

# Project Development On-Call

Contract No. 2025-011 | April 1, 2025

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

**From:** Kimley-Horn  
1661 East Camelback Road  
Suite 400  
Phoenix, AZ 85016

Dear Members of the Selection Committee,

The Arizona Department of Transportation's (ADOT's) Project Development On-call (PDOC) is an important contract to select qualified consultants that will streamline and successfully complete projects. For more than three decades, Kimley-Horn has partnered with ADOT on small local and complex regional projects across the state in every key technical discipline expected under this on-call contract and has proven our commitment to providing exceptional client service. **We are highly interested in once again being selected for this on-call and continuing our partnership with you.** As you review our Statement of Qualifications (SOQ), please consider the following key points of the Kimley-Horn team's qualifications:

► **Extensive ADOT Experience.** Led by Contract Manager **Allen Hathcock, PE**, we offer you a team with decades of ADOT design experience. Our team's level of knowledge and familiarity with ADOT standards, processes, procedures, and staff contributes to our long track record of shared successes with you. **To ensure we lead our team to deliver in the way you want us to**, our team includes three task order project managers who currently serve as supplemental part-time project delivery managers at ADOT. **ADOT continues to entrust Kimley-Horn with a high number of tasks from the current PDOC (2022-006)—more than 70 individual task assignments. With approximately 20 different project managers with firsthand experience managing your on-call tasks, you can count on us to deliver the highest-quality services and deliverables.** ADOT is a top-priority partner and we place enormous importance on our continued positive relationship with ADOT and your staff.

► **Local Knowledge and Experience.** Through three decades of on-call experience and more than 640 on-call projects, Kimley-Horn has proven our knowledge and ability to provide creative and innovative solutions. We have done this by hiring great people, some of them straight out of college, and involving them in ADOT projects throughout their careers. As a primary example, Allen has worked with Kimley-Horn and ADOT for the entirety of his career in Arizona since joining the firm after college. We continue to have Arizona talent lead and produce these engineering projects and supplement only when appropriate with our firmwide bench of resources and expertise. Our knowledge and experience have been demonstrated in numerous projects for ADOT; as one example, we completed the Sacramento Wash Bridge and Roadway Improvements project, ADOT's first project completed using Accelerated Bridge Construction (ABC) with prefabricated bridge elements, which was designed in 6 months enabling just an 86-hour construction period to avoid roadway closures and 26-mile detours. We are working on ADOT's first Integrated Design-Build to help develop that delivery method, innovating by using the Permeable Paver Systems for parking. We are bringing new innovative intersection designs with the

Dual Roundabout project south of downtown Florence, and with Diverging Diamond Interchanges (DDIs) at Miller and Watson roads in Buckeye. We also brought innovative solutions to the I-10, Sunshine Boulevard to Picacho Peak Dust Safety Improvement project, where Kimley-Horn designed a first-of-its-kind in Arizona dust warning and response system along a 10-mile section of I-10. We are eager to continue leveraging our knowledge, innovative solutions, and exceptional client service to serve ADOT.

**With our decades of experience working on major roadway projects and under on-call contracts with ADOT, we understand your processes and have strong relationships with your staff to ensure we get under contract quickly, obtain clearances early, and receive little to no comments from Engineering Consultants Section (ECS) and Contracts and Specifications (C&S) at the end of the project.**

► **Multidiscipline In-House Resources.** With five Arizona offices housing more than 440 staff, the most local civil engineering staff of any consultant in AZ, Kimley-Horn can manage any on-call assignment. This allows us to be closer to ADOT personnel and project sites. From start to finish, Kimley-Horn has the professionals ready to guide ADOT's projects through any and all phases of the project life cycle—from planning and predesign, through final design and construction post design or with alternative delivery.

► **Performance-Based Practical Design (PBPd).** ADOT has recognized the growing needs across the state to preserve and modernize thousands of miles of aging State Highway systems. As the costs of infrastructure continue to increase due to population growth, usage, aging infrastructure, and rapidly rising costs for construction materials and labor, traditional transportation funding and revenue sources have declined. Innovative solutions using a PBPd approach is desirable to stretch limited highway funding dollars. Effective January 1, 2025, the Federal Highway Administration (FHWA) has assigned responsibility to ADOT for review and approval of non-interstate roadway design features on the National Highway System (NHS) that vary from the published design controlling criteria. FHWA approval is still required for use of design features on interstate roadways on the NHS that vary from the published design controlling criteria. For non-interstate roadway design features on the NHS, Kimley-Horn will utilize ADOT's new Design Decision Guide for approval and to implement PBPd features. Kimley-Horn has successfully used the PBPd approach in some of our recent projects including saving \$2.1M on the I-10, SR 85 to Verrado Way project by using thinner pavement section on 8 miles of I-10 shoulders.

► **Local Public Agency (LPA) Experience.** Kimley-Horn has successfully provided project development services for dozens of LPAs of all sizes and capacities throughout Arizona. We are highly qualified for developing LPA projects—regardless of whether ADOT or the LPA administers.

**Kimley-Horn fully commits our key personnel identified in this submittal to the extent necessary to meet ADOT's quality and schedule expectations.** Kimley-Horn is not a Disadvantaged Business Enterprise (DBE), but we have specifically chosen multiple DBEs as evidence of our commitment to the ADOT DBE program, and the 11.96% DBE goal for this contract and future task order assignments. We hereby acknowledge receipt of all amendments. If you have any questions, please contact Allen Hathcock at 602.678.3424 or allen.hathcock@kimley-horn.com. We look forward to the opportunity to serve ADOT under this important contract.

Sincerely,



Allen Hathcock, PE (#47513)  
Contract Manager



Raj Christian, PE (#31673)  
Project Principal/Authorized Signer

## Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2025-011

Consultant Name: Kimley-Horn and Associates, 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 <b>at least 51%</b> 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: Raj Christian, PE

Title: Senior Vice President/Authorized Signer

Signature: 

Date: 4/1/25

**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."**

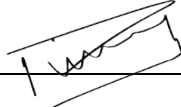
Under A.R.S. §35-393:

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.

Kimley-Horn and Associates, Inc.		
Company Name	Signature of Person Authorized to Sign	
1661 E. Camelback Road, Ste. 400	Raj Christian, PE	
Address	Printed Name	
Phoenix AZ 85016	Senior Vice President/Authorized Signer	4/1/25
City State Zip	Title	Date

# FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

## Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

- "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.
  - Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
  - In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.
- "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"> <li>• Forced labor of ethnic Uyghurs in the People's Republic of China;</li> <li>• Any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China; or</li> <li>• 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.</li> </ul>
<input type="checkbox"/>	The Company submitting this Offer <b>does</b> participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
<input type="checkbox"/>	<b>Exempt Consultant.</b> Indicate which of the following statements applies to this Consultant (may be more than one): <ul style="list-style-type: none"> <li><input type="checkbox"/> Consultant is a sole proprietorship;</li> <li><input type="checkbox"/> Consultant has fewer than ten (10) employees; and/or</li> <li><input type="checkbox"/> Consultant is a non-profit organization.</li> </ul>

Kimley-Horn and Associates, Inc.

Company Name

1661 E. Camelback Road, Ste. 400

Address

Phoenix

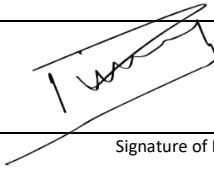
City

AZ

State

85016

Zip



Signature of Person Authorized to Sign

Raj Christian, PE

Printed Name

Senior Vice President/Authorized Signer

Title

**ADOT Project Development On-Call - Consultant Services Matrix****ADOT Contract No.: 2025-011****Prime Consultant Name: Kimley-Horn and Associates, 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		Kimley-Horn	Core Engineering Group	N/A
	Fringe-Urban Highway Design	Kimley-Horn		N/A
	Rural Highway Design	Kimley-Horn		N/A
	Controlled Access Urban Highway.	Kimley-Horn		N/A
	Local Roads	Kimley-Horn	Core Engineering Group	N/A
	Roundabout	Kimley-Horn		N/A
	Intersection Improvements	Kimley-Horn	Core Engineering Group	N/A
	ADA/Sidewalk/MUP	Kimley-Horn		N/A
	Climbing Lanes	Kimley-Horn		N/A
	Shoulder Widening	Kimley-Horn	Core Engineering Group	N/A
	Interchange Improvements	Kimley-Horn		N/A
Survey & Mapping		Kimley-Horn	TRACE Consulting; Engineering Alliance, Inc.; Darling Geomatics; AeroTech Mapping; Cooper Aerial	N/A
	Aerial Survey, Mapping		AeroTech Mapping; Cooper Aerial	N/A
	Field Survey	Kimley-Horn	TRACE Consulting	N/A
	Bathymetric Survey		AeroTech Mapping	N/A
Landscape and Irrigation Design & Erosion Control		Kimley-Horn		N/A
	Erosion Control	Kimley-Horn		N/A
	Irrigation Design	Kimley-Horn		N/A
	Hardscape Aesthetics	Kimley-Horn		N/A
	Landscape Design	Kimley-Horn		N/A
	SWPPP	Kimley-Horn		N/A
	Seeding Mix Design	Kimley-Horn		N/A
Materials Design			ACS Services, LLC; Ethos Engineering, LLC	N/A
	Asphaltic Pavement		Ethos Engineering, LLC	N/A
	Concrete Pavement		Ethos Engineering, LLC	N/A
	Pavement Life Extension		Ethos Engineering, LLC	N/A
	Rockfall Mitigation		Ethos Engineering, LLC	N/A
	Life Extension Projects		Ethos Engineering, LLC	N/A
	PBPD	Kimley-Horn	Ethos Engineering, LLC	N/A
Bridge/Structural Design		Kimley-Horn	Ethos Engineering	N/A
	Bridge	Kimley-Horn		N/A
	Deck Overlay	Kimley-Horn		N/A
	Deck Replacement	Kimley-Horn		N/A

	Screen Wall	Kimley-Horn		N/A
	ABC	Kimley-Horn		N/A
	Retaining Wall	Kimley-Horn		N/A
	Noise Wall	Kimley-Horn		N/A
	Signal/Lighting/Sign Foundations	Kimley-Horn		N/A
	Sign/Pole Design	Kimley-Horn		N/A
	Steel Structures	Kimley-Horn		N/A
Geotechnical Studies/Design			ACS Services, LLC; Ethos Engineering, LLC	N/A
	FWD		Ethos Engineering, LLC	N/A
	Pavement Coring		Ethos Engineering, LLC	N/A
	Drilling/Foundation Design		Ethos Engineering, LLC	N/A
	Slope Stability /Soil Nail		Ethos Engineering, LLC	N/A
	Rockfall Mitigation, Rock Scaling		Ethos Engineering, LLC	N/A
	Drilled Shaft		Ethos Engineering, LLC	N/A
	MSE Walls	Kimley-Horn	Ethos Engineering, LLC	N/A
Drainage Design		Kimley-Horn	Andes Engineering; JE Fuller	N/A
	Pipe Culvert/Box Culvert	Kimley-Horn	Andes Engineering; JE Fuller	N/A
	Drainage Retrofit	Kimley-Horn	Andes Engineering; JE Fuller	N/A
	Hydraulic/Hydrologic Drainage Analysis - HEC RAS, HEC1	Kimley-Horn	Andes Engineering; JE Fuller	N/A
	2D Hydraulic Modeling	Kimley-Horn	Andes Engineering; JE Fuller	N/A
	Drainage Channel and Structures	Kimley-Horn	Andes Engineering; JE Fuller	N/A
	Bridge Hydraulics	Kimley-Horn	Andes Engineering; JE Fuller	N/A
	LOMR / CLOMR	Kimley-Horn	Andes Engineering; JE Fuller	N/A
	Scour Analysis/Retrofit	Kimley-Horn	Andes Engineering; JE Fuller	N/A
Traffic/Safety Engineering Design		Kimley-Horn	Y2K Engineering, LLC; HR Green; 4M Consulting Group, LLC; United Civil Group; RDV Systems	N/A
	Temporary Traffic Control	Kimley-Horn	Y2K Engineering, LLC; HR Green	N/A
	Signing/Pavement Marking/Striping	Kimley-Horn	Y2K Engineering, LLC; HR Green; United Civil Group	N/A
	Traffic Signal Design	Kimley-Horn	Y2K Engineering, LLC; HR Green	N/A
	Street Lighting Design	Kimley-Horn	HR Green	N/A
	Intersection Lighting Design	Kimley-Horn	HR Green	N/A
	High Mast Lighting	Kimley-Horn	HR Green	N/A
	RSA	Kimley-Horn	4M Safety	N/A
	VISSIM	Kimley-Horn	United Civil Group	N/A
	Intersection Control Evaluation (ICE)	Kimley-Horn	Y2K Engineering, LLC; United Civil Group	N/A

	Dynamic Messaging Signs (DMS)	Kimley-Horn	HR Green	N/A
	Smart Work Zones	Kimley-Horn		N/A
Intelligent Transportation Systems		Kimley-Horn	Y2K Engineering; HR Green	N/A
	Broadband, Fiber Optic	Kimley-Horn	HR Green	N/A
	Speed Feedback	Kimley-Horn	HR Green	N/A
	Wrong Way Detection	Kimley-Horn	HR Green	N/A
	CCTV	Kimley-Horn	HR Green	N/A
	DMS	Kimley-Horn	HR Green	N/A
Cost Estimations/Specifications		Kimley-Horn		N/A
	Unit Cost Verification	Kimley-Horn		N/A
	Bid Justification	Kimley-Horn		N/A
	Special Provisions	Kimley-Horn		N/A
Environmental Services**		Kimley-Horn	Desert Archaeology; Newton Environmental Consulting; Urbana Preservation & Planning	N/A
	Noise Analysis		Newton Environmental Consulting	N/A
	404 Permit / 408 Permit	Kimley-Horn		N/A
	Cultural Surveys	Kimley-Horn	Desert Archaeology; Urbana Preservation & Planning	N/A
	Air Quality Analysis		Newton Environmental Consulting	N/A
	Biological Evaluation	Kimley-Horn		N/A
	Section 4(f) analysis	Kimley-Horn		N/A
	Hazardous Materials Analysis	Kimley-Horn	Newton Environmental Consulting	N/A
	Public Involvement	Kimley-Horn		N/A
	Other NEPA Documentation	Kimley-Horn		N/A
Right-Of-Way Mapping, & Plans**			Consultant Engineering, Inc.	N/A
	Legal Description		Consultant Engineering, Inc.; TRACE; Cooper Aerial	N/A
	Right of Way Plans		Consultant Engineering, Inc.	N/A
	TCE		Consultant Engineering, Inc.	N/A
	Right of Way Cost Determination		Consultant Engineering, Inc.	N/A
Utility Locating - SUE**			Safe Site Utility Services	N/A
Facilities/Maintenance Design (e.g. Rest Area, Port of Entry, Airport etc.)		Kimley-Horn	Mor Studio; Gabor Lorant Architects; Clear Creek Associates	N/A

	Vertical Design		Mor Studio; Gabor Lorant Architects	N/A
	MEP	Kimley-Horn	Mor Studio; Gabor Lorant Architects; Clear Creek Associates	N/A
	ADEQ Approvals	Kimley-Horn	Mor Studio; Gabor Lorant Architects	N/A
List any Other expertise that pertains to the project	Independent Cost Estimating (ICE)		Infrastructure Mavens	N/A
	3D Modeling Visual Simulations Public Relations Cost Risk Analysis Value Engineering	Kimley-Horn	RDV Systems	N/A
	Traffic Counts		United Civil Group; AimTD, LLC; Field Data Services of Arizona	N/A
	Hydrogeology		Clear Creek Associates	N/A
	Transportation Planning	Kimley-Horn		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.*



## SOQ TECHNICAL EVALUATION CRITERIA

### ► 1. Understanding and Approach

#### 1.a. Understanding of the General Contract and Design Process

##### General Contract

The ADOT Project Management Group (PMG)'s goal is to deliver quality projects on time and within budget. PMG has focused on accountability, quality, efficiency, and measurement of project delivery. Qualified consultants will be 'on-call' to support ADOT in delivering approximately 100 projects each year. New task orders under this on-call contract will be awarded on a qualifications basis through a short Statement of Interest (SOI) proposal for each task.

**FUNDING:** Funding for State Highway projects is derived primarily from the Federal-Aid Highway Program (FAHP) and the Arizona Highway Users Revenue Fund (HURF), as well as state appropriations. Funding for LPA transportation projects comes from local, state, and federal sources including the FAHP. The FHWA and ADOT have entered into a Stewardship and Oversight Agreement, under which the FHWA delegates authority to ADOT to administer FAHP-funded LPA projects from planning to final acceptance.

Federal-aid funds for transportation projects are available through a variety of funding programs, such as the Surface Transportation Program (STP), National Highway Performance Program (NHPP), Congestion Mitigation and Air Quality Improvement (CMAQ), and the Highway Safety Improvement Program (HSIP), among others.

*Kimley-Horn has extensive experience designing and managing federally funded projects, both statewide and LPA.*

**Statewide Experience.** For nearly three decades, Kimley-Horn has served ADOT on almost every on-call contract, including the PDOC. Figure 1 illustrates our extensive experience serving ADOT on the current PDOC, Contract No. 2022-006. In total, we

have successfully led more than 640 ADOT on-call task assignments since the early 1990s.

##### ► Technical Elements

The following technical elements may be required during predesign and final design phases of a project based on the scope and type of project. We have included our general discipline or task knowledge, processes, experience, as well as identified special issues or problems and our approach to resolve them, often with a **specific project example from our previous on-call project experience (found in BOLD)**:

**ROADWAY DESIGN.** Kimley-Horn uses ADOT's Roadway Design Guidelines to establish design criteria and technical/design memos to ensure that current practices are implemented in the project documents. We apply PBPD principles and document design decisions as recently outlined in early 2025. Some critical design elements to be considered are geometry, design speed, sight distance, hazards and clear zones, barrier types and lengths, cross slopes, superelevation, and optimizing earthwork. For LPA projects, we work with the local agency to determine the appropriate design standards and specifications for the project.

