project EPS has developed and delivered. **EXAMPLE:** In a detailed review of the construction cost estimate on the Missouri Ave (PDOC) project for the City of Glendale (LPA), it was determined that the City's budget was grossly underfunded to complete the construction. EPS developed design solutions to reduce costs, including avoiding right-of-way acquisitions and street light relocations. Since the project budget was still exceeded with the implementation of these value engineering options, EPS developed alternative scope reduction cost estimates and worked with the City to determine if they should pursue additional funding. This information helped the City determine that pursuing MAG Closeout funds was the best option to fund the desired full improvement. Due to EPS Group's due diligence with the cost estimate, the City was able to secure this additional funding.

3. DBE Commitment

EPS Group will meet or exceed the DBE goal of 11.96% listed in the RFQ, just as we did for both the 2018 and 2022 PDOC contracts. Not only did these overall contracts exceed the DBE goal, but nearly all Task Orders exceeded the goal as well. In the rare cases where the project Scope of Work was limited or there was a reduction in a DBE's Scope of Work as requested by ADOT, we have completed Good Faith Efforts.

For this solicitation, we have continued to team with our key DBE subconsultants from the 2022 PDOC to provide a quality product – with a team who knows how to work together while comfortably reaching the DBE goal. We will confirm task assignments with selected DBEs prior to Task Order assignment proposal submissions.



Jeff Stine, PE

Project Principal

Jeff has 31 years of progressive transportation planning design and construction experience, with excellent proven experience on over 40 ADOT projects. He served as the ADOT Statewide Project Manager over the scoping, preliminary engineering, and design for 20 projects. At the completion of his three-year service with ADOT SPMG, Jeff received the highest evaluation score possible for his responsiveness, preparation, cooperation, and technical competency! His proven performance on ADOT projects at the highest level of professionalism provides Jeff exactly the right qualifications to lead the project team.

EDUCATION

Bachelor of Science,
Civil Engineering,
University of Arizona

REGISTRATION

Registered Professional
Engineer (civil),
Arizona #34022

WITH EPS GROUP

19 years

TOTAL EXPERIENCE

31 years

SELECT EXPERIENCE

- Arizona Department of Transportation | London Bridge Road Safety Improvements | Lake Havasu City, AZ
[Project Manager for ADOT PDOC-awarded / LPA project.](#) This project installed safety improvements, which included speed feedback signs, re-striping to narrow lanes, and bike lanes and associated bike lane signage. EPS Group prepared a scoping letter and traffic analysis to determine if reducing four travel lanes to two travel lanes will create any problems for traffic operations; and also provided post-design services.
 - Arizona Department of Transportation | Thatcher, 1st Avenue Bike Lanes – Quail Ridge Drive to Eagle Drive | Thatcher, AZ
[Project Manager for ADOT PDOC-awarded/LPA project.](#) This project improves 1.26 miles of 1st Avenue. The segment is currently a narrow 2-lane road with no shoulders, curbing, or sidewalks. With open ditches next to the road and a railroad crossing, it is unsafe and impractical for pedestrians and bicyclists. The design adds a travel lane in each direction, a center two-way turn lane, bicycle lanes, curb, gutter, and sidewalk.
 - Arizona Department of Transportation | SR 86: Contiguous Safety Projects | Pima County, AZ
 - Project Manager. SR 86, Fresno Segment (MP 120.2 to MP 123.9) – Project included widening 4.3 miles of road, replacement of a structurally obsolete, 111' bridge (No. 306), and drainage improvements that included culvert extensions or installations beyond the clear zone.
 - Project Manager. SR 86, San Isidro Segment (MP 123.9 to MP 128.5) – Project included widening four miles and extensions of four concrete box culverts. Six design exceptions were required: five for vertical curve stopping sight distance, and one where grade exceeds three percent.
 - Project Manager. SR 86, Fresno Segment (MP 116.1 to MP 120.2) – Safety project that widened 4.1 miles of rural roadway shoulders and turn lanes at intersecting roadways. Drainage improvements included culvert extensions or new culvert installations beyond the clear zone.
 - Arizona Department of Transportation | SR 347 Union Pacific Railroad Overpass, Final Design | Maricopa, AZ
Design Engineer. The design for this high profile, multiple award-winning grade separation of SR 347 over the UPRR tracks involved the relocation of numerous arterial and local roadways, new and relocated traffic signals, regional traffic analyses, unique geometric configurations, utility relocations, 52 right-of-way acquisitions, water, sewer, storm drain, and floodplains.
 - Arizona Department of Transportation | I-19, Ajo Traffic Interchange | Tucson, AZ
Project Engineer. Jeff led the local street design and utility coordination services for this \$71 M traffic interchange. The utility relocation designed and coordination totaled \$3.4 M.
-
- Additional ADOT PDOC-awarded projects:
 - SR 87 at Skousen Road Intersection Improvements | Coolidge, AZ
 - US 191, Little Colorado Bridge to Cemetery Road Pavement Rehabilitation | St. Johns, AZ





Greg Froehlich, PE

Project (Contract) Manager

Greg is a proven Project Manager with a penchant for on-time delivery. He is a former ADOT employee who has continuously worked on a variety of ADOT projects for more than 28 years. This experience has given him extensive knowledge of ADOT Design Guidelines and Standard Specifications critical to compiling complete and accurate construction plans. He has also been the Project Manager on large complex projects that require extensive consensus building skill with diverse stakeholder groups. Greg highly values his clients and maintains active communication throughout each project to keep them well-informed of project progress. He has the proven ability to deliver projects on-budget and per the client's most challenging schedule expectations. Greg has well-demonstrated these abilities as the Project Manager for 10 Task Orders under recent PDOCs.

