April 1, 2025

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

RE: CONTRACT NUMBER 2025-011, PROJECT DEVELOPMENT ON-CALL

Dear Selection Committee Members:

The Arizona Department of Transportation (ADOT) is dedicated to providing a safe, efficient, and sustainable transportation system that enhances the quality of life for Arizona residents. To support this mission, ADOT is seeking consultants to offer on-call professional preliminary and final design engineering services to both state and Local Public Agencies (LPAs). This contract is vital for maintaining the momentum of Arizona's transportation network, ensuring projects are delivered on schedule and within budget. From small local initiatives to large, multidisciplinary transportation projects, the scope of work is extensive and demands exceptional expertise. With growing challenges and limited funding, ADOT requires partners who can rise to the occasion without exceeding budget constraints. Having successfully executed work under our many past on-call contracts, Olsson is committed to helping ADOT achieve its goals by maximizing efficiency and delivering more with less through:

PROVEN CONTRACT MANAGEMENT. Rod Penniman, P.E., will lead our team. Rod brings a level of trust and confidence to ADOT through his more than 27 years of experience in the valley, including leading Olsson's current Project Development On-Call contract, 2022-006.10. He understands ADOT's specifications and requirements having served as a task manager for numerous PDOC task orders. **Rod's leadership will provide ADOT with a proven and experienced contract manager to serve as your single point of contact. His knowledge and experience guarantees that our team will continue to deliver the same quality, timely, and professional service efficiently to each project.**

PROVEN TEAM WITH ADOT EXPERIENCE. As a prime consultant, our team has completed 44 on-call tasks under our previous Project Development On-Calls, and we are including the same team from these prior contracts, in addition to new team members. **Having worked together, we know what to expect from each other, while continuing to cooperatively anticipate challenges, and develop new and innovative solutions. We commit the necessary key personnel to meet ADOT's quality and schedule expectations.**

PROCESS EXPERTS. Federally-funded projects require consultants who thoroughly understand and can successfully execute the multi-step project development process. **Olsson has successfully completed federally-funded projects for ADOT and several other local public agencies, consistently satisfying both clients and stakeholders.**

Olsson is not a DBE but will meet or exceed the established DBE goal of 11.96% on the contract and on each task order assignment associated with this contract. Arrangements with certified DBEs will be made prior to submitting a task order assignment proposal.

Thank you for your consideration, and we look forward to continuing to work with you in making ADOT projects successful. Should you have any questions, please contact Rod Penniman, our Contract Manager, at 480.406.8552 or rpenniman@olsson.com.

Sincerely,

Rodney Penniman, P.E. (#31628)
Contract Manager

Kurt Rotering, PE, PTOE (#74325 / #3413)
Project Principal

Cory Clark, P.E.
Authorized SOQ Signer

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: 2025-011 Consultant Name: Olsson

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

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

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

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

Print Name: Kurt Rotering Title: Principal

Signature: Date: 4/1/25

Revised 2/11/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM

ADOT ECS Contract No.: 2025-011

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

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

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

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

Under A.R.S. §35-393:

1. "Boycott" means engaging in a refusal to deal, terminating business activities or performing other actions that are intended to limit commercial relations with entities doing business in Israel or in territories controlled by Israel, if those actions are taken either:

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

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

…

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

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

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

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

☐ The Company submitting this Offer **does** participate in a boycott of Israel as described in A.R.S. §§35-393 *et seq*.

☐ **Exempt Solicitation, Contract, or Contractor.**
Indicate which of the following statements applies to this Contract:
☐ Solicitation or Contract has an estimated value of less than $100,000;
☐ Contractor is a sole proprietorship;
☐ Contractor has fewer than ten (10) employees; and/or
☐ Contractor is a non-profit organization.

Olsson	
Company Name	Signature of Person Authorized to Sign
7878 N. 16th Street, Suite 105	Kurt Rotering
Address	Printed Name
Phoenix Arizona 85020	Principal 4/1/25
City State Zip	Title Date

ADOT Infrastructure Delivery and Operations

FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

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

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

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

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

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

Olsson
Company Name

7878 N. 16th Street, Suite 105
Address

Phoenix | AZ | 85020
City | State | Zip

Signature of Person Authorized to Sign

Kurt Rotering
Printed Name

Prinicpal
Title

ADOT Project Development On-Call - Consultant Services Matrix
ADOT Contract No.: 2025-011
Prime Consultant Name: Olsson, 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	Prime Consultant	Subconsultants	ADOT Technical On-Call**
Roadway Design	✔		N/A
Survey & Mapping	✔	***AeroTech Mapping:** Aerial Imagery ***TRACE:** Survey / Mapping / Right-of-Way	N/A
Landscape and Irrigation Design and Erosion Control	✔	**Harrington Planning + Design**	N/A
Materials Design	✔	***Ethos**	N/A
Bridge/Structural Design	✔	***Ethos**	N/A
Geotechnical Studies/Design	✔	***Ethos:** Geotechnical Studies / Design **Resilient Drilling:** Geotechnical Drilling	N/A
Drainage Design	✔		N/A
Traffic/Safety Engineering Design	✔	***Y2K:** Traffic Engineering Design, Lighting, and Lighting Design **HR Green:** Traffic Engineering Design and Lighting Design	N/A
Intelligent Transportation Systems (ITS)	✔	***Y2K** **HR Green**	N/A
Cost Estimations/ Specifications	✔		N/A
Environmental Services**		***Del Sol:** NEPA Documentation; Biological Surveys, Studies, Reports, and Testing; Noise Analysis; and Hazardous Materials Surveys ***Desert Archaeology:** Cultural Surveys	If Requested by ADOT
Right-of-Way Mapping/Plans**	✔	**Tierra Right-of-Way Services:** Acquisition	If Requested by ADOT
Utility Locating/ SUE**	✔	**T2 Utility Engineers:** Utility Locating/SUE	If Requested by ADOT
Facilities/ Maintenance Design (e.g., rest areas)	✔		N/A

** = Disadvantaged Business Enterprise (DBE) firm*

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

- *Prime Consultant's electing to perform these services with their own in-house resources or Subconsultants must demonstrate their technical qualifications in their SOQ proposal (following the SOQ Technical Evaluation Criteria) and perform these services in conformance with the Scope of Work and minimum state and federal standards/regulations.*

- *Consultants electing to use available ADOT EP or ROW on-call contracts will not be included as part of the consultant selection process associated with these on-call contracts, but will still be responsible for managing and delivering the project per the agreed upon scope, schedule and budget for the associated task order they were assigned.*

1. UNDERSTANDING AND APPROACH | TECHNICAL EVALUATION

During Our Meetings with ADOT Key Staff, We Consistently Heard the Following Messages/Goals:

- Strive for 20-30-30-20 quarterly project deliveries to significantly help ADOT staff, consultants, and contractors in workload distribution throughout the fiscal year.
- Make things move faster and be complete earlier. Stage III submittals should be more complete than in the past and Stage IV submittals should be 100% complete.
- Have a local project team.
- Deliver on time, have the right caliber of people, and be efficient in plan sets.
- Ensure all task orders get under contract within 50 days.
- Use Workfront to track project schedule and progress.
- Help ADOT manage their transportation investments by using Performance-Based Practical Design.
- Hold virtual progress meetings and other virtual meetings as needed, successfully.

1.a. CONTRACT AND DESIGN PROCESS UNDERSTANDING

The purpose of this Project Development On-Call contract is to provide ADOT with a list of qualified consultants capable of providing preliminary and final design services for both state and Local Public Agencies (LPA) development projects on an on-call basis. This contract helps ADOT project managers meet the progressive 20-30-30-20 quarterly project deliveries goal and achieve the ADOT Five-Year Transportation Facilities Construction Program.

An on-call consultant must thoroughly understand the project development process, be responsive, have resources available to provide quality work in a timely manner, and serve as a seamless extension of ADOT. The Olsson team has been this partner to ADOT. We have gained experience and proven our ability to successfully deliver with the On-Call Statewide and Local Government Project Design (#2010-021) and the last three Project Development On-Calls (#2014-006, #2018-006 and #2022-006); our experience, expertise, and proactive, accountable project delivery style will not waver.

PROJECT DELIVERY TASKS

ADOT has identified 14 key technical disciplines and associated technical sub areas for this contract and anticipates that any range of required services will fall under one or more of these key disciplines. As shown in the Consultant Services Matrix on page 5, Olsson will provide services in all 14 key disciplines through our in-house and subconsultant capabilities. We will use our experience to efficiently manage and deliver the variety of preliminary engineering and final design task orders that may be assigned under this contract. **Figure 1** below lists the type of tasks we expect to handle with this contract throughout the proposal.