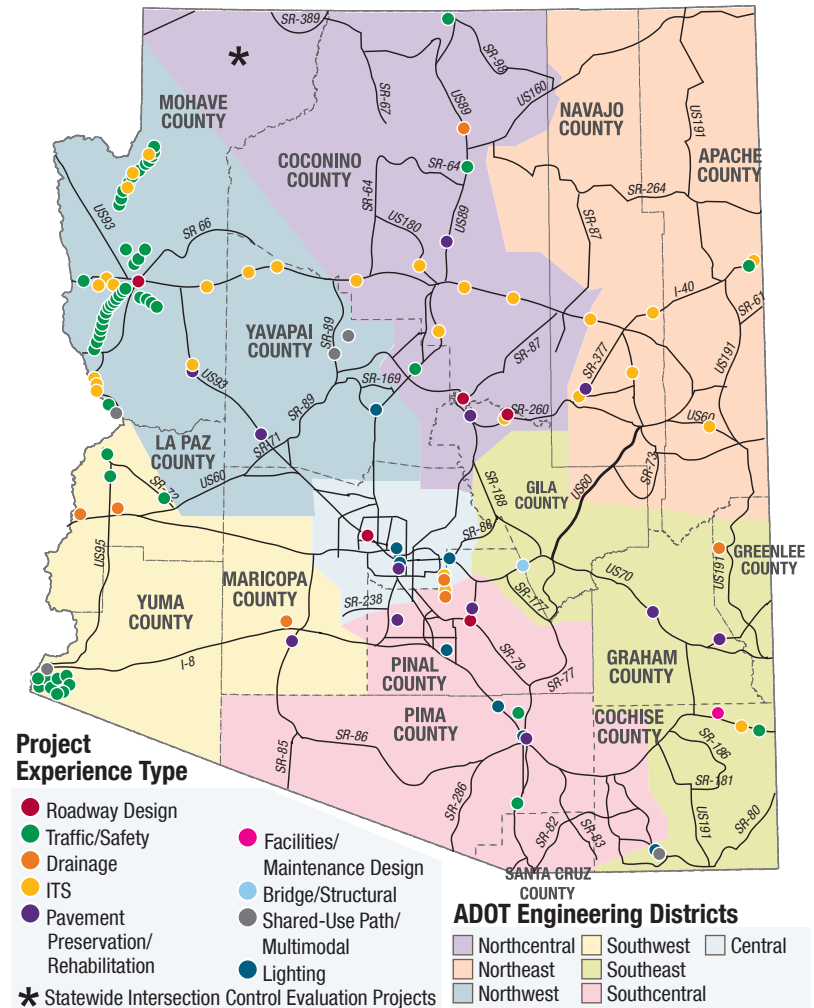
**Our Contract Manager, Allen Hathcock, is an ADOT supplemental Project Manager, consultant design team leader, and designer on projects with PMG, Alternative Delivery Group, and LPAs which also gives him a full understanding of project management and design from ADOT's perspective.**

**SURVEY AND MAPPING.** We have added three survey and mapping subconsultants to our team and have an in-house Registered Land Surveyor to perform on-call tasks expeditiously. Our team has provided topographic survey and aerial mapping on numerous ADOT projects and has completed hundreds of miles of aerial mapping in Arizona.

##### **LANDSCAPE ARCHITECTURE/EROSION CONTROL.**

Our landscape architects understand ADOT's approach to landscape architectural and environmental design for both urban and rural environments and are aware of the new Aesthetics Design Manual. We have developed plans and specifications for aesthetic enhancements, landscape restoration and revegetation, stormwater quality and erosion

Figure 1: Kimley-Horn Project Development On-Call Project Experience (PDOC Contract #2022-006)



control, native plant salvage and replanting, and irrigation design. Our graphics team can provide three-dimensional modeling, photo-simulations, and illustrative renderings.

**DRAINAGE.** Drainage-focused projects aim to mitigate existing drainage issues such as flooding and evolving scour damage. After close coordination with the District or LPA to understand the issue, our team develops alternatives to mitigate future maintenance costs. **We used this approach on our Pinto Creek Spillway Repair and US 89 Emergency Repair projects to treat the root cause of the issue, not just the symptom.**

**BRIDGES/STRUCTURES.** Bridges and retaining walls are significant cost components on projects and drive traffic control requirements that can cause significant inconvenience to the traveling public during construction. Our bridge design engineers understand these issues and have successfully designed projects to mitigate them. **The Colcord Road Bridge project is an example where we developed the project from Project Assessment (PA) phase through final and post design, utilizing ABC techniques to construct the bridge in less than 1 week.** We have successfully completed several bridge replacements, deck rehabilitations, scour retrofits, and superstructure replacement projects.

**GEOTECHNICAL AND PAVEMENT DESIGN.** Our subconsultant, Ethos Engineering, will develop and complete a geotechnical investigation to characterize the subsurface conditions. For most projects, we will prepare draft and final Geotechnical Reports for the proposed improvements, and pavement design summary and materials design report memorandum.

### Traffic Engineering Design

**MAINTENANCE OF TRAFFIC (MOT).** All projects require consideration of impacts to traffic, with complex projects requiring construction phasing and preparation of traffic control plans. We regularly collaborate with contractors to evaluate construction means and methods to help determine construction risk, efficiency, and constructability. We have also prepared construction schedules, and MOT specifications working closely with LPAs, Districts, and ADOT's Traffic Group.

**SIGNING AND PAVEMENT MARKING.** We have extensive experience designing lane configurations and tapers for a wide variety of roadways including arterials, rural highways, and freeways throughout the state. We are experts at preparing ADOT's comprehensive and unique sign summary sheet, preparing sign formats using the SignCAD® software, and coordinating with Grand Canyon State Logo Signs when necessary. We have designed a signage rehab project, and wrong-way and specialty roundabout signage.

**TRAFFIC SIGNALS.** Our approach to traffic signal design begins with thorough field reviews to identify utility conflicts and confirm power service and communication. We have a detailed understanding of Americans with Disabilities Act (ADA) requirements as identified in the ADA Accessibility Guidelines, the Public Right-of-Way Accessibility Guidelines (PROWAG), and the Manual on Uniform Traffic Control Devices (MUTCD). We also have successfully designed traffic signals for DDIs as well as High-Intensity Activated crossWalk (HAWK) signals to improve pedestrian safety.

**LIGHTING.** Our lighting team knows proper voltage drop calculations impact wire size, the need for transformers, and power service spacing. Illuminance calculations affect light fixture type and spacing. We have demonstrated that we could reuse existing median poles and foundations by simply modifying the lighting fixture type and orientation.

**INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLANNING AND DESIGN.** Our team has extensive experience in ITS planning and design, including the design for the ADOT local agency Fiber Design project, wrong-way detection, Road Weather Information System (RWIS), Variable Speed Limit (VSL) signs, queue detection, and overhead Variable Message Signs (VMS) design and deployment. **Kimley-Horn recently helped develop details for deploying 141 miles of broadband ITS infrastructure along I-17 and VSL signs along I-40.**

**Table A: Technical Elements**

Item	Typical Problems/Issues	Mitigation Approach
Scoping Documents	Major project risk unidentified • Poor funding budget • Alternative/impact not analyzed	Provide large contingency • Confirm scope with Districts and LPAs at the kick-off meeting
Survey	Accuracy of controls • Wrong coordinate system/datum • Wrong project limits	Request survey provide proper documentation • Verify datum with as-builts • Add buffer to survey request
Construction Plans	Constructability Issues • Errors and omissions • Conflicts not identified	Do separate constructability/independent review • Follow QC/QA procedures • IDR/conflict review at each stage
SUE	Project delay for procurement of contractor • Inaccurate mapping • Funding for SUE	Identify SUE at stage II or earlier • Field verification of SUE • Confirm SUE scope at kickoff or scoping
Drainage Report	Inadequate hydrology • Not adequate pipe cover • Headwall within clear zone	Exhaust all resource banks for data • refine design/use pipe arches • Protect with guardrail or extend
Bridge Selection Report	Vertical clearance less than standard • Required use of ABC method ignored • Bridge construction/detour not accounted for	Dual check from roadway and structures • Coordinate ABC method with Bridge Group/District • Use incentives/liquidated damages if closures are needed
Materials Reports	Variable soils • Blasting may be required • Unsuitable soil/overexcavation is required	Review previous project testing • Explore geogrid or stabilization • Include overex. in PS&E if required
Traffic/Lighting Reports	Missing data for growth factor • Construction phasing not geometrically possible • Appropriate photometric design • Crash data not considered	Ensure stakeholder approval of assumptions for growth factors • Obtain traffic counts • Review Dark Sky compliance criteria • Obtain recent 5-year crash data
Earthwork Report	Construction phasing/mass haul not performed • Final model has inaccurate triangulation/volumes	Perform earthwork by construction phasing • Doublecheck models for accuracy (triangulation errors)
ADA Reports	Standards not met • Missed standard review in the field • Report not carried through to project completion	Field measurements to verify existing features • Provide detailed design to meet standard criteria
AASHTO Report	Missed part of entire project limits • All criteria documented in the existing condition • Design decision documentation	Perform survey of existing roadway design alongside as-builts • Backcheck all to new standards • Develop design decision document with scoping
Cost Estimates	Unit prices out of date • Incorrect quantities • Computation errors • Items missing	Independent cost estimating • Check ADOT historical bid prices • Review spreadsheets for errors
Specifications	Missing item spec • Proprietary language • Conflicting with Standard Specifications	Compare specs with bid items line by line • Ensure three options or prepare Public Interest Finding (PIF) letters

**TRAFFIC SAFETY.** Our team has extensive experience in traffic safety evaluations, Road Safety Assessments (RSAs), Safe Routes to School (SRTS), High-Risk Rural Roads, work zone safety evaluation and establishment, and traffic safety engineering design services. We have facilitated over 45 RSAs and more than 25 safety engineering design projects over the last several years. In addition, our team has completed the Arizona Strategic Highway Safety Plan (SHSP), Active Transportation Safety Action Plans, and several Highway Safety Manual (HSM) applications for ADOT. Our team is currently developing SRTS projects through this on-call for eight public schools in Lake Havasu City. **As an example, we modified the design in downtown Kingman, to reconfigure an intersection removing the jog at the minor lane approaches and included channelized turn lanes to improve safety, without impacting adjacent historic properties.**

**COST ESTIMATIONS.** Our team has prepared cost estimates for more than 600 on-call projects over the past three decades. From this experience, we know a thorough and realistic predesign cost estimate serves as a solid basis for programming the project and identifying the source of funding. An accurate final design cost estimate confirms the budget and sets expectations during bidding. We work closely with contractors and C&S and regularly check the ADOT historical bid prices when setting unit prices.

**SPECIFICATIONS.** Our team assisted ADOT by developing their current publication of the Standard Specifications. We understand the Standard Specifications are the foundation, with periodical updates within ADOT's stored specifications, to which we add each project's special provisions to prepare the project's specifications. The specifications are the primary contract document, and we have learned to use them to streamline plans.

**ENVIRONMENTAL STUDIES.** We successfully complete dozens of projects per year under the ADOT Environmental Consultant Services On-Call, the ADOT ECS Environmental On-Call, and this PDOC On-Call. We provide a range of environmental services including environmental clearances (Categorical Exclusions [CE], Environmental Assessment [EA], Environmental Impact Statements [EIS]); Biological Assessments (BA)/Biological Evaluations (BE); sensitive species research; Section 404/401 permitting and program activities; cultural resources (Class I, Class, III, consultation support); and archaeological excavation, monitoring fieldwork, analysis, and reporting.

**RIGHT-OF-WAY (R/W).** When new R/W is required for a project, the schedule should include acquisition time, including potential eminent domain and relocations. It is critical to identify the R/W and/or easement requirements as early as possible and begin the acquisition process immediately after environmental clearance. While R/W can often be difficult and time consuming, Kimley-Horn has assisted ADOT and LPAs to acquire R/W on time on numerous projects. **On our Colcord Road project, we met on-site with the property owner and Gila County to ease concerns and ultimately get the owner's approval for a Temporary Construction Easement (TCE).**

**UTILITY LOCATING.** Our team has the capability to provide utility location services or subsurface utility engineering (SUE) through our subconsultant, Safe Site, when needed. During project scoping it is sometimes uncertain if SUE is required, and often it is added through ADOT's SUE on-call. We stand ready to have our subconsultant provide this if it is certain at project onset it is required.

**FACILITIES/MAINTENANCE DESIGN.** Services include facilities assessments, programming, and design. These include rest areas, restrooms, ramadas, support residences, roof repairs, and mechanical and electrical modifications. Other services may also require design for repairing/rehabilitation of water/sewer lines, septic systems, and ground wells, which we have performed through our experience on ADOT's port-of-entry (POE) and truck parking projects.

**TRANSPORTATION PLANNING.** Understanding long-term transportation needs and plans is a critical input for improvement projects. We will leverage our experience from completing more than 50 transportation planning projects through ADOT's Multimodal Planning Division on-call to inform predesign and final design projects regarding future transportation needs and plans. Our approach includes documenting existing conditions, projecting future conditions, developing and evaluating alternatives, and recommending improvements.

## ► Institutional Elements

### Institutional Elements

PMG has implemented several processes to enhance quality and delivery of all projects. It is important for a consultant working on this on-call contract to understand these processes to help ADOT successfully deliver projects. **Table B on the next page contains examples of our familiarity with institutional elements/issues.**

Workfront will be used to schedule the project and store all project-related documents and correspondence in one centralized location as well as create proofs to record all comments (and replies) for development documentation. Kimley-Horn's team has 12 managers actively working within the Workfront system.

## Obtaining Clearances Under Federal Process

Environmental, utilities, and R/W clearances are notorious for being schedule busters. Kimley-Horn will lay the groundwork to start these processes immediately after notice to proceed (NTP) and will aggressively work to move these clearances forward in a timely manner. **Kimley-Horn has successfully obtained many difficult clearances for projects on government and Tribal lands and on private/commercial properties.**

**ENVIRONMENTAL CLEARANCE.** Environmental clearance (Figure 2) for federally funded projects requires compliance with the National Environmental Policy Act (NEPA). It is anticipated that a CE checklist will be the appropriate NEPA documentation for most projects, along with the required technical support documents for biological resources, cultural resources, hazardous materials, Section 404/401, etc. The Kimley-Horn team will be proactive in obtaining environmental clearance to maintain the project schedule. Any ground-disturbing activity, such as geotechnical investigations or utility potholes, will require environmental clearance before work can proceed. We will also proactively avoid design changes that could impact environmental clearance.

Typical Environmental Clearance Process Figure 2

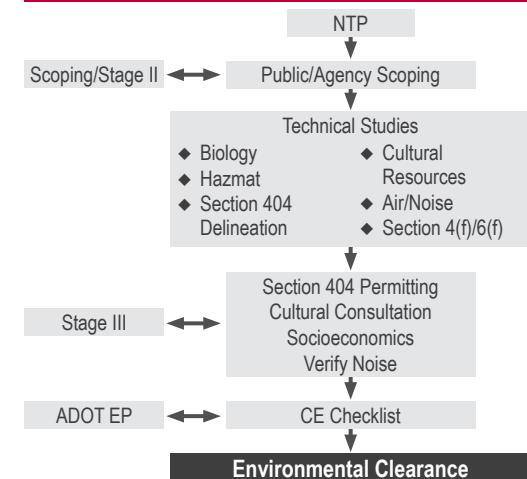
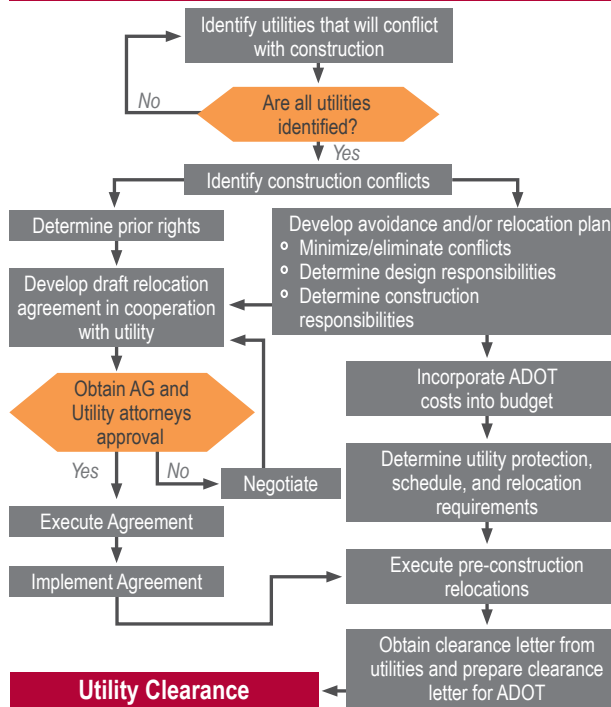




Table B: Institutional Elements	
Item	Critical Factors
Project Framework Form	Ensure the scope is accurate.
Detailed Itemized Cost Estimate (DICE)	The DICE estimate is critical to project programming and budget.
Task Order Assignment Schedule Tracker (TOAST)	This is outlined extensively under section 1.b. This is a goal and measure of success for a project to get underway in 50 days.
Drainage Report	Provides evidence of impact mitigation pre-post construction.
LEAN 50-day Notice-to-Proceed (NTP)	Checklists ensure documents provided to ECS are a complete package to reduce number of reviews.
ECS Forms (checklists)	Consultants and C&S partner to provide the documentation needed for funding.
Federal authorization/Obligations	We are aware of the project changes that would send an ADOT project manager to the Review Board and will ensure they have the documents needed for their presentation.
Project Review Board (PRB) Approvals	Ensure the ADOT PM is aware of project changes early to ensure accurate programming
Stage Submittal Checklists	A key success for this is to review the checklist before moving on and producing the submittal.
Workfront	We set up proofs, review comments, and respond in ADOT's custom system.
Utility and Railroad Agreements	Set expectations early with utilities so responsibilities and time frames are agreed upon.
JPA/IGA	Outlines agency responsibilities during design, construction, funding, and maintenance.
Environmental Clearance	Detailed extensively in this SOQ section.
Right of Way Clearance	Detailed extensively in this SOQ section.
Utility Clearance	Detailed extensively in this SOQ section.
Digital Delivery	ADOT has been developing digital delivery and is performing in-house pilot projects this year. The future of construction document preparation.