EDUCATION

Bachelor of Science,
Civil Engineering,
Arizona State University

REGISTRATION

Registered Professional
Engineer (civil),
Arizona #37285

TIME WITH EPS GROUP

19 years

TOTAL EXPERIENCE

28 years

SELECT EXPERIENCE

- Arizona Department of Transportation | US 89 & N Lake Powell Boulevard Roundabout | Page, AZ
[Project Manager for PDOC-awarded project.](#) The existing intersection of US 89 and Lake Powell Blvd was a two-way stop-controlled intersection. The intersection met warrants for signalization. However, US 89 experiences frequent tall houseboat transport operations, which will not have clearance for a traffic signal. For this project, EPS Group designed a single-lane roundabout with an oblong (not round) shape, and with roadway geometry that favors the predominant traffic volumes on US 89. The EPS Group team provided street lighting and drainage design as well.
- Arizona Department of Transportation | SR 95, S Palo Verde to Industrial Blvd & N Palo Verde to Price Dr | Lake Havasu City, AZ
[Project Manager for PDOC-awarded project.](#) ADOT Northwest District successfully received authorization for Highway Safety Improvement Program (HSIP) safety funds to design and install raised medians through this corridor. This project improves safety by constructing raised medians in two segments on SR 95: 1 - from S Palo Verde Blvd to Industrial Blvd (3/4 miles); and 2 - N Palo Verde Blvd to Price Drive (2.5 miles).
- Arizona Department of Transportation | Missouri Avenue Active Transportation Improvements (ATI) | Glendale, AZ
[Project Manager for ADOT PDOC-awarded/LPA project.](#) This project addresses pedestrian and bicycle facility needs within a 0.4 square mile area in the vicinity of Missouri Ave and Bethany Home Rd. Proposed improvements will involve two collector streets and three local streets. Four of these streets are missing sections of sidewalk; this project will construct 2.2 miles of new, ADA compliant concrete sidewalk to close those gaps. The project also adds bike lanes, a total of 1.5 miles, along Missouri Ave and 57th Ave. Additionally, 55th Ave between Missouri Ave and Bethany Home Rd will be painted with shared lane markings (sharrows) to indicate that automobiles and bicyclists share the road.
- Arizona Department of Transportation | Idaho Road: Superstition Boulevard to McKellips Boulevard | Apache Junction, AZ
[Project Manager for ADOT PDOC-awarded/LPA project.](#) This project installed bicycle and pedestrian improvements along 2 miles of Idaho Road. EPS Group's design includes bicycle lanes, curb and gutter, sidewalks, a mid-block crossing and street lighting. The project required coordination between ADOT, a local agency (City of Apache Junction) and the Flood Control District of Maricopa County (FCDMC) – an effort that included obtaining a Floodplain Use Permit and a Right-of-Way Use Permit from FCDMC.
- Arizona Department of Transportation | Russell Road: Arica to I-8 and I-8 to SR 84 | Stanfield, AZ
[Project Manager for ADOT PDOC-awarded/LPA project.](#) This federally funded project paved a 5-mile long portion of rural highway. Vertical geometric designs required specific consideration of large floodplains in the area in order to avoid altering regional flows. EPS Group's vertical designs for the crossing of Greene Wash not only circumvented floodway impacts but also avoided impacts to buried farm irrigation laterals. Utility conflicts required careful coordination, with particular attention paid to a regional Kinder Morgan high-pressure gas main.





Greg Froehlich, PE

Project (Contract) Manager

SELECT EXPERIENCE, *continued*

- Arizona Department of Transportation | Marsh Road: Russell to Midway & Russell: Marsh to Arica | Stanfield, AZ
[Project Manager for ADOT PDOC-awarded / LPA project.](#) This federally funded project paved a total of 3 miles of Marsh Rd and Russell Rd. EPS Group designed the roadway to meet AASHTO design speed requirements, including vertical sight distance and clear zones to hazards such as power poles and irrigation structures. Because a portion of the project is within a 'Zone A' floodplain, EPS Group designed the roadway profile to avoid floodplain impacts and worked with Pinal County Flood Control District to obtain use permits.
- Arizona Department of Transportation | Stadium Trail: 73rd Avenue to 83rd Avenue | Peoria, AZ
[Project Manager for ADOT PDOC-awarded / LPA project.](#) ADOT selected EPS Group to design Phase 1 of this Stadium Trail project, which completes 1.5 miles of multi-use path along Skunk Creek and the Arizona Canal Diversion Channel. These new connections also provide direct non-motorized access to the Peoria Sports Complex and P83 Entertainment District. The design includes a 12-foot-wide concrete path with decomposed granite shoulders, sidewalk, bank safety rail, and drainage improvements.
- Arizona Department of Transportation | Old West Highway, Pedestrian Improvements | Apache Junction, AZ
[Project Manager for ADOT PDOC-awarded / LPA project.](#) Old West Highway is an arterial roadway with two lanes of travel in each direction separated by a 60' median. This project provides curb, gutter, and sidewalk on both sides of the highway, from Winchester Road to the existing ADOT sidewalk at the Goldfield Road connection to US 60. Sidewalk will be constructed along the west side of Winchester Road, from south of Old West Highway to 10th Avenue; sidewalk ramps are provided at the Winchester Road, Tomahawk Road and Royal Palm Road intersections; bike lane gaps will be removed. Scope of work includes developing a scoping letter and preparing Final PS&E documents.
- Arizona Department of Transportation | SR 95, 7th Street to Aviation Way Raised Median | Bullhead City, AZ
[Project Manager for PDOC-awarded project.](#) This HSIP-funded project added raised medians along a busy part of SR 95. Design included a traffic analysis, signing, pavement marking, traffic control plans, and lighting. EPS Group also completed an ADA Compliance and Feasibility Report, and implemented the design of ADA features.
- Arizona Department of Transportation | SR 77, Town of Taylor to Rodeo Road | Snowflake, AZ
[Project Manager for PDOC-awarded project.](#) This project increased pedestrian safety along busy SR 77. Until the planned improvements were constructed, students who walk and bike to school along this route had only a dirt shoulder to use. This project added an ADA-compliant sidewalk and curb and gutter. With these improvements, EPS Group designed scuppers to capture roadway drainage.

- Arizona Department of Transportation
 - * US 60X, Sossaman Road to Meridian Drive | Mesa & Apache Junction, AZ
 - US 60, Silver King Section and Superior Streets | Superior, AZ
 - US 60/SR 79, Florence Junction Traffic Interchange | Florence, AZ
 - US 70, Salt Creek Emergency Repair | San Carlos Apache Nation, AZ
 - US 93, Wickenburg Bypass | Wickenburg, AZ

- Arizona Department of Transportation *[continued]*
 - US 191, Segment V Design-Build | Safford, AZ
 - SR 95, Corridor Study | Lake Havasu area, AZ
 - SR 347 Union Pacific Railroad (UPRR) Overpass, DCR and Final Design | Maricopa, AZ
 - I-40/US 93, West Kingman Traffic Interchange | Kingman, AZ
 - * I-40, Joseph City Pavement Preservation | Joseph City, AZ
 - * I-40, Rockfall Containment | Holbrook, AZ
 - I-40/US 191, Sanders Traffic Interchange | Sanders, AZ

* Indicates Greg was Project Manager for these projects.