Our approach to this on-call contract will be based on our proven, thorough understanding of the ADOT project development process paired with our technical expertise on similar design projects. Understanding the process of scoping and final design tasks is key to successfully completing the tasks and adhering to the schedule, budget, and scope of work. **Figure 2**, on the following page, shows major activities and milestones involved in developing typical preliminary engineering and final design task orders. These processes use the ADOT Project Development Process Manual and LPA Project Manuals as a guideline; however, not all steps shown may be necessary for each task order. We will review this process and determine our approach during our kick-off/scoping meeting for each task.

Figure 1. Expected Task Orders/Project Types

- **R** Roadway Design
- **S** Survey & Mapping
- **L** Landscape/Irrigation Design & Erosion Control
- **M** Materials Design
- **B** Bridge/Structural Design
- **G** Geotechnical Studies/Design
- **D** Drainage Design
- **T** Traffic/Safety Engineering Design
- **I** Intelligent Transportation Systems (ITS)
- **C** Cost Estimation/Specifications
- **E** Environmental Services
- **W** Right-of-Way (ROW) Mapping and Plans
- **U** Utility Locating - SUE
- **F** Facilities Maintenance Design

**During execution of these tasks, the following subtasks may be involved: Constructability reviews, construction cost estimates, public involvement, and coordination including ADOT Groups and Sections and various other public agencies.*

1.a. TECHNICAL/ INSTITUTIONAL ELEMENTS AND TASKS

PRELIMINARY ENGINEERING

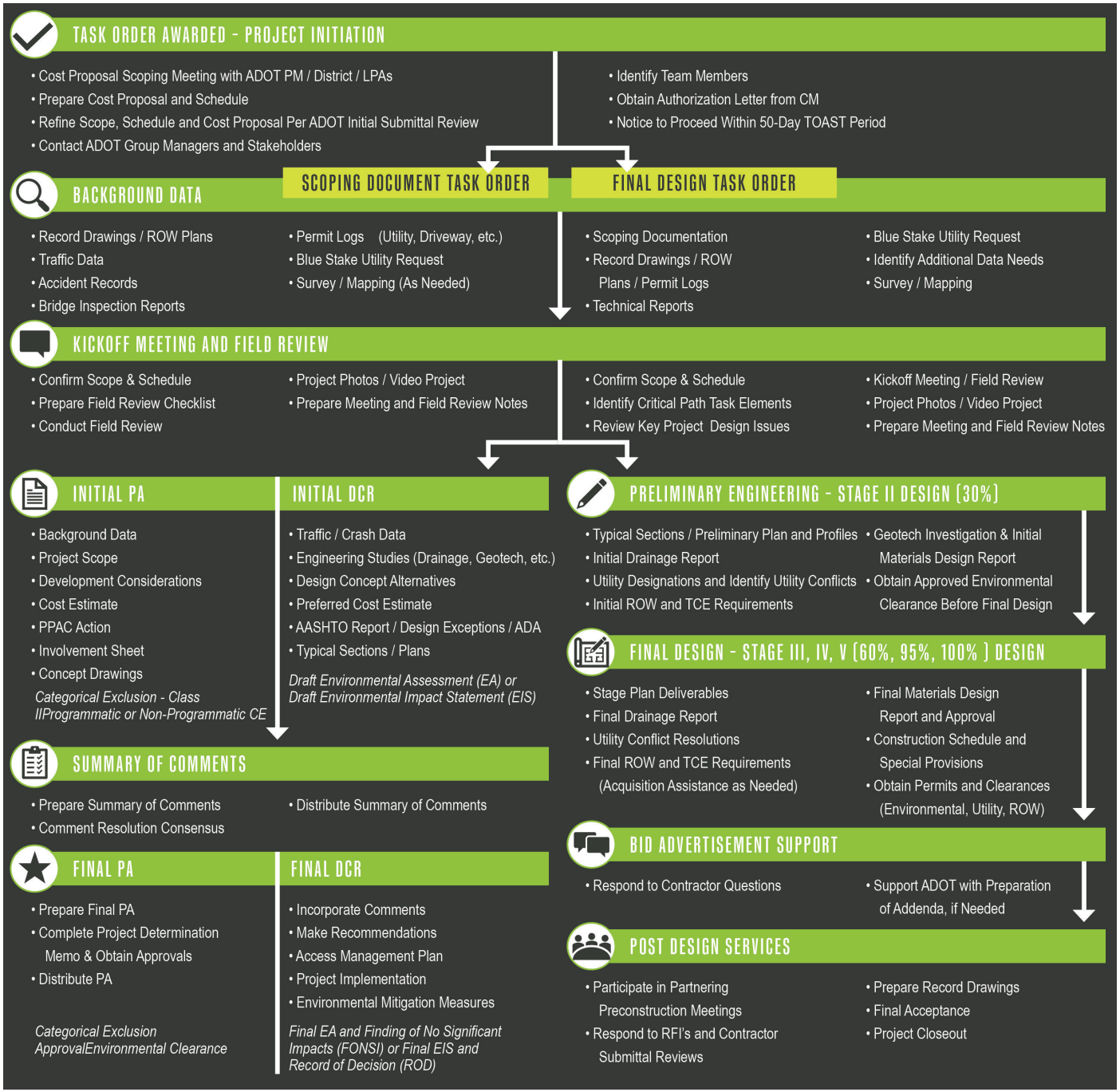
SCOPING DOCUMENTS. The purpose of the scoping document is to reach consensus on the project scope, major design features, milestone schedule, and develop construction budgets based on available information and field review. We will prepare scoping documents in accordance with ADOT Policy and Implementation Memorandum 88-2 and Project Scoping Document Guidelines, which will serve as the basis for considering a project for inclusion in the ADOT Construction Program. Scoping documents include scoping letters or project assessments for smaller, less complex projects and Design Concept Reports (DCRs) for major projects with a greater potential of impacting the environment, utilities, or ROW, etc.

The success of a scoping document depends upon clear project objectives and early issue identification. Assembling all available information is essential, including reports, as-built plans, traffic data, ROW, utilities, environmental documents, etc. Using the available data, we will prepare an American Association of State and Highway Transportation Officials (AASHTO) Controlling Design Criteria Report to identify existing deficiencies and identify a range of engineering solutions. We recently prepared a Report for a shoulder width design exception for Project F066201C, US 163, MP 404 - 406, Shoulder Widening. A field review is also a critical component in developing a scoping document and allows us to confirm project objectives and constraints.

FINAL DESIGN

The success of ADOT's 20-30-30-20 project delivery depends on the final design phase, when we obtain critical clearances and complete quality, constructible construction documents. Your on-call consultants should not only possess sound technical competence but should also be familiar with process challenges. Olsson has the experience and capabilities to successfully solve your project issues. While design needs and technical requirements of each task may vary, our diverse team will handle the full range of services required by either ADOT or LPA task orders. Our understanding and approach of the technical elements associated with all key disciplines is discussed below.

Figure 2. Preliminary Engineering and Final Design Process



ROADWAY DESIGN. Alignments, grades, and cross sections are important engineering design elements that control the level of impact to adjacent developments/existing facilities, how much additional ROW is required, and the extent of utility relocations. If not properly evaluated and designed, these factors could have significant negative impacts to project budget and schedule. We will comply with ADOT Roadway Design Guidelines, and for LPA projects, we will incorporate applicable local standard details.

Roundabouts have gained wide acceptance as a common intersection type in Arizona. Accurate assessment of roundabout feasibility during the predesign phase and refining initial concepts during final design are essential to ensuring proper operation and continued access to adjacent properties, and to addressing impacts to utilities, ROW, and drainage. Olsson experienced roadway engineers have designed roundabouts for many municipalities across multiple states.

SURVEY. We will establish horizontal control from existing published benchmarks and then verify elevations using robotic total stations and digital differential levels. Our survey team, made up of both Olsson and subconsultant TRACE staff, will use Arizona State Plane Coordinates with the appropriate ADOT Grid Adjustment Factor applied. Project elevations will be on NAVD' 88 datum. For local projects, different coordinate systems and elevation datums may be used to satisfy specific stakeholders' needs. Our in-house surveyor, Bill Ziegler, will satisfy the Certified Federal Surveyor requirement for boundary-related surveys within Native American communities.

LANDSCAPE DESIGN / EROSION CONTROL. Landscape tasks include providing existing environment preservation, restoration/remediation, or enhancements to address improvement impacts. Plant materials and irrigation products used at various ADOT Districts will vary. Design documents will meet the preferences of Roadside Development Group and the Districts. We will prepare erosion control plans in accordance with the Roadside Development Erosion and Pollution Control Manual. Where needed, our landscape architect, subconsultant HP+D, will work with ADOT and local communities to develop a consistently themed palette of design choices as it relates to inert materials and finishes associated with infrastructure, including decorative features for freeway features/structures.

