



PART A Introductory Letter

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

GHD Inc.
3200 East Camelback Road, Suite 210
Phoenix, Arizona 85018
BTR Registration #: 15726 (exp 3/31/2026)

April 1, 2025

Re: Statement of Qualifications for ADOT ECS, Project Development On-Call (PDOC), Contract No. 2025-011

Dear Selection Committee:

GHD Inc. (GHD) is excited to submit this Statement of Qualifications (SOQ) to provide professional consulting services for the Project Development On-Call (PDOC) to assist the Arizona Department of Transportation (ADOT) with the development and delivery of local, state, and federally funded projects. We confirm that the key personnel identified in our submittal, including Project Principal and QA/QC Manager Lindsey Van Parys, PE and Contract/Project Manager Dave Sabers, PE, along with our key Task Order Project Managers, are available and committed to this contract to achieve your schedule and quality expectations.

From our recent discussions with ADOT, we understand you need a consultant who is responsive and brings a proactive management approach to effectively guide projects through to completion. Eager to build a long-term partnership with ADOT, we've carefully selected a team that is invested and has the capacity to quickly respond to task orders, and understands your project processes. We possess a valuable combination of transportation experience in Arizona and project knowledge gained from participating in the California Department of Transportation (Caltrans) District 10 (D10) and D5 On-Call Contracts. GHD additionally offers:



A Trusted Advisor with ADOT Experience. Dave has 35 years of experience on transportation projects in Arizona and a familiarity with ADOT policies and procedures based on his time working with ADOT's Project Management Group as a supplemental Project Manager where he led the development of plans, specifications, and estimates for five projects. Dave's in-depth knowledge of ADOT will help him build the right team and promote a quick startup with processes for each task order that meet ADOT's standards.



Local Knowledge and Transportation Experience. Jim Martin, PE will support Dave as the Roadway Design Task Lead, applying more than 30 years of experience working on transportation projects in Arizona. Most recently, he served as project manager for the 19th Avenue, Pima Freeway to Deer Valley Road Project, which required coordination with ADOT to reconfigure the ADOT traffic interchange at Loop101.

Dave, Jim, Lindsey, and their team are working on Lake Havasu City's \$35.5M, state funded Second Bridge Design project, which involves coordination with ADOT for intersection improvements on SR 95 and design of two roundabouts on the roadway connection the the island. Dave is currently overseeing roadway and multimodal improvements for a 4.5-mile extension of the Tempe Streetcar, as well as the design of 3.5 miles of construction roads and associated traffic control plans. With these projects expected to reach design completion in 2025, Dave will have sufficient availability to manage tasks for the PDOC.



Experience Delivering Innovative Projects on a State Highway System. Lindsey has led GHD's efforts with Caltrans and is currently providing project management for the Caltrans D10 On-Call and peer reviews of Caltrans D5 prepared plans for the Transportation Agency of Monterey County. Lindsey also served as the Project Director for the City of Napa's SR 29/First St and California Blvd Roundabouts which is featured as a model for Caltrans' new Design Information Bulletin 94 guidelines for complete streets project. We're confident our success with Caltrans can be replicated with ADOT by applying similar processes, tools, and expertise—all of which have been tested and refined through the completion of projects and tasks similar and identical to what ADOT requires.

GHD is not a certified DBE firm, but we recognize the value of having a diverse supplier pool. The PDOC will benefit from our established and collaborative relationships with subconsultants who are DBE certified: Del Sol Group, Ethos Engineering, J2 Design, RHA, and Y2K Engineering. Working with these subconsultants, it is our full intention to make a Good Faith Effort to meet or exceed ADOT's DBE goal of 11.96%.

We acknowledge receipt of Amendments 1 (3/18/25) and 2 (3/26/2025), and have included the signed addenda within our submission. We appreciate the opportunity to submit our qualifications to demonstrate our capabilities and commitment to grow our partnership with ADOT. Please reach out to Dave at any time with questions.

Sincerely,

David (Dave) Sabers, PE
Contract/Project Manager
PE License: AZ #29337
T: 602.216.7214 | E: david.sabers@ghd.com

Lindsey Van Parys, PE
Project Principal (responsible for this contract)
PE License: AZ #79530
T: 916.245.4220 | E: lindsey.vanparys@ghd.com

"We look forward to growing our partnership with ADOT, and are committed to bringing the best resources and expertise to every project. Our office in Phoenix, established in 2009, is home to over 80 staff members backed by a global network of 12,000 professionals. Our extensive network allows us to have the right people in place to respond quickly and consistently to PDOC tasks, providing unparalleled support and innovative solutions to meet ADOT's needs."

- Dave Sabers
Contract/Project Manager

Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2025-011

Consultant Name: GHD 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: Lindsey Van Parys, PE

Title: Principal

Signature: 

Date: April 1, 2025

Revised 2/11/2022

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

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

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

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

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

Under A.R.S. §35-393:

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

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

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

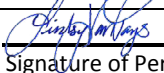
- ☒ The Company submitting this Offer **does not** participate in, and agrees not to participate in during the term of the contract, a boycott of Israel in accordance with A.R.S. §§35-393 et seq. I understand that my entire response will become public record in accordance with A.A.C. R2-7-C317.
- ☒ The Company submitting this Offer **does** participate in a boycott of Israel as described in A.R.S. §§35-393 et seq.

☐ **Exempt Solicitation, Contract, or Contractor.**

Indicate which of the following statements applies to this Contract:

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

GHD
3200 East Camelback Road, Suite 210
Phoenix, Arizona 85018
T: 602.216.7200

GHD Inc.				
Company Name			Signature of Person Authorized to Sign	
3200 East Camelback Road, Suite 210			Lindsey Van Parys, PE	
Address			Printed Name	
Phoenix	Arizona	85018	Principal	April 1, 2025
City	State	Zip	Title	Date

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

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.

GHD Inc.
Company Name

3200 East Camelback Road, Suite 210
Address

Phoenix Arizona 85018
City State Zip


Signature of Person Authorized to Sign

Lindsey Van Parys, PE
Printed Name

Principal
Title

ADOT Project Development On-Call - Consultant Services Matrix

ADOT Contract No.: 2025-011

Prime Consultant Name: GHD 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		GHD - Jim Martin, PE		N/A
	Fringe-Urban Highway Design	GHD - Jim Martin, PE		N/A
	Rural Highway Design	GHD - Jim Martin, PE		N/A
	Controlled Access Urban Highway.	GHD - Jim Martin, PE		N/A
	Local Roads	GHD - Jim Martin, PE		N/A
	Roundabout	GHD - Lindsey Van Parys, PE		N/A
	Intersection Improvements	GHD - Jim Martin, PE		N/A
	ADA/Sidewalk/MUP	GHD - Jim Martin, PE		N/A
	Climbing Lanes	GHD - Jim Martin, PE		N/A
	Shoulder Widening	GHD - Jim Martin, PE		N/A
	Interchange Improvements	GHD - Jim Martin, PE		N/A
Survey & Mapping			Cooper Aerial	N/A
	Aerial Survey, Mapping		Cooper Aerial	N/A
	Field Survey		Cooper Aerial	N/A
	Bathymetric Survey		Cooper Aerial	N/A
Landscape and Irrigation Design & Erosion Control		GHD - Lucas Piper, PLA, ASLA (Support)	J2 Design - Seth Placko, PLA, ASLA (Lead)	N/A
	Erosion Control	GHD - Lucas Piper, PLA, ASLA	J2 Design	N/A
	Irrigation Design	GHD - Lucas Piper, PLA, ASLA	J2 Design	N/A
	Hardscape Aesthetics	GHD - Lucas Piper, PLA, ASLA	J2 Design	N/A
	Landscape Design	GHD - Lucas Piper, PLA, ASLA	J2 Design	N/A
	SWPPP	GHD - Lucas Piper, PLA, ASLA	J2 Design	N/A
	Seeding Mix Design	GHD - Lucas Piper, PLA, ASLA	J2 Design	N/A
Materials Design		GHD - Joe Kulikowski, PE (Support)	Ethos - Pancho Garza, PE (Lead)	N/A
	Asphaltic Pavement	GHD - Joe Kulikowski, PE	Ethos	N/A
	Concrete Pavement	GHD - Joe Kulikowski, PE	Ethos	N/A
	Pavement Life Extension	GHD - Joe Kulikowski, PE	Ethos	N/A
	Rockfall Mitigation	GHD - Joe Kulikowski, PE	Ethos	N/A
	Life Extension Projects	GHD - Joe Kulikowski, PE	Ethos	N/A
				N/A
	PBPD	GHD - Joe Kulikowski, PE	Ethos	N/A
Bridge/Structural Design		GHD - Luke Miner, PE (Support)	Ethos - Brian Grimaldi, PE (Lead)	N/A
	Bridge	GHD - Luke Miner, PE	Ethos	N/A
	Deck Overlay	GHD - Luke Miner, PE	Ethos	N/A
	Deck Replacement	GHD - Luke Miner, PE	Ethos	N/A

	Screen Wall	GHD - Luke Miner, PE	Ethos	N/A
	ABC	GHD - Luke Miner, PE	Ethos	N/A
	Retaining Wall	GHD - Luke Miner, PE	Ethos	N/A
	Noise Wall	GHD - Luke Miner, PE	Ethos	N/A
	Signal/Lighting/Sign Foundations	GHD - Luke Miner, PE	Ethos	N/A
	Sign/Pole Design	GHD - Luke Miner, PE	Ethos	N/A
	Steel Structures	GHD - Luke Miner, PE	Ethos	N/A
Geotechnical Studies/Design		GHD - Joe Kulikowski, PE (Support)	Ethos - Pancho Garza, PE (Lead)	N/A
				N/A
				N/A
	FWD	GHD - Joe Kulikowski, PE	Ethos	N/A
	Pavement Coring	GHD - Joe Kulikowski, PE	Ethos, T2ue	N/A
	Drilling/Foundation Design	GHD - Joe Kulikowski, PE	Ethos	N/A
	Slope Stability /Soil Nail	GHD - Joe Kulikowski, PE	Ethos	N/A
	Rockfall Mitigation, Rock Scaling	GHD - Joe Kulikowski, PE	Ethos	N/A
	Drilled Shaft	GHD - Joe Kulikowski, PE	Ethos	N/A
	MSE Walls	GHD - Joe Kulikowski, PE	Ethos	N/A
Drainage Design		GHD - Erik Fanselau, PE (Support)	J2 - Jeff Holzmeister, PE (Lead)	N/A
	Pipe Culvert/Box Culvert	GHD - Erik Fanselau, PE	J2 Design	N/A
	Drainage Retrofit	GHD - Erik Fanselau, PE	J2 Design	N/A
	Hydraulic/Hydrologic Drainage Analysis - HEC RAS, HEC1	GHD - Erik Fanselau, PE	J2 Design	N/A
	2D Hydraulic Modeling	GHD - Erik Fanselau, PE	J2 Design	N/A
	Drainage Channel and Structures	GHD - Erik Fanselau, PE	J2 Design	N/A
	Bridge Hydraulics	GHD - Erik Fanselau, PE	J2 Design	N/A
	LOMR / CLOMR	GHD - Erik Fanselau, PE	J2 Design	N/A
	Scour Analysis/Retrofit	GHD - Erik Fanselau, PE	J2 Design	N/A
Traffic/Safety Engineering Design		GHD - Dave Sabers, PE (Support)	Y2K - Yung Koprowski, PE, PTOE, RSP (Lead)	N/A
	Temporary Traffic Control	GHD - Dave Sabers, PE	Y2K	N/A
	Signing/Pavement Marking/Striping	GHD - Dave Sabers, PE	Y2K	N/A
	Traffic Signal Design	GHD - Dave Sabers, PE	Y2K	N/A
	Street Lighting Design	GHD - Dave Sabers, PE	Y2K	N/A
	Intersection Lighting Design	GHD - Dave Sabers, PE	Y2K	N/A
	High Mast Lighting	GHD - Dave Sabers, PE	Y2K	N/A
	RSA	GHD - Dave Sabers, PE	Y2K	N/A
	VISSIM	GHD - Dave Sabers, PE	Y2K	N/A
	Intersection Control Evaluation (ICE)	GHD - Dave Sabers, PE	Y2K	N/A

	Dynamic Messaging Signs (DMS)	GHD - Dave Sabers, PE	Y2K	N/A
	Smart Work Zones	GHD - Dave Sabers, PE	Y2K	N/A
Intelligent Transportation Systems		GHD - Darren Henderson, AICP (Support)	Y2K - Chris Williams, PE, PTOE (Lead)	N/A
	Broadband, Fiber Optic	GHD - Darren Henderson, AICP	Y2K - Chris Williams, PE, PTOE (Lead)	N/A
	Speed Feedback	GHD - Darren Henderson, AICP	Y2K	N/A
	Wrong Way Detection	GHD - Darren Henderson, AICP	Y2K	N/A
	CCTV	GHD - Darren Henderson, AICP	Y2K	N/A
	DMS	GHD - Darren Henderson, AICP	Y2K	N/A
Cost Estimations/Specifications		GHD - Steve Ferrero, PE (Lead)		N/A
	Unit Cost Verification	GHD - Steve Ferrero, PE		N/A
	Bid Justification	GHD - Steve Ferrero, PE		N/A
	Special Provisions	GHD - Steve Ferrero, PE		N/A
				N/A
				N/A
Environmental Services**		GHD - Kate Wilson (Support)	Del Sol Group (Lead)	
	Noise Analysis	GHD - Kate Wilson	Del Sol Group	
	404 Permit / 408 Permit	GHD - Kate Wilson	Del Sol Group	
	Cultural Surveys	GHD - Kate Wilson	Del Sol Group	
	Air Quality Analysis	GHD - Kate Wilson	Del Sol Group	
	Biological Evaluation	GHD - Kate Wilson	Del Sol Group	
	Section 4(f) analysis	GHD - Kate Wilson	Del Sol Group	
	Hazardous Materials Analysis	GHD - Kate Wilson	Del Sol Group	
	Public Involvement	GHD - Kate Wilson	Del Sol Group	
	Other NEPA Documentation	GHD - Kate Wilson	Del Sol Group	
Right-Of-Way Mapping, & Plans**			Cooper Aerial - Jim Crume, RLS (Lead)	
	Legal Description		Cooper Aerial, Tierra	
	Right of Way Plans		Cooper Aerial, Tierra	
	TCE		Cooper Aerial, Tierra	
	Right of Way Cost Determination		Tierra	
Utility Locating - SUE**			T2ue - Jim Mueller, PE	
Facilities/Maintenance Design (e.g. Rest Area, Port of Entry, Airport etc.)			Arrington Watkins Architects - Matt Gorman, RA (Lead)	N/A
	Vertical Design		Arrington Watkins Architects	N/A
	MEP		Arrington Watkins Architects	N/A
	ADEQ Approvals		Arrington Watkins Architects	N/A
List any Other expertise that pertains to the	Independent Cost Estimating (ICE)	GHD - Steve Ferrero, PE		N/A

project	3D Modeling Visual Simulations Public Relations Cost Risk Analysis Value Engineering	GHD - Richard Leslie GHD - Richard Leslie GHD - Simonia Ramirez Dias GHD - Steve Ferrero, PE GHD - Russ Wenham, PE, PTOE	RHA	N/A
	Water/Wastewater Utilities	GHD - Nicolas Gonzalez, PE		N/A
	GIS	GHD - Catherine Gerdtts		N/A
	Managed Lanes	GHD - Darren Henderson, AICP		N/A
	Construction Administration	GHD - Brian Loney		N/A

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

- Prime Consultant's electing to perform these services with their own in-house resources or Subconsultants must demonstrate their technical qualifications in their SOQ proposal (following the SOQ Technical Evaluation Criteria) and perform these services in conformance with the Scope of Work and minimum state and federal standards/regulations.*
- Consultants electing to use available ADOT EP or ROW on-call contracts will not be included as part of the consultant selection process associated with these on-call contracts, but will still be responsible for managing and delivering the project per the agreed upon scope, schedule and budget for the associated task order they were assigned.*

PART C Technical Evaluation Criteria

1 ADOT PDOC Understanding and Approach

1a Understanding of the General Contract and Design Process

→ Critical Success Factors to Delivering this On-Call Contract

GHD appreciates the many responsibilities ADOT staff are managing, and we are prepared to offer immediate assistance to support the delivery of your projects large and small. Our team has selected the right people to respond quickly and consistently to PDOC tasks, backed by our Phoenix office and global network of professionals. We have immediate availability to support ADOT staff and transportation initiatives under this on-call contract, which will require:

Serving as an Extension of ADOT Staff. Many of our team members have worked at public agencies and understand the challenges you face. Our team will approach task orders as an extension of ADOT staff to seamlessly integrate into your organization, and carry out efficiently and effectively the range of services needed on assignments. We aim to uphold your commitments by seeking areas to maximize the value of state dollars and minimize disruption to operations and staff.