Utilities Clearance

Figure 3

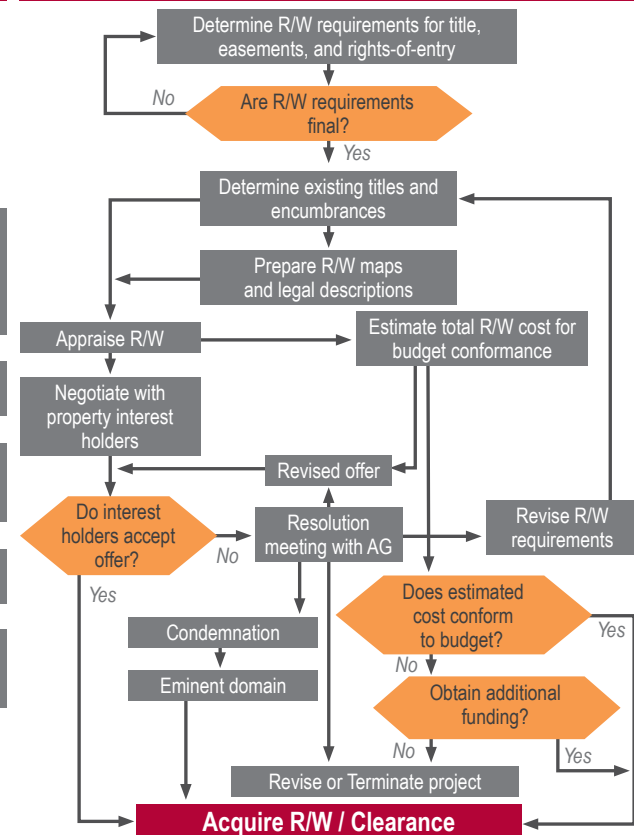


Our team's environmental scientists, biologists, Geographic Information System (GIS) specialists, landscape architects, archaeologists, architectural historians, hazardous materials specialists, and planners are well versed in all aspects of state, federal, and other environmental laws and policies. Kimley-Horn's proven ability and trusted standing in managing the Federal (Sections 404/401/402 of the Clean Water Act, Section 106 of the National Historic Preservation Act, Migratory Bird Treaty Act, NEPA, etc.), State (Arizona State Historic Preservation Act, Notice of Intent to Clear Land, Arizona Pollutant Discharge Elimination System, etc.), and local regulations and processes have earned our firm the respect of regulatory agencies in Arizona.

**UTILITY AND RAILROAD CLEARANCES.** These clearances require proactive coordination and formal agreements with utility providers and railroads. Timely responses from utilities and railroads are critical. These organizations typically work at their own expense; consequently, responding to ADOT is not a high priority. Interacting with these organizations early in the project development process is the best defense against delays.

Right-of-Way Clearance

Figure 4



Kimley-Horn has successfully obtained utility and railroad clearances on numerous projects. Projects involving a railroad require aggressive coordination from the start to obtain permits and clearances. As outlined in Figure 3, proactive coordination with utility and railroad companies is necessary to identify conflicts, establish prior rights, and determine any required involvement and modifications.

**RIGHT-OF-WAY CLEARANCE.** The R/W acquisition process (Figure 4) is complicated and differs for private and public land acquisitions. Private property acquisitions usually involve ADOT taking a fee title to the property in return for a monetary settlement. The State has the power of eminent domain for taking private property. If the owner is unwilling to sell, our approach will be to assist ADOT Communications with public outreach to discuss how the project may impact their property and evaluate potential alternative design concepts.

## ► Task

### Tasks Associated with Key Disciplines

This contract includes preparing scoping documents and plans, specifications, and estimates (PS&Es). These projects primarily consist of preservation and modernization that may include maintenance, pavement preservation, bridge rehabilitation, and safety and operational improvements. Additionally, the type of projects may include POEs, state parks, and rest areas. Table C outlines tasks associated with project delivery from predesign through construction, including major tasks associated for all key disciplines.

**Table C: Tasks**

<b>Predesign/Scoping Documents</b>
<b>Stakeholder Coordination/Mtgs</b>
<b>Final Design PS&amp;E</b>
<b>Technical Reports</b>
<b>Public Involvement</b>
<b>Clearances</b>
<b>Bidding Assistance/Post Design</b>

### Predesign/Scoping Phase

Predesign projects require the development of scoping documents such as a Scoping Letter (SL) or a PA and, on more complex projects, a Design Concept Report (DCR) and EA may be required. Most projects under this contract will require either an SL or a PA and CE for environmental clearance. The objective of a scoping document is to develop the project's scope and identify impacts to ADOT resources, government agencies, the public, and the environment. It describes the construction features and cost estimate, which serves as the basis for programming and design of subsequent construction.

**SCOPING DOCUMENTS.** Kimley-Horn has successfully completed many scoping studies through various on-call contracts. These scoping studies have varied from preparing an SL for a minor turn-lane addition to preparing a DCR for a 24-mile roadway widening. Other example scoping projects include intersection improvements, pavement preservations, safety enhancements, bridge rehabilitations, barrier/guardrail installations, drainage improvements, roundabouts, signals, railroad crossings, shoulder widening, sidewalks, ADA-compliant features, and ITS, among others.

**CONSTRUCTION BUDGET.** A thorough and realistic predesign cost estimate serves as a solid basis for programming the project and identifying the source of funding. Construction material and labor costs fluctuate often. Kimley-Horn will work closely with the

ADOT project manager and C&S to arrive at realistic cost estimates.

**ENVIRONMENTAL OVERVIEW.** Kimley-Horn will provide an environmental overview to serve as a roadmap for the required environmental clearances and permits as the project progresses.

### Final Design Phase

The purpose of the final design phase is to complete detailed design and construction plans from the concepts developed during the predesign phase. The preferred alternative recommended from a scoping study will be carried forward during final design for detailed analysis, design, and bid documents. Final design generally consists of Stage II (30%) to Stage V (100%) project deliverables.

**DESIGN KICK-OFF MEETING/FIELD REVIEW.** Upon NTP, a design kick-off/field review meeting will be held with the project team and key project stakeholders to confirm or modify the project's scope, schedule, and objectives established during predesign. We will identify and discuss critical issues such as safety, R/W, environmental, and utility conflicts.

**PS&E.** We will coordinate early to develop C&S requirements to minimize the amount of work required before project advertisement. This will result in timely advertising, eliminated addenda due to oversights, and clear and concise contract documents. Detailed cost estimates and specifications will be developed at each stage.

### Project Clearances

All construction projects will require utility, environmental, and R/W clearances. Obtaining clearances in a timely manner is critical for project success. Clearances are required before construction funds can be obligated for a federally funded project. All ground disturbance activities and R/W acquisition are prohibited without the environmental clearance. **Our proactive approach will focus on obtaining project clearances prior to the Stage IV submittal.**

### Bidding Assistance/Post Design

ADOT C&S Section will prepare the bid and advertise the project for construction. Post-design tasks include answering contractors' Requests for Information (RFIs), reviewing shop drawings, attending construction meetings, and preparing record drawings.

## ► Special Issues and Approach

Kimley-Horn's approach is to research and understand the project from the moment we receive a task order. For each assigned task, we will evaluate and identify the most cost-effective solutions. Our deliverables will be on time and high quality, eliminating need for rework, avoiding delays, saving time, and reducing costs. The following critical items are typically encountered during the project development phase:

**Effective Project Meetings.** Project meetings will be effective, add value, and have meaningful agendas. The Kimley-Horn team will develop agendas and handouts and be prepared to discuss issues and recommend solutions to make the best use of everyone's time.

**Issue Resolution.** Potential issues will be identified early and prioritized. All issues will be communicated, tracked, and resolved before they become problems. We will give special attention to issues that might jeopardize the scope, schedule, and budget.

**Coordination with Project Owners.** It is critical to keep the District and/or an LPA fully informed regarding project issues, scope, schedule, construction costs, and agreements throughout the project.

**Project Agreements.** Intergovernmental Agreements (IGAs), Joint Project Agreements (JPAs), and Utility and Railroad Agreements are often required and can take considerable time for approval and execution. Special attention is needed to ensure these agreements are started early, coordinated with all involved parties, and executed on time.

**LPA Projects.** LPA projects fall in either the self-administered or ADOT-administered categories. Some large LPAs, such as Phoenix and Pima County, have qualified to self-administer their FAHP projects through a process called Certification Acceptance, through which they demonstrate the capacity to meet State and federal funding requirements.

LPAs that do not achieve full Certification Acceptance might qualify to self-administer some aspects of the project such as project development. However, these LPAs might ask ADOT to select the consultant for the LPA. Other LPAs rely completely on ADOT for project development, including selecting the consultant and managing the consultant's work. Kimley-Horn has successfully provided project development services for dozens of LPAs of all sizes and capacities throughout Arizona.

**Agency Concerns and Coordination.** Our approach for LPA projects begins early by establishing excellent face-to-face communications with the ADOT project manager and LPA liaison. Working through the project process hand in hand with the LPA will be important to develop trust, project ownership, and final approval necessary for construction. We will consider the following additional items in the scoping and design of an LPA project:

- Scope, schedule, budget, and federal requirements with the LPA
- Project schedule incorporates specific LPA requirements (e.g., council approvals, IGA, review time, etc.)
- Use of proprietary items by an LPA and approval of Certification Letters
- LPA requirements during construction such as special events, roadway restrictions, and public and business outreach

**Project Schedule.** Delivering projects on time with the highest-quality bid documents is the utmost goal of the PMG. The Kimley-Horn team has helped ADOT achieve this goal on many complex projects on past on-call contracts. **Sacramento Wash Bridge and SR 188 Pinto Creek are prime examples of our knowledge, experience, capacity, and passion to turn these projects into success stories.** Our project manager will finalize the task order scope, schedule, and budget and submit the schedule to the ADOT PM. Monthly updates will be done using the Workfront and monthly progress reports will be submitted to the ADOT project manager.

**Anticipate Surprises and Provide Contingency.** Our typical project schedules for predesign and final design include float for each type of project as a contingency to anticipate unforeseen delays. If tasks slip, we will use the float to accommodate the slippage. If necessary, our project manager will adjust resources and assignments to bring the schedule back on track.

The coordination and involvement of appropriate ADOT sections and LPA, if involved, are among the critical elements that will affect the project schedule. Our proactive relationships with ADOT, LPAs, and outside agencies will prove invaluable for establishing and maintaining the necessary communication and coordination with the project stakeholders. The following are key elements of our proactive schedule management approach to ensure that each task is completed as scheduled:

- Establish reasonable and conservative project environmental clearance schedules within 15 days of NTP
- Confirm R/W requirements at Stage II
- Designate/verify utility conflicts and relocation requirements at Stage II
- Eliminate Stage II on a straightforward project and proceed directly to Stage III

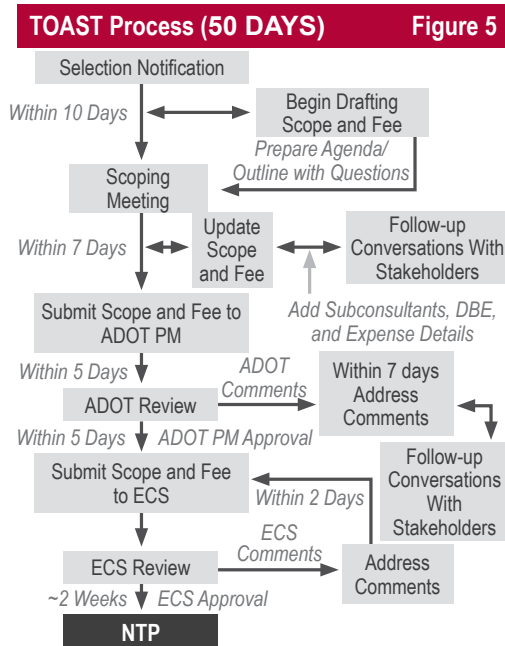
The Kimley-Horn team has a successful record of delivering projects on time. Many of our projects have been assigned with a request for a fast-track delivery—we continue to receive these fast-track requests due to our reputation for responsive, quality service. **Recently, Kimley-Horn completed the Emergency Relief-funded SR 188 Pinto Creek Spillway Repair Project and coordinated with multiple stakeholders, including the Tonto National Forest, District, and Environmental Planning (EP) to obtain expedited clearances. We completed the design in 4 months to ensure the project advertised prior to Emergency Relief funding expiration.**

### 1.b. Approach for Establishing a Task Order Scope of Work

The contract will be administered by the PMG Contract Manager. New task orders will be awarded to on-call consultants on a qualification's basis. ADOT ECS will advertise a "Request for Statement of Interest." All selected firms on this contract may propose their SOI on any advertised task. ADOT will select the most highly qualified firm based on their evaluation and scoring of the SOI.

### Task Order Assignment Schedule Tracker (TOAST)

Having started more than 70 task orders in the last 3 years under the current PDOC, we are intimately familiar with ADOT's TOAST process as shown in Figure 5. We understand that many of the projects that advertise through the PDOC are LPA projects that are tied to time-sensitive federal funding. These projects often have tight project development schedules and require that the selected consultant get under contract quickly to start the design process as soon as possible. **We have a history of consistently submitting complete, accurate scopes and fees on the PDOC that receive no comments from the ECS and allow for an expedited NTP.**



### Efficient Construction Documents

In addition to meeting the schedule requirements of the TOAST process, we understand the importance of developing a scope of work that is appropriate and meets the needs of the project. Not all projects require the same level of detail. Many of the projects that advertise through the on-call are somewhat singular in scope and much less complex than a major highway or freeway project, particularly LPA projects. We approach each task with a clean slate and prepare a scope of work that is adequate to deliver the project with clear and concise bid documents without including unnecessary plans/details and duplicate information. For example, on our multiple pavement preservation projects we provided sufficient information on the design sheet/typical sections and a key map, and **on the Anderson Road LPA project, we proposed to include only typical sections for signing and marking in lieu of full signing and marking plans since the roadways are very straightforward two-lane roads; this approach saved ADOT and the City of Maricopa thousands of dollars in design costs while delivering a fully biddable and constructable PS&E package.** The following are additional examples of ways that we have efficiently reduced design scope while still producing high-quality biddable construction documents:



- Use typical sections, details, and key maps to depict improvements; eliminate plan sheets
- Eliminate pavement marking plans by providing required information through general notes, quantity sheet, details, and project specifications
- Eliminate construction sequencing and traffic control plans by providing required information in a MOT table, general notes, quantity sheet, layouts/details, and project specifications; utilize lump sum traffic control
- Provide specifications and details for erosion control Best Management Practices (BMPs) and eliminate plans
- Eliminate project-wide landscape plans and provide information utilizing notes and details

*As the selected consultant, we have noticed as we prepare a very detailed outline of scope from the standardized tasks for the scoping meeting, we can go through each and every potential scope item, identify which are NOT necessary, and which may be added at a later time (such as SUE). This walk through is critical to the success of the TOAST process, as there are no pop-ups to scope later that require PMG and ECS to perform additional reviews.*

As evidenced above, we understand that each project has its own unique requirements and requires a tailored scope of work. We take pride in developing a scope that is efficient and appropriate for every task we are assigned.

## ► 2. Team Experience and Qualifications

Our team members have been providing ADOT with exceptional service on more than 70 task assignments under the current PDOC over the last few years. In addition, Kimley-Horn's combined staff has worked on hundreds of ADOT projects and over 100 federally funded projects, resulting in strong working and interpersonal relationships with ADOT's staff and various local communities.

### 2.a. Previous Project Experience Matrix

Through our work on the projects described and identified in the **Project Experience Table** starting below and continuing on page 16, we have gained relevant experience in reviewing and responding to all aspects required by PDOC assignments. Kimley-Horn has performed planning and design services for nearly every ADOT section or group. We have established key relationships and an in-depth understanding of ADOT processes.

**Table D: Project Experience Table**

Client, Project Name, Location, and Construction Cost Estimate	Key Technical Disciplines	Scope	Roles	Kimley-Horn PM and Technical Leaders	Schedule Met
ADOT F0592 01D, US 93, MP 172-Moore Ranch Road, Congress, AZ, \$25.7M	R S D E U B L M C	Kimley-Horn led this pavement rehabilitation project along US 93, providing roadway design, drainage, rehabilitation of existing pavement, upgrading guardrail and culverts, and leading the required NEPA clearance. Kimley-Horn prepared a PA, including an AASHTO report and design exceptions.	Prime: Kimley-Horn Subs: Desert Archaeology, Newton Environmental	R S. Sivakumar (PM) B N. Merrill D Z. Schmidt E J. Simpkins T E. Kocher	Yes. Project was delivered on time and advertised for construction on time.
ADOT F0568 01C, US 89 Emergency Relief Roadway Repairs, Flagstaff, AZ, \$12M	L D E T R M C	Kimley-Horn led this Emergency Relief project on US 89 that will repair damages to the existing drainage infrastructure between MP 421 and MP 432 caused by 2022 monsoon events. The scope included designing pavement, signing and marking, erosion control, concrete lined channels, and culverts.	Prime: Kimley-Horn Subs: TRACE, Newton Environmental, AeroTech Mapping, Desert Archaeology	D Z. Schmidt (PM) R S. Grombacher E J. Simpkins T E. Kocher L A. DeBoard	The schedule was modified multiple times to coordinate with stakeholders, meet funding requirements, and align with construction windows related to weather.
ADOT T0388 03D and T0389 03D, Queen Creek North and South Area Fiber, Queen Creek, AZ, \$1.7M	I T C	Kimley-Horn designed the installation of new fiber optic cabling within existing conduits along 16 segments, 11 new closed-circuit television (CCTV) devices and 34 new Anonymous Re-Identification Devices on traffic signals in Queen Creek.	Prime: Kimley-Horn Subs: N/A	J. Kissinger (PM) I T. McCullough	Yes. Our team delivered the project on schedule for advertisement in Aug. 2024.
ADOT T0472 03D, Battaglia and Tweedy Intersection Lighting, Eloy, AZ, \$160K	T E U S C	Kimley-Horn designed new HSIP-funded intersection lighting for this LPA project for the City of Eloy. Kimley-Horn handled all clearance tasks, including environmental CE checklist for NEPA, utility clearance, R/W clearance, stakeholder coordination, and lighting report and design.	Prime: Kimley-Horn Subs: TRACE, Desert Archaeology	K. Carroll (PM) E J. Simpkins T E. Kocher	Yes. The project is complete and out for advertisement/construction.