GEOTECHNICAL/MATERIALS. Geotechnical and materials-related technical work may be required for roadway and bridge design tasks or could be stand-alone tasks. Arizona's varied geotechnical, geological, and geophysical conditions may require specialized analyses and solutions for special surface/subsurface conditions, which could include problematic (collapsible or expansive) subgrade soils, hard dig materials, caving materials, presence of fissures, faults and/or subsidence, slope stability issues, rockfalls, and shallow ground water. Materials design and selection are controlled by site soils, locally available materials, and climate conditions. All required subsurface investigations, foundation designs/ reports, and materials improvement designs/reports/memos will be completed and conform to the required ADOT and AASHTO design manuals.

LPA projects are federally funded transportation projects initiated by local agencies such as counties, cities, towns, or tribal governments. Federally funded LPA projects must follow specific ADOT and FHWA policies and regulations as outlined in ADOT's LPA Manual (and shown in Figure 3 below). These projects may be administered by ADOT or by the LPA through the Certification Acceptance Program (if approved by ADOT).

The development process for LPA projects is the same as ADOT projects, except that local policies, standards, and requirements are also factored into the scope and design.

Figure 3. LPA Design Process

BRIDGE DESIGN. Olsson has teamed with Ethos who specialize in transportation-related structures. They have extensive, proven experience with conceptual and final design of bridges, retaining and sound walls, and traffic and drainage structures for ADOT and LPAs. The structural scope could include bridge selection reports, bridge repair, bridge replacement/ rehabilitation, deck rehabilitation and scour retrofits. Out team is prepared to provide either limited or complete design services for bridge design as dictated by individual task orders. Information on geotechnical services has been included under "Geotechnical/ Materials" on page 8.

DRAINAGE DESIGN. We will perform hydrologic, hydraulic, sediment and scour analyses; prepare design documentation; design drainage infrastructure including size, type and location; prepare cost analyses; and evaluate existing and proposed drainage patterns based on each task order's unique requirements. We will coordinate with the ADOT District or LPA and ADOT's Roadway Drainage Section to understand concerns and provide a design that considers the most economical life cycle cost. All drainage designs must comply with applicable federal statues; we are well-versed in federal requirements for floodplains, levee certifications, storm water pollution, and Section 404 permitting.

TRAFFIC / SAFETY ENGINEERING DESIGN. Most transportation projects arise from safety/operational concerns of infrastructure facilities. Traffic engineering studies evaluate these concerns, document existing volumes, estimate traffic projections, and evaluate alternatives to provide optimal solutions. Traffic studies/reports may be the entire scope of an on-call task order or traffic report recommendations may lead to a design scope.

ITS. For ITS assignments, we will identify which technologies are the most relevant to remain operable and compatible with legacy systems used by ADOT or an LPA. Since ITS is highly technical, we will guide consensus of all stakeholders, so everyone has the same vision at project initiation, and incorporate applicable ADOT/LPA standards and industry practices as design progresses. To serve ADOT's diverse ITS needs better, our team includes two well-recognized experts – HR Green and Y2K. Olsson's national ITS experts will supplement the capabilities and capacities of our specialty subconsultants.

ENVIRONMENTAL STUDIES. Nearly all task orders will require environmental clearance in compliance with NEPA. The environmental process usually includes technical reviews on cultural resources, biology, and hazardous materials, and the level of documentation is dependent on the project's scope. Noise and air analyses may also be required. Our subconsultant, Del Sol, supported by Desert Archeology for cultural services, will accurately define the project scope and footprint before initiating work to avoid costly rework and schedule delays. In addition to the construction footprint, we will consider easements and new ROW requirements. For NEPA compliance, documentation levels could range from a Categorical Exclusion (most common) to an Environmental Impact Statement (least common).

ROW MAPPING & ACQUISITION. New ROW and easement requirements will be defined by the Stage II Submittal, which allows the ROW plans, appraisals, and acquisition process to proceed smoothly and timely. In many cases, utilities must be relocated in advance of construction and ROW should already be in place. Tierra will manage ROW by implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 to comply with federal, state and local laws. Upon ADOT's approval, we will commence our delineation tasks including title, appraisal, review appraisal and offer package/negotiations. Our in-house survey team has completed title report review, legal descriptions, and field staking as a subconsultant on previous ROW on-call contracts. ROW clearance is issued by the ADOT Right-of-Way Section.

UTILITY LOCATING/SUE/RR. Existing utility records/maps may not always be sufficient or accurate. Depending on project needs, T2 Utility Engineers will gather and depict utility information. We will proactively resolve utility conflicts by coordinating effectively with utility companies and stakeholders to obtain utility clearance letters to avoid delays in bid advertisements.

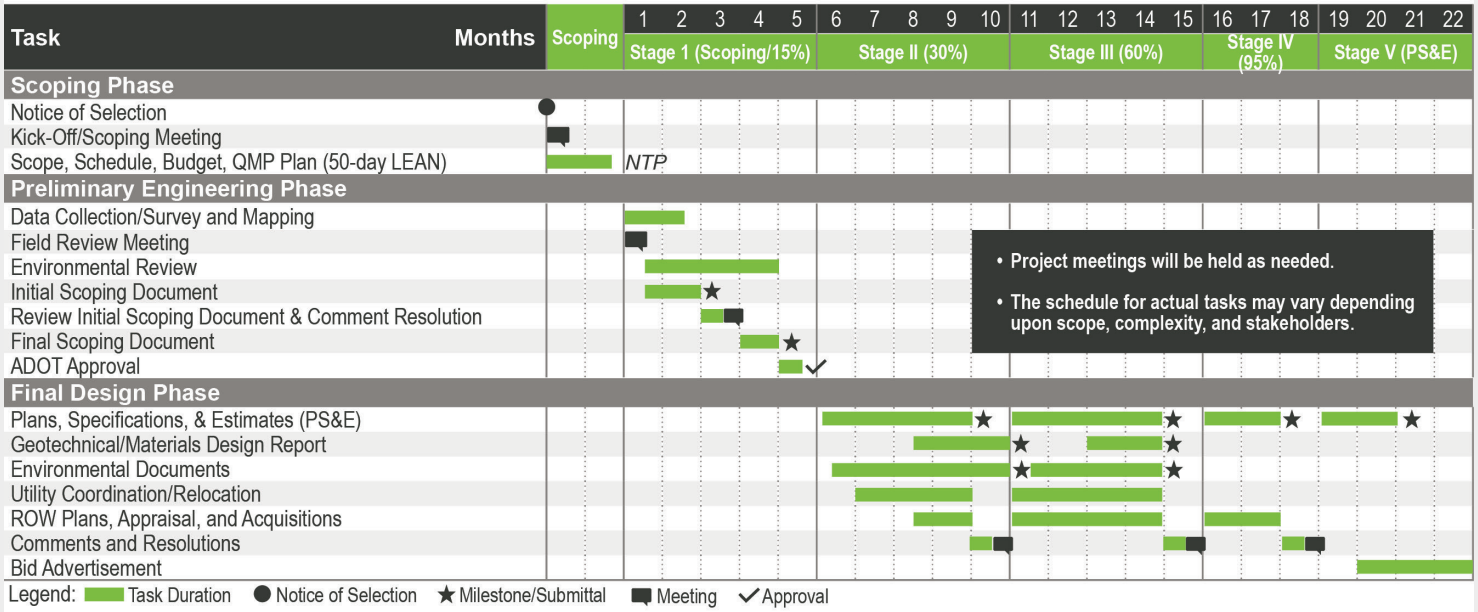
FACILITIES/MAINTENANCE. Olsson has provided final design for eight rest areas including the Sunset Point Rest Area as part of ADOT's statewide rest area rehabilitation program. Rest area task orders may include water distribution system rehabilitation, wells, septic system rehabilitation and replacements, restroom building renovations with architectural, mechanical, electrical, and plumbing components, parking lot upgrades, ADA compliance evaluation and applicable site upgrades, erosion and sediment control and federal clearances. These projects require extensive coordination with multiple stakeholders and permitting agencies such as ADOT's Facilities, Roadside Development, and Water/ Wastewater departments, ADEQ, local County environmental services departments, ADWR, utility companies, and landowners including BLM, Arizona State Land, and Native American Communities.

CONSTRUCTION DOCUMENTS (PS&E)

We will provide design submittal packages, including all applicable construction documents, at specific design stages in accordance with ADOT development standards. The design stages typically include Stage I (15%), Stage II (30%), Stage III (60%), Stage IV (95%) and Stage V (100%). The Stage V Design Submittal should be ready for ADOT Contracts & Specifications (C&S) Section for final formatting and preparation of the bid documents; however, we highly recommend that C&S be engaged during earlier design stage submittals, as they have been on several of our own TOs, to ensure that construction documents are prepared per C&S standards. This reduces the risk of additional design submittals being required at the later stages of design and ensures bid advertisement dates are met.