Clear Project Definition to Drive Successful Project Delivery. GHD has consistently been successful in meeting our clients' expectations related to technical quality, schedule, and cost control. Backed by local and national expertise, our Arizona operations provide ADOT and your Local Public Agency (LPA) partners with strong budget management, technical merit, relationships, and local experience to advance statewide and local government planning and design projects from conception to completion.

Timely Delivery of Clearances. We understand that this contract will include projects funded through a variety of sources including federal Infrastructure Investment and Jobs Act (IIJA) allocations. Our team members have significant administrative expertise and agency training on the nuances of timely delivery of the required clearances and process elements associated with federal funding and ADOT guidelines.

Substantial Experience with Federally-Funded and Local Government Projects. Our key team members have substantial experience delivering federally-funded statewide and local government projects that have been obligated under all of the federal programs as well as the Statewide Transportation Improvement Program (STIP). We thoroughly understand ADOT policies and guidelines and the LPA requirements for project development, which enhances our ability to provide consulting services for task order assignments.

While many of the statewide projects are identified by ADOT's Traffic Safety Section (TSS), the LPA projects are developed through the local Councils of Governments (COGs) and Municipal Planning Organizations (MPOs). As a service to the LPA, ADOT's TSS validates LPA project applications for consistency with Federal Highway Administration (FHWA) requirements, as well as cost estimate verification and eligibility for funding obligation. GHD is intimately familiar with the Arizona Strategic Highway Safety Plan, the Arizona Highway Safety Improvement Program Manual, and the ADOT Local Public Agency Projects Manual.

We respect the context of safety in regard to the 4 E's of safety: engineering, enforcement, education and emergency service. Safety is one of GHD's Core Values and is incorporated into every project, regardless of the size or complexity. Our commitment to safety is embodied in our Safety Means Awareness Responsibility and Teamwork (SMART) program. GHD will focus on the engineering component through scoping, design, and preconstruction activities. Activities may include project scoping and predesign documents, safety inspections and assessments, construction documents, environmental studies and clearances, scheduling, utility design and clearances, right of way (ROW) determination and acquisition, and others. Project development and design will follow procedures identified in ADOT's Project Development Process Manual, the ADOT/US Forest Service (USFS) Guidelines for Highways on National Forest Lands, the ADOT Roadway Design Guidelines and ADOT's Traffic Group's Policy, Guidelines and Procedures Manual.



The LPA Process

In addition to project experience, GHD team members have undergone extensive training on the LPA process and ADOT project delivery policies through:

- Local Government Agency Training, by Irene Higgs (ADOT), Kelly La Rosa (FHWA)
- Local Government Agency Training, Right-of-Way by Lou Malloque (ADOT)
- Local Government Agency Training Environmental Clearance by Todd Williams (ADOT)
- Federal-Aid Highway Program Training by Jodi Rooney (ADOT) and Sharon Gordon (FHWA)
- Procedures for Federally Funded Projects by Patrick Stone (ADOT)
- Local Agency Projects Manual Training by Wayne Colebank (Logan Simpson Design)
- MAP-21/IIJA Changes by Karla Petty (FHWA)
- COG/MPO Manual by Charla Glendening (ADOT)
- HSIP Online Course Training-Overview, SHSIP Implementation, HSIP Identification and HSIP Project Evaluation (FHWA)



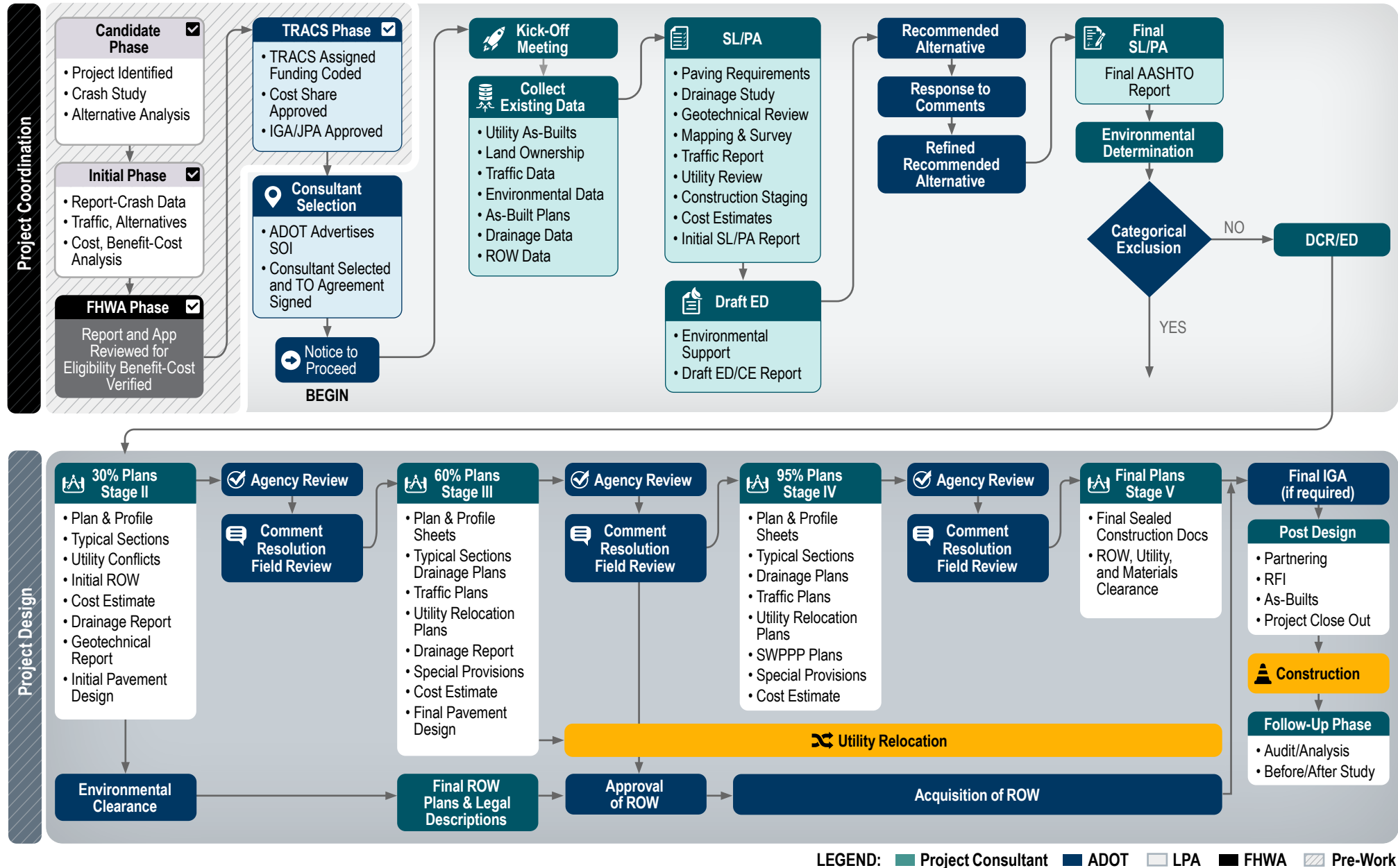
GHD has direct experience with responding to IIJA core funding programs including:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Bridge Formula Program (BFP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Local and Regional Project Assistance Grants (RAISE)
- Nationally Significant Freight and Highway Projects (INFRA)
- Rural Surface Transportation Grant Program
- Highway Safety Improvement Program (HSIP)

Project Development Process

To further demonstrate our understanding of ADOT's contract and design process, **Figure 1** below presents a general depiction of the evolution of a federally funded project. Stage I of the ADOT design process will generally complete the Scoping Letter (SL)/Project Assessment (PA)/Design Concept Report (DCR), and the Draft Environmental Document (ED). Once Stage I is approved, the project moves into development, which follows the typical ADOT project design submittal process (30%, 60%, 95%, Final, Signed).









Figure 1. Project Development Process



Project Delivery Elements

The scope and effort for on-call task assignments can vary widely based on the task to be performed. Our team's Task Order Project Managers have the transportation on-call experience to anticipate project challenges before they arise. **Table 1** outlines the project elements and the primary tasks that are critical to successful project delivery, as well as the potential issues that will be proactively addressed.








Table 1. Technical and Institutional Elements, Potential Challenges and Proposed Approach

	Project Element	Potential Challenge	Approach
TECHNICAL ELEMENTS	 Project Development Delays	Advancement beyond Stage III (60%) without an approved environmental document could jeopardize federal reimbursement and in most cases will stall the project if environmental delays occur. Other required clearances (right-of-way, utility, and materials) must be obtained prior to advertising the project.	This process can sometimes be shortened by going directly to a Stage III (60%) plan submittal, if improvements are relatively straightforward. In the current economic environment, federal funding has become a critical issue on nearly all ADOT and LPA projects. The major impact to engineering design is the federal funding process slows down the schedule of the project due to environmental components. While federal funding slows down the schedule in the early stages of a project, it can also create an accelerated timeline in the late stages when projects must be 'shovel ready' on a deadline. Proper scheduling for the required approvals is vital to meeting the FHWA's funding obligation timelines.
	 Multi-Agency Coordination	Most projects (especially ADOT administered LPA projects) will have a variety of jurisdictional requirements and goals that sometimes conflict. At the local level, which are many of the communities that rely on federal funding, many of the smaller LPAs misunderstand the requirements and procedures attached to the federal funding obligation and schedules.	Establishing effective communication protocol through all jurisdictional agencies will be vital to support and garner consensus on policy driven requirements, manage project priorities considering all users, and promote a collaborative partnering atmosphere to resolve project-specific issues. GHD will take the lead for coordination and support of governmental agencies and stakeholders. Projects may include coordination with ADOT entities including materials, traffic, bridge, engineering technical, environmental, roadway support, roadside development, utilities and railroads, and contracts and specifications (C&S). ADOT has led the effort to educate LPAs through the State's COGS/MPOs on project development issues and requirements which has resulted in a better understanding of the LPA/ADOT coordination effort. GHD personnel are familiar with the coordination efforts needed.
	 Scoping Documents	The consultant may be requested to perform project scoping documents to advance projects to the STIP/TIP. Knowledge of the planning elements and process for scoping is imperative.	GHD personnel have worked with ADOT's Predesign Section to develop Mini DCRs, SLs, PAs, AASHTO controlling design criteria reports and DCRs. Additionally, our personnel have prepared Candidate Assessment Reports, Corridor Studies and DCRs for local government entities throughout the state. The scoping document will determine the need for the project and related issues, goals, and criteria. This document will help detail whether the project meets the stated objectives and provides alternative solutions.
	 Plans, Specifications, & Estimates (PS&E) Preparation	For ADOT administered projects, the consultant must follow the Contracts and Specifications (C&S) procedures for contract document development. This includes following ADOT's CAD standards and drawing format and (in most cases) requires the use of ADOT standard details and specifications.	Often times, an LPA may have a preference on non-ADOT details, specifications and materials. While there is some flexibility, ADOT proven standards and specifications are recommended and preferred. Construction documents will be produced in a staged fashion as shown on Figure 1 . Our team has produced PS&Es for a number of ADOT and LPA projects and is familiar with the ADOT C&S needs and expectations for quality plan documents, reducing delays and costs associated with change orders during construction. Each stage submittal will undergo a detailed quality assurance check prior to being submitted for review. A critical element of the PS&E preparation includes the development of cost estimates at each submittal reflective of actual quantities and current bid prices with appropriate contingencies prior to final plans to promote adequate funding for the construction.
INSTITUTIONAL ELEMENTS	 Environmental Clearance	Federal and state funded projects require some level of environmental documentation to clear a project, preferably by the 60% submittal. On federal projects, funding can be jeopardized if post 60% activity is performed prior to the environmental clearance.	GHD and our subconsultant Del Sol Group (Del Sol) are highly qualified to provide environmental support due to our understanding of applicable environmental regulatory requirements and a willingness to devote appropriate company resources to meet the ADOT/FHWA project timelines. We bring a full array of environmental services including National Environmental Policy Act (NEPA) documentation, socioeconomic, cultural resources, air/noise impacts, water quality, 404 permits, biological resources, Department of Transportation (DOT) section 4(f) and hazardous materials.
	 Utility Design & Clearance	Utility clearance must be completed prior to project advertisement and could become the critical path item for project delivery.	The GHD team has developed close working relationships with many of the utility providers throughout the state. We bring thorough knowledge of utility identification, prior rights determinations, relocation design, and utility agreement development. GHD will work closely with ADOT's utility and railroad section to coordinate project utility requirements. Where utility delineation is required, our subconsultant (T2ue) will perform potholing in conformance with necessary Quality Levels of the American Society of Civil Engineers (ASCE) Subsurface Utility Engineering (SUE) standard. GHD will conduct a utility predesign conference and maintain ongoing communication, review existing location information derived during the planning phase, verify key contacts for each of the utilities, and identify utility conflicts and relocation needs by Stage III (60%).
	 Right-of-Way Clearance	Right-of-way clearances can also become a critical path item since federal requirements prohibit advertising the project prior to clearance.	All right-of-way needs should be determined and mapped concurrent with the Stage III (60%) submittal to allow for the right-of-way plans to be prepared, legal transactions to be executed, and right-of-way clearance to be issued. GHD has included Tierra Right-of-Way Services (Tierra) to provide right-of-way acquisition services and can manage the appraisal and legal transactions in accordance with 49-CFR Part 24 and the Uniform Act. Tierra's agents are experienced with ADOT and municipal right-of-way acquisition requirements, procedures, and clearances.
	 Materials Clearance	ADOT requires a materials clearance prior to bidding. We have encountered LPA preference for non-ADOT approved material preferences and have found some flexibility from the material group and can assist in material selections.	This requires close coordination with ADOT's C&S Section to ensure that all materials are properly specified and approved as acceptable. LPA project materials will sometimes deviate from ADOT preferred (or approved) specifications creating an additional layer of coordination effort. This often arises when the LPA is going to maintain new infrastructure and does not want to stock additional materials. GHD team members have an established relationship with the materials group on such local preferences.