R Roadway Design  
S Survey & Mapping  
C Cost Estimations/Specifications

L Landscape Architectural Design and Erosion Control  
M Materials

D Drainage Design  
B Bridge Design  
G Geotechnical Studies

T Traffic/Safety Engineering  
I ITS  
E Environmental Studies

W R/W Mapping & Plans  
U Utilities Locating - SUE  
F Facilities/Maintenance Design

**Table D: Project Experience Table (Continued)**

Client, Project Name, Location, and Construction Cost Estimate	Key Technical Disciplines	Scope	Roles	Kimley-Horn PM and Technical Leaders	Schedule Met
ADOT F0248 01C, SR 77, Jct I-10 to River Road, Tucson, AZ, \$13.2M	<b>R</b> <b>E</b> <b>B</b> <b>T</b> <b>L</b> <b>G</b> <b>M</b> <b>S</b> <b>C</b>	Kimley-Horn designed this NHPP-funded project to provide pavement rehabilitation by milling and paving the existing roadway to extend pavement life and improve smoothness and safety. Kimley-Horn prepared an ADA feasibility report with a PA and Stage III, IV, and V PS&E and acquired all clearances.	Prime: Kimley-Horn Subs: Ethos Engineering, Cooper Aerial	<b>R</b> S. Sivakumar (PM) <b>E</b> J. Simpkins <b>T</b> E. Kocher <b>G</b> P. Garza (Ethos)	Yes, the schedule was met.
ADOT SZ041 01C, SR 287 & 79B Roundabouts, Florence, AZ, \$4.75M	<b>R</b> <b>S</b> <b>D</b> <b>G</b> <b>T</b> <b>B</b> <b>E</b> <b>L</b> <b>W</b> <b>U</b> <b>M</b> <b>C</b>	For this LPA project, Kimley-Horn fostered public and council acceptance for intersection improvements, provided access for local agencies and businesses, finalized R/W needs and acquired R/W early, and refined the alternatives into an agreeable solution for project stakeholders.	Prime: Kimley-Horn Subs: Ethos Engineering, TRACE Consulting	<b>R</b> A. Hathcock (PM) <b>E</b> J. Simpkins <b>G</b> P. Garza <b>L</b> A. DeBoard <b>B</b> N. Merrill	Yes. Kimley-Horn held critical coordination meetings with San Carlos Irrigation and Drainage District to help them agree to abandon their easement.
ADOT T0087 01C, Colcord Bridge Replacement, Gila County, AZ, \$923K	<b>R</b> <b>S</b> <b>D</b> <b>G</b> <b>T</b> <b>B</b> <b>E</b> <b>L</b> <b>W</b> <b>M</b> <b>C</b>	Kimley-Horn prepared a PA and prepared final design for the replacement of the existing 80-year-old narrow, single-span concrete frame Colcord Rd bridge. Given the lack of detour routes, the replacement of the bridge required the use of accelerated bridge construction (ABC) methods to minimize the duration of the road closure. The project was federally funded and constructed through the ADOT LPA program.	Prime: Kimley-Horn Subs: TRACE Consulting	D. Leistiko (PM) <b>E</b> J. Simpkins <b>B</b> N. Merrill <b>D</b> Z. Schmidt <b>L</b> A. DeBoard <b>R</b> S. Sivakumar <b>T</b> E. Kocher	This project was completed ahead of schedule to allow the construction funding to be moved forward to the prior fiscal year and advertise early.
ADOT T0421 01C, Andy Devine Intersection Channelization, Kingman, AZ, \$970K	<b>R</b> <b>D</b> <b>E</b> <b>T</b> <b>S</b> <b>C</b>	This project involved intersection redesign to improve safety along Andy Devine Avenue between Ella's Place and 2nd Street. The project also involved replacement of stop signs with LED solar-powered flashing stop signs at four stop-controlled intersections. The project is federally funded. Kimley-Horn is providing roadway, traffic, drainage, parking lot redesign, and environmental services.	Prime: Kimley-Horn Subs: Desert Archaeology, TRACE, Field Data Services of Arizona, Newton Environmental	<b>T</b> A. Johari (PM) <b>E</b> J. Simpkins <b>D</b> Z. Schmidt	Yes. The design was completed on time and within budget. The project is under construction and we are responding to RFIs and submittals. Our design team also attends weekly construction coordination meeting to assist the ADOT RE.
ADOT F0394 01D, Mule Pass Tunnel Safety Improvements, Bisbee, AZ, \$4.99M	<b>T</b> <b>B</b> <b>E</b> <b>L</b> <b>C</b>	Kimley-Horn managed this HSIP-funded project to replace the tunnel lighting system and re-stripe the lanes through the Mule Pass Tunnel. The team successfully met the needs of all project stakeholders by slightly revising the scope of work, yet maintaining federal funding eligibility.	Prime: Kimley-Horn Subs: Desert Archaeology, Newton Environmental	<b>T</b> E. Kocher (PM) <b>B</b> N. Merrill <b>E</b> J. Simpkins <b>L</b> A. DeBoard	Yes, the project schedule was met, delivering bid-ready documents in less than 1 year.

**R** Roadway Design  
**S** Survey & Mapping  
**C** Cost Estimations/Specifications

**L** Landscape Architectural Design and Erosion Control  
**M** Materials

**D** Drainage Design  
**B** Bridge Design  
**G** Geotechnical Studies

**T** Traffic/Safety Engineering  
**I** ITS  
**E** Environmental Studies

**W** R/W Mapping & Plans  
**U** Utilities Locating - SUE  
**F** Facilities/Maintenance Design

### ► 3. Team Capability

#### 3.a. Team Member's Knowledge, Skills, and Abilities

The Kimley-Horn team who will support ADOT on this important on-call contract are shown in the organizational chart in Figure 6 on page 17. This same team has supported ADOT for many years in a similar capacity, including more than 70 task assignments under the current on-call contract and 40 on the preceding contract.

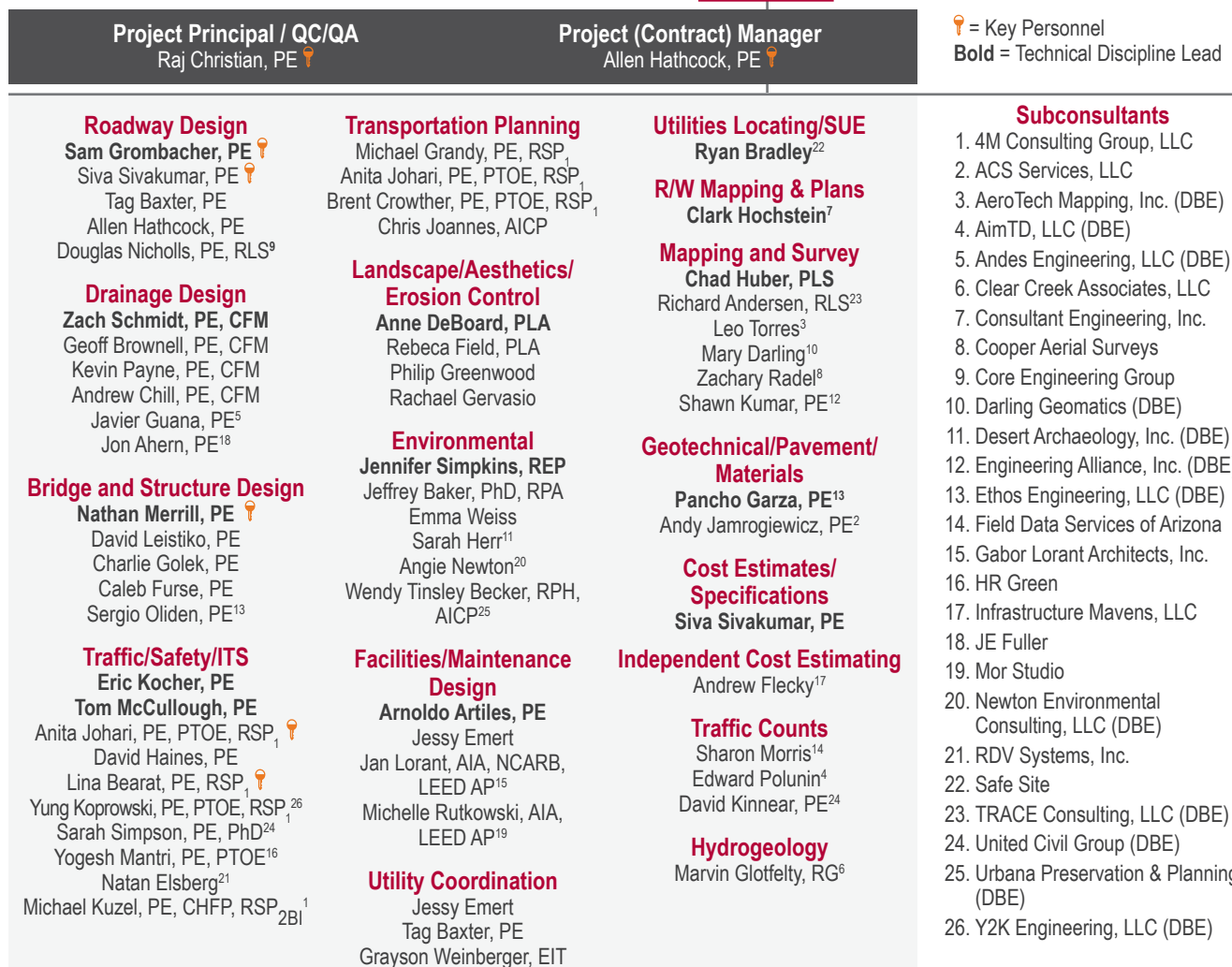
We have a strong record of performance with ADOT staff. Our history of providing on-call services to ADOT is further detailed in Figure 7 on page 17.

The names and qualifications of our team members who will be in direct charge of projects are summarized in the **Key Technical Discipline Leaders Matrix** on page 18 as evidence that our team possesses the necessary knowledge, skills, and abilities to perform the services for this contract. The matrix also includes relevant licenses and certifications.



**Written Communication Skills:** Our task managers routinely handle assignments that include multiple reports such as scoping documents and drainage and traffic reports. In addition to technical review of reports, all our documents are reviewed by our team of technical writers to ensure documents are well written.








ADOT








Kimley-Horn's On-Call Contracts		Contract No.	No. of Projects
Statewide	District Minor	04-41.27	9
		01-51.28	6
		11.20.14	3
Statewide Highway	Design	02-41.60	8
		99-30	14
Roadway	Design/Predesign	09-06.05	33
	Design	04-24	18
	Predesign	05-56	11
		02-18	9
		99-18	11
		93-31	23
Statewide	HSIP	08-07.03	8
		04-60	9
		01-59	11
Traffic	Design	07-32.3	17
		04-74	16
		01-127	22
		98-64	49
		95-65	60
	ITS	T07-59-B0047	22
Bridge	Design On-Call	08-04.3	18
		11-05.03	14
Statewide and Local Government	Design	10-021.11	8
Intermodal Transportation	MPD	T08-49-U001	22
Transportation	Planning	11-013152	23
		17-17991	2
		17-171963	14
		CTR060474	8
	MPD Grant Writing	CTR057887	3
Statewide	Project Development	2014-006.10	18
		2018-006	40
		2022-006	71
Statewide	Environmental	2020-016.02	20
		2022-007	28
Total Successful On-Call Projects for ADOT			648

**Interpersonal Relationship Skills:** We frequently coordinate with multiple stakeholders to produce successful results. The key is to involve the right people early, listen, understand the other person's point of view, and keep communication lines open.

Figure 8: Key Technical Discipline Leaders Matrix

Team Member   Licenses/Certifications	Knowledge, Skills, Abilities
 <b>Siva Sivakumar</b>   Cost Estimation/ Specifications <b>PE AZ #45933</b>	<ul style="list-style-type: none"> <li>• 18 years of extensive ADOT experience as a Task Order Project Manager under this on-call and as a Supplemental Project Manager for ADOT</li> <li>• Familiar with ADOT standards, processes, and guidelines</li> </ul>
 <b>Sam Grombacher</b>   Roadway Design <b>PE AZ #62487</b>	<ul style="list-style-type: none"> <li>• Career focused on design, management, and construction of complex ADOT projects</li> <li>• History of implementing PBPD approach to deliver budget-friendly projects</li> <li>• Established ADOT and stakeholder relationships</li> </ul>
 <b>Zach Schmidt</b>   Drainage Design <b>PE AZ #50959, CFM</b>	<ul style="list-style-type: none"> <li>• Nearly two decades of ADOT experience including managing task orders from this on-call</li> <li>• Skilled in design of major drainage infrastructure</li> <li>• Specializes in roadway drainage systems</li> </ul>
 <b>Nathan Merrill</b>   Bridge/Structural Design <b>PE AZ #60164</b>	<ul style="list-style-type: none"> <li>• Experienced structural engineer leading structural task orders under this on-call</li> <li>• Bridge deck joint repairs, bridge barrier repair/replacement, construction inspection, and design, retaining walls, and miscellaneous structures</li> </ul>
 <b>Eric Kocher</b>   Traffic/Safety Engineering <b>PE AZ #68040</b>	<ul style="list-style-type: none"> <li>• Has managed multiple task orders under the current on-call</li> <li>• 12 years of experience using the MUTCD, Highway Capacity Manual (HCM), HSM, AASHTO Roadside Design Guide, and other industry standard resources</li> </ul>
 <b>Tom McCullough</b>   ITS <b>PE AZ #50066</b>	<ul style="list-style-type: none"> <li>• Served as Kimley-Horn project manager for I-19 Broadband Infrastructure Design-Build</li> <li>• Extensive ITS design experience on recent ADOT projects</li> <li>• Provides construction support/troubleshooting</li> </ul>
 <b>Jennifer Simpkins</b>   Environmental Services <b>REP #6063</b>	<ul style="list-style-type: none"> <li>• Has led environmental services for over 50 task orders under current PDOC for projects of all disciplines</li> <li>• Manages environmental regulatory compliance issues with a focus on ADOT and LPA projects</li> <li>• Project Manager for the ADOT Environmental On-call and receives 5 out 5 scores from ADOT</li> </ul>
 <b>Anne DeBoard</b>   Landscape and Irrigation Design & Erosion Control <b>PLA AZ #50615</b>	<ul style="list-style-type: none"> <li>• Specializes in bike/pedestrian facilities, parks and trails, streetscapes, and urban roadway landscape design</li> <li>• Brings high-quality design and practical project management skills to each project with 22 years of professional experience, including 12 years serving ADOT</li> </ul>

Team Member   Licenses/Certifications	Knowledge, Skills, Abilities
 <b>Chad Huber</b> Survey and Mapping <b>PLS AZ #35316</b>	<ul style="list-style-type: none"> <li>• Experienced in all phases of topographic, boundary, aerial, and ALTA surveys</li> <li>• Provides research, analysis, design, and documentation of survey results</li> </ul>
 <b>Pancho Garza</b> (Ethos)   Geotechnical Studies/ Materials Design <b>PE AZ #47676</b>	<ul style="list-style-type: none"> <li>• Primary focus has been geotechnical investigations for transportation-related projects, and he has been involved with more than 250 ADOT roadway projects</li> <li>• Has worked on more than 70 ADOT PDOC projects as part of 2022-006 contract</li> </ul>
 <b>Clark Hochstein</b> (CEI)   R/W Mapping and Plans	<ul style="list-style-type: none"> <li>• Licensed Real Estate Broker with 30+ years of experience in R/W and project management</li> <li>• Expert knowledge of federal regulations governing R/W</li> <li>• Leads a team of highly qualified R/W agents with ADOT experience that includes the Broadway Curve</li> <li>• Real Estate Broker (#BR649057000)</li> </ul>
 <b>Ryan Bradley</b> (Safe Site)   Utility Locating	<ul style="list-style-type: none"> <li>• Serves as SUE Division Manager</li> <li>• Brings extensive experience in SUE, utility locating, and utility infrastructure mapping</li> <li>• Successfully performed and managed utility investigations for projects of all sizes across Arizona</li> </ul>
 <b>Arnoldo Artiles</b>   Facilities/ Maintenance Design <b>PE AZ #68454</b>	<ul style="list-style-type: none"> <li>• Experience in analysis, design, and condition assessment of buildings, parking garages, steel structures,</li> <li>• Prepares capital improvement planning tools that assist clients in prioritizing repairs</li> <li>• Prepares repair plans and specifications</li> </ul>

## SOQ Non-Technical Evaluation Criteria

### ► 1. Key Personnel

Our key personnel have the capacity, flexibility, depth of resources, and multidisciplinary expertise to respond to the dynamic assignments under this on-call. Our extensive experience and established relationships with ADOT ensure efficient coordination and quality deliverables.

#### 1.a. Project Principal

##### *Raj Christian, PE*

BSCE; AZ P.E. (#31673); Corporate Title and Responsibilities: Senior Vice President/Senior Associate, None

**Knowledge, Skills, and Ability.** With 35 years of experience working on transportation projects and 10 years with ADOT, Raj has strong relationships with numerous agencies, LPAs, utility companies, and stakeholders throughout Arizona, as well as a thorough understanding of complex projects. As the Contract Manager for the current PDOC, he is 100% committed to ensuring ADOT's

quality and schedule expectations are met on this contract. A designated authorized signer for the firm and on Kimley-Horn's prequalifications with ADOT ECS, he has the authority to commit the firm's resources and act on behalf of Kimley-Horn regarding contractual matters. Raj specializes in transportation engineering including scoping studies, pavement rehabilitation, intersection improvements, roadway widening, safety improvements, traffic interchanges (TIs), detours, signing/stripping, traffic control, construction phasing, environmental clearances, utility relocations, and R/W acquisition. As a former ADOT employee for 10 years, he worked in the Roadway Design, Construction, Traffic Design, and Materials sections and understands ADOT processes and requirements exceptionally well, having worked on over 100 ADOT projects.

**Record of Past Performance.** Raj has been managing ADOT on-call contracts for the last 20 years including all PDOC contracts held by the firm. Raj's experience includes serving as Project Manager for Sacramento Wash Bridge, I-19 El Toro Overpass, I-17 Munds Park TI, and SR 95 Passing/Climbing Lane. On these and every project Raj manages, he ensures the client's quality and schedule expectations are met or exceeded. Over the last 10 years, Raj has received an average score of 9.2 out of 10 possible points during quality calls with clients. In fact, on his on-call projects, Sacramento Wash Bridge and I-10 Countyline to Salome Highway, Raj received a "perfect 10" from the owner, Mohave County, and ADOT project manager, respectively, for his commitment to quality service and deliverables.

**Concurrent Commitments:** At the anticipated start of this contract, Raj will have the following concurrent commitments: PDOC – 5%; SR 347/Riggs Road TI – 10%; I-10 Jackrabbit TI – 10%; SR 347 Widening – 10%; US 95 Widening – 5%

1.b. Contract Manager

Allen Hathcock, PE

BSCE; AZ PE (#47513); Corporate Title and Responsibilities: Associate, None

**Knowledge, Skills, and Ability.** Allen has 22 years of ADOT experience in roadway and infrastructure design. He has a thorough understanding of the project development process. He has strong relationships with the Northwest, Northcentral, Northeast, Central, and Southcentral districts, working with all of them over the past 15 years, and he has also worked with ADOT

across the state on projects that have included local government partnerships with Florence, Parker, Tucson, Pima County, Marana, Prescott, Flagstaff, Sierra Vista, and Gilbert. Allen brings valuable lessons learned on the importance of partnership, coordination, and communication needed for tasks under this contract. Allen led Kimley-Horn teams on the Ina Road TI and Ruthrauff Road TI for the local roadways as a major subconsultant and is currently leading two local government projects, the SR 287 and 79B Roundabouts in Florence and a Pedestrian Enhancement Project in Parker, AZ, as well as the Alternative Delivery Rest Area Truck Parking project, and the SR 347 corridor widening, Riggs Road TI, and intersection improvement projects. In 2024, he was selected to serve ADOT as a supplemental Project Delivery Manager, demonstrating his thorough understanding of ADOT procedures, processes, and standards and is currently serving as the American Council of Engineering Companies (ACEC) Consultant liaison for Digital Delivery, working with ADOT's internal tech committee bi-monthly for over a year.