Anthony Herrera, PE

Task Order Project Manager

Anthony began his career as an ADOT intern on a road widening project. Since then, his experience has grown to include intersection improvements, traffic interchanges, frontage roads, new highway alignments, lane addition, pedestrian enhancement, safety improvement, drainage improvement, and pavement rehabilitation projects. He has coordinated with cities, counties, utility, and private stakeholders on ADOT projects both large and small, including two recent ADOT PDOC projects. In addition to his relevant ADOT experience, Anthony brings an earnest desire to make sure that the final product is well designed and tailored to exceed owner expectations.

EDUCATION

Bachelor of Science,
Civil Engineering,
University of Arizona

REGISTRATION

Registered Professional
Engineer (civil),
Arizona #40219

WITH EPS GROUP

19 years

TOTAL EXPERIENCE

26 years

SELECT EXPERIENCE

- Arizona Department of Transportation | US 191, Little Colorado Bridge to Cemetery Rd Pavement Rehabilitation | St. Johns, AZ
[Project Manager for PDOC-awarded project](#). For this project, EPS Group provided the scoping and final design phases of US 191's pavement rehabilitation, 0.9 miles from the eastern edge of the Little Colorado Bridge. Work consisted of milling 3.5 inches of asphalt and the replacement with ADOT 409 Miscellaneous Special Mix asphalt, reshaping shoulders, and replacing guardrail transitions, along with replacing the signing & striping. EPS Group compiled the specials and engineer's estimate along with the plans, working closely with the local ADOT District.
- Arizona Department of Transportation | Naranja Drive Multi-Use Path: La Cañada Drive to First Ave | Oro Valley, AZ
[Project Manager for ADOT PDOC-awarded /LPA project](#). This project constructs a 1.75-mile long, 10-foot wide, multi-use path in the right-of-way along the north side of Naranja Drive. The path will connect to existing paths on La Cañada Drive, First Avenue, and Naranja Drive, as well as provide a connection to the Town's Naranja Park and Town Hall.
- Arizona Department of Transportation | Russell Road, Arica to I-8 and I-8 to SR 84 | Stanfield, AZ
[Utility Coordinator for ADOT PDOC-awarded /LPA project](#). This federally funded project paved a 5-mile long portion of rural highway. Vertical geometric designs required specific consideration of large floodplains in the area in order to avoid altering regional flows. EPS Group's vertical designs for the crossing of Greene Wash not only circumvented floodway impacts but also avoided impacts to buried farm irrigation laterals. Utility conflicts required careful coordination, with particular attention paid to a regional Kinder Morgan high-pressure gas main.
- Arizona Department of Transportation | SR 347 Union Pacific Railroad (UPRR) Overpass, DCR and Final Design | Maricopa, AZ
Utility Coordinator. The design for this high profile, multiple award-winning grade separation of SR 347 over the UPRR tracks necessitated numerous arterial and local roadways within Maricopa's historic downtown. The project required coordinating with numerous utility stakeholders to identify pothole locations, address utility conflicts, identify relocation corridors, and monitor relocation schedules. Assistance was provided to ADOT to define prior rights, prepare utility agreements, and review utility relocation plans submitted for ADOT permits.
- Arizona Department of Transportation | Interstate 10: County Club Road and Kino Parkway Traffic Interchanges | Tucson, AZ
Utility Coordinator. This project widens I-10 between Park Avenue and Alvernon Way; reconstructs the traffic interchange at County Club Road and constructs a new one at Kino Parkway; and removes the traffic interchange at Palo Verde Road. EPS Group is civil engineering consultant on the design-build team, providing utility coordination and design for the extension of Treat Avenue across the Julian Wash to connect to Irvington Road that includes modifying the existing multi-use pathway. EPS Group is also designing the sewer and water relocations through a separate contract with Tucson Water.





Anthony Herrera, PE

Task Order Project Manager

SELECT EXPERIENCE, *continued*

- Arizona Department of Transportation | I-19, Ajo Traffic Interchange, Final Design | Tucson, AZ
Utility Coordinator. Anthony cleared all the utilities for this \$71 million construction project. Coordination with several utilities to identify, relocate, and clear their facilities prior to construction was required. Utility relocations included underground and aerial crossings of the interstate that were timed with new right-of-way acquisitions and utility seasonal limitations. In addition to assisting the dry utilities with their relocation plans, water and sewer relocations were completed as part of the roadway construction bid package. This effort included the preparation of a detailed sewer flow management plan to keep a 24-inch sewer main active during construction.
- Arizona Department of Transportation | SR 347 Union Pacific Railroad (UPRR) Overpass, DCR and Final Design | Maricopa, AZ
Utility and Railroad Coordinator. This high profile, multiple award-winning grade separation of SR 347 over the UPRR tracks necessitated the relocation of arterial and local roadways, along with numerous utilities, within Maricopa's historic downtown. The project required coordinating with numerous utility stakeholders to identify pothole locations, address utility conflicts, identify relocation corridors, and monitor relocation schedules. Assistance was provided to ADOT to define prior rights, prepare utility agreements, and review utility relocation plans submitted for ADOT permits.
- Pima County | Magee Road: La Cañada to Oracle Road, Final Design | Oro Valley, AZ
Deputy Project Manager. EPS Group completed final design of this 1.35 mile four-lane divided roadway improvement. In addition to managing the design team's progress and serving as the regular contact for Pima County, the Town of Oro Valley and ADOT, Anthony provided oversight and management of utility coordination. This included implementing design changes to avoid and reduce utility conflicts while also shortening the utility relocation duration and reducing the construction cost. The project fronted over 50 residences and businesses; a key issue was to coordinate the design and construction activities to maintain business and property access and utility service.
- City of Maricopa | Pedestrian Bridge at SR 347 and Union Pacific Railroad (UPRR) | Maricopa, AZ
Project Engineer, Utility and Railroad Coordinator. This project designed a new pedestrian bridge over two sets of UPRR tracks. Due to the presence of multiple utilities, a wide UPRR right-of-way and ADA requirements, it was decided to use elevators and stairways at the abutment locations instead of ramps. EPS Group provided subconsultant services.
- City of Maricopa | White & Parker Major Investment Study (MIS) | Maricopa, AZ
Project Engineer. EPS Group prepared this MIS for a proposed grade-separated interchange that combined three Arizona parkways with three arterial streets over two sets of Union Pacific Railroad tracks. The study included significant regional traffic and drainage analyses, and coordination with local public, private, county, and tribal stakeholders.