POST-DESIGN SERVICES

Consultants provide varying degrees of post-design services on all ADOT and LPA projects. Olsson can provide a full array of post-design services, including attending the pre-bid/partnering/ pre-construction conferences and weekly construction meetings, responding to Requests For Information (RFIs), reviewing product/materials submittals, reviewing shop drawings, construction observation visits/reports, field engineering, and preliminary/final walk-through and punch-lists.



SCHEDULE

We understand that the success of ADOT's program depends on advertising projects on schedule and using the obligated funds within the scheduled fiscal year.

At the project kick-off, the Olsson Task Manager will work with the ADOT project manager to develop an initial schedule. We will update this schedule on a periodic basis, using WorkForce, and allocate resources as needed to meet project milestones and deadlines. Olsson's scheduling strategies have resulted in our consistent track record of delivering projects on time.

The schedule to the left depicts a typical schedule for both a preliminary engineering project and a final design project. The task manager will monitor any schedule-critical tasks weekly to ensure successful delivery of each project.

1.a. SPECIAL ISSUES

Based on our many years of working with ADOT, and specifically past PDOC on-call contracts, we have an in-depth understanding of the unique challenges that come with this work and have developed procedures to anticipate, mitigate, and address them.

CLEARANCES AND APPROVALS

OLSSON'S APPROACH

Environmental Clearance. An approved NEPA clearance document is required prior to Stage IV (95%) submittal. Identifying the project footprint and a detailed scope of work early on at the 30% design stage helps jump start the environmental process, as we did on our previous task orders. Also, simple design strategies can minimize or simplify the need for environmental clearance, resulting in a shortened project design schedule and reduced design cost. For example, on the ADOT task order El Mirage Road: Olive Avenue - Grand Ave ITS project, we avoided significant environmental clearance requirements by revising the design to specify strapping CCTV cameras to signal poles instead of bolting them, eliminating the need for lead paint sampling and testing. This saved a significant amount of time and money.

Projects on Tribal Lands can have lengthy environmental document review times. In November 2024, Olsson completed the design for the U.S. 163 MP 404 – 406 Shoulder widening project on the Navajo Nation. We have working knowledge of the time it takes the Navajo Nation to review and approve environmental documents required to complete the NEPA clearance process. For ADOT's U.S. 163 project on Navajo Nation lands, our process was as follows:

- Define/develop .kmz files showing environmental clearance limits with traffic control signs and drainage improvements immediately after notice to proceed.
- Schedule a time to review cultural records when requesting the permit to conduct a cultural review.
- Immediately prepare and submit BE letter to ADOT EPG and then to the Navajo Nation. As soon as the Navajo Nation responded to the BE letter, we prepared the BCRF and submitted it to ADOT EPG for review and then to the Navajo Nation for review. Due to low staff levels at the Nation, we were told it could take 2 - 4 months to complete the review. However, we engaged ADOT's tribal Liaison to help expedite the review, which took 1 month to complete.

ROW Mapping & Acquisition. The ROW acquisition and relocation process can be lengthy; therefore, identifying any needed new ROW and/or easements early on is critical to keeping any project on schedule. Tierra ROW will manage any ROW aquisition. Tierra ROW has been serving ADOT since 1997 and has been on multiple ADOT statewide and supplemental ROW acquisition on-calls. They are fully trained and knowledgeable in industry regulations and their practical application, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act).

Utility Clearance. Our team will proactively resolve utility conflicts by coordinating effectively with utility companies and stakeholders to obtain utility clearance before Stage IV (95%). The earlier a utility company is brought into the design aspects of a construction project, the sooner relocation or clearance can occur. For ADOT's Canoa Ranch Rest Area Rehabilitation project, we engaged the Green Valley Water District early during the design phase and throughout final design. This proactive approach allowed us to achieve timely utility clearance without any delays to the project schedule.

Railroad Clearance. When a railroad is within the project limits, obtaining any railroad agreements or permits can be a lengthy process. However, Olsson's history of successful coordination with different railroad companies including Union Pacific Railroad, Burlington Northern Santa Fe Railway, and Eastern Arizona Railroad has resulted in obtaining the required permits in as little as 45 days.

MDR Clearance. An MDR or memorandum must be prepared, reviews, and approved by ADOT's Materials Group prior to any project advertisement.

THIRD-PARTY STAKEHOLDERS

Third-party stakeholders have specific design and schedule requirements, and their lack of understanding of impacts may result in project delays and/or increased costs.

OLSSON'S APPROACH: We have completed numerous ADOT on-call task orders that required coordination with external stakeholders and permitting agencies. We have established valuable staff relationships and have an in-depth understanding of the development processes and design criteria for specific jurisdictions. This expertise means we will easily achieve required permit approvals and maintain project schedules. **For example, on ADOT's Sacaton Rest Area, through our established relationship with ADEQ staff, we received Approval to Construct (ATC) on our first submittal.**

PRE-DETERMINED DESIGN AND CONSTRUCTION BUDGETS

Design and construction budgets are typically pre-determined for on-call tasks prior to assigning them to consultants and sometimes do not adequately cover the project scope.

OLSSON'S APPROACH: During the preliminary design phase, we will develop a high-quality, comprehensive, and accurate construction cost estimates to help ADOT and LPAs prioritize and develop final project scopes that match the available budget, which avoids re-design costs and schedule delays during the final design phase.

1.b. TASK ORDER SCOPE OF WORK APPROACH

ADOT Leadership recognizes that a large portion of ADOT's budget for transportation facilities construction is spent on maintenance instead of new construction. With ADOT focusing on maintaining their infrastructure investments, ADOT PMG anticipates many pavement preservation projects will be completed under this On-Call. Therefore, ADOT PMG needs their on-call consultants to be more efficient while preparing PS&Es for routine pavement preservation projects.

Eliminating unneeded plan sheets means reduced costs for ADOT. Olsson has been working with our clients on techniques to reduce and eliminate sheets in the plans as well as in the construction documents. For example, Olsson recently completed a federally funded (Fed # CHN-0(245)D & ADOT # T024001C) alleyway paving project for the City of Chandler. We anticipate having only nine plan and typical sections/details sheets for paving approximately 11 miles of alleyway. We have achieved this by providing just enough information for the contractor to complete the paving, such as paving limits and list / number of utilities likely to be encountered during construction. The construction bid documents would consist of a Specifications Book along with the nine plan/details sheets. The process we used can be summarized as follows:

- Drive the site and record the features on a video for office review.
- Identify any special conditions/situations that may need additional engineering details.
- Prepare plan sheets to identify the paving limits, special details (if needed), and list and number of utilities. Quarter Section Maps were used to identify utilities and we field verified the critical ones.
- Eliminate field survey requirements since we do not provide the utility locations (this is the contractor's responsibility).
- Complete the Specifications Book as part of the bidding documents.

To review our efficiency on one of our completed ADOT on-call tasks, we reviewed the 32-sheet plan set that we prepared for the US 191Y, I-10 to US 191 Pavement Preservation Project. Based on our review, we concluded that five roadway plan sheets could have been eliminated; aas well as five Traffic Control/MOT sheets that were covered by the barricade contractor's required traffic control/barricading plans. Five additional sheets could have been substituted by appropriate specifications. This project could have been completed with about 50% fewer plan sheets. **This lesson learned is being applied to all future on-call tasks.**

OLSSON'S APPROACH: Understanding the project expectations is the first step to preparing the appropriate construction documents. During the scoping phase, Olsson will discuss with ADOT staff and project stakeholders the overall project intent and desired outcome. We will then complete a field visit to understand the site's physical and visual relationship to its surroundings.

For pavement preservation projects, we will identify which sections of roadway have similar features (grade, alignment, etc.) versus which areas have unique conditions (utilities, drainage). This will be key in determining what plan sheets and supporting documents are vital and which ones can be eliminated.

Using all the information gathered, Olsson will develop a scope of work with a recommended list of deliverables and a detailed sheet index for ADOT's review and concurrence. Olsson task managers strive to reduce ambiguity in our scopes of work and prevent misunderstandings and production delays. The final scope of work will be limited, precise, and adhered to.

PERFORMANCE BASED/PRACTICAL DESIGN (PBPD) PROCESS

OLSSON'S APPROACH: We look at every project with PBPD in mind. Olsson implemented the PBPD process recently on Project F0662 01C, U.S. 163 MP 404 – MP 406 Shoulder Widening project by preparing a design exception memorandum to widen the existing 1-foot shoulder to proposed 5 feet, which is 3 feet fewer than AASHTO recommendations. Olsson utilized the findings from the 2024 ADOT prepared crash analysis and a previous analysis performed by ADOT in 2010 for project H8246 01C on SR 264 to make a decision. The 2010 analysis was performed using the Interactive Highway Design Module, and the results showed there was no significant difference in safety performance with 5-foot shoulders versus 8-foot shoulders. Therefore, the proposed shoulder width of 5 feet, and low-cost countermeasures that include centerline and shoulder rumble strips, updated delineators, and reflective striping, were implemented on the US 163 project.