**Record of Past Performance.** Allen has successfully completed design for a wide variety of state- and federally funded projects across Arizona and has extensive experience working directly with ADOT on projects such as SR 287 and 79B Dual Roundabouts, SR 347, I-10, SR 202L, SR 86, and SR 92. Allen ensures the clients quality and schedule expectations are met or exceeded. Over the last 10 years, Allen has received an average score of 9 out of 10 possible points during quality calls with clients for his management skills.

As an example, Allen managed the SR 92 Roundabout project near Sierra Vista, which involved Cochise County and the City of Sierra Vista and required extensive coordination with the local

needs, the transitional goals of Sierra Vista, federal requirements, and ADOT standards. Allen has leveraged that experience on the Florence SR 287 and 79B Dual Roundabouts project by using his project management and interpersonal skills to deliver the Florence project successfully on time.

**Concurrent Commitments:** At the anticipated start of this contract, Allen will have the following concurrent commitments as project manager: ADOT, SR 347 Riggs Rd TI & Corridor Widening (20%); ADOT Supplemental PM (20%); ADOT, Parker ADA (5%); ADOT ADMP, AzTRAX (5%).

1.c. Task Order Project Managers

Kimley-Horn's Task Order Project Managers, including the five shown on page 20, have experience serving ADOT, leading on-call task assignments under the PDOC, and demonstrating responsive client service. Their detailed resumes are provided in the Appendix.

2. QC/QA

2.a. Team's Quality Control Program

Quality is a keystone principle of Kimley-Horn, rooted in the value we place on providing exceptional client service. We have an environment, attitude, and state of mind toward accomplishing quality work rather than counting on checks to enforce quality after the fact. Each person on the team is responsible for taking continuous steps to improve the services we provide.

Quality Planning

Our Quality Control (QC) Plan is part of the work plan and includes Figure 9 elements. Kimley-Horn recognizes that risk management is a function of quality control and quality assurance










(QC/QA). We have always aggressively pursued our commitment to quality in every task, deliverable, and service. QC reviews will take place prior to the submittal of each deliverable to ADOT. All QC documents, plans, and calculations will be maintained by Kimley-Horn's Contract Manager, Allen Hathcock. Our QC program consists of independent plan reviewers with project-specific checklists to ensure that proper design considerations are made. This includes our estimates as we use E2C2 to verify unit prices. Although technical discipline leads will perform internal QC reviews for the Kimley-Horn team during the design of our project, Allen will assign a senior professional who is not associated with the day-to-day design activity to perform a formal QC/QA review of our plans.

We will enhance development through proven methods and by:

- Providing clear and accurate contract documents
- Lowering construction costs
- Decreasing RFIs, change orders, and claims

Figure 10: Task Order Project Managers

Total Yrs. of Exp./ Yrs. of ADOT Management Exp.	Relevant ADOT Experience	Record of Past Performance/Responsiveness
 <b>Sam Grombacher, PE</b> 13/4	<ul style="list-style-type: none"> <li>• SR 303L, Lake Pleasant Parkway to 51st Ave.</li> <li>• SR 303L, 51st Ave and 43rd Ave TIs</li> <li>• Alternative Delivery On-Call</li> </ul>	Sam's entire career has been focused on the design, management, and construction of complex ADOT projects, with involvement on many of the freeways, highways, and arterials throughout the state. His demonstrated ability to lead, clearly communicate, adhere to schedule, and mitigate risk, makes him the perfect person to manage on-call tasks for ADOT. Sam's established ADOT, local agency, and design team relationships will help foster collaboration and contribute to project success.
 <b>Nathan Merrill, PE</b> 13/2	<ul style="list-style-type: none"> <li>• Bisbee Commerce Street Bridge/Culvert Replacement</li> <li>• Bisbee Shared-Use Path West Segment</li> <li>• Colcord Road Bridge Replacement</li> </ul>	Nathan is passionate about client service and thoroughly understands the responsiveness required to meet the condensed development period of most assignments. Nathan has led the development of various scoping documents, final design documents, and post-design efforts on several bridge projects. He completed the Bisbee Commerce Street Bridge/Culvert Rehabilitation Project Assessment in 6 months so the City of Bisbee could use the report and estimate to apply for final design and construction funding. He helped deliver the scoping and final design documents for the I-10 West Willcox TI Underpass, Bridge Deck Replacement, and Rehabilitation project in 14 months.
 <b>Anita Johari, PE, PTOE, RSP<sub>1</sub></b> 25/16	<ul style="list-style-type: none"> <li>• Andy Devine Intersection Channelization</li> <li>• RWIS Improvements</li> <li>• Passing Zone Group A Road Safety Assessment</li> </ul>	Anita understands the importance of quality client service. This means understanding the schedule and looking ahead for things that may impact the schedule. She has a strong track record of managing subconsultants on RSAs to collect volume data in a timely manner and ensure the data is collected in a timeframe that reflects typical traffic patterns. The ADOT RSA on US 60 in Superior had multiple stakeholders, and Anita coordinated with all of them in advance to schedule the project kick-off and debrief meeting. When schedule issues arose, Anita immediately coordinated with each stakeholder individually to resolve the issues and keep the project on track with budget and schedule.
 <b>Siva Sivakumar, PE</b> 29/18	<ul style="list-style-type: none"> <li>• US 93, MP 172 to Moore Ranch Road</li> <li>• US 70 Black Hills Country Byway</li> <li>• US 70, Cottonwood Wash to Reay Ln.</li> </ul>	Siva has an impressive record of performance on previous ADOT projects he has managed, consistently earning a rating of 9 out of 10 on quality calls, or higher, on recent projects, including the US 93, MP172-Moore Ranch Road project; SR 77, I-10 to River Road project; and the I-10, Ina to Ruthrauff project, for which he received ratings of 10.0, 9.6, and 9.4, respectively.
 <b>Lina Bearat, PE, RSP<sub>1</sub></b> 12/9	<ul style="list-style-type: none"> <li>• McCulloch Blvd. and Jamaica Blvd. Rectangular Rapid-Flashing Beacon</li> <li>• Yuma County Traffic Signal Projects</li> <li>• 32nd Street Shared-Use Path</li> </ul>	Lina has successfully delivered numerous projects for ADOT over the past 9 years. Each of these projects met the defined project schedule and did not exceed the allocated project budget, ensuring project funding was not jeopardized, and were delivered with high quality and success.

We know our program works because:

- It has an impeccable record and history on 400+ ADOT projects
- We received 5/5 quality scores on many recent projects and perfect "10" scores from independent quality calls
- The majority of our work is for repeat clients

We keep this entire program focused on project risks using a risk register and action items list for each project which is shared with the ADOT project manager and used in progress meetings, ensuring we have tracked and mitigated risk during design to the extent feasible, and set up proper contingencies for construction.

### ► 3. DBE Commitment

#### 3.a. Meeting Established DBE Goals

Kimley-Horn has a company policy of meeting or exceeding our clients' minority business participation goals. Through corporate policies and philosophy, our firm actively seeks to encourage

and promote the use of DBE firms. We have included 12 certified DBE subconsultants covering a variety of disciplines and have a long, successful history of teaming with these firms.

Kimley-Horn is committed to including DBE subconsultants for each task order proposal to meet or exceed ADOT's DBE goal, making arrangements with DBEs prior to task order submissions.

“

Kimley-Horn is one of the best firms I've worked with and they have performed at a high level. Plans were prepared in a professional manner, and Raj and the team met all aspects of the schedule, even working holidays and weekends. Kimley-Horn was a great teammate in the project and their professionals were personally committed to the success of the project.”

— Steven Latoski, Public Works Director, Mohave County (feedback provided during a quality call on the Sacramento Wash project)

”



# RAJ CHRISTIAN, PE

## *Project Principal*

### 35 years of experience • 21 years with Kimley-Horn

Raj will serve as Project Principal. He previously served as the Contract Manager for Kimley-Horn's PDOC with ADOT for the previous two on-call contract terms. Raj is committed to ensuring that Kimley-Horn delivers the same level of responsiveness and quality ADOT has come to expect from our team. He specializes in transportation engineering including corridor studies, freeway design, TIs, intersection improvements, roadway widening, detours, signing/stripping, traffic control, construction phasing, environmental clearances, utility relocations, and R/W acquisition. With more than three decades of experience working on transportation projects and 10 years with ADOT, Raj has strong relationships with stakeholders throughout Arizona and a thorough understanding of complex projects. Having worked on over 100 ADOT projects and managed several major ADOT contracts, including the I-10, SR 85 to Verrado Way DCR and Final Design, Raj understands ADOT processes and requirements. He has successfully managed the development of many projects requiring aggressive schedules and multi-agency coordination. He is committed to ensuring ADOT's goals are met or exceeded throughout this contract.

### Project Experience

- **ADOT, Project Development On-Call Contract, AZ — Contract Manager.** Kimley-Horn was selected as an on-call consultant for the current PDOC contract and has been selected for more than 70 task assignments to date. Consultant duties included coordinating with ADOT and outside agencies; preparing PAs and DCRs; construction PS&E; scoping and environmental documents; utility agreements; and providing support in the public involvement process and with post-design services for successful construction of projects. Kimley-Horn has performed task orders for multiple projects including, but not limited to, US 93, MP 172 to Moore Ranch Road; McCulloch Boulevard at Jamaica Boulevard; SR 89 Emergency Repairs; I-10 W Willcox TI Underpass; SR 287 and SR 79B Roundabouts; I-40 VSL, Transwestern Road to Cosnino Road PA and Concept of Operations; and US 60 Waterfall Canyon Bridge PA. We continue to be a trusted partner to ADOT for task assignments involving a variety of disciplines under this on-call.
- **ADOT, US 95, Rifle Range Road to Wellton-Mohawk Canal Roadway Widening, Yuma, AZ — Project Manager.** Kimley-Horn completed final design to widen 3 miles of US 95 from Rifle Range Road to Wellton-Mohawk Canal. The purpose of this project was to add capacity, enhance traffic operations, and improve safety. Other services included bridge design, traffic and construction phasing, environmental, utility and railroad coordination, stakeholder coordination, and project management.
- **ADOT, SR 347 and Riggs Road TI, Chandler, AZ — Project Manager.** Kimley-Horn evaluated alternatives to provide a new TI at SR 347 and Riggs Road and prepared a DCR and Environmental documents. We are coordinating with key stakeholders including the Gila River Indian Community (GRIC), Bureau of Indian Affairs (BIA), City of Maricopa, and Maricopa County Department of Transportation (MCDOT). We are currently preparing final design and bid documents.
- **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Tucson, AZ — QC/QA and Principal-in-Charge.** The I-10 Gap project is a 4-mile-long reconstruction project along I-10 that provides four lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. In order to meet funding deadlines, the project was designed on an accelerated 16-month schedule. Raj served as Principal-in-Charge and QC/QA Manager.

### Education

- Bachelor of Science, Civil Engineering, Sardar Patel University, India

### Licenses

- Professional Engineer in AZ (#31673)

### Affiliations

- American Council of Engineering Companies (ACEC)
- American Society of Civil Engineers (ASCE)
- American Society of Highway Engineers (ASHE)

### Corporate Title

- Senior Vice President

### Availability

- 60% Availability | 5% Anticipated PDOC Project Commitment



## **RAJ CHRISTIAN, PE (CONTINUED)**

### ***Project Principal***

- **ADOT, I-10, SR 85 to Verrado Way DCR and Final Design, Buckeye, AZ — Project Manager.** This project provided an additional General Purpose Lane (GPL) on the Papago Freeway/I-10 from SR 85 to Verrado Way. The project included reconstruction of two existing TIs at Miller Road and Watson Road to a DDI configuration to increase capacity and improve traffic operations. Raj led the team to complete the DCR study, prepare environmental documents, and completed final design. He directed the Kimley-Horn team to successfully collaborate with several agencies including City of Buckeye, Maricopa County Department of Transportation, FHWA, and Flood Control District of Maricopa County (FCDMC), as well as utilities and adjacent businesses.
- **ADOT, I-10 Jackrabbit TI DCR and Design, Buckeye, AZ — Project Manager.** Kimley-Horn developed and evaluated alternatives to reconstruct the I-10/Jackrabbit Trail interchange and to widen Jackrabbit Trail to six lanes from Roosevelt Street to McDowell Road to mitigate congestion and improve traffic operations and safety. The analysis findings led to a preferred alternative, which was documented in a DCR and environmental documents. Major constraints in the corridor include a flood control channel and the proximity of the Jackrabbit Trail/McDowell Road intersection. Raj is serving as Project Manager and managing the successful delivery of this project.
- **ADOT, I-10, Dirk Lay Road to SR 387, Sacaton, AZ — Project Manager.** Kimley-Horn was selected by ADOT in coordination with the Maricopa Association of Governments (MAG) to provide design services for widening more than 6 miles of I-10 between Phoenix and Casa Grande, one of the highest priority corridors in Arizona. To improve safety and increase capacity, ADOT and GRIC, in partnership with MAG, are planning to add lanes and improve access within this 26-mile stretch of I-10. The primary goal of this project is to increase capacity, enhance traffic operations, and improve safety by adding one lane in each direction within the existing median of I-10. Raj is serving as Project Manager and managing the successful delivery of this project.
- **ADOT, SR 101L Price General Engineering Consultant (GEC) Phases I and II, US 60 to SR 202L (Santan) (GPL and TI), Tempe, AZ — Principal-in-Charge.** Kimley-Horn served as the GEC for ADOT for the entire duration of the project from procurement process of a Design-Builder, environmental mitigation through the end of construction. Our services involved reviewing the Design Quality Management Plan (DQMP), assisting ADOT with review of design and construction submittals, utility coordination, public involvement, and supporting ADOT throughout the design and construction phases.
- **ADOT, SR 101L Chaparral Road to SR 202L GPL Design, Scottsdale, AZ — QC/QA.** Kimley-Horn designed additional GPL on this 5-mile section of the Pima Freeway (SR 101L) between Chaparral Road and SR 202L. The scope included roadway design, structural design, drainage, traffic, lighting, geotechnical, environmental, landscape architecture, utilities, and public involvement. All the overpass bridges were widened to accommodate additional GPL.
- **ADOT, I-10, Florence Boulevard (SR 287) TI, Casa Grande, AZ — Project Manager.** Raj managed this private-developer-funded project and obtained construction permit approval through ADOT Tucson District. The project consisted widening of two bridges, the Florence Boulevard TI Bridge and San Carlos Irrigation Project Canal Bridge, as well as ¾-mile of SR 287 roadway widening. Additional services included drainage, signals, lighting, landscaping, utilities, ROW, and environmental. The design was completed in 6 months to meet the developer's aggressive schedule.



# ALLEN HATHCOCK, PE

## Contract Manager

### 22 years of experience • 21 years with Kimley-Horn

Allen has 22 years of ADOT experience in roadway and infrastructure design. Allen has as a thorough understanding of the project development process. He has strong relationships with the Northwest, Northcentral, Northeast, Central, and Southcentral districts, working with all of them over the past 15 years, and he has also worked with ADOT across the state on projects that have included local government partnerships with Florence, Tucson, Pima County, Marana, Prescott, Flagstaff, Sierra Vista, and Gilbert. Allen brings valuable lessons learned on the importance of partnership, coordination, and communication needed for tasks under this contract. Allen led Kimley-Horn teams on the Ina Road TI and Ruthrauff Road TI for the local roadways as a major subconsultant and is currently leading two local government projects, the SR 287 and 79B Roundabouts in Florence and a Pedestrian Enhancement Project in Parker, AZ, as well as the SR 347 corridor widening, Riggs Road TI, and intersection improvement projects. In 2024, he was selected to serve ADOT as a supplemental Project Delivery Manager, demonstrating his thorough understanding of ADOT procedures, processes, and standards. Allen is committed to ensuring ADOT receives the highest quality service and responsiveness from the Kimley-Horn team.

### Project Experience

- **ADOT, Supplemental Services Part-Time Project Delivery Manager (2024 - Present), Statewide, AZ — ADOT Project Manager.** Allen is currently serving as a temporary part-time project delivery manager at ADOT. He has managed multiple projects through the ADOT system in northern Arizona with Navajo and Coconino counties and local agencies. This contract has allowed Allen to gain intimate knowledge of ADOT's delivery processes and clearances, as well as build relationships with ADOT's experts and leadership.
- **ADOT, SR 287 and SR 79B Intersection Improvements (Florence Roundabout), Florence, AZ — Project Manager.** Kimley-Horn was selected by ADOT to foster public and Council acceptance for intersection improvements, provide access for local agencies and businesses, finalize R/W needs and acquire R/W early, and refine the alternatives into an agreeable solution to the project stakeholders. During a recent quality call, Allen received two perfect scores from the ADOT Project Manager and the Town of Florence Project Manager for bringing the team together and keeping the project on schedule and budget.
- **AzTRAX – Integrated Design Build, Statewide, AZ — Consultant/Project Design Manager.** Kimley-Horn is part of a integrated Design-Build team, serving as the Lead Engineering Firm partnered with Sundt. Our team is collaborating with ADOT to design the I-40 and I-17 Rest Area Truck Parking project. Many of the rest areas across the state, including Sunset Point, Haviland, Parks, and Christensen, have been operating over capacity creating unsafe conditions due to limited truck parking. The team is working to ensure that rest area parking is maximized within the limited funding while ensuring safety for truck drivers, the traveling public, and rest area caretakers. Kimley-Horn is designing truck parking, lighting, and wayfinding/signage, and providing environmental services. The project is currently under construction.