Associated Tasks

In addition to the above standard items, typical projects require a variety of appurtenant support services. The GHD team has been structured to bring proven resources to support these activities. A few of the more common task disciplines include the following:

Table 2. Associated Project Tasks

Project Task	Considerations
 Survey & Mapping	Survey and mapping are critical path items on the project schedule, and we recognize that resources need to be available on short notice. GHD has selected Cooper Aerial Mapping (Cooper) to provide aerial mapping and support surveys. We will evaluate survey requirements to determine the best and most efficient technique for collecting field data. The techniques to be considered include traditional surveying, high-definition laser scanning, photogrammetry, light detection and ranging (LiDAR), or drone technologies.
 Traffic Engineering	Traffic engineering is usually a primary factor in the development of transportation improvement projects. Traffic engineering and safety partially drives all of the core IJJA funding programs including NHPP, STP, HSIP, CMAQ, SS4A, and Transportation Alternatives (TA). While traffic studies can generate a variety of information, they also support the eligibility of projects based on safety, congestion, and intermodal opportunities. GHD brings substantial expertise in traffic modeling and simulation, traffic and signal engineering, Intelligent Transportation Systems (ITS), freeway management systems (FMS) and traffic control design. The development and increasing popularity of the modern roundabout is a particular service area in which GHD excels. Our team has planned, analyzed, or delivered over 250 roundabout projects in the last five years. In addition to the dramatic reduction in crashes roundabouts provide, their installation can generate substantial reductions in delays and associated air emissions, improve intersection capacity and pedestrian travel, and can be a key element in improving the visual quality of roadway corridors and town centers. As a result of these benefits and growing public acceptance, public jurisdictions are increasingly using modern roundabouts. GHD brings the detailed understanding of roundabout operation, design, and implementation required for proper planning and engineering design as well as public involvement and communication of the roundabout option.
 Noise & Air	Federal policies mandate compliance with regulations related to air quality and noise abatement. When noise and air studies are required, Del Sol and their second tier subconsultant partners will provide roadway noise and air assessments. These may include noise level measurements, roadway noise modeling, land use impact assessment, and mitigation evaluation to address compliance with the ADOT noise abatement policy, air quality, and relevant regulatory policies.
 Geotechnical and Engineering	GHD team member Ethos Engineering, LLC (Ethos) has extensive experience performing geotechnical evaluations and pavement designs for ADOT and federally-aided local government projects. They have observed how schedules are affected by lengthy review times for environmental permitting and right-of-entry agreements. Experience has shown that close coordination is a necessity, particularly with local entities, whose standards for pavement design are sometimes different from ADOT's. Pancho Garza and his team will participate in initial meetings and speak to the needs for timely preparation, review, and processing of initial exploration plans (for environmental permitting), investigation plans, and laboratory testing. Geotechnical reports, pavement design summaries, and materials design reports/memos will be prepared to comply with ADOT guidelines. Projects for local governments with certification acceptance will be treated in much the same manner, although Maricopa Association of Governments (MAG) or other local standards may apply to design and construction.
 Structural Engineering	Task orders may encompass a wide variety of structures of varying types and sizes. GHD and Ethos have experience in providing structural design for a variety of structures that may be requested as part of this contract. We are familiar with the design of typical ADOT-preferred structures including box culverts, drop and grade control structures, inlet structures, retaining (including soil nail walls) and noise walls, producing bridge concept reports, assisting with DCRs and structure cost estimates, highway and pedestrian bridge designs, and field investigations. Ethos is also National Bridge Inspections Standards (NBIS)-certified to perform bridge inspections and prepare reports.
 Drainage Analysis/ Erosion Control	As on all of our previous ADOT and LPA design work, J2 Design supported by GHD will provide hydrologic and hydraulic analysis of existing and proposed stormwater facilities to ensure that drainage criteria is met, as defined in Chapter 600, Highway Drainage Design of the Roadway Design Manual. This includes both crossing drainage structures comprised of culverts and bridges as well as pavement and sideroad drainage including catch basins, laterals, and trunk lines draining the pavement surfaces at the gutter. Erosion control is incorporated for all drainage elements at culverts, inlets, slopes, and access points for conditions both during construction and post construction.
 Landscape Architecture	The role of the landscape architect consultant comprises much more than simply roadway beautification. It is a role promoting safety, functionality, and a sense of place. J2 Design and GHD will provide the full range of roadway and off-site landscape architecture services, from visualization, conceptual planning, and estimating to the preparation of construction documents for landscape, hardscape, and irrigation. GHD's landscape architect team excels in the areas of graphical design and presentation skills, coupled with our technical and horticultural knowledge.

1b Approach to Task Order Management

Project Management

Best Management Practices. GHD excels in the implementation of best practices in quality control (technical accuracy), quick response and schedule acceleration, value-added services, and communication.

Partnership with ADOT and Local Government Agency. We are proficient with the ECS and C&S procedures and management needs and intend to execute task assignments with transparency, value, honesty, and schedule adherence.

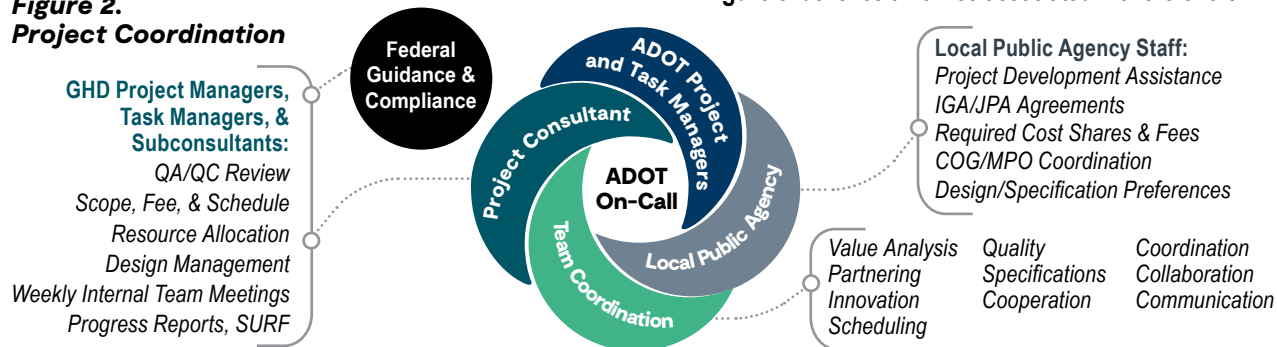
Open Communication and Responsible Use of ADOT Staff Time. Contract/Project Manager Dave Sabers and our Task Management Leaders will handle daily activities and maintain open communication with the ADOT project manager. Based on our experience managing on-call and IDIQ contract task orders, we can operate independently and pinpoint the most impactful moments to involve ADOT staff, allowing ADOT's project manager to focus on the day-to-day project elements.

Schedule Update Request Form (SURF). After the monthly meetings, a SURF will be submitted to the ADOT Program and Project Management Section (PPMS) and the LPA. As an added layer of schedule and budget oversight, GHD's project management systems are internally monitored through professional schedulers and estimators on a monthly basis.

Team Coordination

Schedule Management. Satisfying the individual concerns for both ADOT and the LPA will be critical to task schedule management. Dave will utilize his established working relationships with Arizona agencies and understanding of ADOT managers' expectations to help streamline the schedule development process.

Figure 2. Project Coordination



Monthly Status Meetings. Dave will facilitate monthly status meetings with ADOT departments, the LPA, and other primary stakeholders. The meetings will provide an overview of progress, design and construction issues, distribution of information, anticipated next steps, and other task assignment needs.

ADOT Project Reporting Systems. Dave will work with the ADOT PM to facilitate the updating of ADOT's internal project management and reporting systems.

Partnering/Value Engineering

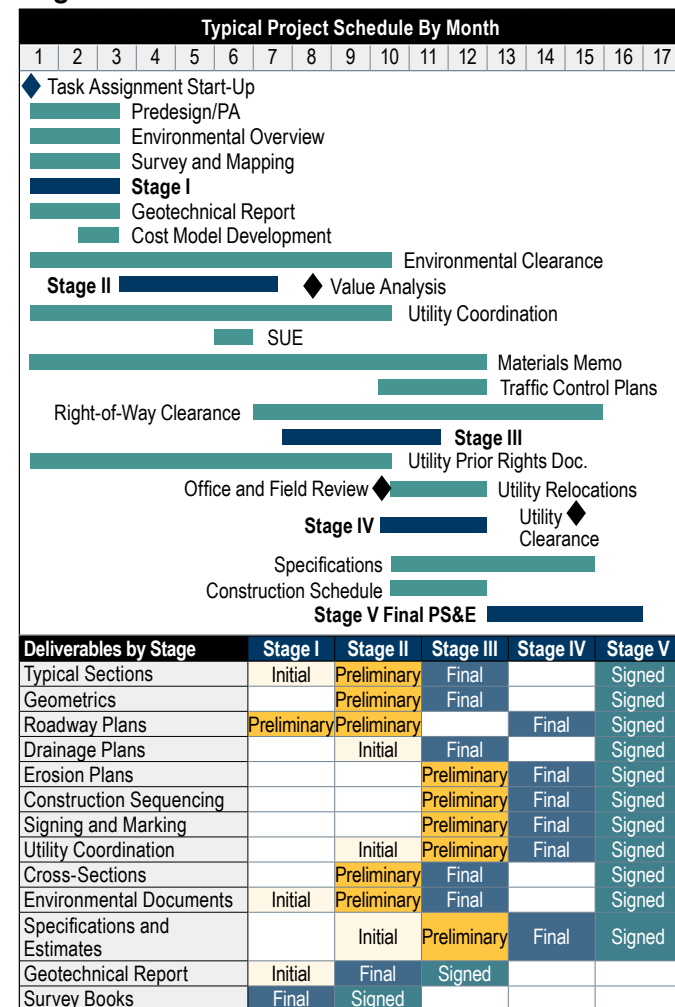
Collaborative Approach to Foster Innovation. A shared understanding of the goals of all project team members is essential to establish a common language for discussing project issues and developing trust between the team members. This reduces conflicts and helps resolve them if they occur.

Formal Value Engineering and Partnering. RHA has been leading ADOT partnering efforts for more than 25 years and is known for structuring partnering agreements generating success. RHA will facilitate value engineering exercises if needed. They have Certified Value Specialists (CVS) and have led value engineering exercises for federal, state, and local agencies. RHA has facilitated more than 3,200 workshops throughout the nation in value engineering, risk analysis, partnering, and team development.

Federally Funded LPA Procedures

Navigating Evolving Federal Requirements. The process of administering a federally funded project consistently evolves. We will make sure federally funded assignments meet ADOT PPMS flag milestones and comply with ADOT's Local Public Agency Project Manual (LPAPM) and federal process requirements. **Figure 1** (page 10) highlights major components of a complete project development process while the schedule in **Figure 3** identifies timelines associated with the effort.

Figure 3. Schedule Overview of ADOT PPMS Flag Milestones



Schedule and Budget Control

Clear Stakeholder Communication. We intend to use Primavera P6 or Microsoft Project software packages to plan the task activities and communicate task assignment progress to stakeholders.

Continuous Monitoring. Critical milestones and labor requirements are continuously monitored to ensure that all submittals are made on schedule. Our management systems allow us to identify schedule concerns and adjust or accelerate as needed. **Figure 3** depicts major ADOT PPMS flag milestones and their relationship in the process.

② Team Experience and Qualifications

Over the past 50+ years, GHD has completed the design of more than 100 major transportation projects in the southwestern United States with a total construction value of more than \$700 million. Our projects range in size from simple right turn lanes to pavement maintenance projects to large arterial street projects. Our team has extensive experience with the types of projects that are proposed to be designed through this on-call contract. **Table 3** below demonstrates some of our team's related experience.

Table 3. Project Experience

Project Name, Client Name, Location	Consultant Project Manager	Prime Consultant/ Subconsultant	Construction Cost Estimate	Brief Description	Delivery Schedule Met	Relevant Services														
						Roadway Design	Survey and Mapping	Landscape Design	Erosion C Control	Materials	Drainage Design	Bridge De sign	Geotechn ical	Traffic/Sa fety	Design	Intelligent Transporta tion	System (ITS)	Cost Estim ations	Specifica tions	Environm ental
Tegner St, US 60 to US 95, Town of Wickenburg, AZ	Dave Sabers	Prime – GHD	\$8.6M	Design of pavement rehabilitation, new ADA curb ramps and driveways, and multi-modal improvements.	Yes	<div>✓</div>	<div>✓</div>			<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>		<div>✓</div>		<div>✓</div>		
Early Rd RTL at Camino Mercado, City of Casa Grande, AZ	Dave Sabers	Prime – GHD	\$720k	Right turn lane improvements, roadway widening, curb ramps, drainage design, signing and marking.	Yes	<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>		<div>✓</div>		<div>✓</div>		
Second Bridge and Roadway Construction, Lake Havasu City, AZ	Dave Sabers	Subconsultant – GHD	\$35.5M	New bridge connection with street and intersection improvements on new roadway alignment.	Yes	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	
Tempe Streetcar Rio East Dobson Extension, Valley Metro, Tempe & Mesa, AZ	Dave Sabers	Subconsultant – GHD	\$200M	Four-mile extension of existing streetcar, roadway, and multi-modal improvements.	Yes	<div>✓</div>								<div>✓</div>		<div>✓</div>		<div>✓</div>		
D10 Roadway Design On- Call, Caltrans, CA	Jay Walter (Lindsey Van Parys - TO Manager for TO #3)	Prime – GHD	\$1M – \$15M	5-year contract for roadway design project development and design services during construction. GHD has 5 task orders to date.	Yes	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	
La Quinta Complete Streets, City of La Quinta, CA	Lindsey Van Parys	Prime – GHD	\$13.5M	Multi-award-winning, ATP funded project to provide 3 complete street corridors and 5 roundabouts.	Yes	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	
Doolittle Drive Segment of San Francisco Bay Trail, East Bay Regional Park District, CA	Steve Grupico	Prime – GHD	\$5.55M	Trail project and partial highway reconstruction. Featured in the Caltrans Complete Streets Design Guide.	Yes	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	
SR 29/First St and California Blvd Roundabouts, City of Napa, CA	Lindsey Van Parys	Prime – GHD	\$9.25M	Design for three closely clustered roundabouts along two corridors, including Caltrans coordination.	Yes	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>		<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	
Structural Remediation Bldg. 1005B, ADOT, Phoenix, AZ	Matt Gorman	Prime – Arrington Watkins Architects	\$134,786 (design fee)	Project management and structural engineering services to address structural deficiencies occurring at the second and third floors.	Yes			<div>✓</div>		<div>✓</div>			<div>✓</div>			<div>✓</div>			<div>✓</div>	

50+

years working on federally-funded roadway improvement projects

100+

major transportation projects designed in the southwestern U.S.

65+

award winning transportation projects


50+

years working on Caltrans oversight projects

Table 3. Project Experience Continued

Table 3. Project Experience Continued						Relevant Services													
						Roadway Design	Survey and Mapping	Landscape Architectural Design	Erosion Control	Materials	Drainage Design	Bridge Design	Geotechnical Studies	Traffic/Safety Engineering Design	Intelligent Transportation System (ITS)	Cost Estimations/ Specifications	Environmental Studies	ROW Mapping and Plans	Utilities Locating - SUE
Project Name, Client Name, Location	Consultant Project Manager	Prime Consultant/ Subconsultant	Construction Cost Estimate	Brief Description	Delivery Schedule Met														
MCDOT Tonto Hill, Maricopa County Department of Transportation, AZ	Jim Crume	Prime – Cooper	\$222k (design fee)	Comprehensive surveying services over 525 acres, focusing on legal boundary descriptions for a significant land acquisition. Prepared 250 legal descriptions for new acquisitions, slope easements, temporary construction easements (TCEs), and meticulous boundary survey work to ensure the precise delineation of property lines and easements.	Yes		✓										✓		
US 93 Oldeup to Nothing, ADOT, Mohave County, AZ	Kristyn Mosler	Subconsultant – Del Sol	\$48M	Pavement rehabilitation project on US 93 between MP 131 and MP 144 north of Nothing, AZ.	Yes											✓			
Delaware Drive Pedestrian Improvements, ADOT, Apache Junction, AZ	Pancho Garza	Subconsultant – Ethos	\$2.27M	Ethos provided geotechnical engineering services for a bicycle lane, a center turn-lane and pedestrian improvements including pavement design as well as structural design of drainage structures. Post-design services were also provided.	Yes					✓	✓		✓						
I-10 Broadway Curve, Phoenix, ADOT, Phoenix, AZ	Seth Placko	Subconsultant – J2 Design	\$730k (design fee)	Provided hydrologic/hydraulic analysis of the Tempe Drain from the SR-143 to the Salt River, landscape architecture, bridge aesthetics, and wall aesthetics. Also provided plant inventory and planting, irrigation, refined aesthetic details and developed elevations for bridges and retaining walls.	Yes (Project expected to be complete 5/2025)			✓			✓				✓				
I-10, I-17 to SR 202, Broadway Curve, ADOT, Phoenix, AZ	James Mueller	Subconsultant – T2ue	\$2.54M	Completed SUE investigation in accordance with the CI/ASCE 38 Standard in support of the ADOT GEC and proposed roadway improvements. Over 1 million LF of utilities were investigated within the project limits with 462,486 LF of utilities being updated from the original investigation.	Yes		✓											✓	
Pavement Rehabilitation on US 60 from West Santee St to US 70, ADOT, Globe, AZ	Chris Williams	Subconsultant – Y2K	\$3M	Traffic design for pavement rehabilitation project for ADOT PDOC contract.	Yes								✓		✓				
10th Ave & Los Alamos St Curve Realignment, ADOT, San Luis, AZ	Corey Long	Subconsultant – Tierra	\$1.8M	Environmental documentation for the NEPA clearance and ROW services for realignment of a 90-degree curve.	Yes											✓	✓		

3 Team Capability

As presented previously in Section 2, GHD and our subconsultant team members have a wide array of past project experience in the planning and design of state highway and municipal arterial street systems. This section highlights the professional engineering experience of our Project Principal, Contract/Project Manager, and Task Order Project Managers. Key staff are denoted by the  icon. Please refer to our team's resumes for more information on our key staff.