- City of Tucson, RTA & Pima County | Valencia Road: Wilmot Road to Kolb Road | Tucson, AZ
- Arizona Department of Transportation
Old West Highway, Idaho Road to Goldfield Road | Apache Junction, AZ
Idaho Road: Superstition Boulevard to McKellips Boulevard | Apache Junction, AZ
SR 77, Oracle Road at Magee Road

Arizona Department of Transportation *continued*
SR 86, San Isidro Segment (MP 123.9 to MP 128.5)
SR 86, Fresno Segment (MP 116.1 to MP 123.9)
US 191, Safford Springerville Highway
I-19, Ruby Road to Rio Rico Drive, Eastside Frontage Road
I-19 at MP 54.78, Remove and Replace Drop Structure



Matt Truitt, PE

Task Order Project Manager

Matt is a well-rounded transportation engineer, with 20 years of experience. He enjoys partnering with communities, particularly on ADOT LPA tasks, to address their project needs while being considerate of budget clearance and schedule constraints. His experience includes roadway and intersection design, drainage designs, multi-use paths and ADA-compliant pedestrian facilities, site improvements, and transportation planning / scoping studies under multiple on-call contracts for ADOT, including managing several PDOC projects. Matt excels in leading multidisciplinary, multi-jurisdictional transportation projects that require attention to detail, strong leadership, and consensus-building. His commitment to quality results in minimal review comments, helping to keep projects on schedule.

EDUCATION

Bachelor of Science,
Engineering,
Arizona State University

REGISTRATION

Registered Professional
Engineer (civil),
Arizona #48287

TIME WITH EPS GROUP

20 years

TOTAL EXPERIENCE

20 years

SELECT EXPERIENCE

- Arizona Department of Transportation | Palisades Boulevard and Saguaro Boulevard Sidewalks | Fountain Hills, AZ
[Project Manager for ADOT PDOC-awarded /LPA project.](#) This project closed sidewalk gaps and creates safe, continuous pedestrian routes. The sidewalk section is an 8-foot meandering sidewalk, and was constructed within the Town's existing right-of-way. Additional work included drainage scuppers, ford crossings, ADA ramps at intersections, upgrading existing driveways to provide a pedestrian bypass, relocation of utilities, relocation of signs, retaining walls, and landscape restoration.
- Arizona Department of Transportation | Old Highway 66 & Fort Rock Road Improvements | Seligman, AZ
[Project Manager for ADOT PDOC-awarded /LPA project.](#) This project, located in Yavapai County on Old Highway 66 between mileposts 137.55 and 137.94 at the Fort Rock Road intersection, project widens the highway to add new eastbound and westbound turn lanes, as well as repave Fort Rock Road; and includes pavement removal, drainage work, pavement markings, and signing. Selected through the PDOC, EPS Group provided civil engineering, survey, and post-design services.
- Arizona Department of Transportation | SR264 / IR4, Phase II: Pedestrian Path Extension | Second Mesa, AZ
[Project Manager for ADOT PDOC-awarded /LPA project.](#) This HSIP-funded project enhances safety by providing a pedestrian safety path (PSP) separated from the paved shoulder of this undivided, 2-lane highway. Phase I construction of the programmed PSP occurred along the north side of SR 264 between mileposts 379.3 and 379.6. This second phase focuses on the area between mileposts 378.6 and 379.3. When completed the PSP will allow residents living near the Village of Shungopavi a safe pedestrian connection from their homes to the Hopi Cultural Center.
- Arizona Department of Transportation | Multi-Use Pathway Along Patagonia Highway, SR 82 | Nogales, AZ
[Project Manager for ADOT PDOC-awarded /LPA project.](#) This project uses federal CMAQ and local match funds to add a 10-foot-wide pathway (MUP) to one side of Patagonia Highway, between Morley Avenue and Royal Road. Patagonia Highway is popular with cyclist, though the current road's narrow striped shoulder is not a safe route for bicycles and pedestrians. The MUP will be constructed of 2" of AC over 4" of ABC. In areas where existing sidewalk is present (approximately 2,850 l.f.), the concrete sidewalk will be widened to 10 feet.
- Arizona Department of Transportation | Russell Road: Arica to I-8 and I-8 to SR 84 | Stanfield, AZ
[Drainage Engineer for ADOT PDOC-awarded /LPA project.](#) This federally funded project paved a 5-mile long portion of rural highway. Vertical geometric designs required specific consideration of large floodplains in the area in order to avoid altering regional flows. EPS Group's vertical designs for the crossing of Greene Wash not only circumvented floodway impacts but also avoided impacts to buried farm irrigation laterals. Utility conflicts required careful coordination, with particular attention paid to a regional Kinder Morgan high-pressure gas main.