2. CONSULTANT SERVICES MATRIX | TECHNICAL EVALUATION

Our project experience matrix below shows our experience successfully completing task orders for both ADOT and LPAs, and stand-alone, larger ADOT projects..

Project Scope	Key Technical Disciplines		Challenge Overcame/ Innovation	Schedule Met?
1. US 163 MP 404 to MP 406 Shoulder Widening | ADOT				
Olsson completed the design in November 2024. The project is now going to construction. The project widens the US 163 shoulders to 5 feet for 2 miles between Milepost 404 to Milepost 406 within the Navajo Nation. The project includes extending pipe culverts with new end sections.	**Olsson (Prime)** R S T C W U	**Del Sol (Sub):** E **Y2K (Sub):** T	Engaged ADOT's Tribal Liaison to expedite BCRF review, reducing time from 2-4 months to 1 month.	Completed On Time
2. ADOT Project Development On-Call | Bullard Avenue: Greenway Road to Peoria Avenue | City of Surprise/ADOT				
Olsson's services included a raised landscaped median, two 11-foot travel lanes, a buffer zone, a five-foot raised cycle track, landscape strip, and sidewalks on each side of the roadway with two new traffic/pedestrian signals. Congestion Mitigation and Air Quality (CMAQ) funds were used.	**Olsson (Prime):** R S L G D T C E W U		Olsson's bike lane design was developed to not impact existing drainage patterns and facilitate maintenance operations by City staff	Completed On Time
3. ADOT Project Development On-Call | El Mirage Road: Olive Avenue to Grand Avenue ITS | ADOT				
Olsson completed construction plans and related documents to install nearly five miles of fiber optic cable to interconnect seven traffic signals and five CCTVs slong El Mirage Road from Olive Avenue to Grand Avenue.	**Olsson (Prime):** R S I C E U		Strapped CCTV cameras to existing signal poles, which eliminated lead paint testing saving time & money.	Completed On Time
4. ADOT Project Development On-Call | US 191Y Pavement Preservation | Cochise County/ADOT				
Olsson's services included sampling and evaluating existing asphaltic concrete pavement, designing cost-effective pavement treatment, and preparing a scoping letter and PS&E.	**Olsson (Prime):** R S L G T C E		Used a non-conventional utility patch construction method per our design to fix wide transverse cracks	Completed Ahead of Schedule
5. ADOT Project Development On-Call | Palm Lane & McDonald Subdivision Paving | SRPMIC/ADOT				
Olsson designed the paving for unpaved streets and water system improvements within the SRPMIC neighborhood.	**Olsson (Prime):** R S L G D T C E W U		SRPMIC added a contract modification (waterline design). We still completed on schedule.	Completed On Time
6. ADOT Project Development On-Call | 65th Ave & Bethany Home Road HAWK | City of Glendale/ADOT				
Olsson designed a new crosswalk on 65th Avenue, signal poles, mast arms and ADA ramps at the intersection, new countdown pedestrian signals, and luminaire on each HAWK pole. This project also provided new pavement markings and signage.	**Olsson (Prime):** R S L G D C E W U		Diligent coordination with utility provider to provide enough power for the new traffic signal.	Completed On Time
7. ITS/Fiber Optic Inventory | ADOT				
As a Sub-consultant to the PDOC prime, HR Green provided traffic engineering and ITS services for the ADOT US 93 pavement rehab project from MP 172 to MP 185.	**HR Green (Sub):** I		To alleviate the construction delays, Smart Work Zones were designed.	Completed On Time

R Roadway Design | S Survey | L Landscape/Erosion Control | M Materials | B Bridge/Structure | G Geotechnical | D Drainage
T Traffic/Safety | I ITS | C Cost Estimations/Specifications | E Environmental | W ROW Mapping | U Utilities/SUE/RR | F Facilities Management

Project Scope	Key Technical Disciplines		Challenge Overcame/ Innovation	Schedule Met?
8. Bottleneck Removal Safety Projects, RSA Group B | ADOT				
The purpose of this project was to design large-scale roadway improvements from the five-lane section in Star Valley to the four-lane divided section at Preacher Canyon. The bulk of the project scope was providing signing and pavement marking design plans, specifications and construction cost estimates.	**Y2K (Sub):** T I		Y2K's early focus was on safety analysis with regard to two unique intersection configurations.	Completed On Time
9. ADOT Project Development On-Call | Sunset Point Rest Area Rehabilitation | ADOT				
Olsson prepared PS&E documents, which include architectural and mechanical/ plumbing design for the comfort stations (restrooms) and shade ramada; electrical design for site and building lighting and pump house/pond controls, utility design for the water distribution and wastewater collection systems, and civil design for site paving, traffic control, and erosion control.	**Olsson (Prime):** R S L G B D T C E U F	**AeroTech (Sub):** W	Retrofitting existing sidewalks to meet ADA is always a challenge. We gathered survey data to ensure proper fit and provided crucial tie-in elevations to the existing sidewalk.	Completed On Time
10. ADOT Project Development On-Call | Meteor Crater & Painted Cliffs Rest Area | ADOT				
Olsson's designs included rehabilitating the water and septic system, well, comfort station, shade ramada aesthetic, caretaker residence, truck parking expansion, and pavement marking and signage. Our services also included traffic control, erosion and sediment control, ADA compliance evaluation and site upgrades, and field topographic survey and survey control.	**Olsson (Prime):** R S L G B D T C E U F	**AeroTech (Sub):** W	We directly scheduled an informal review meeting with ADEQ staff to help them better understand the project details, which resulted in a quick review and an expedited permit.	Completed On Time
11. Multi-Use Overpass at SR 202, South Mountain Freeway | ADOT				
This Multi-Use Overpass consisted of twin structures each carrying three general purpose lanes and a HOV lane of the mainline traffic. The bridges are located in a horizontal curve dictated by the mainline geometry.	**Olsson (Sub):** B		Design schedule was accelerated considerably to make up for others delaying the environmental clearances	Completed On Time
12. SR 303, Waddell Road to Mountain View Boulevard | ADOT				
Developed the design from 30% to 100% PS&E for Segment 6 of the SR 303L, a 3.5-mile segment. The SR303L mainline consists of three general purpose (GP) lanes in each direction of travel separated by an open median with cable barrier. We also designed two traffic interchanges for this project at Greenway Road and Bellow Road.	**Olsson (Prime):** R S L G B D T I C U		Freeway grades in some sections were significantly modified to mitigate citizen concerns on ADOT's first federally funded CMAR project.	4 months behind due to ADOT-initiated changes.
13. T0522 West Main Canal Ave B to Ave C | ADOT				
Topographic Survey and Right-of-Way Mapping for new pathway project.	**TRACE (Prime):** S		Early application of Encroachment Permit to facilitate prompt start and avoid schedule delays	Completed On Time
14. 10th Ave & Los Alamos St Curve Realignment | ADOT				
Realignment of a 90 degree curve, pavement of 5 feet shoulders through the curve and installation of fluorescent curve warning signs at 10th Ave and Los Alamos St.	**Tierra (Prime):** E W		N/A	Completed On Time

R Roadway Design
S Survey
L Landscape/Erosion Control
M Materials
B Bridge/Structure
G Geotechnical
D Drainage
T Traffic/Safety
I ITS
C Cost Estimations/Specifications
E Environmental
W ROW Mapping
U Utilities/SUE/RR
F Facilities Management

3. TEAM CAPABILITY | TECHNICAL EVALUATION

Our team is comprised of individuals committed to exceptional client service and who bring technical excellence to ADOT. **The team members selected for this contract have worked with ADOT and maintain a proven track record on all their previous ADOT tasks.** Our discipline leaders (shown in bold in the **Organizational Chart**) were selected due to their knowledge and familiarity with ADOT's processes and requirements and an unwavering commitment to success. All of our discipline leaders are experienced PMs who have been providing project management services to public agencies for many years. The **Organization Chart** to the right depicts our proposed team to handle PDOC task orders.