Lindsey Van Parys, PE

Project Principal and QA/QC Manager



17 years exp.

Lindsey, a GHD Principal who provides overall support and guidance on project operations for the US West Transportation Group. She is passionate about helping local agencies improve safety and equity in their communities by implementing a variety of transportation projects from the conceptual stage through to construction. She has spent her entire career delivering projects on the state highway system (SHS) and has been with GHD for almost 13 years. Lindsey has successfully delivered several multi-award-winning transportation projects throughout California. She is also an active thought leader who is currently the Chair of the Council Leadership Team for ITE and involved in the ACEC Caltrans D3 Professional Liaison Committee. Lindsey will utilize her extensive knowledge of industry trends, current and future regulations, and extensive project delivery experience on federally and locally funded state highway projects to effectively guide the GHD team in the successful completion of ADOT's task orders.

Licenses/Certifications:

Civil Engineer, AZ #79530, CA #79989, FL #83571

Key Skills:

- ✓ Large On-Call Project Management
- ✓ State DOT Liaison
- ✓ Roundabout & Complete Street Design
- ✓ Public Education and Outreach

Dave Sabers, PE

Contract/Project Manager



35 years exp.





Dave leads GHD's Arizona Transportation Practice and has experience leading multi-discipline teams. He is an NSPE-AZ award-winning professional known for his traffic engineering and transportation planning expertise. From 2020 – 2022, Dave served as a supplemental project manager for ADOT where he led the development of plans, specifications, and estimates for five projects (two ADOT internal and three LPA projects). Additionally, Dave is currently serving as the GHD Project Manager for the Lake Havasu City's \$35.5M, state funded Second Bridge Design project where he lead the traffic forecasting and multi-modal operations analysis for the selection of the roadway and bridge cross-sections and type of intersection operation. Dave will capitalize on his current and previous ADOT experience to startup quickly and uphold ADOT's project and quality expectations for each task order.

Licenses/Certifications:

Civil Engineer, AZ #29337, NV #21254, UT #8041799-2202, TX #114668

Key Skills:

- ✓ Project Management
- ✓ Traffic Engineering Design
- ✓ Traffic Engineering Analysis & Studies
- ✓ Transportation Planning Studies

Task Order Project Managers	Biography	Relevant Project Experience
 Jim Martin , PE (29301), RLS (30359), FAA Part 107 RP • Roadway Design Lead • GHD • BS, Civil Engineering • 35 years	Jim has more than 35 years of experience and has led transportation projects in Arizona since 1995. He has completed design lead roles on several major statewide ADOT projects and has assisted several rural agencies and planning organizations in writing federal grant applications that have included HSIP, CMAQ, TE, and SRTS funding. His primary expertise lies within municipal roads and streets design.	• Second Bridge and Roadway Construction, Lake Havasu City, AZ • \$35.5M • Transportation Engineering Support • Tempe Streetcar Rio East Dobson Extension, Valley Metro, Tempe & Mesa, AZ • 152,000 (design fee) • Roadway Technical Expert, QA/QC Manager
 Seth Placko , PLA (34191), ASLA • Landscape and Irrigation Design and Erosion Control Lead • J2 Design • BS, Landscape Architecture • 30 years	Seth's ADOT experiences include projects that involved extensive landscape and irrigation designs for miles of freeways including native plant salvage and inventory, re-vegetation efforts, storm water pollution designs, bridges and walls with extensive aesthetics and graphics, the incorporation of unique landform graphics, and general public roadway corridor enhancements.	• I-10 Broadway Curve, ADOT, Phoenix, AZ • \$730M • J2 Project Manager • I-17 Pinnacle Peak to Happy Valley Road, ADOT, Phoenix, AZ • \$50M • Landscape Architect
 Pancho Garza , PE (47676) • Materials Design Lead • Ethos Engineering • BS and MS, Civil Engineering • 22 years	Pancho has over 22 years of experience in the geotechnical consulting field. His focus has been the desert southwest, but his experience includes numerous projects throughout the western United States. His primary focus has been geotechnical investigations for transportation-related projects, and he has been involved with more than 250 ADOT roadway projects.	• Delaware Drive, ADOT, Apache Junction, AZ • \$2.27M • Geotechnical Lead • Stadium Trail Pedestrian Crossing over Skunk Creek, ADOT, Peoria, AZ • \$4.18M • Geotechnical Lead
 Brian Grimaldi , PE (44976) • Bridge/Structure Design Lead • Ethos • BS, Civil Engineering • 26 years	Brian is a Bridge Engineer with 26 years of experience in the design and inspection of bridges, retaining walls, and other transportation related structures. Brian has designed many types of bridges, including steel, prestressed concrete, and reinforced concrete. Projects have included traffic interchanges, system interchanges, river crossings, pedestrian bridges, retaining walls, noise barrier walls, traffic sign structures, and drainage structures.	• I-10 Broadway Curve, ADOT, Maricopa County, AZ • \$499.6M • Structures Engineer • ADOT Bridge Inspection, ADOT, Maricopa County, AZ • \$49,950 (inspection) • Bridge Engineer







Task Order Project Managers		Biography	Relevant Project Experience
	Jim Crume , RLS (19817) • Survey and Mapping Lead and Right of Way Mapping Lead • Cooper Aerial • Certified Federal Surveyors Program, Oregon Institute of Technology • 48 years	Jim Crume has more than 48 years of experience as a professional land surveyor. His surveying expertise includes topographic, GPS, conventional, legal descriptions, ALTA, results of surveys, right-of-way, boundary, easements, MicroStation, state plane coordinates, mineral surveys, boundary conflicts, computer programming, and drone surveying. Jim is an industry leader with multiple publications to his credit.	<ul style="list-style-type: none"> Tonto Hill MCDOT Project, MCDOT, Carefree Twp, AZ • \$222,000 (design fee) • Survey Manager Centerline Analysis ADOT ROW, ADOT, Scottsdale AZ • \$6,120 (design fee) • Survey Manager
	Jeff Holzmeister , PE (23170) • Drainage Design Lead • J2 Design • BS, Civil Engineering • M.S., Water Resources Engineering • 42 years	With a unique focus on drainage engineering, Jeff has supported the drainage engineering and civil engineering design of numerous ADOT projects across the state. Many of these projects required analyses of surface water hydrology, open channel hydraulics, sediment transport analyses, 401/402/404 permit applications, and FEMA floodplain/floodway delineations.	<ul style="list-style-type: none"> I-10 Broadway Curve, ADOT, Phoenix, AZ • \$730M • J2 Project Manager SR202 South Mountain Freeway, ADOT, Maricopa, Papago, AZ • \$1.7B • Lead Drainage Engineer
	Yung Koprowski , PE (52512), PTOE (3112), RSP L1 (208) and L2 (93) • Traffic Safety Engineering Design Lead • Y2K • BS, Civil Engineering • 17 years	Driven by a passion for enhancing mobility across Arizona's communities—Yung specializes in safety, ITS, traffic operations, and active transportation. She brings specialized expertise in Road Safety Assessments and Vision Zero programs, helping to shape safer, more sustainable transportation networks. Additionally, Yung has extensive experience in traffic studies and design, utilizing cutting-edge solutions like Bluetooth/Wi-Fi technology, adaptive signal systems, GIS-based spatial analysis, drone-captured video, and photo-realistic renderings to develop innovative, data-driven solutions.	<ul style="list-style-type: none"> SR 87 MP 191 to MP 250 Corridor Development Study (Contract No. MPD0045-18), ADOT, AZ • \$85,000 (design fee) • Traffic Engineering Lead Statewide Bicycle Safety Action Plan (Contract No. ADOT17-00006970), ADOT, AZ • Traffic Engineering Lead ADOT Bottleneck Removal Safety Projects, RSA Group B (Contract No. 2018-006.17), ADOT, AZ • \$40,000 (design fee) • Traffic Engineering Lead
	Chris Williams , PE (42636), PTOE (2029) • Intelligent Transportation Systems Lead • Y2K • BS, Civil Engineering • 24 years	Chris has built a strong reputation for delivering quality traffic engineering plans and studies that consistently meet both deadlines and budget requirements. He started his career as an intern in the ADOT Traffic Design Group and, after a five-year break, returned to provide in-house consulting services for two years following his PE certification. In his recent roles, Chris has led traffic engineering efforts on numerous PDOC task orders and major ADOT Design-Build projects, overseeing MOT, lighting, and signing and marking design services.	<ul style="list-style-type: none"> SR260, Lion Springs, MP 256.2 to MP 260.1 (Contract No. 2020-020), ADOT, AZ • \$112,500 (design fee) • Traffic Engineering Lead Price Freeway, Baseline Rd to SR 202L (Santan), ADOT, AZ • \$239,000 (design fee) • Traffic Engineering Lead
	Steve Ferrero , PE (CA 52267) • Cost Estimation/Specifications Lead • GHD • BS, Civil Engineering • 30 years	Steve has more than 30 years of broad experience in all in construction planning and management, project management and design. He has considerable expertise in cost engineering, estimation and cost management, project delivery and scheduling of infrastructure projects. Project types include heavy civil, such as roads, airports and bridges and buildings including California hospitals, schools, and colleges. Steve also specializes in condition assessment or building and properties in the private sector.	<ul style="list-style-type: none"> San Francisco Public Utilities Commission; Climate Change Adaptation-Seawall, CA • \$130M • Lead Cost Estimator Bay Area Toll Authority; San Francisco Oakland Bay Bridge East Span, CA • \$7B • Lead Cost Estimator
	Kristyn Mosler , PE (41978) • Environmental Services Lead • Del Sol • BS, Civil Engineering • 27 years	Kristyn's environmental consulting experience includes management of over 90 ADOT Statewide and Local Public Agency projects from initial project scoping to final environmental clearance. She works closely with support staff in collecting and reviewing technical data, coordinates environmental subconsultants, prepares NEPA scoping and biological and hazardous materials documentation, oversees project details, and tracks schedules and budgets.	<ul style="list-style-type: none"> US 93 Oldeup to Nothing, Point Engineers, Mohave County, AZ • \$72k (design fee) • Environmental Lead I-10 Pavement Rehabilitation, SR 587 to SR 387, ADOT, Pinal County, AZ • Environmental Lead
	James Mueller , PE (64432) • Utility Locating - SUE Lead • T2ue • BS, Civil Engineering • 14 years	James manages SUE and utility coordination services and has completed more than 200 projects involving Quality Levels D, C and B and over 1,500 Quality Level A test holes within the last two years. He leads T2ue's Arizona operations and provides engineering oversight and management for SUE projects based on the ASCE 38 Standard.	<ul style="list-style-type: none"> SR 101L TI with I-10, DCR & Environmental Document (Contract #2022-005), ADOT, Avondale/Tolleson, AZ • \$245,150 (design fee) • SUE and Survey Services Lead I-10, I-17 to SR 202, Broadway Curve, ADOT, Phoenix, AZ • \$2.5M • SUE and Survey Services Lead
	Matt Gorman , RA (30774) • Facilities Maintenance Design Lead • AWA • BS, Architecture; MS, Architecture • 40 years	Matt has 40 years of experience working with local municipalities, state governments, Tribal governments, and federal agencies to create secure, functional and aesthetic facilities. His experience includes facilities such as public safety facilities – including fire, police, and detention facilities, courts, as well as extensive experience in office renovations, facility assessments and master plans. He is well versed in all aspects of project management including scheduling, budgeting, programming, design, documentation and construction administration.	<ul style="list-style-type: none"> ADOT Structural Remediation Bldg 1005B, ADOT, Phoenix, AZ • \$134,786 (design) • Project Management and Structural Engineering Services Lead ADOT Mazatzal Rest Area – Study, ADOT, Phoenix, AZ • \$50,814 (design) • Facilities Assessment Lead

Figure 4. Team Organization



Contract/Project Manager
Dave Sabers, PE (29337) ⚙️



Project Principal and QA/QC Manager
Lindsey Van Parys, PE (79530) ⚙️

Task Order Project Managers and Support

Roadway Design Jim Martin, PE (29301), RLS (30359) ⚙️ Russ Wenham, PE (78010), PTOE (2533) Brittany Zambrano, PE (81394)	Landscape and Irrigation Design and Erosion Control Seth Placko, PLA (34191), ASLA, J2 ⚙️ Lucas Piper, PLA (78972), ASLA	Materials Design and Geotechnical Studies/Design Pancho Garza, PE (47676), Ethos Joe Kulikowski, PE (18763), GE (CA 491)	Bridge / Structure Design Brian Grimaldi, PE (44976), Ethos Luke Miner, PE (78972)
Survey and Mapping Jim Crume, RLS (19817), Cooper	Drainage Design Jeff Holzmeister, PE (23170), J2 ⚙️ Erik Fanselau, PE (78220), CFM (US-11-06045), LEED AP (10591588)	Traffic Safety Engineering Design Yung Koprowski, PE (52512), PTOE (3112), RSP L1 (208) & L2 (93) Y2 ⚙️ Frank Penry, PE (CA 627850), PTOE (1603) Dave Sabers, PE (29337)	Intelligent Transportation Systems Chris Williams, PE (42636), PTOE (2029), Y2K Darren Henderson, AICP (015681)
Cost Estimation / Specifications Steve Ferrero, PE (CA 52267)	Environmental Services Kristyn Mosler, PE (41978), DSG ⚙️ Katie Wilson Catherine Gerdt	Right of Way Mapping Jim Crume, RLS (19817), Cooper Corey Long, Tierra	Utility Locating – SUE Robert Ramsey, PE (47526), T2ue
Facilities Maintenance Design Matt Gorman, RA (30774), AWA			

Additional Capabilities & Support Services

Independent Cost Estimating (ICE) and Cost Risk Analysis Steve Ferrero, PE (CA 52267) 3D Modeling and Visual Simulations Richard Leslie	Public Relations Simonia Ramirez-Dias Value Engineering Ryan Elliott, RHA Russ Wenham, PE (78010), PTOE (2533)	Water / Wastewater Utilities Nicolas Gonzales, PE (76498), PMP (2556244) GIS Catherine Gerdt	Managed Lanes Darren Henderson, AICP (015681) Construction Administration Brian Loney Rail and Transit Justin Wheeler, PE (46634)
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LEGEND

⚙️ Key staff (see key staff resumes beginning on page 21)

Subconsultants

Arrington Watkins Architects (AWA)
Cooper Aerial Surveys Co (Cooper)
Del Sol Group (DSG), DBE
Ethos Engineering, LLC (Ethos), DBE
J2 Engineering and Environmental Design, LLC (J2), DBE
RHA, LLC (RHA), DBE

T2 Utility Engineers (T2ue)
Tierra Right of Way Services, Ltd. (Tierra)
Y2K Engineering, LLC (Y2K), DBE

PART C Non-Technical Evaluation Criteria

1 Key Personnel

1a Project Principal

Lindsey is a GHD Transportation Specialist and Principal. She has the authority to commit firm resources and respond on behalf of the firm on matters regarding this contract. Refer to Lindsey's resume on page 21 for her past performance on similar projects anticipated from this on-call contract.