### Education

- Bachelor of Science, Civil Engineering, Arizona State University

### Licenses

- Professional Engineer in AZ (#47513)

### Affiliations

- American Society of Civil Engineers (ASCE)
- American Society of Highway Engineers (ASHE)
- Arizona Council of Engineering Companies (ACEC)  
Digital Delivery Public/Private Liaison

### Corporate Title

- Associate

### Availability

- 50% Availability | 40% Anticipated PDOC Project Commitment





## ALLEN HATHCOCK, PE (CONTINUED)

### *Contract Manager*

- **ADOT, I-10, Ina Road TI, Marana, AZ — Project Engineer / QC/QA.** Allen was responsible for managing Kimley-Horn's portion of this project and led overall team QC/QA. This Construction Manager at Risk (CMAR) project completely reconstructed the I-10/ Ina Road TI, providing grade separation between Ina Road and the Union Pacific Railroad (UPRR). To accomplish this, I-10 mainline, ramps, and frontage roads profiles were flipped to have I-10 pass under Ina Road and connect the ramps and frontage road to the new Ina Road profile over the UPRR, as well as reconnect the local streets. Kimley-Horn, as a major subconsultant, was responsible for the Ina Road and local streets reconstruction design, including the Ina Road bridges over I-10 and UPRR and the Ina Road pavement drainage, signing, and pavement marking. Kimley-Horn was also responsible for the I-10 mainline, ramp and frontage road lighting, FMS, and landscape architecture design. Preparation of a traffic management plan and effective traffic phasing in coordination with the CMAR minimized impacts to the public.
- **ADOT, I-10, Ruthrauff Road TI, Tucson, AZ — Project Engineer.** The I-10 Ruthrauff TI project provided grade separation between Ruthrauff Road and the UPRR. Roadway design included "flipping" the I-10 mainline, ramps, and frontage roads profiles to have I-10 pass under Ruthrauff Road and connect the ramps and frontage road to the new Ruthrauff Road profile over the UPRR, as well as reconnect the local streets. Kimley-Horn provided engineering services for the final design documents of Ruthrauff Road and local streets, traffic signals, roadway lighting, FMS, and utility relocations associated with the interchange reconstruction. Allen was the Kimley-Horn Project Manager for the local roadways and bridges over I-10 and directed all the disciplines to complete the PS&E.
- **ADOT, SR 101L Price GEC Phases I and II, US 60 to SR 202L (Santan), Tempe, AZ — Project Engineer.** Allen's responsibilities included reviewing all roadway submittals for compliance with ADOT standards and requirements. Kimley-Horn is serving as the GEC for ADOT for the entire duration of the project from procurement process of a Design-Builder, environmental mitigation through the end of construction. Our services involve reviewing the DQMP, assisting ADOT with review of design and construction submittals, utility coordination, public involvement, and supporting ADOT throughout the design and construction phases.
- **ADOT, I-10, SR 85 to Verrado Way DCR and Final Design, Buckeye, AZ — Project Engineer.** This project provided an additional GPL on the Papago Freeway/I-10 from SR 85 to Verrado Way. The project included reconstruction of two existing TIs at Miller Road and Watson Road to a DDI configuration to increase capacity and improve traffic operations. Allen provided QC/QA, organizing and following up on quality reviews, providing constructability reviews, and verifying design documentation was completed for this project.
- **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Tucson, AZ — Project Engineer / QC/QA.** The I-10 Gap project is a 4-mile-long reconstruction project along I-10 and provides four lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. The project included four bridges including the reconstruction of two existing TIs at Orange Grove Road and Sunset Road to increase capacity, provide adequate vertical clearance, and improve traffic operations. This project also included improvements to drainage, lighting, FMS, and landscape architecture design. Allen was key to bringing the ADOT and Pima County needs, standards, and stakeholders together. His understanding of both the County's needs and ADOTs requirements were instrumental in project delivery as he prepared the project specifications and led QA/QC.





# NATHAN MERRILL, PE

## Task Order Project Manager

### 13 years of experience • 9 years with Kimley-Horn

Nathan has 13 years of experience in structural engineering design, construction, inspection, and plan development of various government and private-sector structures and bridges. Nathan's experience includes design of bridges, box culverts, retaining/screen walls, sign and lighting structures, drainage structures, bridge deck joint repairs, bridge barrier repair and replacement, and construction inspection of large highway projects. His bridge design experience includes reinforced concrete, precast/pre-stressed concrete, steel girder, and various pedestrian bridges, as well as concrete and steel superstructure rehabilitation and replacements. Nathan is very familiar with local, state, and federal design codes and has designed/rehabilitated many bridges and miscellaneous structures throughout Arizona.

### Project Experience

- **ADOT, Bisbee Commerce Street Bridge/Culvert Replacement, Bisbee, AZ — Project Manager.** Nathan managed this LPA project through the PDOC for the City of Bisbee. The project included developing an extensive Project Assessment report for the rehabilitation/replacement of the historic concrete channel topped with timber beams and asphalt concrete (AC) pavement. The timber roof is failing in several locations and has become a public safety hazard which has lead to the closure of Commerce st. The PA explored several alternatives to rehabilitate this culvert and replace the top slab. Nathan coordinated extensively with the City of Bisbee, ADOT, and many utility owners utilizing the channel. The PA report will be used by the City to apply for final design and construction funding for the project.
- **ADOT, I-10, SR 85 to Verrado Way DCR and Final Design, Buckeye, AZ — Lead Structural Engineer.** This project provides an additional GPL on the Papago Freeway/I-10 from SR 85 to Verrado Way. The project included reconstruction of two existing TIs at Miller Road and Watson Road to a DDI configuration to increase capacity and improve traffic operations. Nathan provided the bridge selection reports for both structures and was the Structural Engineer of Record for the bridge design and construction documents. He coordinated with the other disciplines, subconsultants, and ADOT Bridge Group and Construction District to provide the most economical bridge to satisfy the phasing constraints to keep two lanes open on I-10 during the duration of the project.
- **ADOT, US 95, Rifle Range Road to Wellton-Mohawk Canal Roadway Widening, Yuma, AZ — Lead Structural Engineer.** Kimley-Horn provided final design services to widen approximately three miles of US 95 from Rifle Range Road to Wellton-Mohawk Canal. The existing bridge over Wellton-Mohawk Canal is 70 years old and narrow, has been hit numerous times, and is being replaced to accommodate the wider roadway. Nathan led the bridge design for the bridge replacement while coordinating with ADOT Bridge Group, District, and Wellton-Mohawk Canal District. He also provided structural design on a large siphon replacement and several box culvert additions and extensions.
- **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design, Tucson, AZ — Structural Engineer.** This 4-mile-long reconstruction project along I-10 provided four Portland cement concrete pavement (PCCP) lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. The project also reconstructed two existing TIs at Orange Grove Road and Sunset Road

### Education

- Master of Science Structural Engineering, Arizona State University
- Bachelor of Science, Civil Engineering, Arizona State University

### Licenses

- Professional Engineer in AZ (#60164), NM, and NV

### Affiliations

- American Society of Civil Engineers AZ Chapter (AzSCE), Bridge Technical Committee President

### Corporate Title

- Associate

### Availability

- 55% Availability | 25% Anticipated PDOC Project Commitment



## NATHAN MERRILL, PE (CONTINUED)

### *Task Order Project Manager*

to increase capacity, provide adequate vertical clearance, and improve traffic operations. Sunset Road will be reconstructed and “flipped” to go over I-10 for a future structure to span the UPRR, and new bridges were also reconstructed at the CDO Wash and Rillito River bridges. Nathan assisted with all the bridge designs and led the design of the CDO Wash bridge. Kimley-Horn also designed the Rillito River Bridge and UPRR bridge on Pima County’s Sunset Road project that connects to this project.

- **ADOT, San Pedro River Bridge Structure #609, Benson, AZ — Structural Engineer.** Kimley-Horn designed the bridge replacement for the existing bridge which is functionally obsolete due to the narrow clear roadway width and is scour critical. Nathan helped develop the complicated phasing of the structure to allow access to the small community of St. David during construction. He also assisted with design and research into more extensive/alternative soils testing and drilled shaft designs at the bridge to get a more accurate foundation design in the very poor river soils at the site to save over \$1.1 million in foundation costs.
- **ADOT, SR 82 Comoro Canyon Bridge, Nogales, AZ — Lead Structural Engineer.** Nathan led the structural rehabilitation efforts on this ADOT bridge project with an aggressive schedule. He developed the scoping letter through extensive coordination with his internal and external partners and ADOT. He also prepared the final design documents for the bridge rehabilitation and assisted with developing the project schedule, specifications, and cost estimates for the project.
- **Pima County, Valencia Road, Wade Road to Ajo Highway, Tucson, AZ — Lead Structural Engineer.** The goal of this 3.27-mile Pima County roadway widening project was to improve safety, reduce congestion, improve operations at intersections and cross streets, and increase mobility and access. Key project components included extensive stakeholder coordination, drainage ponding effects at Arizona State Land Department (ASLD) property, drainage conveyance through Bureau of Land Management (BLM) property, roadway R/W verification, utility relocation and avoidance, roadway design, and structures design. Nathan was the Lead Structural Engineer and Structural Engineer of Record (EOR) for the design of several non-standard headwall, wingwall, inlet, and retaining wall structures.
- **Pima County, Sunset Road, Santa Cruz River to River Road, Tucson, AZ — Structural Engineer.** The 1-mile-long Sunset Road Bridge project which widens Sunset Road to four lanes from the Santa Cruz River bridge to the I-10 TI and then extends Sunset Road on new alignment over the UPRR and Rillito River tying into River Road. Project development followed the Federal-Aid and NEPA process. The project included a new 206-foot-long single-span bridge over the UPRR and a new 376-foot-long three-span bridge over the Rillito River. Bridge design over the Rillito River included extensive hydraulic analysis and coordination with Pima County Regional Flood Control District (PCRFCDD) and was designed to eliminate any modifications to existing soil cement. Nathan assisted with the design and QC of the bridges and retaining walls for this project.



# ANITA JOHARI, PE, PTOE, RSP<sub>1</sub>

## Task Order Project Manager

### 25 years of experience • 2 years with Kimley-Horn

Anita has 25 years of traffic engineering, planning, and design experience. She has served as Project Manager or Lead Engineer on several ADOT LPA, HSIP-funded projects. She has also served as the project manager for ADOT traffic engineering and ADOT traffic safety projects. Her technical expertise includes roadway/intersections modifications to improve traffic operations, circulation, and safety; pedestrian/bicycle safety enhancements; access management; traffic signal design; pavement marking; signing; street lighting; ITS; and work zone traffic control. Anita's experience with the ADOT LPA projects has provided her familiarity with ADOTs Project Delivery process. Anita has delivered quality projects and responded proactively to stakeholders, and through this experience, she has established key relationships and an in-depth understanding of ADOT processes and federal requirements, while satisfying the local agency's needs. Her traffic analysis combines traffic operations and safety for all road users and ensures that the traffic analysis corresponds to a design that is feasible and constructable.

### Project Experience

- **ADOT, Andy Devine Intersection Channelization, Kingman, AZ — Project Manager.** This project involved intersection redesign to improve safety along Andy Devine Avenue between Ella's Place and 2nd Street. The project also involved replacement of stop signs with LED solar-powered flashing stop signs at four stop-controlled intersections. The project is federally funded. Kimley-Horn is providing roadway, traffic, drainage, parking lot redesign, and environmental services. Anita also led two other ADOT LPA projects in Kingman, AZ which included intersection signal modification along Stockton Road between I-10 and Airway Drive, and pedestrian/bicycle facility enhancement on Northern Avenue.
- **ADOT, Road Weather Information System (RWIS) Improvements, Statewide, AZ — Project Manager.** The project included the installation of four new RWIS sites and upgrades to 14 existing RWIS sites throughout the state. The project required installation of proprietary vendor products and extensive coordination with the vendor to ensure the right products specifications were identified to yield the desired results. This was a federally funded project and required design completion within an aggressive 6-month schedule. Kimley-Horn's services included ITS, utility coordination, MOT, and environmental services.
- **ADOT Strategic Highway Safety Plan and ATSAP Implementation Support, Statewide, AZ — Traffic Engineer.** Kimley-Horn is currently partnering with ADOT on updating its Arizona's Strategic Highway/Traffic Safety Plan (SHSP/STSP) and creating Arizona's first ATSAP and Vulnerable Road User Safety Assessment (VRUSA) to help move the state Towards Zero Deaths by Reducing Crashes for a Safer Arizona (per the current Arizona SHSP/STSP vision). This update to the STSP is a framework for reducing fatalities and serious injuries on Arizona's roadways by leading and supporting Arizona's traffic safety partners from the 4-Es (Engineering, Education, Emergency Services, and Enforcement) with strategies and actions to address the identified emphasis areas and complete the VRUSA. The ATSAP, which will effectively be a combined update of the Pedestrian Safety Action Plan (PSAP) and Bicyclist Safety Action Plan (BSAP) and integration of the VRUSA, will provide focused attention on strategies and priorities to reduce fatalities and serious injuries among pedestrians and bicyclists.

### Education

- Master of Science, Civil Engineering, Wayne State University
- Bachelor of Science, Civil and Infrastructure Engineering, Regional Engineering College, India

### Licenses

- Professional Engineer in AZ (#48127) and NC
- Professional Traffic Operations Engineer (#2096)
- Road Safety Professional 1 (#994)

### Affiliations

- Institute of Traffic Engineers (ITE)
- ACEC

### Corporate Title

- Associate

### Availability

- 40% Availability | 20% Anticipated PDOC Project Commitment



# ANITA JOHARI, PE, PTOE, RSP<sub>1</sub> (CONTINUED)

## *Task Order Project Manager*

- **\*ADOT, SR 189, I-19-Mariposa Land POE, Traffic Operations, Nogales, AZ — Lead Traffic Engineer.** Anita reviewed the traffic operations for SR 189 between I-19 and the outbound lanes of the land POE. The project included a VISSIM model of the existing and future conditions to predict the traffic operations, queue length, and vehicular interaction between POE and non-POE traffic on SR 189 SB lanes and its impacts on non-POE traffic. The project recommended deploying advance queue warning signs on SR 189 to provide advance warning to traffic approaching the end of the queue and the development of exclusive direct connect ramps to/from I-19 - SR 189.
- **\*ADOT, I-10 Pavement Preservation from I-17 to Dysart Road, AZ — Traffic Engineer.** Anita, as the lead traffic engineer for this pavement preservation project, developed a VISSIM model to evaluate dual lane ramps for I-10 to SR 101 system ramps and the impacts of reduced lane widths and reduced shoulder widths. Anita developed design exception reports which was supported by the findings of the analysis. Anita also developed freeway pavement marking and signing plans for the section of I-10 and SR 101. She was also responsible for the signal modifications at the interchanges along the study corridors.
- **\*ADOT Bottleneck RSA for WB SR 202 from MP 3.0 to 0.0, EB SR 202 from 44th Street Country Club Drive, SB SR 202L from SR 101L to Priest Drive, Phoenix, AZ — Project Manager.** Anita led the RSA for different sections of SR 202L from east of SR 101L to I-10. Anita analyzed traffic volumes and crash data to understand traffic patterns. She prepared and delivered the presentations (kick-off meeting and debrief meeting) to the owner and RSA team to explain the crash data, volumes, and existing conditions for the intersection and led the RSA team in conducting field reviews for peak, off-peak, and night hours. Following the field reviews, recommendations included options to increase capacity, provide advance warning on downstream queuing, variable speed limit sections as traffic approaches congested areas dual lane exit ramp at Scottsdale Road, modification to the system interchange at SR 101L and SR 202L and SR 202L at SR 51 and I-10.
- **\*ADOT, RSA for US 60 MP 29 to MP 23, Superior, AZ — Project Manager.** Anita led the RSA for US 60 just east of Superior. Anita analyzed traffic volumes and crash data to understand traffic patterns. She prepared and delivered the presentations (kick-off meeting and debrief meeting) to the owner and RSA team to explain the crash data, volumes, and existing conditions for the study corridor and led the RSA team in conducting field reviews for peak, off-peak, and night hours. Following the field reviews, Anita led the team in developing safety recommendations and included crash modification factors (CMFs) relevant to crash concerns. US 60 had a mountainous terrain and speeding was a primary issue at this location. Recommendations included speed reduction and edge line defining countermeasures including delineators, transverse, edge and center line rumble stripes, high-visibility pavement markings, and signs.
- **ADOT, Bicycle/Pedestrian RSA, Multiple Cities, AZ — Safety Engineer / QC/QA.** Kimley-Horn is evaluating bicycle and pedestrian safety for five corridors across the Southeast and Central districts, all ranging from 1- to 6-mile-long segments. The team has collected daily traffic counts, developed exhibits for existing geometric conditions, and analyzed crash data. Kimley-Horn coordinated with the Department of Public Safety and FHWA and developed an itinerary and conducted field visits with the RSA team. Anita, as a Safety Engineer, is assisting with the development of the countermeasures and assisting with the overall QC. The study roadways are in a mix of suburban and rural roadways, with limited nighttime illumination and high-speed roads. Recommendations include additional bicycle facilities and appropriate walking pedestrian clearance intervals.

*\*prior to joining Kimley-Horn*



# LINA BEARAT, PE, RSP<sub>1</sub>

## Task Order Project Manager

### 12 years of experience • 12 years with Kimley-Horn

Lina is a traffic safety and design engineer and transportation planner with 12 years of experience. Her experience includes leading multiple RSAs, and projects involving traffic signals, ITS infrastructure, construction traffic control, and signing and pavement marking plans. Lina has managed the ADOT Lane Departure RSAs for five corridors, the ADOT Bike/Pedestrian RSAs for five corridors, and led five RSAs for MAG. She also led the team for the ADOT RSA at US 60 and Radanovich Boulevard, and as such, is thoroughly familiar with the FHWA process for conducting RSAs and has a deep understanding of the safe system approach. Lina has experience developing 15% plans based on RSA recommendations, creating cost estimates, reviewing Crash Reduction Factors, and helping agencies develop a HSIP application for safety funding. Lina has been serving as an ADOT Temporary Project Delivery Manager for almost 3 years, managing 20 projects in various stages of development. She has spent a great deal of time communicating with District staff and local agency representatives and has created environment of trust and cooperation. Lina also understands the funding process and requirements for different funding sources due to her experience managing projects with several different funding sources such as Transportation Alternatives (TA), HSIP, Legislative, and more. Lina has a strong track record of identifying critical path items to keep on schedule. She sets clear expectations with her team and stakeholders to ensure everyone is aware of the schedule.

### Project Experience

- **ADOT PMG, Various ADOT Projects, AZ — Project Manager.** Lina is currently serving as a temporary part-time Project Delivery Manager at ADOT. Lina is managing several projects at various stages of development, including traffic signals, pavement rehabilitation, roadway widening, turn lane installation, and bridge rehabilitation projects. She has a deep understanding of the standard of work process and is working on a variety of state and local, as well as consultant and in-house design projects. Lina is also familiar with the Workfront tool and knows the internal PMG project delivery processes. This role has made Lina highly proficient in ADOT policies and processes related to construction documents, specifications and special provisions, and construction cost estimating.
- **ADOT, McCulloch Boulevard and Jamaica Boulevard Rectangular Rapid-Flashing Beacon (RRFB), Lake Havasu City, AZ — Project Manager.** Lina managed the project to install a new traffic signal at the intersection of McCulloch and Jamaica. This project included potholing and geotechnical investigations and also included the design of RRFBs and speed feedback sign at pedestrian crossing locations which included ADA improvements.
- **ADOT, Yuma County Traffic Signal Projects, Yuma County, AZ — Project Manager.** These three projects include signaling the existing all-way-stop intersections at County 14th Street and Avenue C, County 14th and Avenue G, and US 95 and Avenue C. The projects will modify or establish electrical service for the new signalized intersection and upgrade pavement marking/signing. The projects are funded through HSIP and require National Environmental Policy Act (NEPA)-level environmental clearances and preparation of a CE checklist environmental documents. One of the projects includes widening to accommodate left-turn lanes, while another project involves coordination with the Federal Aviation Administration (FAA) to avoid conflicts with the signal poles and the flight path for the Somerton Airport. The projects all involve coordination with Arizona Public Service (APS) and other utilities such as Yuma County Water Users' Association (YCWUA), Bureau of Reclamation (BOR), Lumen, and more.