Most of our discipline leads have in excess of 20 years of technical expertise. All of them have experience working with ADOT, which means they know ADOT preferences, policies, personnel, and standards, which is important for the variety of on-call task orders and should there be multiple task orders underway simultaneously. Starting on the following page, we have provided a matrix of our discipline leaders' knowledge, skills, and abilities. **In Section D, we have provided resumes for our Key Staff: Contract Manager, Principal, and Task Order Project Managers.**

Organizational Chart

ADOT PDOC Contract Manager

PROJECT PRINCIPAL
● **Kurt Rotering, P.E., PTOE**

CONTRACT MANAGER
● **Rod Penniman, P.E.**

QA/QC
● **Roger Miles, P.E.**

TASK ORDER PROJECT MANAGERS

● **Rod Penniman, P.E.**

● **Michelle Schefflin**

● **Matt Olsson, P.E.**

● **Tyler Wiles, P.E., PTOE, LEED AP, IMSA**

● **Karen Aspelin, P.E., PTOE**

ROADWAY DESIGN
● **Matt Olsson, P.E.**
Michelle Schefflin
Rod Hansen, P.E.
Daniel Cherubien Premkumar Devdoss, EIT

SURVEY/MAPPING/ AERIAL IMAGERY
● **Bill Ziegler, RLS**
Richard Andersen, RLS [9]
Eric Phan, RLS, CP [1]

LANDSCAPE DESIGN/ EROSION CONTROL
● **Jason Harrington, RLA** [5]
Devyn Diaz, PLA, ASLA

GEOTECHNICAL STUDIES/ MATERIALS DESIGN
● **Shameem Dewan, P.E., Ph.D**
Pancho Garza, P.E. [4]

BRIDGE DESIGN/STRUCTURAL
● **Brian Grimaldi, P.E.** [4]
Brandon Roesler, P.E., S.E.

DRAINAGE DESIGN
● **Dennis Richards, P.E., WRE**
Josh Beyner, EIT

TRAFFIC/SAFETY ENGINEERING DESIGN
● **Yung Koprowski, P.E., PTOE, RSP** [10]
Chris Williams, P.E., PTOE [10]
Karen Aspelin, P.E., PTOE

ENVIRONMENTAL SERVICES
● **Noelle Sanders** [2]
Kristyn Mosler, P.E. [2]
Sarah Herr (Cultural) [3]

FACILITIES/ DESIGN
● **Matt Tsark, P.E.**

ITS
● **Yogesh Mantri, P.E., PTOE** [6]
Blake Hansen, P.E., PTOE, PMP
Tyler Wiles, P.E., PTOE, LEED AP, IMSA

UTILITY LOCATING/SUE/ RAILROAD COORDINATION
● **Matt Tsark, P.E.**
Danielle Havermann, EIT
Karen Hankinson, P.E., TE
Tyler Dotson [7]

ROW
● **Corey Long** [8]

SUPPORT SERVICES
Public Involvement
Taylor Plummer, AICP
Pavement Design
● **Shameem Dewan, P.E., Ph.D**

SUBCONSULTANTS

1. AeroTech Mapping
2. Del Sol Group
3. Desert Archaeology
4. Ethos
5. Harrington Planning + Design
6. HR Green
7. T2 Utility Engineers
8. Tierra
9. TRACE
10. Y2K

● = discipline lead

C. Evaluation Criteria

Discipline Lead Role	Degree, Certifications, Years of Experience	Key Disciplines													Knowledge, Skills, and Abilities
		R	S	L	M	B	G	D	T	I	C	E	W	U	F	
Kurt Rotering, P.E., PTOE Project Principal (PP)	M.S. | P.E. #74325 | PTOE #3413 | 18 Years	■							■	■						PP & PM Experience for Multidisciplinary DOT Projects • Resource Coordination • Firm Authority
Rod Penniman, P.E. Contract Manager (CM) and Project Manager (PM)	B.T. | P.E. #31628 | 40 Years	■	■	■		■		■	■			■	■	■	■	CM, PM, and Task Manager on Prior ADOT On-Calls • Knows Federal, State, and Local Requirements
Michelle Schefflin Project Manager (PM)	B.S. & A.A.S | 20 Years	■	■	■		■		■	■			■	■	■		Detail-Oriented PM and Roadway Design Engineer • Understands ADOT Processes and Requirements
Matt Olsson, P.E. Project Manager (PM) and Roadway Design Lead	B.S. & M.B.A. | P.E. #80692 | 10 Years	■							■		■					Compled DOT Project Experience • Creative, Technology-Driven Solutions with Multimodal Focus
Tyler Wiles, P.E., PTOE, LEED AP Project Manager (PM)	B.S. & M.B.A. | P.E. #52944 | 18 Years	■							■	■	■			■		Traffic Signals • Railroad Preemption• Signing/Striping • Lighting • Traffic Ops/Studies • Asset Management
Karen Aspelin, P.E., PTOE Project Manager (PM)	M.S. | P.E. #67066 | PTOE #155 | 31 Years	■							■	■	■			■		Traffic Systems, Signing/Striping, Lighting Plans, Ped/Bike Facilities • International President of ITE
Dennis Richards, P.E., BC. WRE Drainage Lead	M.S. | P.E. #21560 | BC. WRE #00077 | 54 Years	■		■				■				■				Concept / Final Roadway Drainage Design • Bridge Waterway / Scour Analysis • Stable Channel Design
Matt Tsark, P.E. Utilities / Facilities / W/WW Lead	B.S. | P.E. #37417 | 27 Years	■		■				■			■			■	■	Experience Managing, Designing, and Constructing Muncipal W/WW, Stormwater, and Transportation
Yung Koprowski, P.E., PTOE, RSP (Y2K) Traffic/Safety Engineering Lead	B.S. | P.E. #52513 | PTOE #3112 | RSP | 17 Years	■							■	■						Expertise in Road Safety Assessments and Vision Zero Programs • Extensive Traffic Study & Design Experience with Focus on Mobility Enhancements
Yogesh Mantri, P.E., PTOE, RSP (HR Green) ITS Lead	P.E. #33436 | PTOE #829 RSP1 #1063 | 30+ Years	■							■	■						Works with MAG Member Agencies to Deliver ADOT LPA Projects • Developed ITS Standards and Specifications and ADOT Guidelines
Shameem Dewan, P.E., Ph.D Geotechnical/Materials Lead	Ph.D & MS | P.E. #41051 | 24 Years	■		■	■	■	■	■			■	■		■	■	Former Educator • Provides Geotechnical Evaluations for Buildings, Bridges, Roadways, and Airports • Designs Pavement Materials
Noelle Sanders (Del Sol) Environmental Lead	B.S. | 29 Years							■				■				Prepared over 40 Environmental Clearances to ADOT and FHWA Standards in Arizona • Mining, Tribal Lands and Technical Resource Review
Bill Ziegler, RLS Survey/Mapping Lead	PLS #64347 | 30 Years	■	■			■		■					■	■	■	Vast Understanding of Land, Engineering, and Construction Surveying • Methodical and Efficient
Jason Harrington, RLA (HP+D) Landscape Design/Erosion Lead	RLA #44161 | 26 Years			■								■				Wide Range of Plant Material Knowledge • Extensive Education in Recreation Planning, Historic Preservation and Park/Public Space Design
Brian Grimaldi, P.E. (Ethos) Bridge/Structures Lead	B.S. | P.E. #44976 | 26 years					■										Designed Over 20 New Bridges and Several Widenings/Rehabs in Arizona • Specialty in Design of Precast Prestressed Concrete Girder Bridges

R Roadway Design
S Survey
L Landscape/Erosion Control
M Materials
B Bridge/Structure
G Geotechnical
D Drainage
T Traffic/Safety
I ITS
C Cost Estimations/Specifications
E Environmental
W ROW Mapping
U Utilities/SUE/RR
F Facilities Management

1. KEY PERSONNEL | NON-TECHNICAL EVALUATION

A. PROJECT PRINCIPAL

Kurt will serve as project principal and can commit the firm, act on behalf of the firm, and handle any disputes that should arise. Kurt is an attentive project principal who will periodically verify with ADOT that our team is meeting expectations. Kurt has an excellent reputation for client service, having led a diverse set of DOT projects across the country, including:

- City of Dodge City, US-56 Corridor Study; Dodge City, KS
- City of Manhattan, Traffic System Masterplan; Manhattan, KS
- MARC, Operation Green Light On-Call; Kansas City Metro
- City of Overland Park, Overland Park Engineering On-Call; Overland Park, KS

RESPONSIVE TO PAST CLIENTS

The following situation exemplifies Kurt's leadership and collaboration skills as the Project Principal at Olsson. Kurt successfully partnered with the City of Dodge City and the Kansas Department of Transportation (KDOT) for a positive outcome on a critical infrastructure project. Tasked with securing a BUILD grant to upgrade an at-grade intersection to an interchange and widen a railroad bridge, Kurt faced the challenge of aligning the interests of both the city and KDOT, as the highways to be improved were KDOT facilities. By understanding the needs of KDOT and the aspirations of the city, Kurt facilitated a consensus among all stakeholders to prioritize a Planning Grant. His strategic approach ensured that the project received the necessary support. Kurt led a team within Olsson, orchestrating their efforts to develop a comprehensive grant application. This collaborative effort, backed by the support of all parties involved, resulted in a successful submission that laid the groundwork for future project advancements.