Matt Truitt, PE

Task Order Project Manager

SELECT EXPERIENCE, *continued*

- Arizona Department of Transportation | Marsh Road: Russell to Midway & Russell: Marsh to Arica | Stanfield, AZ
[Drainage Engineer for ADOT PDOC-awarded/LPA project.](#) This federally funded project paved a total of 3 miles of Marsh Rd and Russell Rd. EPS Group designed the roadway to meet AASHTO design speed requirements, including vertical sight distance and clear zones to hazards such as power poles and irrigation structures. Because a portion of the project is within a 'Zone A' floodplain, EPS Group designed the roadway profile to avoid floodplain impacts and worked with Pinal County Flood Control District to obtain use permits.
- Arizona Department of Transportation | Idaho Road: Superstition Boulevard to McKellips Boulevard | Apache Junction, AZ
[Design Support for ADOT PDOC-awarded/LPA project.](#) This project installed bicycle and pedestrian improvements along two miles of Idaho Road. EPS Group's design included bicycle lanes, curb and gutter, sidewalks, a mid-block crossing, and street lighting. The project required coordination between ADOT, a local agency (City of Apache Junction), and the Flood Control District of Maricopa County (FCDMC) – an effort that included obtaining a Floodplain Use Permit and a Right-of-Way Use Permit from FCDMC.
- Arizona Department of Transportation | SR 77, Town of Taylor to Rodeo Road | Snowflake, AZ
[Design Support for ADOT PDOC-awarded project.](#) This project increased pedestrian safety along busy SR 77. Until the planned improvements were constructed, students who walk and bike to school along this route had only a dirt shoulder to use. This project added an ADA-compliant sidewalk and curb and gutter. With these improvements, EPS Group designed scuppers to capture roadway drainage.
- Arizona Department of Transportation | SR 347 Union Pacific Railroad (UPRR) Overpass, DCR and Final Design | Maricopa, AZ
Primary Engineer, Drainage Design for the DCR phase; Drainage Engineer Final Design. This project, a high profile, multiple award-winning grade separation of SR 347 over the UPRR tracks, consisted of two miles of new arterial streets with an expansive bridge. Two floodplains were crossed and extensive utility relocations were required, along with miles of new storm drain facilities.
- Arizona Department of Transportation | I-40/US 93, Traffic Interchange DCR and Interim Improvements | Kingman, AZ
Project Engineer. A primary link between Phoenix and Las Vegas, this TI's traffic is extremely heavy on weekends and holidays. EPS Group made recommendations to resolve this condition by developing design concepts for a new, fully-directional TI. Ultimate designs included 10 bridges and modifications to the existing diamond interchange; while interim solutions included unique design concepts such as reconfiguring the TI into the new diverging diamond interchange layout. Funding constraints at the time delayed final design. The project included the development of a NEPA Environmental Assessment (EA) that was ultimately converted into a Planning and Environmental Linkages (PEL). Public involvement efforts addressed business concerns and private property impacts. A full Change of Access Report was required, along with a traffic analysis.
- Arizona Department of Transportation | I-40, Adamana Traffic Interchange Drainage Study | Navajo County, AZ
Project Manager. EPS Group identified drainage solutions to address periodic flooding at the Adamana Traffic Interchange, then completed a hydrologic analysis of the watershed and the existing TI drainage structures to develop improvements to increase drainage capacity.
- Arizona Department of Transportation | US 180, Alpine Area Drainage Analysis & Drainage Facility Improvements Scoping Letter | Alpine, AZ
Project Manager. Following a major wildfire, a large storm event carried fire debris down to US 180 and caused flooding of nearby properties. Approximately 42% of the 1,600 acre watershed was damaged by the fire. EPS Group visited the site to evaluate the existing drainage structures/features and identify the drainage problem areas; then performed hydrologic analysis of the entire watershed to identify flooding causes, and developed feasible drainage solutions to address future storm flows.



James Beier, PE, PTOE, RSP1

Task Order Project Manager

James has more than 20 years of experience in transportation engineering. His expertise includes traffic design, traffic analysis, and urban and rural roadway design for various agencies within Arizona, including the Arizona Department of Transportation (ADOT) and numerous municipalities. He has successfully designed recent traffic projects under the ADOT PDOC, and has experience going through the federal process – including all of the steps involved for utility clearance, environmental clearance (NEPA process), right-of-way clearance, etc. James also spent three years working as an engineer for the Pima County Department of Transportation Traffic Engineering Division Safety Management System. In late 2019, he earned his Level 1 Road Safety Professional credential, becoming part of an elite group of transportation safety professionals in Arizona.

EDUCATION

Bachelor of Science,
Civil Engineering,
Arizona State University

REGISTRATIONS

Registered Professional
Engineer (civil),
Arizona #51304

Professional Traffic
Operations Engineer
(PTOE) #3301

Level 1 Road Safety
Professional (RSP1)

TIME WITH EPS GROUP

14 years

TOTAL EXPERIENCE

20 years

SELECT EXPERIENCE

- Arizona Department of Transportation | Ave C & Central Drain and 32nd St & Michigan Ave | Yuma, AZ
[Project Manager for ADOT PDOC-awarded/LPA project.](#) This project installs pedestrian hybrid beacons (PHB) at 2 locations within the City of Yuma. The PHBs will improve pedestrian/bicyclist safety and safety of persons with disabilities, and address the pedestrian crashes occurring at the following locations: intersection of 32nd Street & Michigan Avenue; and S Avenue C at Central Drain north of W 22nd Lane. In addition to the new PHB signals and equipment, the design included intersection lighting, new retroreflective signs and thermoplastic pavement markings associated with the PHB signal at each intersection, and accessible ramps and sidewalk connections.
- Arizona Department of Transportation | SR 87 at Skousen Road Intersection Improvements | Coolidge, AZ
[Project Manager for ADOT PDOC-awarded/LPA project.](#) This project improved the intersection of SR 87 and Skousen Road, perceived by area residents as dangerous, by installing a new traffic signal system and adding an eastbound right turn lane at SR 87 and a northbound left turn lane at Skousen Road. The improvements required utility relocation and right-of-way considerations.
- Arizona Department of Transportation | Russell Road, Arica to I-8 and I-8 to SR 84 | Stanfield, AZ
[Traffic Engineer for ADOT LPA project.](#) This PDOC-awarded, federally funded project paved a 5-mile long portion of rural highway. Vertical geometric designs required specific consideration of large floodplains in the area in order to avoid altering regional flows. EPS Group's vertical designs for the crossing of Greene Wash not only circumvented floodway impacts but also avoided impacts to buried farm irrigation laterals. Utility conflicts required careful coordination, with particular attention paid to a regional Kinder Morgan high-pressure gas main.
- Arizona Department of Transportation | Palisades Boulevard and Saguaro Boulevard Sidewalks | Fountain Hills, AZ
[Traffic Engineer for PDOC-awarded/LPA project.](#) This PDOC-awarded project closed sidewalk gaps and creates safe, continuous pedestrian routes. The sidewalk section is an 8-foot meandering sidewalk, and was constructed within the Town's existing right-of-way. Additional work included drainage scuppers, ford crossings, ADA ramps at intersections, upgrading existing driveways to provide a pedestrian bypass, relocation of utilities, relocation of signs, retaining walls, and landscape restoration.
- Arizona Department of Transportation | SR 347 Union Pacific Railroad (UPRR) Overpass, DCR and Final Design | Maricopa, AZ
Design Engineer. This high profile, multiple award-winning grade separation of SR 347 over the UPRR tracks necessitated the relocation of arterial and local roadways, along with numerous utilities, within Maricopa's historic downtown. Regional traffic analyses and unique geometric configurations were developed as responsive alternatives to the complex roadway configurations. The project was jointly funded by FHWA (via a federal TIGER grant), ADOT, and the City of Maricopa.