Lindsey is passionate and dedicated to delivering high value impact to the projects she oversees. She is a highly accountable and responsive individual—but don't take our word for it, feel free to contact the client references below to get their input on Lindsey's work.

Client References:

- Julie Blue Lucido, Public Works Director, City of Napa | SR 29/First St and California Blvd Roundabouts | T: 707.257.9475 | E: jlucido@cityofnapa.org
- Bryan McKinney, Public Works Director/City Engineer, City of La Quinta | La Quinta Complete Streets | T: 760.777.7000 | E: bmckinney@laquintaca.gov
- Kathryn (Kathy) Kleinschmidt, Caltrans D5 Traffic Safety Systems Branch Chief | Caltrans D5 On-Call | T: 805.721.0098 | E: Kathryn.Kleinschmidt@dot.ca.gov

1b Contract Manager

Dave is a Senior Project Manager with 35 years of experience in civil engineering, traffic engineering and transportation planning. He previously provided supplemental services to ADOT and the cities of Glendale and Goodyear including project management and project development tasks. Dave has managed a multitude of projects through the ADOT Project Development Process including planning studies, preliminary and final design, and post design services through construction. He has managed previous ADOT Traffic Engineering, Traffic Safety, and FMS on-call projects and contracts. Dave has managed large project teams covering multiple projects, during his time as the Traffic Engineering Department Manager at a previous employer he directly supervised a team of 16 individuals in five states designing

over 40 projects including a million-dollar design fee the traffic elements of the SR202L South Mountain Freeway Segment C. Please refer to Dave's resume on page 23 for more examples of his past project experience for similar contracts. To demonstrate his responsiveness, we've included the following client references.

Client References:

- Herschel Workman, Public Works Director, Town of Wickenburg | Multiple Wickenburg Projects | T: 928.668.0555 E: hworkman@wickenburgaz.gov
- Jessie Luchinski, Project Lead, BHP | Multiple Old Dominion projects | T: 520.909.7832 | E: Jessie.Luchinski@bhp.com
- Angel Cobb, Project Manager, City of Phoenix | 3rd and 5th Ave Multi-Modal Improvements | T: 602.495.6798 | E: angel.cobb@phoenix.gov

1c Task Order Project Manager Experience and Past Performance on Similar Projects

Many of our proposed Task Order Project Managers bring extensive experience on ADOT projects and are well-versed in delivering projects on the SHS. **Table 3 on page 14** highlights a sampling of our Task Order Project Managers' past experience on similar projects. Each of our Task Order Project Managers are highly dedicated to the success of this on-call contract and will respond to task order assignments in a timely manner. No changes will be made to the project team without prior consent by ADOT.

GHD Transportation Project Experience



② QA/QC

Quality Control Program

Our team is dedicated to delivering high-quality final products through a robust Quality Control (QC) program. This program ensures technical accuracy, consistency, and compliance with all relevant standards and regulations. Continuous quality control reviews and formal milestone peer reviews are conducted throughout the project lifecycle. At the onset of every task order, a project specific Quality Management Plan (QMP) will be developed and shared with ADOT.

- **Risk Management.** Our QC program incorporates and addresses risks identified with a project through a structured risk management process. The Critical Risk Management Program aims to decrease the risk of unwanted events by implementing mandatory minimum requirements.
- **Project Success.** Our QC program has been successfully used on other similar-sized and types of projects in the past. For example, the QMP implemented for the SR 121/8th St East project demonstrated our commitment to quality assurance and quality control and was reviewed and approved by Caltrans. The QMP included detailed procedures for QC, QA, and QM reviews, ensuring that all deliverables met the highest standards of quality.
- **Risk Register.** Risks identified on a project undergo a structured risk management process and a project-specific "Risk Register" is prepared. This aims to decrease the risk of unwanted events by implementing mandatory minimum requirements, including training, behaviors, and critical controls. This proactive approach ensures that risks are identified, assessed, and mitigated effectively throughout the project lifecycle.
- **Quality Engineers Estimates.** We prepare quality engineers estimates for every project. Our approach to preparing accurate bid item unit costs for project task orders is to start with solid plans and is backed by robust and clear specifications. We utilize various sources to establish up to date unit prices for each bid item based on recently awarded projects, industry trends, and more. Additionally our Construction Management team provides unique and relevant experience in the construction industry and reviews our bid sets, including estimate, to support biddable, buildable, and accurate project deliverables.

③ DBE Commitment

GHD is committed to meeting the established DBE goal of 11.96 percent for each task order and overall contract. To accomplish this goal, we have carefully partnered with well-qualified firms who are well-established with ADOT. Our DBE certified partners include:

- **Del Sol Group** – Lead for environmental planning
- **Ethos Engineering** – Lead for bridge/structural design, materials design, and geotechnical studies
- **J2 Design** – Lead for landscape design, erosion control, and drainage design
- **RHA** – Lead for value engineering and partnering tasks
- **Y2K Engineering** – Lead for traffic/safety engineering design, ITS

Our DBE partners are an integral part of our team and most have leadership roles as Task Order Project Managers to maximize meaningful participation on this contract. During the development of each task order proposal (Statement of Interest – SOI), we customize our Subcontract Management Plan to align with the needs of each task order.

Figure 5. Subconsultant Management Plan

1	Establish a clear chain of command	Our Task Order Project Managers will be the primary point of contact and be responsible for managing the task order.
2	Establish a communication plan	Establish multi-firm and multi-discipline communication to align all team members and resolve issues quickly and efficiently.
3	Set expectations	Clearly communicate the expectations for the task order to each first and second tier subconsultant early and throughout the project
4	Develop a project timeline	Establish a timeline for each task project and assign specific action items to each responsible person.
5	Monitor progress	Monitor the progress of each subconsultant frequently and routinely. Hold regular progress meetings to identify any issues early.

④ Past Performance

GHD does not have existing or recent contracts with ADOT. However, we do have experience with delivering similar work for Caltrans through our on-call contracts in 5 of the 12 districts. We have been working with Caltrans for more than 20 years and are confident our success with Caltrans can be replicated with ADOT by applying similar processes, tools, and expertise.

Why GHD?

ADOT's **MISSION** to provide highway infrastructure and transportation services, **VISION** to safely connect people and empower our economy, and **VALUES** to be easy to work with align with GHD's core values of **SAFETY, TEAMWORK, RESPECT, and INTEGRITY.**

As illustrated in this SOQ, we offer a proven and proactive team that has a valuable combination of transportation experience in Arizona and technical excellence in all the applicable key technical disciplines. Additionally, GHD offers:

- A Trusted Advisor with ADOT Experience
- Local Knowledge and Transportation Experience
- Experience Delivering Innovative Projects on State Highway and Municipal Systems

ADOT needs consultants interested in pursuing statements of interest and other ADOT projects, GHD is that firm!





Lindsey Van Parys, PE

Project Principal and QA/QC Manager

Lindsey Van Parys is a GHD Principal and QA/QC Manager who will bring her extensive experience and dedication to quality assurance to ensure the successful delivery of the project. Lindsey's skills in project management, roadway street design, stakeholder engagement, and grant funding compliance will be invaluable in leading the GHD team throughout the life of this contract with ADOT. With a strong background in engineering, safety, community education, and outreach, Lindsey combines a collaborative approach with stakeholders, agencies, internal GHD staff and subconsultants to achieve exceptional project delivery and wide acceptance and get projects built.

Location

Sacramento, CA

Years Experience

Total: 17

In Role: 7

Professional License(s)/Certifications

- Civil Engineer, AZ #79530, CA #79989, FL #83571

Qualifications/Education

- BS, Civil Engineering, California State University, Sacramento, CA, 2009
- BS, Health Science and Spanish, California State University, San Jose, CA, 2004

Memberships

- Transportation Research Board: Standing Committee on Roundabouts
- Institute of Transportation Engineers (ITS), International Coordinating Council, Co-Chair
- Women's Transportation Seminar
- American Council of Engineering Companies (ACEC), Member, Caltrans D3 Professional Liaison Committee

Awards

La Quinta Complete Streets, City of La Quinta, CA:

- 2022 APWA Coachella Valley PoY Award
- 2022 APWA National PoY Award

Stockrest Springs Road Roundabout, Town of Truckee, CA:

- 2020 APWA Sacramento Chapter, Roundabout PoY

17 Mile Drive/Highway 68/Highway 1 Intersection, City of Monterey, CA:

- 2018 ACEC Engineering Excellence Honor Award
- 2017 TAMC Transportation Excellence Award
- 2018 ENR Award of Merit
- 2018 Caltrans Excellence in Transportation
- 2018 APWA, Monterey Section Honorable Mention
- 2018 Monterey County Now, Best Use of Government Funds

SR 99/SR 104 Interchange, City of Galt, CA:

- 2015 ASCE Sacramento Region, Community Improvement PoY
- 2015 CMAA Northern California Chapter, Transportation \$5 to \$15M

El Dorado Trail, Segments 1 & 2, City of Placerville, CA:

- 2015 APWA Sacramento Chapter, Parks & Trails PoY

Relevant Experience

Second Bridge and Roadway Construction | Lake Havasu City | Lake Havasu, AZ | \$35.5M (construction), \$725,000 (design fee) | GHD Project Principal.

As a subconsultant to NV5, GHD led the traffic forecasting and analysis for the new roadway and six additional intersections potentially impacted by rerouting traffic because of the new roadway. GHD also provided recommended cross sections for the new roadway and bridge and performed intersection control evaluation and alternatives analysis of signalized and roundabout alternatives, which resulted in the roundabout alternatives being the preferred alternative. GHD has conducted the preliminary engineering design for both the signals and roundabouts to help inform the alternatives analysis for this \$35.5 million construction project. The Second Bridge Project includes multi-use path improvements along a 3-lane bridge, and will serve as a critical emergency evacuation route upon completion. Lindsey is serving as the project principal and the roundabout subject matter expert for this preliminary engineering phase through to final design.

Caltrans District 10 Task Order #3 – State Route (SR) 140/SR 165 Intersection Improvement Project | Caltrans District 10 | Merced County, CA | \$18.8M | Task Order Manager.

Lindsey managed the roadway design of a multi-lane hybrid roundabout at the existing all-way stop-controlled intersection at SR 140 and SR 165, south of Stevinson, California. This project utilized creative paving strategies, including utilizing the existing concrete pavement to minimize impacts to the heavily used intersection throughout construction. This roundabout was one of the first intersections to require full geometric review by Caltrans Headquarters Office of Project Support, which has increased the scrutiny of roundabout geometric design on the state highway system. The project is slated to be constructed in 2025.

Lindsey Van Parys, PE , Project Principal and QA/QC Manager

On-Call Engineering and Peer Review Services | Transportation Agency of Monterey County (TAMC) | Monterey, CA | Project Director, Peer Reviewer:

- **Task Order: SR 68 Scenic Corridor Project | \$138M.** Lindsey assisted Caltrans in the Preliminary Engineering and Environmental Document (PA/ED) phase of their SR 68 Scenic Corridor Project as part of the Peer Review on-call contract held with TAMC. She developed the roundabout corridor alternative design and traffic analysis for nine intersections over 9.5 miles of scenic highway working closely with Caltrans disciplines to determine and reduce potential impacts and working in parallel with Caltrans in-house team developing the signal alternative. Lindsey also supported Caltrans and TAMC in stakeholder outreach efforts and assisted in public outreach for the release of the Draft Environmental Document.
- **Task Order: SR 156/Castroville Boulevard Interchange | \$29.5M.** Lindsey provided peer review services for a roundabout interchange on SR 156 in Castroville, designed by Caltrans as part of the Peer Review on-call contract held with TAMC. She oversaw the traffic operations analysis and production of the ICE Step 1 and ICE Step 2 to support the implementation of the roundabout interchange. Lindsey oversaw the design peer review process of Caltrans multi-roundabout interchange.

North State Street Intersection Improvements at Highway 101 Southbound Ramps and KUKI Lane PA/ED and Plans, Specifications, and Estimate (PS&E) | Mendocino County Department of Transportation | Mendocino County, CA | \$17.4M | Project Director. GHD performed the alternatives analysis for North State Street corridor, which resulted in a preferred alternative which would convert six intersections to roundabouts, incorporating complete street design elements along the corridor. Two of those intersections were the North State Street intersections with the US 101 southbound on ramps and with KUKI Lane, which were selected to be the first phase of the overall corridor improvement plan to be advanced to environmental clearance and PS&E phases. Lindsey oversaw the preliminary engineering and environmental clearance phase of the project as Project Manager, before transitioning to the Project Director role for the PS&E phase.

I-710 Stub Transitional Development Project | City of Pasadena | Pasadena, CA | \$100M | Project Director. Lindsey oversaw preparation of multimodal transportation improvement concepts for the surface street corridor along the 710 right-of-way (ROW) recently relinquished from Caltrans to the City. Help intense, short duration stakeholder outreach effort with several public and private stakeholders along the corridor. Developed signalized intersection improvement concepts for ramp terminal intersections and improvements that prioritized pedestrian and bicycle mobility along Columbia Avenue, Pasadena Avenue, and St. John Avenue, along with all major east-west connectors along the 710 North Stub corridor. The project utilized rich graphics to depict viable improvement concepts that significantly

improved multimodal safety and access along a corridor that has historically prioritized automotive travel. The project resulted in over \$100 million in improvement costs submitted for funding to LA Metro, which have since been recommended for funding.

La Quinta Village Complete Street, a Road Diet Project | City of La Quinta | La Quinta, CA | \$9.53M | Project Manager. Lindsey was responsible for the overall delivery of the environmental documentation, PS&E, ROW and utility clearance for the three-mile, three street corridor complete street project consisting of five roundabouts, water quality infrastructure, pedestrian and bicycle facilities, golf cart facilities, and landscape/beautification elements. She also coordinated stakeholder outreach, one-on-one meetings with impacted property owners and business owners and performed community outreach. Coordinated utility relocations with six different utility purveyors and coordinated with two adjacent projects constructed concurrently with the complete street project. Created a robust outreach effort which included a child focused education campaign to teach children how to navigate roundabouts through the creation “Rosita” a children’s cartoon character who teaches children how to walk and bike a roundabout. Oversaw development of a Rosita comic book. Developed four “How To” educational videos for adults that focus on how to navigate the roundabouts on foot, bike, by car, and by golf cart.

First and Second Street Roundabouts along California Boulevard and SR 29/First Street Roundabout | City of Napa | Napa, CA | \$19.3M | Assistant Project Manager. Lindsey oversaw permitting, technical investigations, project approval reports, technical memoranda, and project documentation in the PA/ED phase to address safety and congestion issues at three closely spaced intersections in Napa. She oversaw PS&E for a roundabout interchange, two roundabout intersections, complete streets, active transportation, complex drainage and water quality features, lighting, and utility relocation and coordination. Lindsey worked with Caltrans to obtain design approval and utility and ROW certifications. For public outreach, she worked with bicycle and pedestrian groups, assisting the City in public outreach and road user education materials. She also obtained a maintenance agreement between the City and Caltrans, then steered engineering support during construction.

Milpas Street Crosswalk and Sidewalk ATP Project | City of Santa Barbara | Santa Barbara, CA | \$12 million | Project Director. For this Cycle 6 ATP grant, Lindsey is overseeing the design of nine blocks of intersection improvements in the main east side arterial street, Milpas Street. Improvements include safety enhancements. Three-foot-wide buffers will be added to bike lanes between Cota and Canon Perdido Streets to improve cyclist safety, and additional bicycle parking.



Dave Sabers, PE

Contract/Project Manager



Dave is the recipient of the 2024 Engineering Education Excellence award from the Arizona Professional Engineering Society in recognition of his commitment to educating young professionals. This is Dave's 18th year as a professor at Arizona State University where he teaches senior engineering students.