B. CONTRACT MANAGER

Rod will serve as our team's contract manager and point of contact, which he has done for the past 27 years on many on-call contracts; he has gained experience, knowledge, and skills on prior ADOT On-Call contracts, including Olsson's current PDOC On-call contract, 2022-006.10. Rod understands what is required to provide quality deliverables on time and be responsive to any ADOT requests. As a hands-on and detail-oriented project manager, Rod has or is currently managing the following projects for ADOT:

- Project Development On-Call Contract 2022-006.10 (Current)
- ADOT Statewide On-Call Contract 94-61 (1997-1998)
- Highway Design On-Call Contract 98-16 (1998-2000)
- HES On-Call Contract 01-58 (2000 - 2002)
- Arizona Local Government American Reinvestment and Recovery Act (ARRA) projects (2008 - 2011)

RESPONSIVE TO PAST CLIENTS

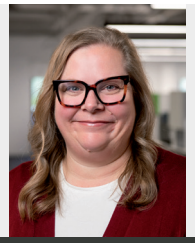
Rod has a **proven track record of timely project delivery**, which is evident in his commendations. Rod recently completed a Project Assessment (PA) and 15% plans for the Wall Street Pedestrian Improvement project in the City of Chandler. Business and property owners adjacent to the project were interviewed to gather their concerns and vision for the project. Aesthetics, lighting, and control of access are being implemented into the design to satisfy their concerns. Expediting the development of the PA allowed the City of Chandler to move the project into design sooner than anticipated, which was a request of the local business owners. The City of Chandler's Project Manager Dan Haskins said, **"the design team led by Rod did a great job meeting our quality and delivery expectations"** and awarded Rod and his team the final design of the project.

C. TASK ORDER PROJECT MANAGERS

Karen Aspelin, PE, PTOE

30 YEARS OF EXPERIENCE

Extensive DOT On-call Contract Experience



Michelle Schefflin

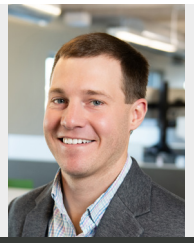
20 YEARS OF EXPERIENCE

DOT Experience on Variety of Project Sizes

Tyler Wiles, P.E., PTOE, LEED AP, IMSA

18 YEARS OF EXPERIENCE

Multiple ADOT Projects Delivered



Matt Olsson, P.E.

10 YEARS OF EXPERIENCE

DOT Experience with Excellent Client Service

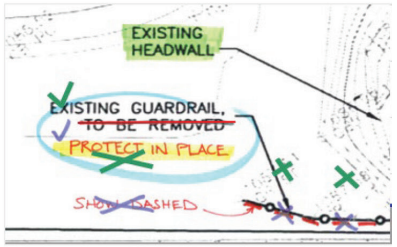
The experience of our Task Order Project Managers (Key Personnel) is further conveyed on their resumes in Section D.

2. QA/QC | NON-TECHNICAL EVALUATION

Quality design documents are the result of sound engineering, attention to detail, and adherence to codes and requirements; ultimately, quality deliverables contribute to project success. Our Quality Management Plan (QMP) is a rigorous and structured QA/QC plan that outlines separate procedures for various tasks typically associated with engineering studies, design work, and preparing construction documents. These tasks include preparing reports, engineering calculations and PS&E, and coordinating Interdisciplinary Reviews (IDR). This plan includes a series of formal checks and reviews at various submittal milestones. All technical work is checked for accuracy by an independent reviewer and consists of color-coded check and backcheck processes.

QA/QC Quick Reference Summary

Uses:	For:
Check Print Stamp	All originals (Originator)
Green Highlighter	Correct (Checker)
Red	Corrections, additions, deletions (Checker)
Green	Correction to be applied (Back Checker)
Green	Correction to be ignored (Back Checker)
Yellow Highlighter	Correction applied (Corrector)
Blue Highlighter	Verified completed correction (Verifier)
Orange Highlighte	Correction (Verifier)
Blue / Black	Notes, comments, questions (All)



KEY FACTS OF OUR QMP:

- Used on all ADOT Task Orders since 2004.
- Explained to all team members at the inception of every PDOC task order.
- Subconsultants required to use their established QMP or follow our plan.
- Minor changes to QMP allowed for specific ADOT task requirements.

At the beginning of each task order under this contract, the Task Order Project Manager will identify and designate Originators, Checkers, and Back Checkers. All deliverables, including reports and plans, will be independently checked. Review comments that cannot be resolved between the Originator and the Checker will be resolved with the Project Task Order Manager and/or other senior technical staff on the project. The changes made in response to the review comments will be backchecked to confirm that the intent of the review comments has been met.

An IDR will be conducted at every milestone submittal, which provides an opportunity for our entire team to review the work of other disciplines, including subconsultants. This cross-check will ensure that there are no discrepancies between the information presented by various technical disciplines. Constructability Review will be performed prior to the 60% submittal of any final design task order as part of our QMP process. Prior to any submittal to ADOT and other stakeholders, the QC documents will be reviewed/audited by Roger Miles, the QA/QC officer proposed for this contract. This audit will confirm that Olsson's QMP plan has been followed. Implementing this QMP process minimizes work product errors and omissions and increases quality.

HOW OUR QC PROCESS RESOLVED AN ISSUE

While performing a QA/QC review of our Stage III design plans for the ADOT Sunset Rest Area Rehabilitation project, we found that the new ADA ramps were missing critical tie-in elevations to the existing sidewalks. This would have resulted in either a redesign of the ramps during construction or removal and reconstruction of the existing sidewalks. Either option would have resulted in a change order had it not been caught during our QA/QC.

3. DBE COMMITMENT | NON-TECHNICAL EVALUATION

We are committed to meeting or exceeding your DBE goal of **11.96%** for this contract. We have a long history of meeting or exceeding our client's DBE goals, and we have established strong working relationships with numerous DBE firms across the Valley. We have partnered with six DBE firms based on their exceptional quality of work on previous and current projects, their knowledge of ADOT's processes and guidelines, and our successful history of working together. We strategically built our team to meet the DBE goal for each task in the event a task order only requires one or two disciplines.

4. PAST PERFORMANCE | NON-TECHNICAL EVALUATION

A response from the consultant is not required.

ROD PENNIMAN, P.E.

Contract Manager and Task Order Project Manager

EXPERIENCE SUMMARY

Rod has been managing and designing ADOT and LPA On-call projects for the past 27 years. He most recently managed the design of ADOT's US 163 MP 404 – MP 406, Shoulder Widening project that will begin construction this month.

Rod has a proven history of aligning stakeholders to gain consensus on project scope and important project issues. For example, on the federally funded City of Scottsdale Arizona Canal shared-use path project, Rod, as Project Manager, brought City of Scottsdale representatives, APS representatives, and concerned residents together to form a consensus on the location of a shared-use path along the canal. APS and the residents with properties that backed up to the canal had different concerns regarding which side of the canal to locate the path. To gain consensus and align the project stakeholders, Rod led a design charette with stakeholders to develop alternative alignments with pros and cons of aligning the shared-use path on each side of the canal. The alternative alignments were developed to resolve the resident's concern of path users looking into their backyards if the path were constructed on the south side of the canal, and APS concerns of having enough available space to maintain their utility poles that line the north side of the canal. After the design charette, a meeting with stakeholders was held on the project site to review the alternatives against the existing conditions. Rod's interactions with project stakeholders resulted in a consensus to construct the path along the north side of the canal, by providing a path design that did not impact APS' capacity to maintain facilities.

Rod's project experience includes studies, design, and construction of ADOT rural highways, urban freeways,local roadways, development of safety projects, roadway rehabilitation, and trails. He has served as Project Manager on more than 50 standalone and ADOT/LPA On-call projects that include PAs, DCRs, and the development of construction documents for pavement presevations, pavement rehabilitations, roadway reconstruction, and safety enhancement projects. Rod has a comprehensive understanding and working knowledge of ADOT/LPA project development, and processes to obtain the required environmental, right-of-way, and utility clearances.