James Beier, PE, PTOE, RSP1

Task Order Project Manager

SELECT EXPERIENCE, *continued*

- City of Tucson, RTA & Pima County | Valencia Road: Wilmot Road to Kolb Road, Valencia/Kolb Intersection | Tucson, AZ
Design Engineer. This high profile, award-winning project on the most heavily used state route in Pima County included the only full indirect left-turn intersection in the county, and was the first to use direction ramps to enhance safety. In response to the Valencia/Kolb intersection's high-turning volumes, and resulting congestion, EPS Group came up with an innovative design: the intersection was upgraded to a two-phase signal with indirect left turns on the north and west leg; east and south legs are guided onto directional ramps in the north and east direction. This "Parkway At Grade Intersection" (PAGI) design provides drastically improved capacity (level of service) as well as safety.
 - Pima County | Magee Road: La Cañada to Oracle Road, Final Design | Oro Valley, AZ
Design Engineer. This project provided final design of a 1.35 mile four-lane divided roadway improvement. Magee Road fronts more than 50 residences and businesses; a key issue was to coordinate the design and construction activities to maintain business and property access. EPS Group prepared the final PS&E for Phase 3 of Magee Road, from La Cañada to Oracle Road – roadway, drainage, signing & striping, utility relocation, and SWPPP and right-of-way plans. EPS coordinated with Pima County, ADOT and the Town of Oro Valley, as the project crossed multiple jurisdictions. An ADOT right-of-way permit was required to perform work on Oracle Road. EPS successfully incorporated many elements to the Final PS&E that were not described in the DCR, such as precast concrete box culverts and geogrid in the subgrade; these types of changes, along with well-detailed plans and specifications, resulted in seven of the eight contractors bidding the roadway project under the engineer's estimate.
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- Arizona Department of Transportation
SR 86, Sells to Fresno Segment
SR 77, Oracle Road at Magee Road
I-40/US 93, West Kingman Traffic Interchange
I-19, West Frontage Road at Continental Road | Green Valley, AZ
London Bridge Road Safety Improvement | Lake Havasu City, AZ
10th Avenue and Los Alamos Street Curve Realignment | San Luis, AZ
Old West Highway, Idaho Road to Goldfield Road | Apache Junction, AZ
Marsh Road: Russell to Midway & Russell: Marsh to Arica | Stanfield, AZ
Stadium Trail: 73rd Avenue to 83rd Avenue | Peoria, AZ
Naranja Drive Multi-Use Path: La Cañada Drive to First Ave | Oro Valley, AZ
Duncan Street Improvements | Duncan, AZ
Greenlee County Street Improvements | Clifton, AZ
US 89 & N Lake Powell Boulevard Roundabout | Page, AZ
 - Maricopa County Department of Transportation
Northern Parkway Analysis | Glendale, Peoria & El Mirage, AZ
Jackrabbit Small Area Transportation Study (SATS) | Maricopa County, AZ
 - City of Sierra Vista | Fry Blvd, Road and Streetscape Improvements | Sierra Vista, AZ
 - Pima County
Tanque Verde & Tanque Verde Loop Intersection Improvements
La Cañada: River Road to Ina Road
Flowing Wells & Wetmore Intersection – Traffic Operations/Safety Analysis
 - City of Tucson | Tucson, AZ
Silverbell Road: El Camino del Cerro to Goret
Oracle Road: Wetmore Road to Rillito River Crossing Traffic Study
Traffic Signal Design at Alvernon and Home Goods
Prince Rd and Runway Drive Intersection Traffic Analysis and Signal Warrant Study
 - Marana USD | Dove Mountain CSTEM K-8 School | Marana, AZ
 - Town of Gilbert | SR 202, Lindsay Road Traffic Interchange | Gilbert, AZ
 - City of El Mirage | Dysart Road: Northern Parkway to Peoria Avenue | El Mirage, AZ



Eric Maceyko, PE, PTOE

Task Order Project Manager

Eric has more than 24 years of experience in traffic engineering. His expertise focuses primarily on traffic signal design, signal analysis, signing and pavement marking, traffic control plans, and traffic analysis projects. He began his career as an ADOT intern, with experience in the field office during construction of the Loop 101 in Scottsdale and within the Northwest Region Traffic Design department. Over the years, his experience has grown to include management and design of various state, county, and municipal traffic and roadway improvement projects. He routinely coordinates with public agencies, private owners, businesses, and utilities on ADOT projects.

SELECT EXPERIENCE

- Arizona Department of Transportation | SR 347 Union Pacific Railroad (UPRR) Overpass, DCR and Final Design | Maricopa, AZ
Traffic Engineer. This high profile, multiple award-winning grade separation of SR 347 over the UPRR tracks necessitated the relocation of arterial and local roadways, along with numerous utilities, within Maricopa's historic downtown. Detailed traffic models (TransCAD) and unique geometric configurations were required to develop responsive alternatives in Maricopa's historic downtown.
- Arizona Department of Transportation | I-40/US 93, Traffic Interchange DCR and Interim Improvements | Kingman, AZ
Traffic Engineer. A primary link between Phoenix and Las Vegas, this TI's traffic is extremely heavy on weekends and holidays. EPS Group made recommendations to resolve this condition by developing design concepts for a new, fully-directional TI. Ultimate designs included 10 bridges and modifications to the existing diamond interchange; while interim solutions included unique design concepts such as reconfiguring the TI into the new diverging diamond interchange layout. Funding constraints at the time delayed final design. The project included the development of a NEPA Environmental Assessment (EA) that was ultimately converted into a Planning and Environmental Linkages (PEL). Public involvement efforts addressed business concerns and private property impacts. A full Change of Access Report was required, along with a traffic analysis.
- Arizona Department of Transportation | US 60, Silver King to Superior – Traffic Control Plans | Superior, AZ
Traffic Engineer. EPS Group was one of three prime consultants selected by ADOT to provide final design services for this project on US 60 through Superior, from Queen Creek to South Stone Avenue. The project involved the design of urban arterial streets, 23 culverts and six bridges in an older business district with limited right-of-way; railroad coordination; landscape architectural design. Eric developed the traffic control plans for the entire project.