Dave has 35 years of experience in project management, roadway, traffic engineering, and transportation planning with emphasis in the preparation of transportation planning studies, traffic studies, and preliminary and final design plans. He is currently serving as the GHD Project Manager for Lake Havasu City's \$35.5M, state funded Second Island Bridge Design project where he prepared traffic analysis and forecasting services and is leading the design of improvements at six existing intersections and two new roundabouts. From 2020 – 2022, Dave served as a supplemental project manager for ADOT where he led the development of the PS&E for two ADOT projects and three Local Public Agency (LPA) projects administered by ADOT. He is currently serving as the Town Engineer for the Town of Wickenburg and previously led Glendale's Traffic Studies Section where he was responsible for the City's transit stop, pedestrian, bicycle improvement programs, and the signal warrant and improvement evaluation program.

Location

Phoenix, AZ

Years Experience

Total: 35

In Role: 15

Professional License(s)/

Certifications

- Civil Engineer, AZ #29337, NV #21254, UT #8041799-2202, TX #114668

Qualifications/Education

- BS, Civil Engineering, University of Arizona, Tucson, AZ, 1986

Memberships

- American Public Works Association
- Institute of Transportation Engineers
- Arizona Planning Association

Key Technical Skills

- Traffic Engineering Design
- Traffic Engineering Analysis & Studies
- Transportation Planning Studies

Awards

Arizona Society of Professional Engineers (NSPE-AZ), 2024 Education Excellence Award

Relevant Experience

Second Bridge and Roadway Construction | Lake Havasu City | Lake Havasu, AZ | \$35.5M (construction), \$725,000 (design fee) | GHD Project Manager and Lead Transportation Engineer.

As a subconsultant to NV5, GHD led the traffic forecasting and analysis for the new roadway and six additional intersections potentially impacted by rerouting traffic because of the new roadway. GHD also provided recommended cross sections for the new roadway and bridge and performed intersection control evaluation and alternatives analysis of signalized and roundabout alternatives, which resulted in the roundabout alternatives being the preferred alternative. GHD has conducted the preliminary engineering design for both the signals and roundabouts to help inform the alternatives analysis for this \$35.5 million

construction project. The Second Bridge Project includes multi-use path improvements along a 3-lane bridge, and will serve as a critical emergency evacuation route upon completion. Dave is GHD's Project Manager and the project's Transportation Engineering Lead for the evaluation of the roadway and intersection improvements required to support a new bridge to the Lake Havasu Island.

Tempe Streetcar Rio East Dobson Extension, Alternatives Analysis – Roadway & Utilities | Valley Metro | Tempe, Mesa, AZ | 152,000 (design fee) | GHD Project Manager and Lead Roadway Engineer.

GHD is a subconsultant on this project. As GHD's Project Manager and the project's Roadway Engineering Lead, Dave led the evaluation of the roadway, ROW, and multi-modal infrastructure impacts for four alternative streetcar alignments. The roadway design for each alternative included curb for dedicated lanes, curb, gutter sidewalk, travel and turn lanes, bike lanes, and shared-use paths. This project recently completed the alternatives analysis phase, and Dave will lead the roadway design for the preliminary engineering phase which will further develop the top two alternatives.

Tegner Street – US 60 to US 93 | Town of Wickenburg | Wickenburg, AZ | \$185,000 (design fee) | Project Manager, Lead Traffic Engineer.

Dave led the design of pedestrian ramp modifications to comply with current Americans with Disabilities Act (ADA) standards and pavement rehabilitation efforts for 1.2 miles of arterial street. The project also included a review of the sidewalks along both sides of Tegner Street to identify uneven surfaces or joints to be replaced. A unique feature of the study included the development of an alternative cross-section to implement a road diet, eliminating one travel lane in each direction to accommodate on-street bike lanes and bike lane buffer.

Supplemental Project Management Services for Project Delivery*

| Arizona Department of Transportation – Project Management

Group | Phoenix, AZ | \$150,000 (design fee) | Project Manager. Dave served as a supplemental part-time project manager responsible for the development of plans, specifications, and estimates for five projects. Responsibilities included project development, managing team meetings, managing design efforts, scheduling deliverable reviews, initiating Quality Assurance/Quality Control (QA/QC) efforts, maintaining project documentation, and coordinating project funding and Federal Highway Administration authorization. He also coordinated Identity Governance and Administration (IGA) documents, ROW, utility, and environmental clearances and delivered projects within the initial project schedule. Projects included:

- **State Route (SR) 287, Hacienda Road to SR 87.** The project included rumble strips on nine miles of SR 287 and a southbound right turn lane on SR 87 at SR 287, and coordination of Highway Safety Improvement Program (HSIP) funds for a portion of the project.
- **US 60, Norfolk Road to SR 61.** The project included improving the merge lane from westbound SR 61 to westbound US 60 and turn lanes on US 60 at Norfolk Road.
- **Harquahala Road, Salome Road to Monroe Street Project.** This La Paz County project was delivered through Arizona Department of Transportation and included the design of two miles of roadway lighting and two speed feedback display signs. Coordinated the development of the project scoping documents, IGA, and construction documents.
- **59th Avenue and Glendale Avenue Detection Upgrades.** Dave managed the project development and coordination for two locally led projects to identify, design, and construct improved vehicle detection systems for these two key arterial streets in Glendale.

Old Dominion On-Site Construction Roads | BH Mining Company | Globe, Miami, AZ | \$87,000 (design fee) | Project Manager, Lead Traffic Engineer.

Dave prepared preliminary design concepts for the construction of 3.5 miles of on-site construction roads. The design concepts included horizontal alignments, vertical profiles, cross-sections, cut and fill quantities, and drainage infrastructure.

SR 202L South Mountain Freeway Segment C* | ADOT | Phoenix, AZ |

\$1.2M (design fee) | Segment C Traffic Task Manager. Dave led the design of signing and marking, roadway lighting, construction phasing, maintenance of traffic, traffic signal, and traffic signal studies for the design and operation of seven new interchanges, 8 miles of new urban freeway, and 7 cross-streets constructed through the P3 project delivery process.

Newark Quiet Zones | City of Newark | Newark, CA | \$359,000 (design fee) | Project Manager, Lead Traffic Engineer. Dave led the evaluation of 8 railroad crossings for consideration to convert to quiet zones. He developed

preliminary design concepts for project budgeting and led diagnostic meetings with railroad and utility staff to confirm the level of improvements that are required. He also led the preparation of final design plans.

Old Dominion Transportation Safety Study | BH Mining Company

| Globe, Miami, AZ | \$101,000 (design fee) | Project Manager,

Lead Traffic Engineer. Dave evaluated the traffic safety and operational impacts of alternative trucks routes and transportation methods to transport approximately 3.7 million cubic yards of mine tailings to a new storage location to reduce the population at risk from potential failure at the existing mine tailing storage facilities. The evaluation included a review of existing conditions and truck volume forecasting.

A unique feature of the study included the calculation of truck fatal and injury crash probabilities along each alternative route. The study also identified counter measures to mitigate safety concerns. The project also included several working sessions and formal presentation to project stakeholders. The study concluded with a recommended transport method and route.

Cornerstone Chemical Facility – New Access Road Design Concept Report | Cornerstone Chemical | Baton Rouge, LA | \$44,000 (design fee)

| Project Manager, Lead Engineer. Dave led the development of a design concept report and feasibility study for a new two-mile access road to improve traffic access to the facility. The project included the evaluation of two alternative access routes, concept road layouts, alternative pavement sections, a review of agency permitting and construction challenges, and preliminary cost estimates for budgeting and feasibility determination.

Bus Rapid Transit Preliminary Engineering* | City of Phoenix Transit Department | Phoenix, AZ | \$75,000 (design fee) | Project Manager, Lead

Traffic Engineer. Dave assisted the City with preliminary analysis of two potential bus rapid transit corridors to identify the big picture opportunities and constraints. He provided extensive support to city staff and led several workshops and public engagement efforts.

3rd/5th Avenue Pedestrian Improvements* | City of Phoenix Transportation | Phoenix, AZ | \$86,000 (design fee) | Project Manager,

Lead Traffic Engineer. Dave provided the design of roadway and pedestrian lighting plans and modifications to the existing storm drain system to accommodate pedestrian and bicycle safety improvements.

Southeast Corner El Mirage Road and Joe R. Ramirez Road Traffic Impact Study* | Private Developer | El Mirage, AZ | \$17,000 (design fee) | Project

Manager, Lead Traffic Engineer. Dave led the development of the traffic impact study for a proposed 200,000-square-foot business park located at the southeast corner of El Mirage Road and Joe R. Ramirez Road.



Jim Martin, PE, RLS

Roadway Design Lead

Jim is a professional engineer, Registered Land Surveyor and FAA-licensed drone pilot with more than 35 years of experience leading transportation projects in Arizona since 1995. He has completed design lead roles on several major statewide ADOT projects and has assisted several rural agencies and planning organizations in writing federal grant applications that have included HSIP, CMAQ, TE, and SRTS funding. His primary expertise lies within municipal roads and streets design and his design knowledge adds tremendous value to the civil roadway aspects of transportation planning.

Location

Phoenix, AZ

Years Experience

Total: 35

In Role: 30

Professional License(s)/ Certifications

- Civil Engineer, AZ #29301, CA #74046, UT #13163714, NV #015202
- Registered Land Surveyor, AZ #30359
- Federal Aviation Administration (FAA) Part 107 Registered Pilot

Qualifications/Education

- BS, Civil and Industrial Engineering, University of Missouri, Rolla, MO, 1984

Memberships

- American Public Works Association
- National Society of Professional Engineers
- American Society of Highway Engineers

Key Technical Skills

- Municipal Roadway Planning and Engineering
- Drainage and Flood Control Engineering
- Survey, ROW, Mapping, and Unmanned Aerial Vehicle (UAV)

construction project. The Second Bridge Project includes multi-use path improvements along a 3-lane bridge, and will serve as a critical emergency evacuation route upon completion. Jim is providing transportation engineering support for the evaluation of the roadway and intersection improvements required to support a new bridge to the Lake Havasu Island. His work tasks include review of the preliminary and final intersection improvement plans and providing technical design guidance to project staff.

Tempe Streetcar Rio East Dobson Extension, Alternatives Analysis – Roadway & Utilities | Valley Metro | Tempe, Mesa, AZ | 152,000 (design fee) | Roadway Technical Expert, QA/QC Manager.

Jim provided roadway design support, technical guidance, and QA/QC for the roadway design for this project that evaluated the roadway, ROW, and multi-modal infrastructure impacts for four alternative streetcar alignments. The roadway design for each alternative included curb for dedicated lanes, curb, gutter sidewalk, travel and turn lanes, bike lanes, and shared-use paths. This project recently completed the alternatives analysis phase, and Jim will continue in this role for the roadway design and utility coordination support for the preliminary engineering phase, which will further develop the top two alternatives.

SR 95-Valencia to Mariana Blvd* | ADOT | Bullhead City, AZ |

1.82M (design fee) | Roadway Design Lead. Jim was the roadway design manager for the realignment, widening and reconstruction of four miles of SR 95 through Bullhead City. The project consisted of a new urban arterial roadway with eight signalized intersections and major drainage improvements to allow eleven alluvial fan washes to pass under the new roadway through multi-barrel box culverts and soil cement levees.

US 93-Kaiser Springs Segment* | ADOT | Mohave County, AZ |

\$2.1M (design fee) | Drainage Design Lead. Jim served as drainage design lead for the five-mile Kaiser Springs segment of US 93 to support the design of the divided highway located in mountainous terrain. Drainage elements

Relevant Experience

Second Bridge and Roadway Construction | Lake Havasu City | Lake Havasu, AZ | \$35.5M (construction), \$725,000 (design fee) |

Transportation Engineering Support. As a subconsultant to NV5, GHD led the traffic forecasting and analysis for the new roadway and six additional intersections potentially impacted by rerouting traffic because of the new roadway. GHD also provided recommended cross sections for the new roadway and bridge and performed intersection control evaluation and alternatives analysis of signalized and roundabout alternatives, which resulted in the roundabout alternatives being the preferred alternative. GHD has conducted the preliminary engineering design for both the signals and roundabouts to help inform the alternatives analysis for this \$35.5 million

Jim Martin, PE, RLS , Roadway Design Lead

included major drainage/bridge crossings, sideroad drainage collection and conveyance and erosion control measures. The work also included the development of SWPP plans.

I-17 Design Build-McDowell Road to Dunlap Avenue* | ADOT | Phoenix, AZ | \$4.1M (design fee) | Drainage and Utilities Design Manager. Jim was the drainage and utilities design lead for the reconstruction of I-17 mainline and ramps as part of a design-build delivery team. His role included oversight of utility relocation needs and the hydrology and hydraulic design of the drainage collection system in accordance with ADOT Roadway Drainage criteria.

US-60 Design Build-Val Vista Drive to Greenfield Road* | ADOT | Mesa, AZ | \$3.1M (design fee) | Drainage/Utilities and Walls Design Manager. Similar to the I-17 design build project, Jim managed the design of utility and drainage infrastructure for the mainline widening and ramp relocations along the improvement corridor. He also provided design management for a number of retaining walls and sound walls required for the project.

US-60/SR 101L Traffic Interchange Value Engineering Design* | ADOT/Sundt Construction | Tempe, AZ | \$221,000 (design fee) | Project Manager. Jim served as Project Manager for a value engineered redesign of the west to south and east to south ramps and bridges to reduce costs for Sundt and ADOT as part of a value engineering proposal. The bridges were removed from the project and replaced by tunnel type under-crossings.

HSIP Application and Design Concept Report (DCR)* | La Paz County Public Works | La Paz County, AZ | \$64,000 (design fee) | Project Manager. Jim led the preparation of a DCR and HSIP application for federal funds to design and construct 12 miles of guardrail along Alamo Road. The application was approved for multi-year spot improvements.

HSIP Application and DCR* | La Paz County Public Works | La Paz County, AZ | \$21,000 (design fee) | Project Manager. Jim led the preparation of a DCR and HSIP application for federal funds to design and construct six miles of livestock fencing and cattle guards along Salome Highway. The funding was approved but La Paz County chose to not move forward due to potential liability issues.

19th Avenue, Pima Freeway to Deer Valley Road* | City of Phoenix | Phoenix, AZ | \$463,000 (design fee) | Project Manager. Jim served as project manager for paving and storm drainage improvements for approximately 2.5 miles of roadway along 19th Avenue and Deer Valley Road. Project design elements included utility relocations, drainage report, signing and striping, public involvement, and sidewalk construction. The project required coordination with ADOT due to reconfiguration of the ADOT traffic interchange at Loop 101.

Scottsdale/Thunderbird Road Intersection Improvements and Phase 1 of the Scottsdale Road Corridor Drainage Improvements* | City of Scottsdale | Scottsdale, AZ | \$784,000 (design fee) | Project Manager. Jim served as Project Manager for the design of the Scottsdale Road/Thunderbird Road intersection improvements, which included realignment of Thunderbird Road and 73rd Street and site reconstruction improvements for the City of Scottsdale Airpark. As part of the project, an intergovernmental agreement with the FCDMC was developed to design and construct drainage improvements along Scottsdale Road from Thunderbird Road to the Cactus Road Detention Basin. The intersection improvements included arterial roadway realignments, intersection widening, signal improvements, street lighting, major utility relocations, signing and striping, FAA coordination, and significant drainage improvements. The Scottsdale Road corridor drainage improvements included the design of approximately 1/2 mile of 90-inch diameter storm drain, reinforced box culverts, junction structures, and roadway drainage systems.