### Education

- Bachelor of Science, Civil Engineering, Arizona State University

### Licenses

- Professional Engineer in AZ (#63700)
- Road Safety Professional 1 (#395)

### Affiliations

- Institute of Transportation Engineers (ITE)
- Women's Transportation Seminar (WTS)

### Corporate Title

- Associate

### Availability

- 50% Availability | 35% Anticipated PDOC Project Commitment





## LINA BEARAT, PE, RSP<sub>1</sub> (CONTINUED)

### *Task Order Project Manager*

- **ADOT Bike/Ped RSA, AZ — Project Manager.** Kimley-Horn evaluated bicycle and pedestrian safety for five corridors across the Southeast and Central districts, all ranging from 1- to 6-mile-long segments. The team collected daily traffic counts, developed exhibits for existing geometric conditions, and analyzed crash data. Kimley-Horn coordinated with the Department of Public Safety (DPS) and FHWA and developed an itinerary and conducted field visits with the RSA team. The team is developing countermeasures and recommendations and presenting them to the project owner. Five separate reports are being developed to summarize data, field visit findings, countermeasures, and prioritized recommendations. As part of the report, Kimley-Horn is also reviewing and evaluating ADOT standards and providing recommendations for changes to design guidelines and policies to improve systemic safety throughout the state of Arizona as it relates to bicycle and pedestrian safety. The reports will also include relevant countermeasure CMFs, project cost estimates, and benefit-cost (B/C) ratios.
- **City of Yuma, 18th Street and Avenue C, Yuma, AZ — Project Manager.** Lina led the design for an intersection improvement project which includes a new traffic signal, sidewalk ramp installation, median improvements, R/W investigation, and utility coordination. Lina worked with APS to provide new power source and to avoid major utility impacts. She also worked with YCWUA and BOR to obtain easements for the intersection work. Lina also led the public engagement with the adjacent school and local neighborhood to explain the project, obtain community comments, and implement any relevant changes to design based on comments.
- **ADOT, I-10 from SR 85 to Verrado Way General Purpose Lanes (GPL), Buckeye, AZ — Project Engineer.** The Kimley-Horn team successfully completed a DCR, environmental clearance, and final design of this \$100M project to provide additional GPL for 8 miles on I-10 to reduce congestion, enhance mobility, and improve access. The I-10 roadway was widened in the median and two existing TIs at Miller Rd and Watson Rd will be reconstructed to DDIs including new bridges. We coordinated with Central District and City of Buckeye to prepare comprehensive construction phasing and MOT plans and specifications to minimize closures and detours and implemented incentives/disincentives and liquidated damages.
- **ADOT RSA, Lane Departure, Group A, AZ — Project Manager.** Kimley-Horn led the RSA for five 1-mile freeway corridors across the Northwest and Central districts. The team collected daily traffic counts, developed exhibits for existing geometric conditions, analyzed crash data, and developed reports.
- **ADOT RSA, US 60 and Radanovich Blvd., Globe, AZ — Project Engineer.** Lina was responsible for field reviews and crash data analysis for this RSA along US 60 from milepost 247.5 to milepost 248.6. Lina developed countermeasures, recommendations, and the final report.



# SAM GROMBACHER, PE

## Task Order Project Manager

### 13 years of experience • 2 years with Kimley-Horn

Sam's entire career has been focused on the design, management, and construction of complex ADOT projects, with involvement on many of the freeways, highways, and arterials throughout the state. His demonstrated ability to lead, clearly communicate, adhere to schedule, and mitigate risk, makes him the perfect person to manage on-call tasks for ADOT. Sam's established ADOT, local agency, and design team relationships will help foster collaboration and contribute to project success.

### Project Experience

- **ADOT, SR 303L, Lake Pleasant Parkway to 51st Avenue, Peoria and Phoenix, AZ — Project Manager.** Kimley-Horn is designing 5 miles of freeway improvements to provide a third GPL in each direction along SR 303L and new landscaping. This project includes mainline widening, new bridges to accommodate the future 67th Avenue TI, and project wide ITS improvements. Sam is coordinating with ADOT, MAG, FHWA, City of Peoria, City of Phoenix, ASLD, and other project stakeholders to ensure the project addresses both the short-term capacity issue and accounts for future improvements along the SR 303L corridor.
- **\*ADOT, SR 303L, 51st Avenue and 43rd Avenue TIs, Phoenix, AZ — Project Manager.** Sam managed both the PA and final design of these two TIs. This work included mainline, ramp, frontage road, and crossroad improvements; four bridges; a CLOMR; utility coordination to mitigate conflicts; new ROW and access control; department-furnished items; and agency/stakeholder agreements. The project required extensive coordination between ADOT, City of Phoenix, ASLD, Federal Emergency Management Agency (FEMA), and TSMC to meet the aggressive schedule to open the TIs in anticipation of the opening of the semiconductor plant. Despite a significant scope add during final design, the Conditional Letter of Map Revision (CLOMR) was approved in less than 7 months and the project advertised for construction in 11 months, ahead of the originally scheduled date.
- **ADOT, SR 30, 97th Avenue to 71st Avenue, Phoenix, AZ — Project Engineer/Roadway Lead.** As a major subconsultant on this 3-mile stretch of new urban freeway, Kimley-Horn is designing the roadway and onsite drainage improvements for more than a mile of mainline, as well as a traffic interchange at 91st Avenue. Additionally, Kimley-Horn is designing two bridges and is leading the corridor-wide offsite hydrology analysis, ITS design, landscape design, and environmental effort. Sam is responsible for Kimley-Horn's roadway design and is the main point of contact with the prime consultant, helping facilitate interdisciplinary coordination.
- **ADOT, US 89 Emergency Relief Repairs, Flagstaff, AZ — Project Engineer.** Kimley-Horn led this Emergency Relief project on US 89 that will repair damages to the existing drainage infrastructure between MP 421 and MP 432 caused by 2022 monsoon events. The scope included designing pavement, signing and marking, erosion control, concrete lined channels and culverts.
- **ADOT, I-10, Dirk Lay Road to SR 387, Pinal County, AZ — Roadway Designer.** To enhance traffic operations and improve safety, Kimley-Horn is providing design services for over 6 miles of I-10, adding one lane in each direction within the existing I-10 median and reconstructing the SR 387 TI. Sam is serving as a roadway designer, developing concepts for TI improvements and completing quality checks of work performed by other roadway engineers on the project.

*\*prior to joining Kimley-Horn*

### Education

- Bachelor of Science, Civil Engineering, Arizona State University

### Licenses

- Professional Engineer in AZ (#62487)

### Affiliations

- ACEC
- ASCE
- ASHE

### Corporate Title

- Associate

### Availability

- 40% Availability | 20% Anticipated PDOC Project Commitment



## **SAM** GROMBACHER, PE (CONTINUED)

### ***Task Order Project Manager***

- **\*ADOT, I-10 Broadway Curve Private-Public Partnership, Phoenix, AZ — Schematic Design Lead.** Guiding a multi-discipline, multi-firm team, Sam oversaw the schematic design development of two system TIs at I-10/SR 143 and I-10/ US 60, as well as widening of I-10 to provide six GPLs and two high-occupancy vehicle (HOV) lanes in each direction from 24th Street to US 60, and four GPLs and one HOV lane from US 60 to Ray Road. The schematic design was valuable in establishing the project scope of work, environmental footprint, R/W needs, and project funding prior to procuring a developer. Sam and his design team took part in a CRA workshop led by MAG and collaborated with FHWA to gain approval of design exceptions and a Change of Access Report (COAR). Throughout this project, Sam met almost daily with ADOT and coordinated regularly with FHWA, MAG, City of Phoenix, and other project stakeholders.
- **\*ADOT, SR 202L South Mountain Freeway P3, Phoenix, AZ — Roadway Lead.** This project included a 22-mile extension of SR 202L, 4.5 miles of I-10 mainline widening, 15 TIs, and 41 bridges. Over the course of the project, Sam transitioned from roadway engineer to lead designer, ultimately managing the roadway design task for 9 miles of the corridor, including mainline improvements through rural and mountainous terrain, as well as tight diamond, diverging diamond, and roundabout traffic interchanges. Sam visited the project site many times to understand the existing terrain and worked closely with the contractor so that the roadway and bridges would be designed to optimize constructability and cost. He also reviewed design concepts with the local community at public meetings and collaborated with ADOT management and stakeholders to ensure all parties were heard and goals were achieved.
- **\* ADOT, SR 260 Lion Spring, Star Valley, AZ — Deputy Project Manager and Roadway Design Lead.** To improve 4 miles of the existing two-lane highway, Sam developed the Stage II roadway design to upgrade the facility to a five-lane undivided highway that splits to a four-lane divided highway east of Star Valley through Tonto National Forest (TNF). This design included multiple bridge crossings and long segments of highway through previously undeveloped forest land. Additionally, Sam was involved with developing a scoping memo, conducting a PBPD assessment, and refining the Stage II design to reduce R/W impacts.
- **\* ADOT, US 60/Bell Road Design-Build, Surprise, AZ — Roadway Design Lead.** Sam designed the US 60 mainline and ramp improvements for this \$41 million conversion from an at-grade intersection to grade-separated interchange. Collaborating with ADOT, the contractor, and multiple consulting firms, Sam and the team developed a design solution to improve constructability, reduce impact to the traveling public, saving ADOT tens of millions of dollars. In addition to the roadway geometrics, Sam developed retaining wall layouts and designed temporary detours and ADA facilities.
- **\* ADOT, SR 202L Red Mountain, SR 202L to Broadway Road Design Build, Mesa, AZ — Roadway Design Lead.** Sam designed the widening of about 3.5 miles of urban freeway, including reconstruction and entrance and exit ramps at four traffic interchanges. This widening required thousands of feet of new retaining walls and sound walls that Sam developed the profiles for based on his roadway design and model. Additionally, Sam's grading needed to take into account an existing pathway along the bank of an adjacent waterway. Portions of this path have since been converted into a multi-use facility for the public. Sam also designed ADA facilities at one of the TI crossroads.

*\*prior to joining Kimley-Horn*





# SIVA SIVAKUMAR, PE

## Task Order Project Manager

### 29 years of experience • 18 years with Kimley-Horn

Having worked on ADOT projects for the past 18 years and managed more than 75 projects for the agency, Siva understands ADOT's project requirements and processes and brings all the skills necessary to lead tasks under this on-call. Siva has worked at ADOT as a Supplemental Services Project Manager for 4 years, which has allowed him to become familiar with ADOT's systems and programs. Siva has established key working relationships with ADOT personnel and has coordinated successfully with various sections of ADOT to resolve issues and deliver projects. Siva thoroughly understands ADOT's processes and requirements and maintains excellent working relationships with ADOT personnel and other agency stakeholders. He successfully coordinates and delivers multidisciplinary projects for construction, as programmed.

### Project Experience

- **ADOT, ADOT, US 93, MP 172-Moore Ranch Road, Congress, AZ — Project Manager.** For this task order under the PDOC, Kimley-Horn led this pavement rehabilitation project along US 93, providing roadway design, drainage, rehabilitation of existing pavement, upgrading guardrail and culverts, and leading the required NEPA clearance.
- **ADOT, SR 101L, Princess Drive to Shea Boulevard DCR Update, Scottsdale, AZ — Project Manager.** This project, completed as a task order under the PDOC, was a DCR update for the segment on SR 101L from Princess Drive to Shea Boulevard. The DCR update mainly evaluated the reconfiguration of the two TIs at Frank Lloyd Wright Boulevard and Raintree Drive and capacity improvements on the Shea Boulevard TI. The project also included evaluating and minimizing impacts to the retaining/noise walls, preparing AASHTO and ADA feasibility reports, design exception requests, and updating cost estimates. As Project Manager, Siva coordinated with all stakeholders, including MAG, and was responsible for the cost estimates.
- **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Tucson, AZ — Project Manager.** The I-10 Gap project is a four-mile-long reconstruction project along I-10 and provides four PCCP lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. The project will also reconstruct two existing TIs at Orange Grove Road and Sunset Road. Sunset Road will be reconstructed and "flipped" to go over I-10 for a structure to span the UPRR. The Sunset Road project by Pima County will be constructed with this project. New bridges will be reconstructed at the Cañada del Oro Wash and Rillito River bridges. This project also included improvements to drainage, lighting, FMS, and landscape architecture design. Siva managed all design elements of this project, including coordination with the Pima County project, and completed the project on time and within budget.
- **ADOT, SR 101L Price GEC Phases I and II, US 60 to SR 202L (Santan) (GPLs and TI), Maricopa County, AZ — Project Manager.** Led by ADOT, in cooperation with the MAG and the FHWA, this project added GPLs in each direction on SR 101L mainline from north of Baseline Road to the SR 202L (Santan) to improve freeway capacity and help alleviate increased levels of traffic congestion in the future. Kimley-Horn served as the GEC for ADOT for the entire duration of the project from procurement process of a Design-Builder, environmental mitigation, and through the end of construction. As PM, Siva developed the Request for Qualifications (RFQ) and Request for Proposal (RFP), and worked with ADOT closely, to procure the Design-

### Education

- Master of Science, Civil Engineering, South Dakota School of Mines
- Bachelor of Science, Civil Engineering, University of Madras, India

### Licenses

- Professional Engineer in AZ (#45933), NV, OH, PA, UT, WV

### Affiliations

- ASCE
- ASHE

### Corporate Title

- Vice President/Associate

### Availability

- 50% Availability | 40% Anticipated PDOC Project Commitment



## **SIVA** SIVAKUMAR, PE (CONTINUED)

### ***Task Order Project Manager***

Build team. During the RFQ and RFP process, Siva coordinated with multiple ADOT disciplines daily. With support from various Kimley-Horn discipline leads, Siva prepared the 700-page RFP for the project. Siva also provided oversight and management for the project during construction.

- **ADOT, SR 77, I-10 to River Road, Tucson, AZ — Project Manager.** This 4-mile-long project involved pavement rehabilitation coupled with extensive ADA improvements and bicyclist/pedestrian loop. An urban project, it had extensive stakeholder coordination and utility coordination including UPRR. Siva coordinated with Pima County, utilities, R/W, and achieved all the clearances on-time and within budget.
- **ADOT, I-10, Ruthrauff Road TI, Tucson, AZ — QC/QA Manager/Senior Project Engineer.** Siva performed quality control for this project. The I-10 Ruthrauff TI project provided grade separation between Ruthrauff Road and the UPRR. Roadway design included “flipping” the I-10 mainline, ramps, and frontage roads profiles to have I-10 pass under Ruthrauff Road. Kimley-Horn provided engineering services for the final design documents of Ruthrauff Road and local streets, traffic signals, roadway lighting, FMS, and utility relocations associated with the interchange reconstruction.
- **ADOT, I-10 from SR 85 to Verrado Way DCR, CE, and Final Design, Buckeye, AZ — QC/QA Manager/Senior Project Engineer.** This project provided additional GPL on the Papago Freeway/I-10 from SR 85 to Verrado Way. The I-10 roadway was widened in the median, and two existing TIs at Miller Road and Watson Road will be reconstructed to DDIs including new bridges. The Kimley-Horn team completed the DCR, CE, and final design. We also provided public involvement including a public meeting and a value engineering (VE) study. Siva provided QA/QC oversight and served as a senior project engineer.
- **ADOT Supplemental Services – Temporary Part-Time Project Delivery Manager, Phoenix, AZ — Temporary Part-Time Project Delivery Manager.** Siva served as a Temporary Part-Time Project Delivery Manager at ADOT for 4 years. During this contract, he managed 26 projects which were in various stages of development. He initiated seven new projects through the Project Review Board (PRB) and completed JPAs for three Local Government projects.
- **ADOT, I-10, Ina Road TI, Marana, AZ — QC/QA Manager/Senior Project Engineer.** Siva performed quality control for this CMAR project that completely reconstructed the I-10/Ina Road TI, providing grade separation between Ina Road and the UPRR. Kimley-Horn, as a major subconsultant, was responsible for the Ina Road and local streets reconstruction design, including the Ina Road bridges over I-10 and UPRR and the Ina Road pavement drainage, signing, and pavement marking. Kimley-Horn was also responsible for the I-10 mainline, ramp and frontage road lighting, FMS, and landscape architecture design. We prepared a traffic management plan and effective traffic phasing in coordination with the CMAR that minimized impacts to the public.