EDUCATION

Bachelor of Science,
Civil Engineering,
Arizona State University

REGISTRATIONS

Registered Professional
Engineer (civil),
Arizona #42629

Professional Traffic
Operations Engineer
(PTOE) #2105

TIME WITH EPS GROUP

13 years

TOTAL EXPERIENCE

24 years

- Arizona Department of Transportation
PARA Multimodal Transportation Study | Kayenta Township, AZ
US 60X, Sossaman Road to Meridian Drive | Mesa, AZ
US 191, Signing & striping Plan | Safford, AZ
I-40, Joseph City Pavement Preservation | Joseph City, AZ
- Maricopa County Department of Transportation
Broadway Road: 75th Avenue to 51st Avenue SDR | Phoenix, AZ
Northern Parkway: El Mirage Alterations | El Mirage, AZ
- Maricopa County Department of Transportation *continued*
Jackrabbit Small Area Transportation Study | Surprise, AZ
New River Road Safety Studies | New River, AZ
- Maricopa Association of Governments | Road Safety Assessments
59th Avenue & Northern Avenue | Glendale, AZ
I-17 & Thunderbird Road | Phoenix, AZ
Hardy Drive & Baseline Road | Tempe, AZ
Scottsdale Road & Thomas Road | Scottsdale, AZ





Bruce Hallsted, PE

Task Order Project Manager

Bruce has 27 years of experience in civil engineering. He has managed a variety of roadway, site development, drainage, and utility projects across Arizona – both as a consulting engineer as well as directly with a number of municipal, county, and state agencies. As a project manager, Bruce oversees technical design and project budgets and schedule. He served as the civil engineering consultant for tasks assigned under a recent ADOT Architectural On-Call contract with DFDG Architecture – our team's architect. He has also developed plans for numerous ADA, parking, water/wastewater, and farm irrigation projects. Bruce's strong task management skills bring stakeholders together, fostering a unified approach and inspire innovative solutions to complex issue.

EDUCATION

Bachelor of Science,
Civil Engineering,
Northern Arizona
University

REGISTRATION

Registered Professional
Engineer (civil),
Arizona #40486

TIME WITH EPS GROUP

18 years

TOTAL EXPERIENCE

27 years

SELECT EXPERIENCE

- Arizona Department of Transportation | Architectural On-Call Services Contract [EPS Group was Consultant to the Architect]
 - De-Icing Building | Superior, AZ – Civil Engineering Project Manager. This project removed a building and installed a new storage building; EPS Group provided the site modification grading & paving and drainage plans; and topographic basemapping.
 - District Lab, Site Plan | Kingman, AZ – Civil Engineering Project Manager. This project constructs a materials lab building with loading dock; EPS Group designed the site improvements, which included 12 parking spaces and drainage facilities; and provided topographic mapping.
 - Truck Barn | Keams Canyon, AZ – Civil Engineering Project Manager. This new 6,000 s.f. building houses snow removal equipment and office space; EPS Group provided site civil engineering and survey services.
 - 1919 W. Fairmont Building Modifications | Tempe, AZ – Civil Engineering Project Manager. This project modified the existing building and parking lot affected by the I-10 Broadway Curve improvements; EPS Group provided civil engineering and topographic basemapping.
- Town of Gilbert | ADOT SR 202, New Lindsay Road Traffic Interchange | Gilbert, AZ
Project Manager. As a civil engineering consultant, Bruce managed the design for the Lindsay Road improvements component under the Santan freeway. This included roadway, signing & striping, traffic control plans, ADA sidewalk ramps, storm drain, and right-of-way delineation. EPS Group's ingenuity allowed the existing bridge facilities to remain, while providing for future expansion (e.g., bike lanes, sidewalk, equestrian trail) by aligning the roadway to fit with existing bridge piers. The project required EPS Group to coordinate among many key stakeholders – Gilbert, ADOT, RWCD, and developers.
- Gila County | Copper Administration Building, Site Design | Globe, AZ
Project Manager. EPS Group was selected to complete design and construction documents for a site plan for the area surrounding the new Gila County Copper Administration Building – a 20,000 s.f. modular building Gila County had purchased. Site layout design addressed traffic and pedestrian circulation, parking (72-space lot), drainage, and utility coordination. Design elements included retaining walls and bank stabilization methods, ADA accessible sidewalks/ramps, site walls and fencing, and drainage enhancements.
- Roosevelt Water Conservation District (RWCD) | New Administration & Operations Complex, Site Development | Mesa, AZ
Project Manager. EPS Group prepared preliminary and final grading, paving, site/offsite utilities and drainage plans for RWCD's new, 10.7-acre Administration & Operations Complex site at Power and Elliot Roads. EPS also provided survey, legal descriptions, and a Storm Water Pollution Prevention Plan.





SOQ Proposer's Solicitation List Confirmation Email (from BECO)

From: ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>

Sent: Friday, March 28, 2025 4:56 PM

To: Marketing <marketing@epsgroupinc.com>

Cc: ContractorCompliance@azdot.gov

Subject: Bidders List for EPS Group, Inc

EPS Group, Inc, AZUTRACS Number: [10354](#) has submitted a Bidder/Proposer list for **2025-011** on 03/26/2025 at 4:27 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	Address	Ethnicity	Gender	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
ACS Services LLC	2235 West Broadway Rd Mesa, AZ 85202	Caucasian	F	1-3 years	Unknown	DBE	238910
DFDG Architecture	4545 East McKinley Street Phoenix, AZ 85008	Caucasian	M	10+ years	\$2 million to \$5 million	Non-DBE	541300
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	Hispanic American	M	10+ years	\$1 million to \$2 million	DBE	541330
Gordley Design Group, Inc.	2540 N. Tucson Blvd. Tucson, AZ 85716	Caucasian	F	10+ years	\$1 million to \$2 million	DBE	541820
Infrastructure Mavens, LLC	21001 N. Tatum Blvd., Suite 1630-603 Phoenix, AZ 85050	Caucasian	M	10+ years	Less than \$500,000	Non-DBE	541611
J2 Engineering & Environmental Design, LLC	4649 E Cotton Gin Loop Phoenix, AZ 85040	Native American	M	10+ years	\$5 million to \$10 million	DBE	541330; 54132
Newton Environmental Consulting, LLC	9859 East Winchcomb Drive Scottsdale, AZ 85260	Caucasian	F	8-10 years	Less than \$500,000	DBE	541620
Pinyon Environmental, Inc.	1783 W. University Drive Tempe, AZ 85281	Caucasian	F	10+ years	\$5 million to \$10 million	Non-DBE	541620
Roundabouts & Traffic Engineering	3901 W Running Iron Drive Prescott, AZ 86305	Caucasian	M	10+ years	Less than \$500,000	Non-DBE	541330
Tierra Right of Way Services, Ltd.	1575 E. River Road, Suite 201 Tucson, AZ 85718	Caucasian	M	10+ years	\$5 million to \$10 million	Non-DBE	541620
Y2K Engineering, LLC.	1921 S Alma School Rd Ste 204 Mesa, AZ 85210	Asian-Pacific American	F	8-10 years	\$2 million to \$5 million	DBE	541330

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.