Ellsworth Road, Ray Road to Germann Road* | MCDOT | Mesa, AZ | \$645,000 (design fee) | Project Manager. Jim served as project manager for the design of three miles of roadway and intersection reconstruction along Ellsworth Road. Major drainage design was also included to intercept offsite flows and collect and convey stormwater through the one-mile-long Ellsworth Channel. The majority of work was contiguous to the Williams Gateway Airport, and substantial FAA coordination was necessary. The roadway design upgraded the two-lane roadway to a seven-lane urban arterial section with median, curb and gutter, sidewalks, street lighting, and advanced e-street Intelligent Transportation Systems (ITS) fiber duct bank. The project included several reinforced concrete culvert crossings and design of the side road conveyance channel and the Ellsworth Channel.

Vanderslice Alignment/DCR* | Mohave County Public Works | Mohave County, AZ | \$298,000 (design fee) | Project Manager. Jim served as project manager for the preparation of a corridor study, design concept report, and environmental overview for a new arterial roadway to relieve traffic on State Route 95 in Bullhead City and Mohave County. The study examined an array of potential alignments for the 14-mile corridor and identified a recommended alignment, cross section, and recommendation for access control and ROW preservation. The study was performed on an accelerated schedule and required substantial coordination with the Arizona State Land Department, Bureau of Land Management, Fort Mojave Indian Tribe, Bullhead City and affected property owners.



Seth Placko, PLA, ASLA



Landscape Architect

Experience

30 Years Total
11 with J2

Education

B.S., Landscape
Architecture, Iowa
State University

Registrations

Landscape Architect
Arizona #34191

Affiliations

American Society of
Landscape Architects
(ASLA)

About Seth. Seth has been involved in a wide variety of freeway landscape architecture projects throughout the state for the Arizona Department of Transportation (ADOT). His ADOT experiences include projects that involved extensive landscape and irrigation designs for miles of freeways including native plant salvage and inventory, re-vegetation efforts, storm water pollution designs, bridges and walls with extensive aesthetics and graphics, the incorporation of unique landform graphics, and general public roadway corridor enhancements. He is additionally skilled in schematic design, design development, hardscape detailing, site grading, landscape and irrigation design, SWPPP & erosion control design and project management.

Experience

I-10 Broadway Curve; Phoenix, AZ (ADOT)

Landscape Architect. J2 served as a subconsultant for ADOT's I-10/Broadway Curve project. The goal for this project is to improve the flow of traffic by bringing external general purpose HOV lanes, several new and widened bridges, and improved bridges for pedestrians. Also, the Tempe Drain serves as a major outfall for storm water runoff generated by the I-10 freeway system. J2 was responsible for hydrologic/ hydraulic analysis of the Tempe Drain from the SR-143 to the Salt River, landscape architecture, bridge aesthetics, and wall aesthetics. J2 replaced the existing overgrown rip rap lined channel with a concrete lined channel from 32nd Street to the Salt River. J2 also provided plant inventory and planting, irrigation, refined aesthetic details and developed elevations for bridges and retaining walls. The project required extensive coordination with USACE, ADOT, FCDMC, SRP, City of Phoenix, and the City of Tempe.

I-17 Pinnacle Peak to Happy Valley; Phoenix, AZ (ADOT)

Landscape Architect. J2 Engineering & Environmental Design, LLC assisted with the Native Plant Inventory, Landscape & Irrigation Design, Wall and Bridge Aesthetics and visual analysis photo simulation associated with this project. The project proposed to reconstruct the existing Pinnacle Peak and Happy Valley Traffic Interchanges, crossroad, ramps, and frontage roads into a divergent diamond style interchange. Additionally, one general purpose lane was added to

Seth Placko, PLA, ASLA | Landscape Architect

northbound and southbound Interstate 17 from Pinnacle Peak Road Traffic Interchange to Happy Valley Road Traffic Interchange.

SR101 – I-17 to Princess Design Build; Phoenix, Scottsdale, AZ (ADOT)

Landscape Architect. J2 assisted with the landscape renovation for 13-mile expansion of the SR101 Pima freeway from I-17 to Princess Drive. J2 was responsible for delivering the native plant inventory, planting & irrigation design, wall & bridge aesthetics and roadway irrigation sleeve layout.

SR101 Baseline to SR202 Design Build; Tempe, Mesa, Chandler, AZ (ADOT)

Landscape Architect. J2 was retained by and provided professional water resource engineering and landscape architectural design services for the 6-mile SR 101 Price Freeway improvements between Baseline Rd and SR202L project. The purpose of this project was to improve safety and operational characteristic of the existing Price Freeway, and to provide additional HOV and general purpose lanes as identified in the Regional Transportation Freeway Program. J2 was responsible for delivering the native plant inventory, planting & irrigation design, wall & bridge aesthetics, land form graphic renovation and roadway irrigation sleeve layout.

US60/SR303L TI; Surprise, AZ (ADOT)

Lead Author. Seth served as lead author of the Visual Prioritization Report for the US60/SR303L traffic interchange in Surprise, Arizona. The process for this Visual Prioritization Report was adapted from the Federal Highway Administration's Visual Prioritization Process (VPP) with input from the Arizona Department of Transportation (ADOT). The project was divided into 12 Visual Assessment Units (VAU) with each VAU analyzed for visual context and impacts of and from the SR303L/US60 TI, as well as speed of travel, viewing angle and duration of view. This information was used to identify areas for High, Medium and Low Priority landscape and visual treatments to enhance the corridor and provide the best value for enhancement dollars. He performed site analysis and resource photography, identified the visual

assessment units, prepared report graphics and wrote all the report sections.

SR303L– Thomas to Camelback; Goodyear, Arizona (ADOT)

Landscape Architect. Seth was responsible for the design of a two mile segment of SR303L. He designed the irrigation stations that will provide water and power for both the ADOT and city irrigation systems. Seth assisted lead designer with the temporary erosion control measures including laying out sediment wattles, rock protection and native seeding. Seth also assisted with the planning and layout of irrigation sleeves under the roadways and developing sleeving details. Coordinated design plans, summary sheets and estimates to ADOT standards.

SR303L– Peoria to Waddell; Surprise, AZ (ADOT)

Landscape Architect. Seth was responsible for the design of a two-mile segment of SR303L. He assisted lead designer with the temporary erosion control measures including laying out sediment wattles, rock protection and native seeding. Also assisted with the planning and layout of irrigation sleeves under the roadways and developing sleeving details. Coordinated design plans, summary sheets and estimates to ADOT standards.

US90 San Pedro Bridge; Sierra Vista, AZ (ADOT)

Landscape Architect. This project involves the replacement of a two-lane bridge over the San Pedro River with a large four lane bridge. Seth designed the storm water pollution and prevention erosion control plans for protection of the San Pedro River and adjacent properties on SR90. The San Pedro River is one of the last undammed rivers in the American Southwest and is of major ecological importance as it hosts two-thirds of the avian diversity in the United States, including 100 species of breeding birds and 300 species of migrating birds. The San Pedro River, flowing north from Mexico into southern Arizona, is the nation's first designated Riparian National Conservation Area. This importance played a role in development of the SWPPP for the project.



Jeff Holzmeister, PE



Director of Engineering

Experience

42 Years Total
22 with J2

Education

M.S., Water Resources
Engineering, University
of Kansas

B.S., Civil Engineering,
University of Kansas

Registrations

Professional Engineer
Arizona #23170

Affiliations

American Society of
Civil Engineers (ASCE)

Arizona Council
of Engineering
Companies (ACEC)
Arizona Floodplain
Managers
Association (AFMA)

About Jeff. Jeff has worked with federal, state and local governments for 42 years on projects throughout Arizona. With a unique focus on drainage engineering, Jeff has supported the drainage engineering and civil engineering design of numerous ADOT projects across the state. Many of these projects required analyses of surface water hydrology, open channel hydraulics, sediment transport analyses, 401/402/404 permit applications, and FEMA floodplain/floodway delineations. He is experienced in the application of FLO-2D, HEC-1, HEC-2/HEC-RAS, and HEC-6, and more computer programs.

Experience

I-10 Broadway Curve; Phoenix, AZ (ADOT)

Drainage Engineer. J2 served as a subconsultant for ADOT's I-10/Broadway Curve project. The goal for this project is to improve the flow of traffic by bringing external general purpose HOV lanes, several new and widened bridges, and improved bridges for pedestrians. Also, the Tempe Drain serves as a major outfall for storm water runoff generated by the I-10 freeway system. J2 was responsible for hydrologic/ hydraulic analysis of the Tempe Drain from the SR-143 to the Salt River, landscape architecture, bridge aesthetics, and wall aesthetics. J2 replaced the existing overgrown rip rap lined channel with a concrete lined channel from 32nd Street to the Salt River. J2 also provided plant inventory and planting, irrigation, refined aesthetic details and developed elevations for bridges and retaining walls. The project required extensive coordination with USACE, ADOT, FCDMC, SRP, City of Phoenix, and the City of Tempe.

SR303 Thomas Road to Camelback Road; Goodyear, AZ (ADOT)

Drainage Engineer. J2 was retained by HDR as a drainage sub-consultant for the subject section of the SR-303. J2 was responsible for the offsite drainage design. They were responsible for review/ refinement of the FCDMC White Tanks ADMS hydrologic models, development of hydraulic analyses for the offsite channel, hydrologic/hydraulic analyses for the detention/retention basins, and preparation of construction documents (plans, specifications, and opinions of probable cost) for the project. In addition,

Jeff Holzmeister, PE | Director of Engineering

the project required coordination with ADOT, HDR, private utilities, and adjacent property owners.

SR303 Happy Valley to Lake Pleasant Parkway; Peoria, AZ (ADOT)

Drainage Engineer. J2 was retained by Point Engineering, Inc. as a drainage sub-consultant for construction of the SR-303/Jomax Road Traffic Interchange. Due to rapid development in the northwest valley, the interchange was added to the SR-303 corridor. The original freeway drainage design was modified to add the interchange. J2 was responsible for the onsite drainage analyses, modification of offsite drainage facilities, coordination with irrigation districts, and preparation of construction documents.

SR202 South Mountain Freeway; Phoenix, AZ (ADOT)

Drainage Engineer. The SR202 South Mountain Freeway project was for a new freeway corridor completing the third and final segment of the Loop 202 freeway. The entire project was 22 miles long from I-10 (Maricopa) to I-10 (Papago). J2 served as a subconsultant on this project and provided drainage design services such as, data collection, hydrologic analysis of Dobbins Road, pavement drainage design, and storm drain design.

SR179, Village of Oak Creek to City of Sedona; Sedona, AZ (ADOT)

Drainage subconsultant. Jeff served as J2's Project Principal responsible for the pavement drainage design, storm drain design, hydrologic/hydraulic analysis, bridge scour evaluation, and water quality coordination. J2 prepared 60%, 95%, and 100% construction documents for the project. The project required coordination with FHWA, ADOT, Coconino County, Yavapai County, Coconino National Forest, City of Sedona and private citizens.

SR202L (Red Mountain Freeway), SR101L (Price Freeway) TI to Country Club Drive; Mesa, AZ (ADOT)

Drainage Project Manager. Jeff was responsible for off-site drainage analyses and design of the Salt River bank protection. The project included development of a detailed hydrologic (HEC-1) model for the contributing watershed and numerous hydraulic (HEC-2) models for the Salt River. Plans, specifications, and estimates were also prepared for the project.

SR202L (Red Mountain Freeway): SR101L: to McKellips Road; Maricopa County, Arizona (ADOT)

Drainage Project Manager. The project required development of off-site hydrologic models (HEC-1) for the contributing watershed and development of HEC-2 and HEC-6 models for the Salt River. He was responsible for design of the off-site drainage system. The off-site drainage system included design of cement stabilized alluvium (CSA) hardbank for the Salt River and design of drainage channels and cross culverts. The project required preparation of construction plans, estimates, and specifications.

SR202L (Santan)/I-10 TI; Phoenix, AZ (ADOT)

Drainage Project Manager. Jeff was responsible for the off-site drainage design and pump station design. The off-site drainage system was comprised of three independent concrete lined open channels (I-10, SR202L, Santan Freeway, and 48th Street). The channel junction structure was constructed with roller compacted concrete. The pump station is located adjacent to Pecos Park. The pump station is comprised of 3 50 cfs mixed flow pumps and one 5 cfs submersible pump. Jeff was responsible for the engineering analyses, plan preparation, and the development of quantity and cost estimates.



Yung Koprowski PE, PTOE, RSP₂
Sr. Traffic Engineer / Safety



SUMMARY:

Yung Koprowski is a seasoned expert in leading transportation safety plans having been involved in statewide and citywide efforts since her career began over seventeen years ago. Her unwavering commitment to enhancing mobility in Arizona communities has led to an impressive skill set and makes affords her exceptional qualifications making her the ideal candidate to spearhead this project. Yung has a distinguished track record of collaborating with agencies to deliver multifaceted, systemic, and safety-centric plans and studies, all driven by a fervent dedication to advancing equitable mobility for all road users. Yung's proficiency extends to leveraging cutting-edge technology tools to identify priority transportation solutions that maximize available resources for the most meaningful improvements, benefiting a broad spectrum of people. Yung excels in communication, collaboration, and responsiveness, positioning her well to collaborate with ADOT and its stakeholders to improve safety on Arizona's roads.



RELEVANT PROJECTS:

EDUCATION AND TRAINING:

B.S., Civil Engineering, Cum Laude,
Arizona State University, Tempe,
Arizona, January 2008

Road Safety Audits and Road Safety
Audit Reviews, National Highway
Institute, Tucson, Arizona, 2014

REGISTRATIONS:

Registered Professional Civil
Engineer in Arizona #52513 (2011)

Professional Traffic Operations
Engineer (PTOE) #3112 (2018)

Road Safety Professional (RSP) Level
1 #208 (2018), Level 2 #93 (2021)

AFFILIATIONS:

- Town of Gilbert, Arizona,
Councilmember through 2026
- American Society of Civil
Engineers (ASCE), Member, 2016
New Face of Civil Engineering
Honoree
- American Society of Highway
Engineers (ASHE), Member,
2015/2016 President
- Institute of Transportation
Engineers (ITE), Member, 2022
President
- ITE Pedestrian and Bicycle
Council Executive Committee
2011-2013

TIME WITH FIRM:

7.5 years, Founder | 17 Total
Experience



Road Safety Assessment – Arizona Avenue and Warner Road, MAG, | Project Manager and RSA Team Leader. Yung has participated in more than eight formal road safety assessments (RSAs) since the MAG program began; coordinating the independent, multidisciplinary teams; presenting countermeasures to stakeholders; and report preparation. Locations included seven urban signalized intersections, two suburban signalized intersections; and two suburban unsignalized intersections. Yung understands how to balance challenges and opportunities to develop context sensitive and impactful safety solutions.

Arizona Department of Transportation - Pedestrian and Bicyclist Safety Action Plans Update - Statewide, AZ | Sr. Project Engineer. Yung assisted with the crash analysis effort using the Pedestrian and Bicycle Crash Analysis Tool (PBCAT) to assess trends and contributing factors to ped/bike crashes on the SHS. She contributed to countermeasure identification and implementation.

Arizona Department of Transportation - Corridor Profile Studies: I-17: SR 101L to I-40 and I-40 East to New Mexico Border and I-10 / SR 85 - Statewide, AZ | Sr. Project Engineer. These studies use a performance-based process to define baseline corridor performance, diagnose corridor needs and deficiencies, develop corridor solutions, and prioritize strategic corridor investments. Yung reviewed safety and mobility performance data on the corridors and provided expertise regarding system modernization techniques that enhance safety, improve mobility, and enhance reliability via safety countermeasures, active traffic management, traveler information, and bottleneck reduction.

SS4A Phoenix Road Safety Action Plan, City of Phoenix, AZ | Project Manager. Yung led the development of the Vision Zero Road Safety Action Plan, which was approved with \$10 million in annual funding for implementation. She oversaw final plan preparations, data evaluation, and the identification of a High Injury Network to prioritize safety enhancements citywide.

SS4A City of Mesa Comprehensive Safety Action Plan (CSAP) | Project Manager. Yung is leading Mesa's initiative to reduce motor vehicle-related fatalities and serious injuries by 30% by 2030. She is developing the CSAP using public input and data analysis to identify effective safety strategies and ensure Mesa meets SS4A criteria for grants.