**From:** [ADOT Business Engagement and Compliance Office](#)  
**To:** [Alvarez, Melissa](#)  
**Cc:** [ContractorCompliance@azdot.gov](#)  
**Subject:** Bidders List for Kimley-Horn & Associates, Inc.  
**Date:** Monday, March 31, 2025 5:14:01 PM

**Kimley-Horn & Associates, Inc.,** AZUTRACS Number: [10608](#) has submitted a Bidder/Proposer list for **2025-011** on 03/31/2025 at 10:12 AM 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
<a href="#">4M Consulting Group, LLC</a>	3370 N. Hayden Rd #683 scottsdale, AZ 85251	Caucasian	F	10+ years	\$500,000 to \$1 million	Non-DBE	541330
<a href="#">ACS Services LLC</a>	2235 West Broadway Rd Mesa, AZ 85202	Caucasian	F	10+ years	\$2 million to \$5 million	Non-DBE	541380
<a href="#">AeroTech Mapping Inc</a>	3285 North Fort Apache LAS VEGAS, NV 89129	Hispanic American	F	4-7 years	Unknown	DBE	541370
<a href="#">AIMTD LLC</a>	155 N. Riverview Dr. #100 Anaheim, CA 92808	Caucasian	F	4-7 years	Unknown	DBE	488999
<a href="#">Andes Engineering, LLC</a>	20860 N. Tatum Blvd., Suite 300 Phoenix, AZ 85050	Hispanic American	M	10+ years	Less than \$500,000	DBE	541330
<a href="#">CivTech Inc.</a>	10605 North Hayden Road, Suite 140 Scottsdale, AZ 85260	Caucasian	F	10+ years	\$5 million to \$10 million	DBE	541330
<a href="#">Clear Creek Associates, LLC</a>	8777 N Gainey Center Drive Scottsdale, AZ 85258	Caucasian	M	10+ years	\$2 million to \$5 million	Non-DBE	541620
<a href="#">Consultant Engineering, Inc.</a>	10625 N. 25th Avenue, Suite. 200 Phoenix, AZ 85029	Hispanic American	M	10+ years	\$10 million to \$50 million	Non-DBE	541330
<a href="#">Cooper Aerial</a>	11402 N Cave Creek Road Phoenix,	Caucasian	M	10+ years	\$2 million to \$5 million	Non-DBE	541370

<a href="#">Core Engineering Group, PLLC</a>	AZ 85020 200 E. 16th Street Yuma, AZ 85364	Caucasian	M	10+ years	\$500,000 to \$1 million	Non- DBE	541330
<a href="#">Darling Environmental &amp; Surveying, Ltd.</a>	U of A Tech Park Tucson, AZ 85747	Caucasian	F	10+ years	\$2 million to \$5 million	DBE	541370
<a href="#">Desert Archaeology, Inc.</a>	3975 N. Tucson Blvd. Tucson, AZ 85716	Caucasian	F	10+ years	\$2 million to \$5 million	DBE	541620
<a href="#">Engineering Alliance, Inc.</a>	11235 E. Sheridan Avenue Mesa, AZ 85212	Subcontinent Asian American	M	8-10 years	\$500,000 to \$1 million	DBE	541330
<a href="#">Ethos Engineering, LLC</a>	9180 South Kyrene Rd Tempe, AZ 85284	Hispanic American	M	10+ years	\$1 million to \$2 million	DBE	541330
<a href="#">Field Data Services of Arizona, Inc.</a>	21636 N. Dietz Drive Maricopa, AZ 85138	Hispanic American	F	10+ years	\$1 million to \$2 million	Non- DBE	541330
<a href="#">Gabor Lorant Architects</a>	3326 North 3rd Ave #200 Phoenix, AZ 85013	Caucasian	M	10+ years	\$1 million to \$2 million	Non- DBE	541310
<a href="#">HR Green, Inc.</a>	430 W. Warner Road, Suite A111 Tempe, AZ 85284	Other	M	10+ years	More than \$100 million	Non- DBE	541330
<a href="#">Infrastructure Mavens, LLC</a>	21001 N. Tatum Blvd., Suite 1630-603 Phoenix, AZ 85050	Caucasian	M	10+ years	Less than \$500,000	Non- DBE	541611
<a href="#">JE Fuller/Hydrology &amp; Geomorphology</a>	8400 S. Kyrene Road, Suite 201 Tempe, AZ 85284	Caucasian	M	10+ years	\$5 million to \$10 million	Non- DBE	541330
<a href="#">MOR PLLC</a>	16220 N Scottsdale Rd, Suite 319 Scottsdale, AZ 85254	Caucasian	F	8-10 years	\$500,000 to \$1 million	Non- DBE	541310
<a href="#">Newton Environmental Consulting, LLC</a>	9859 East Winchcomb Drive Scottsdale, AZ 85260	Caucasian	F	8-10 years	Less than \$500,000	DBE	541620
<a href="#">RDV Systems, Inc.</a>	289 Currier Drive Manchester,	Caucasian	M	10+ years	\$1 million to \$2 million	Non- DBE	541330

<a href="#">Safe Site Utility Services</a>	NH 03104 7623 N. 73rd Drive Glendale, AZ 85303	Caucasian	M	10+ years	\$5 million to \$10 million	Non- DBE	541360
<a href="#">TRACE Consulting, LLC</a>	1201 E. Jefferson Street,, Suite 3 Phoenix, AZ 85034	Asian- Pacific American	M	10+ years	\$5 million to \$10 million	DBE	541370
<a href="#">United Civil Group Corp.</a>	2803 N. 7th Avenue Phoenix, AZ 85007	Caucasian	F	10+ years	\$500,000 to \$1 million	DBE	541330
<a href="#">Urbana Preservation &amp; Planning LLC</a>	7705 El Cajon Blvd., Suite 1 La Mesa, CA 91942	Caucasian	F	10+ years	\$500,000 to \$1 million	DBE	541620
<a href="#">Y2K Engineering, LLC.</a>	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 10<sup>th</sup>.

**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*

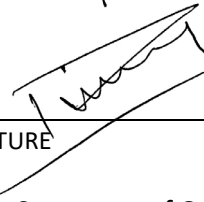
April R Conti-Farris  
Contract Specialist  
Engineering Consultants Section

**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.**

Kimley-Horn and Associates, Inc.

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](mailto: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.**

Kimley-Horn and Associates, Inc.  
\_\_\_\_\_  
CONSULTANT NAME

  
\_\_\_\_\_  
SIGNATURE

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

**CONSULTANT INFORMATION PAGES (CIP)**CONTRACT NO.: 2025-011CONTACT PERSON: Allen Hathcock, PEE-MAIL ADDRESS: allen.hathcock@kimley-horn.comTITLE: Project ManagerCONSULTANT FIRM: Kimley-Horn and Associates, Inc.ADDRESS: 1661 E. Camelback Road, Ste. 400CITY, STATE, ZIP: Phoenix, AZ 85016TELEPHONE: 602.944.5500FAX NUMBER: 602.944.7423UNIQUE ENTITY ID# (FROM SAM WEBSITE): V8PKGG6NLKV6ADOT CERTIFIED DBE FIRM? (YES/NO) <sup>No</sup>

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
4M Consulting Group, LLC	Traffic Engineering/Design Services	No
ACS Services, LLC	Geotech, Material Testing, Subsurface	No
AeroTech Mapping, Inc.	Survey, Mapping, Aerial	Yes
AimTD, LLC	Misc/Other Skills	Yes
Andes Engineering, LLC	Drainage	Yes
Clear Creek Associates, LLC	Misc/Other Skills	No
Consultant Engineering, Inc.	Right of Way and Related Services	No
Cooper Aerial Surveys	Survey, Mapping, Aerial	No
Core Engineering Group	Civil Engineering	No
Darling Geomatics	Survey, Mapping, Aerial	Yes
Desert Archaeology, Inc.	Environmental & Related Services	Yes
Engineering Alliance, Inc.	Survey, Mapping, Aerial	Yes
Ethos Engineering, LLC	Geotech, Material Testing, Subsurface	Yes

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**CONSULTANT INFORMATION PAGES (CIP)**

CONTRACT NO.: 2025-011

CONTACT PERSON: Allen Hathcock, PE

E-MAIL ADDRESS: allen.hathcock@kimley-horn.com

TITLE: Project Manager

CONSULTANT FIRM: Kimley-Horn and Associates, Inc.

ADDRESS: 1661 E. Camelback Road, Ste. 400

CITY, STATE, ZIP: Phoenix, AZ 85016

TELEPHONE: 602.944.5500

FAX NUMBER: 602.944.7423

UNIQUE ENTITY ID# (FROM SAM WEBSITE): V8PKGG6NLKV6

ADOT CERTIFIED DBE FIRM? (YES/NO) <sup>No</sup>

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
Field Data Services of Arizona, Inc.	Misc/Other Skills	No
Gabor Lorant Architects, Inc.	Architecture & Related Services	No
HR Green	Traffic Engineering/Design Services	No
Infrastructure Mavens, LLC	Misc/Other Skills	No
JE Fuller	Drainage	No
Mor Studio	Architecture & Related Services	No
Newton Environmental Consulting, LLC	Environmental & Related Services	Yes
RDV Systems, Inc.	Traffic Engineering/Design Services	No
Safe Site	Utilities & Related Services	No
TRACE Consulting, LLC	Survey, Mapping, Aerial	Yes
United Civil Group	Traffic Engineering/Design Services	Yes
Urbana Preservation & Planning	Environmental & Related Services	Yes
Y2K Engineering, LLC	Traffic Engineering/Design Services	Yes

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	4M Consulting Group, LLC
CONTACT PERSON:	Michael J. Kuzel, P.E., CHFP, RSP2BI
E-MAIL ADDRESS:	mkuzel@4mcg.com
TITLE:	Principal
ADDRESS:	3370 N. Hayden Rd, Ste. 683
CITY, STATE ZIP:	Scottsdale, AZ 85251
TELEPHONE:	602.402.7839
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	G5UNE7AU1861

SUBCONSULTANT FIRM NAME:	ACS Services, LLC
CONTACT PERSON:	Annemarie Haenfler
E-MAIL ADDRESS:	ahaenfler@acsservicesllc.com
TITLE:	Principal
ADDRESS:	2235 W. Broadway Road
CITY, STATE ZIP:	Mesa, AZ 85202
TELEPHONE:	480.968.0190
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	LGUBKLMKFUR3

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	AeroTech Mapping, Inc.
CONTACT PERSON:	Alicia Mendoza
E-MAIL ADDRESS:	aliciamendoza@atmlv.com
TITLE:	Business Development Manager
ADDRESS:	8433 N. Black Canyon Hwy Suite 120
CITY, STATE ZIP:	Phoenix, AZ 85021
TELEPHONE:	623.242.7656
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	J34PH4CCSMJ4

SUBCONSULTANT FIRM NAME:	AimTD, LLC
CONTACT PERSON:	Olga Polunin, MBA
E-MAIL ADDRESS:	olga@aimtd.com
TITLE:	President
ADDRESS:	155 N. Riverview Dr., Ste. 100
CITY, STATE ZIP:	Anaheim, CA 92808
TELEPHONE:	714.253.7888
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	LZTTZJ54QUR5

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Andes Engineering, LLC
CONTACT PERSON:	Javier Guana
E-MAIL ADDRESS:	jguana@andes.us
TITLE:	Project Manager
ADDRESS:	20860 N Tatum Blvd, Suite 300
CITY, STATE ZIP:	Phoenix AZ 85050
TELEPHONE:	480.409.4508
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	KBYGNWWLNPP3

SUBCONSULTANT FIRM NAME:	Clear Creek Associates, LLC
CONTACT PERSON:	Marvin Glotfelty, RG
E-MAIL ADDRESS:	mglotfelty@geo-logic.com
TITLE:	Principal Hydrogeologist
ADDRESS:	8777 N Gainey Center Drive, Suite 250
CITY, STATE ZIP:	Scottsdale, AZ 85258
TELEPHONE:	480.659.7131
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	EUURZTQ9BLE9

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Consultant Engineering, Inc.
CONTACT PERSON:	M. Clark Hochstein
E-MAIL ADDRESS:	chochstein@cei-az.com
TITLE:	Vice President
ADDRESS:	10625 N. 25th Avenue, Ste. 200
CITY, STATE ZIP:	Phoenix, AZ 85029
TELEPHONE:	480.201.8646
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	MCMTJJ9YMDB8

SUBCONSULTANT FIRM NAME:	Cooper Aerial Surveys Co.
CONTACT PERSON:	Philip Gershkovich
E-MAIL ADDRESS:	phil@cooperaerial.com
TITLE:	President
ADDRESS:	11402 N. Cave Creek Road /
CITY, STATE ZIP:	Phoenix, AZ 85020
TELEPHONE:	602.678.5111
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	ZKNMTNFPGM57

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Core Engineering Group
CONTACT PERSON:	Douglas Nicholls, PE, RLS
E-MAIL ADDRESS:	dnicholls@core-e-g.com
TITLE:	Member
ADDRESS:	200 E. 16th Street, Suite 150
CITY, STATE ZIP:	Yuma, AZ 85364
TELEPHONE:	928.344.5931
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	D6ETMQWV7L19

SUBCONSULTANT FIRM NAME:	Darling Geomatics
CONTACT PERSON:	Mary Darling
E-MAIL ADDRESS:	marydarling@darlingltd.com
TITLE:	CEO
ADDRESS:	9040 S. Rita Rd, Ste. 2350
CITY, STATE ZIP:	Tucson, AZ 85747
TELEPHONE:	520.298.2725
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	HWLKM3J2NFG5

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Desert Archaeology, Inc.
CONTACT PERSON:	Sarah Herr
E-MAIL ADDRESS:	sherr@desert.com
TITLE:	President
ADDRESS:	3975 N. Tucson Blvd.
CITY, STATE ZIP:	Tucson, AZ 85716
TELEPHONE:	520.881.2244
FAX NUMBER:	
UNIQUE ENTITY ID #:	K7QMPKYDZGE7

SUBCONSULTANT FIRM NAME:	Engineering Alliance, Inc.
CONTACT PERSON:	Shawn Kumar, PE
E-MAIL ADDRESS:	pkumar@eaincglobal.com
TITLE:	Project Manager
ADDRESS:	11235 E. Sheridan Avenue
CITY, STATE ZIP:	Mesa, AZ 85212
TELEPHONE:	480.365.9930
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	MTKSANDDXMX5

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**SUBCONSULTANT(S) TABLE:**

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

SUBCONSULTANT FIRM NAME:	Field Data Services of Arizona, Inc.
CONTACT PERSON:	Sharon Morris
E-MAIL ADDRESS:	smorris@fdsaz.com
TITLE:	President
ADDRESS:	31894 Whitetail Ln
CITY, STATE ZIP: TELEPHONE:	Temecula, CA 92592
FAX NUMBER:	520.316.6745
UNIQUE ENTITY ID #:	N/A
	JJTF57FSYLS6

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Gabor Lorant Architects, Inc.
CONTACT PERSON:	Jan Lorant, AIA, NCARB, LEED AP
E-MAIL ADDRESS:	janl@gaborlorant.com
TITLE:	Principal
ADDRESS:	3326 N. 3rd Avenue, Ste. 200
CITY, STATE ZIP:	Phoenix, AZ 85013
TELEPHONE:	602.667.9090
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	QGUEUCUHQX15

SUBCONSULTANT FIRM NAME:	HR Green
CONTACT PERSON:	Yogesh S Mantri, PE, PTOE
E-MAIL ADDRESS:	yogesh.mantri@hrgreen.com
TITLE:	Principal
ADDRESS:	430 W. Warner Road, Ste. A111
CITY, STATE ZIP: TELEPHONE:	Tempe, AZ 85284
FAX NUMBER:	480.283.7229
UNIQUE ENTITY ID #:	N/A
	ZF8RX9FRTCJ3

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**SUBCONSULTANT(S) TABLE:**

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

SUBCONSULTANT FIRM NAME:	JE Fuller
CONTACT PERSON:	Jon Ahern, PE
E-MAIL ADDRESS:	jon.ahern@jefuller.com
TITLE:	Project Manager
ADDRESS:	8400 S. Kyrene Rd, Suite 201
CITY, STATE ZIP: TELEPHONE:	Tempe, AZ 85284
FAX NUMBER:	480.222.5708
UNIQUE ENTITY ID #:	N/A
	UZWAC5DQAUG3

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Mor Studio
CONTACT PERSON:	Katie Sutton
E-MAIL ADDRESS:	katie@morstudio.net
TITLE:	Project Administrator
ADDRESS:	16220 N. Scottsdale Road, Suite 319
CITY, STATE ZIP:	Scottsdale, AZ 85254
TELEPHONE:	623.663.1909
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	PJC5A8BJ3LL6

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

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	RDV Systems, Inc.
CONTACT PERSON:	Kevin Stewart
E-MAIL ADDRESS:	kevin.stewart@rdvsystems.com
TITLE:	Manager, US Operations
ADDRESS:	289 Currier Drive
CITY, STATE ZIP:	Manchester, NH 03104
TELEPHONE:	603.935.8128
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	Pending

SUBCONSULTANT FIRM NAME:	Safe Site
CONTACT PERSON:	Dawn Alexander
E-MAIL ADDRESS:	dawna@safesitellc.com
TITLE:	SUE Services Manager
ADDRESS:	7623 N 73rd Drive
CITY, STATE ZIP: TELEPHONE:	Glendale, AZ 85303
FAX NUMBER:	602.606.8882
UNIQUE ENTITY ID #:	N/A
	K1XKALYWWK15

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	TRACE Consulting, LLC
CONTACT PERSON:	Chintan Jhaveri, PE
E-MAIL ADDRESS:	cjhaveri@traceconsulting.us
TITLE:	Principal
ADDRESS:	1201 E. Jefferson Street, Ste. 3
CITY, STATE ZIP:	Phoenix, AZ 85034
TELEPHONE:	602.680.8264
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	XM69KK5N31X5

SUBCONSULTANT FIRM NAME:	United Civil Group
CONTACT PERSON:	Sarah Simpson
E-MAIL ADDRESS:	sarah@unitedcivilgroup.com
TITLE:	President
ADDRESS:	2803 North 7th Avenue
CITY, STATE ZIP: TELEPHONE:	Phoenix, AZ 85007
FAX NUMBER:	602.265.6155
UNIQUE ENTITY ID #:	N/A
	N69JMV4ZLDM5

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Urbana Preservation & Planning, LLC
CONTACT PERSON:	Wendy L. Tinsley Becker, RPH,AICP
E-MAIL ADDRESS:	wendy@urbanapreservation.com
TITLE:	Principal
ADDRESS:	7705 El Cajon Blvd., Ste. 1
CITY, STATE ZIP:	La Mesa, CA 91942
TELEPHONE:	844.872.2623
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	C2L2ZEK6SWH3

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

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**DBE GOAL ASSURANCE/DECLARATION**

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

By signing below, and in order to submit an SOQ proposal and be considered to be awarded for this contract, in addition to all other pre-award requirement, the consultant/Proposer certifies that they will meet the established DBE goal or will make good faith efforts to meet the goal for the contract and that arrangements with certified DBEs have been made prior to SOQ and/or Cost Proposal submission. The proposer will meet the established DBE goal or will make good faith efforts to meet the goal on each Task Order assignment associated with the contract and that arrangements with certified DBEs have been made prior to SOQ and/or Task Order proposal submission.

Signature

  
**Raj Christian, PE**

Printed Name

**4/1/25**

Date

Senior Vice President/Authorized Signer

Title

**SOQ SUBMITTAL CHECKLIST**

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

<input checked="" type="checkbox"/>	SOQ is within the page limit indicated in the RFQ
<input checked="" type="checkbox"/>	SOQ is combined into one PDF Document no larger than 15 MB
<input checked="" type="checkbox"/>	All Amendments are Included and Signed
<input checked="" type="checkbox"/>	Introduction Letter (Including all required elements/statements)
<input checked="" type="checkbox"/>	SOQ Proposal Formatted According to Requirements Listed in RFQ Section IV, #11.
<input checked="" type="checkbox"/>	Correct SOQ Certification List (15 pt <b>OR</b> 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"/> N/A	Supplemental Services Disclosure Form (Required for <u>Supplemental Services</u> Type Contracts ONLY)

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