EPS Group, Inc. | Greg Froehlich

CONSULTANT NAME



SIGNATURE

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

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

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EPS Group, Inc. | Greg Froehlich

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: Greg Froehlich, PE

E-MAIL ADDRESS: greg.froehlich@epsgroupinc.com

TITLE: Project (Contract) Manager

CONSULTANT FIRM: EPS Group, Inc.

ADDRESS: 1130 N. Alma School Road, Suite 120

CITY, STATE, ZIP: Mesa, Arizona 85201

TELEPHONE: 480.503.2250

FAX NUMBER: 480.503.2258

UNIQUE ENTITY ID# (FROM SAM WEBSITE): EZWLV7JU9Y6

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
ACS Services, LLC	geotechnical; materials	Yes
DFDG Architecture	facilities design	No
Ethos Engineering, LLC	bridge design; geotechnical studies; materials design	Yes
Gordley Design Group	public involvement / relations	Yes
Infrastructure Mavens, LLC	cost estimating / constructability	No
J2 Engineering & Environmental Design, LLC	landscape design; erosion control; drainage design	Yes
Newton Environmental Consulting, LLC	environmental services (noise / air monitoring)	Yes
Pinyon Environmental, Inc.	environmental services	No
Roundabouts & Traffic Engineering	traffic eng. (roundabouts)	No
Tierra Right of Way Services, Ltd.	right-of-way acquisition; environmental services	No
Y2K Engineering, LLC	traffic/safety engineering; ITS	Yes

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

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	ACS Services, LLC
CONTACT PERSON:	Annemarie Haenfler
E-MAIL ADDRESS:	annemarie@acs-servicesllc.com
TITLE:	Principal
ADDRESS:	2235 W. Broadway Road
CITY, STATE ZIP:	Mesa, Arizona 85202
TELEPHONE:	480.968.0190
FAX NUMBER:	480.968.0156
UNIQUE ENTITY ID #:	LGUBKLMKFUR3

SUBCONSULTANT FIRM NAME:	DFDG Architecture
CONTACT PERSON:	Shannon Kopp
E-MAIL ADDRESS:	skopp@dfdgc.com
TITLE:	Marketing Manager
ADDRESS:	4545 E. McKinley Street
CITY, STATE ZIP:	Phoenix, Arizona 85008
TELEPHONE:	602.761.5106
FAX NUMBER:	602.954.6954
UNIQUE ENTITY ID #:	USPFLXMS3DL8

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

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

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Ethos Engineering, LLC
CONTACT PERSON:	Pancho Garza, PE
E-MAIL ADDRESS:	pgarza@ethosengineers.com
TITLE:	President / Senior Geotechnical Engineer
ADDRESS:	9180 S. Kyrene Road, #104
CITY, STATE ZIP:	Tempe, Arizona 85284
TELEPHONE:	480.326.8487
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	QQGVC86EHVA5

SUBCONSULTANT FIRM NAME:	Gordley Design Group, Inc.
CONTACT PERSON:	Janice E. Gordley
E-MAIL ADDRESS:	jan@gordleygroup.com
TITLE:	President
ADDRESS:	2540 N. Tucson Boulevard
CITY, STATE ZIP:	Tucson, Arizona 85716
TELEPHONE:	520.327.6077
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	ZEL1ZF83RFH8

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SUBCONSULTANT(S) TABLE:

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

SUBCONSULTANT FIRM NAME:	J2 Engineering & Environmental Design, LLC
CONTACT PERSON:	Jeffrey Holzmeister
E-MAIL ADDRESS:	Jholzmeister@j2design.us
TITLE:	Principal
ADDRESS:	4649 E. Cotton Gin Loop
	Suite B2
CITY, STATE ZIP:	Phoenix, Arizona 85040
TELEPHONE:	602.438.2221
FAX NUMBER:	602.438.2225
UNIQUE ENTITY ID #:	FPF9FEV1HKC5

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Newton Environmental Consulting, LLC
CONTACT PERSON:	Angie Newton
E-MAIL ADDRESS:	angie@newtonec.com
TITLE:	Principal
ADDRESS:	9859 E. Winchcomb Drive
CITY, STATE ZIP:	Scottsdale, Arizona 85260
TELEPHONE:	602.332.9642
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	UFLBN1TNC5H9

SUBCONSULTANT FIRM NAME:	Pinyon Environmental, Inc.
CONTACT PERSON:	Ashton Koons
E-MAIL ADDRESS:	koons@pinyon-env.com
TITLE:	AZ Strategic Lead
ADDRESS:	1783 W. University Drive
	Suite 137
CITY, STATE ZIP:	Tempe, Arizona 85281
TELEPHONE:	303.980.5200
FAX NUMBER:	303.980.0089
UNIQUE ENTITY ID #:	TSYVJJBLEML8

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Roundabouts & Traffic Engineering
CONTACT PERSON:	Scott Ritchie
E-MAIL ADDRESS:	scott@roundabouts.us
TITLE:	President
ADDRESS:	3901 W. Running Iron Drive
CITY, STATE ZIP:	Prescott, Arizona 86305
TELEPHONE:	928.592.2688
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	SJXLVDKEBZ85

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 Road
	Suite 201
CITY, STATE ZIP:	Tucson, Arizona 85718
TELEPHONE:	800.887.0847
FAX NUMBER:	520.323.3326
UNIQUE ENTITY ID #:	HXM9CGRXH958

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SUBCONSULTANT(S) TABLE:

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

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

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SUBCONSULTANT(S) TABLE:

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

SUBCONSULTANT FIRM NAME:	
CONTACT PERSON:	
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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.



Signature

Greg Froehlich | EPS Group, Inc.

Printed Name

April 1, 2025

Date

Principal & Authorized SOQ Signer

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:

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

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