Systemic Crash Analysis & Project Development, City of Peoria, AZ | *Principal*. Yung oversaw a citywide crash analysis using Microsoft PowerBI software to create interactive dashboards and justify the Top 20 projects for the Capital Improvement Program. She also managed HSIP and RSP grant applications.

Pedestrian and Bicyclist Safety Analysis Pilot Program at Light Rail Locations – Maricopa Association of Governments (MAG) – Maricopa County, AZ | *Project Manager*. Yung managed a MAG project piloting artificial intelligence technologies to assess near-miss crashes involving vehicles, pedestrians, and bicyclists at major arterial crossings near five light rail stations. The Y2K team delivered a study report recommending safety countermeasures based on near-miss analysis, field reviews, and stakeholder meetings.

Regional Active Transportation Plan – Maricopa Association of Governments (MAG) – Maricopa County, AZ | *Project Manager*. Yung supported the assessment of regional connectivity, stakeholder engagement, and plan development, focusing on improving, expanding, and connecting the region's bicycle and pedestrian network.

City of Scottsdale Photo Enforcement Evaluation, City of Scottsdale, AZ | *Project Manager*. Yung led a before-and-after collision analysis of photo enforcement locations, demonstrating a positive impact on reducing crashes related to red-light running and speeding.

MAG 2015 Strategic Transportation Safety Plan, Maricopa County, AZ | *Project Engineer*. Yung contributed to every task, stakeholder meetings, workshops, and the final document preparation.

I-10/Baseline Traffic Interchange (TI) Feasibility Study, MAG | *Sr. Engineer*. The existing I-10 and Baseline Road Traffic Interchange (TI) is located within the City of Tempe and configured as a diamond interchange. Y2K was part of the consultant team hired by MAG to conduct a feasibility study to evaluate three (3) TI configurations, with one being the DDI recommended by a previous study. Yung, as a subconsultant, conducted a review of active transportation circulation, connectivity, and infrastructure, including historical motor vehicle crashes involving pedestrians and bicyclists.

City of Peoria - 83rd Avenue & Thunderbird Road Intersection Improvements Study & Design - Peoria, AZ | *Traffic Task Lead*. Y2K performed an evaluation of the Thunderbird Road corridor including SR 101, 84th Avenue, and 83rd Avenue to recommend improvements for capacity, safety, efficiency, access, and traffic control. Implementation of innovation signal timing strategies (different signal phasing by time of day, flashing yellow arrow, serving left turn movement twice in one cycle) deferred over three million dollars in construction cost to widen the roadway. Y2K produced a four minute public outreach video for the project.

Tempe Vision Zero Action Plan - Tempe AZ | *Project Manager and Lead Concept Development*. Yung supported city staff to facilitated workshops with a diverse group of stakeholders to identify transportation strategies and actions for the City's initiative in the areas of Education, Engineering, Enforcement, and Emergency Response. Y2K also provided crash data analysis and assembled the final action plan that sets a clear path for continued implementation.

Gilbert Trails Safety and Project Development, Gilbert, AZ | *Principal/Project Manager*. Yung led this multi-modal, safety project which evaluated the Town's 43 trail crossings of key roadways. Sixteen (16) signalized trail crossings were examined to ensure that they met current requirements and followed national best practices. Twenty-seven (27) unsignalized trail crossings were assessed and selected for improvement based on criteria developed in conjunction with the Gilbert Town Council. Y2K created a crash analysis dashboard and crash report using Microsoft PowerBI. After the project was completed, the dashboard was given to the Town for continuing usage. The crash analysis techniques are being utilized to improve the safety of the Town of Gilbert's current multi-modal network, with a focus on trail crossing points.



Kristyn Mosler, P.E.

B.S. Civil Engineering, University of Arizona, 1997
Registered Professional Civil Engineer, Arizona 41978
Arizona Floodplain Management Association
National Association of Environmental Professionals

PROJECT MANAGER/NEPA PLANNER

Ms. Mosler is a registered professional Civil Engineer with over 27 years of water resources engineering and environmental consulting experience throughout Arizona. She has provided analysis, design, and management of drainage and flood control projects for both private and public sectors and has extensive experience working with the Flood Control District of Maricopa County (FCDMC) on regional flood control studies and plans.

Ms. Mosler's environmental consulting experience includes preparation of National Environmental Policy Act (NEPA) documentation, including Categorical Exclusion (CE) and Clearance Memos, for projects involving Arizona Department of Transportation (ADOT), Local Public Agency, and Federal Highways Administration (FHWA) funding. She has also prepared Clean Water Act Section 404 Jurisdictional Delineation and permitting submittals to the U.S. Army Corps of Engineers, and CLOMR/LOMR submittals to FEMA.

RELEVANT PROJECT EXPERIENCE

Battaglia Drive, Henness to Overfield – Pinal County

Ms. Mosler conducted biological, cultural, and hazardous materials resource reviews in support of the Environmental Clearance for safety improvements to approximately 3 miles of Battaglia Drive near Arizona City. This Local Public Agency project was bid and administered by ADOT.

US 93 Oldeup to Nothing – Mohave County

Ms. Mosler oversaw completion of biological, cultural, hazardous materials, and Section 404 resource reviews in support of the Environmental Clearance for this ADOT pavement rehabilitation project along 13 miles of US 93 in Mohave County.

Dove Mountain Blvd and Moore Rd Traffic Signals – Marana

This ADOT Local Public Agency project includes installation of a traffic signal at the intersection of Dove Mountain Boulevard and Moore Road in Marana, Pima County. The intersection is currently sign controlled with two through lanes in each direction and raised median. All project components occur within Town of Marana right-of-way. Ms. Mosler oversaw environmental compliance with ADOT Environmental Planning (EP) in preparation of a Categorical Exclusion (CE) and technical documentation for the project.

Highline Canal Pathway Lighting Improvements – Town of Guadalupe

The Town of Guadalupe in cooperation with ADOT proposed lighting improvements along approximately 1.5 miles of the Highline Canal recreational path from Mineral Road to Avenida del Yaqui in Maricopa County, Arizona. The recreational path follows along the western bank of the Highline Canal in Guadalupe, bordering the City of Tempe. Existing lighting and solar panels have been vandalized and they are no longer operational. The purpose of the project was to increase pedestrian and bicyclist safety by replacing the solar lights with conventional hard-wired lights. Del Sol Group provided environmental documentation to ADOT standards for the project.

Bouse Wash Rest Area Rehabilitation – La Paz County

ADOT conducted rehabilitation of the existing eastbound and westbound Bouse Wash Rest Areas on Interstate 10 in La Paz County, Arizona, which included rest area electrical upgrades, wastewater facility improvements, potable water system improvements, restroom facility improvements and picnic ramadas and vending improvements. Ms. Mosler oversaw the environmental compliance including agency/landowner scoping, biological and cultural compliance as well as hazardous materials testing for lead based paint and asbestos.

Delaware Drive, Apache Trail to Superstition Boulevard – Apache Junction

The City of Apache Junction applied for federal funds for drainage and roadway improvements along Delaware Drive, between Apache Trail and Superstition Boulevard, to include sidewalk, lighting, curb and gutter, and bicycle lanes. Ms. Mosler was the NEPA planner for the project, and prepared or oversaw preparation of the biological, cultural, hazardous materials, and agency scoping documents.

US60, Grand Avenue Left Turn Bay & Railroad Safety Improvements, Northern Ave – Bethany Home Road

This project included lengthening the westbound US 60 left turn lanes at Bethany Home Road and Northern Avenue intersections and installing safety measures for the railroad crossing west of the Bethany Home Road intersection. Removal of median, curb, sidewalk, and asphalt pavement. Ms. Mosler was the Environmental Compliance manager overseeing production of a PISA with lead-based paint and asbestos surveys, and agency scoping per ADOT standards.

I-10 Pavement Rehabilitation SR587 to SR387 – Pinal County

This ADOT District project rehabilitated the mainline pavement and shoulders for a 10.5-mile segment of Interstate 10, to maintain structural integrity. The project also improved the safety of the roadway by replacing existing roadside safety systems to meet current standards. Ms. Mosler was the Environmental Project Manager and oversaw preparation of all technical documents for FHWA, ADOT, and Gila River Indian Community review, including agency scoping, BESF, CIF, lead-based paint and asbestos testing, and PISA.

Cooper Road, Riggs to Alamosa – Chandler

The City of Chandler applied federal funds for improvements to Cooper Road from 3,500' north of Chandler Heights Road to Riggs Road, to including widening the roadway to four traffic lanes with bike lanes, sidewalks, curbs and gutters, street lighting, traffic signals, storm drainage, and landscaping. Ms. Mosler was the Environmental Project Manager and oversaw preparation of all technical documents for FHWA and ADOT approval, including the PISA, BESF, cultural survey report, agency scoping, and air and noise reviews for the project.

TRAINING/CONTINUING EDUCATION

- *City of Phoenix Natural and Cultural Resource Regulatory Workshop, 2022*
- *Western burrowing owl training, AGFD, 2021*
- *ADOT Environmental Consultants Workshop (CE Assignment), 2018*
- *ADOT Traffic Noise Workshop, 2017*
- *City of Phoenix Cultural Sensitivity Training, 2017*
- *Cultural Resources Law, CLE 2016*
- *ADOT Environmental Planning Group Categorical Exclusion Guidance Workshop, 2013*
- *Endangered Species Act Requirements of the CWA and CLOMRs, 2013*
- *ADOT Local Public Agency Projects Training, 2013*
- *City of Phoenix Natural and Cultural Resource Regulatory Compliance Workshop, 2012*
- *FHWA Section 4(f) Policy Paper Webinar, 2012*

SOQ Bidder's/Proposer's Solicitation List Confirmation Email

From: ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>
Sent: Monday, March 31, 2025 6:56 PM
To: Dana Varieur <dana.varieur@ghd.com>
Cc: ContractorCompliance@azdot.gov
Subject: Bidders List for GHD Inc.

GHD Inc., AZUTRACS Number: [19374](#) has submitted a Bidder/Proposer list for **2025-011** on 03/28/2025 at 2:20 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
Arrington Watkins Architects	3003 N. Central Ave, Suite 2400 Phoenix, AZ 85012	Caucasian	M	10+ years	\$10 million to \$50 million	Non-DBE	541310
Cooper Aerial	11402 N Cave Creek Road Phoenix, AZ 85020	Caucasian	M	10+ years	\$2 million to \$5 million	Non-DBE	541370
Del Sol Group, LLC	319 E. Palm Lane Phoenix, AZ 85004	Caucasian	F	10+ years	Less than \$500,000	DBE	541330
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	Hispanic American	M	10+ years	\$1 million to \$2 million	DBE	541330
J2 Engineering & Environmental Design, LLC	4649 E Cotton Gin Loop Phoenix, AZ 85040	Native American	M	10+ years	\$5 million to \$10 million	DBE	541320
RHA, LLC	6677 W. Thunderbird Road, Suite K183 Glendale, AZ 85306	Caucasian	F	10+ years	\$1 million to \$2 million	DBE	541330
T2 UES, Inc.	19621 N 23rd Dr Phoenix, AZ 85027	Other	M	4-7 years	More than \$100 million	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	541330
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.

Lindsey Van Parys

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

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.

Lindsey Van Parys

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: David Sabers

E-MAIL ADDRESS: david.sabers@ghd.com

TITLE: Project/Contract Manager

CONSULTANT FIRM: GHD Inc.

ADDRESS: 3200 East Camelback Road, Suite 210

CITY, STATE, ZIP: Phoenix, Arizona 85018

TELEPHONE: (602) 216-7214

FAX NUMBER: N/A

UNIQUE ENTITY ID# (FROM SAM WEBSITE): PKM1QRF4KEH6

ADOT CERTIFIED DBE FIRM? (YES/NO) ^{No}

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
Arrington Watkins Architects	Architecture & Related Services	NO
Cooper Aerial Surveys Co	Survey, Mapping, Aerial	NO
Del Sol Group	Environmental & Related Services	NO
Ethos Engineering, LLC	Geotech, Material Testing, Subsurface	YES
J2 Engineering and Environmental Design	Landscape Architecture	YES
RHA, LLC	Misc/Other Skills	YES
T2 UES, Inc. d/b/a T2 Utility Engineers	Utilities & Related Services	NO
Tierra Right of Way Services, Ltd.	Right of Way & Related Services	NO
Y2K Engineering, LLC	ITS/FMS	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:	Arrington Watkins Architects
CONTACT PERSON:	Matt Gorman
E-MAIL ADDRESS:	mgorman@awarch.com
TITLE:	Principal Architect
ADDRESS:	3003 N Central Ave. Suite 2400
CITY, STATE ZIP:	Phoenix, Arizona 85012
TELEPHONE:	602-279-4373
FAX NUMBER:	602-279-9110
UNIQUE ENTITY ID #:	CLQ2Z8MDF275

SUBCONSULTANT FIRM NAME:	Cooper Aerial Surveys Co
CONTACT PERSON:	Jim Crume
E-MAIL ADDRESS:	jcrume@cooperaerial.com
TITLE:	Survey Manager
ADDRESS:	11402 N Cave Creek Rd
CITY, STATE ZIP:	Phoenix, AZ 85020
TELEPHONE:	602-678-5111
FAX NUMBER:	602-678-5228
UNIQUE ENTITY ID #:	ZKNMTNFPGM57

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:	Del Sol Group
CONTACT PERSON:	Noelle Sanders
E-MAIL ADDRESS:	nsanders@groupdelsol.com
TITLE:	Principal
ADDRESS:	319 E Palm Lane
CITY, STATE ZIP:	Phoenix, AZ 85004
TELEPHONE:	480-642-9845
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	HD1VLFRJ4CD6

SUBCONSULTANT FIRM NAME:	Ethos Engineering, LLC
CONTACT PERSON:	Pancho Garza
E-MAIL ADDRESS:	pgarza@ethosengineers.com
TITLE:	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

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:	J2 Engineering and Environmental Design, LLC
CONTACT PERSON:	Jeff Holzmeister
E-MAIL ADDRESS:	jholzmeister@j2design.us
TITLE:	Director of Engineering
ADDRESS:	4649 E Cotton Gin Loop, Suite B2
CITY, STATE ZIP:	Phoenix, AZ 85040
TELEPHONE:	602-438-2221 Ext 105
FAX NUMBER:	602-438-2225
UNIQUE ENTITY ID #:	FPF9FEV1HKC5

SUBCONSULTANT FIRM NAME:	RHA, LLC
CONTACT PERSON:	Ryan Elliott
E-MAIL ADDRESS:	Ryan@TeamRHA.com
TITLE:	Managing Partner
ADDRESS:	6677 W Thunderbird Rd, Suite K183
CITY, STATE ZIP:	Glendale, AZ 85306
TELEPHONE:	602-493-1947
FAX NUMBER:	602-275-2972
UNIQUE ENTITY ID #:	H2LLL9NL6RC1

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:	T2 UES, Inc. d/b/a T2 Utility Engineers
CONTACT PERSON:	James Mueller
E-MAIL ADDRESS:	James.Muelller@t2ue.com
TITLE:	Senior Project Manager
ADDRESS:	19621 N. 23rd Drive, Suite 150
CITY, STATE ZIP:	Phoenix, AZ 85027
TELEPHONE:	602-977-8076
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	VXR7DY7K6DJ7

SUBCONSULTANT FIRM NAME:	Tierra Right of Way Services, Ltd.
CONTACT PERSON:	Leslie Findlay
E-MAIL ADDRESS:	lfindlay@tierra-row.com
TITLE:	Vice President
ADDRESS:	1575 E River Rd #201
CITY, STATE ZIP:	Tucson, AZ 85718
TELEPHONE:	800-887-0847
FAX NUMBER:	520-323-3326
UNIQUE ENTITY ID #:	HXM9CGRXH958

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

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.

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

Lindsey Van Parys

Printed Name

3/28/2025

Date

Principal

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
<input type="checkbox"/>	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.