EDUCATION

- B.T., Civil Engineering Technology, Rochester Institute of Technology

PROFESSIONAL REGISTRATIONS

- Professional Engineer: AZ, PA, NY

OLSSON EXPERIENCE

- 2005 to 2006
- 2014 to 2020
- 2023 to Present

OVERALL EXPERIENCE

- 1985 to Present

DOT PROJECT EXPERIENCE

- Arizona Department of Transportation, Shoulder Widening, US 163 MP 404 to MP 406 (F0662 01C); Kayenta, AZ
- Arizona Department of Transportation, Pavement Rehabilitation, Mohawk Canal to Mohawk T.I. (H4424 01C); Welton, AZ
- Arizona Department of Transportation, Pavement Rehabilitation, Interstate 10, Mountain View to Patano (H4428 01C); Tucson, AZ
- Arizona Department of Transportation, Pavement Rehabilitation, U.S. 60, Superior to Devils Canyon (H5885 01C); Superior, AZ
- Arizona Department of Transportation, Pavement Rehabilitation, 32nd Street to 16th Street (H5804 01C); Yuma, AZ
- Arizona Department of Transportation, Pavement Rehabilitation, SR 64, Tusayan Streets (H5804 01C); Tusayan, AZ
- Arizona Department of Transportation, U.S. Highway 180 Realignment; Flagstaff, AZ
- Arizona Department of Transportation, Esperanza Boulevard/I-19 Bicycle and Pedestrian Enhancement; Green Valley, AZ
- Arizona Department of Transportation, SR 89A Reconstruction; Cottonwood and Clarkdale, AZ
- Arizona Department of Transportation, Interstate 17 Realignment; Coconino County, AZ
- Arizona Department of Transportation, U.S. Highway 60 Widening; Wickenburg, AZ
- Arizona Department of Transportation, Interstate 8 Rehabilitation; Welton, AZ
- Arizona Department of Transportation, SR 77 Climbing Lanes; Globe, AZ

KURT ROTERING, P.E., PTOE

Project Principal

EXPERIENCE SUMMARY

Kurt is a senior team leader, overseeing a group of professionals dedicated to traffic engineering, technology, and safety across the country, including Arizona. In his role, Kurt is responsible for overseeing all team operations, including staff management, financial performance, project quality, and client service. He sets goals and objectives for his team, focusing on employee development and mentoring, client service management, and winning work.

Using his broad breadth of experience in transportation planning and traffic engineering, Kurt brings expertise to a wide variety of projects, including signal and roundabout design, large-scale campus planning and design, access management, intelligent transportation systems (ITS) design, traffic studies, and event traffic management. Kurt has extensive experience working with state DOTs and municipalities across the country including throughout Arizona.

Kurt is known for his ability to build consensus between a variety of stakeholders, such as state and local agencies, federal groups, local advocacy organizations, and the public, on complex DOT projects. His communication skills and collaborative attitude elevate any project he serves on, and he will dedicate this excellence towards ADOT's PDOC contract.

EDUCATION

- B.S., Civil Engineering, Kansas State University
- M.S., Transportation Engineering, Kansas State University

PROFESSIONAL REGISTRATIONS

- Professional Engineer: AZ, AL, AR, IA, IL, IN, KS, MI, MO, MS, ND, OK, TN, TX
- Professional Traffic Operations Engineer (PTOE): #3413

OLSSON EXPERIENCE

- 2020 to Present

OVERALL EXPERIENCE

- 2007 to Present

DOT PROJECT EXPERIENCE

- Missouri Department of Transportation, Christian County Route 160 AA and CC Improvements; Nixa, MO
- Missouri Department of Transportation, East Locust Creek Roadway Grant Transportation Improvements; Milan, MO
- Missouri Department of Transportation, Rehab of Bridge; Rock Port, MO
- Missouri Department of Transportation, Rehab of Bridges; Oregon, MO
- Missouri Department of Transportation, Route 291 Roundabout; Cass County, MO
- Missouri Department of Transportation, Route 60 Corridor Study Phase 2; Brookline Station, MO
- Missouri Department of Transportation, Route 66; Jasper County, MO
- Missouri Department of Transportation, SE District US 61 and Route Y; Various Counties, MO
- Missouri Department of Transportation, Bridge Rehabilitation; Northeast District, MO
- Missouri Department of Transportation, U.S. 65 Signal and Pedestrian Improvements; Springfield, MO
- Nebraska Department of Transportation, US-275 and 72nd St Interchange VK2143; Omaha, NE
- Kansas Department of Transportation, I-635 Douglas Avenue Bridge Removal; KS
- Kansas Department of Transportation, US 69 Corridor; Crawford County, KS

ADDITIONAL ARIZONA PROJECT EXPERIENCE

- Confidential Client, Mockingbird Road Improvements; Chandler, AZ
- QuikTrip, Store #1414 Roadway Improvements; Chandler, AZ

KAREN ASPELIN, P.E., PTOE

Task Order Project Manager

EXPERIENCE SUMMARY

Karen Aspelin has over 30 years of experience with transportation engineering projects in the Southwest. Karen's career began in New Mexico, where she worked for 18 years as a consultant. The first plan set that she sealed was for a 2.5 mile-long NMDOT roadway widening project in Belen, NM. Karen developed the traffic signal, signing and striping, and temporary traffic control plans for that project, and has been doing similar work ever since.

Karen has worked in Arizona, including an ADOT project in Sedona, where she performed a third-party review of an alternatives report for SR 179. Karen's review ultimately contributed to the narrow cross section of that road that exists now. Since then, she has been involved in multiple Arizona projects to improve traffic flow with signal upgrades, preserve historical locations, and infrastructure improvements. Karen has also contributed to projects for the Texas DOT and New Mexico DOT.

For four years Karen owned her own business and, as a subconsultant, developed the traffic signal, lighting, construction traffic control, and signing and striping plans for several large local roadway projects, establishing a reputation as an exceptional engineer with responsive and quality client service, which is what drew Olsson to acquiring her business. She is also renowned in professional circles for her expertise, which is why she was elected as International President of the Institute of Transportation Engineers last year.

EDUCATION

- M.S., Civil Engineering, Texas A&M University
- B.S., Civil Engineering, University of Virginia

PROFESSIONAL REGISTRATIONS

- Professional Engineer: AZ, CO, HI, ID, NM, TX

CERTIFICATIONS/TRAINING

- Professional Traffic Operations Engineer

OLSSON EXPERIENCE

- 2021 to Present

OVERALL EXPERIENCE

- 1993 to Present

DOT PROJECT EXPERIENCE

- New Mexico Department of Transportation, Statewide Traffic Engineering On-Call Contract; NM*
- New Mexico Department of Transportation, District 3 On-Call Engineering Services; NM*

ADDITIONAL PROJECT EXPERIENCE

- Federal Highway Administration, Texas A&M, Motorcycle Advisory Council Recommendations; College Station, TX
- City of Avondale, Historic Improvement Program Area 3 Cashion 113th to 11th Avenue Durango to MC 85; Cashion, AZ
- City of Glendale, 67th Avenue Repaving; Peoria, AZ
- City of Phoenix, Jesse Owens Parkway Signal Upgrades; Phoenix, AZ
- Pikes Peak Rural Transportation Authority, Project Cost Estimates; Colorado Springs, CO
- City of Colorado Springs, Circle Drive Bridges Reconstruction – Design; Colorado Springs, CO
- City of Colorado Springs, US24 Safety and Operations Improvements; Colorado Springs, CO
- City of Manitou Springs, Manitou Avenue Improvements from Park Avenue to Serpentine Drive; Manitou Springs, CO*
- City of Albuquerque Department of Municipal Development, Transportation On-Call; Albuquerque, NM*
- City and County of Broomfield, 136th Avenue at Legacy High School Safety Improvements; Broomfield, CO*
- Mid-Region Council of Governments (MRCOG), On-Call Professional Services; Albuquerque, NM*

MICHELLE SCHEFFLIN

Task Order Project Manager

EXPERIENCE SUMMARY

Michelle has extensive experience managing and designing state and local roadway improvement projects for state and local governments for more than 20 years. She has managed several DOT and local agency projects, guiding them successfully through the NEPA process. She is committed to completing this project successfully from inception through construction.

Michelle's track record of timely project delivery is evident by her commendations and repeat clients. Michelle recently completed a multimodal project for Arapahoe County. The LPA project had several challenges, including exacting design constraints, stakeholders that started with competing needs and desired outcomes, COVID, and agency delays and funding deadlines. In the end, Michelle gained stakeholder consensus and delivered a project that met the funding deadlines and cleared the LPA process while gaining praise from several CDOT reviewers. Arapahoe County's Public Works Manager John Wannigman said "this project was laden with issues and it wouldn't have gotten to completion if Michelle hadn't been leading the charge."

EDUCATION

- B.S., Civil Engineering, University of Colorado
- A.A.S., Architecture, Northampton Community College

OLSSON EXPERIENCE

- 2024 to Present

OVERALL EXPERIENCE

- 2005 to Present

DOT PROJECT EXPERIENCE

- Colorado Department of Transportation, City of Wheat Ridge, Wadsworth Path: 32nd Avenue to 35th Avenue; Wheat Ridge, CO
- Colorado Department of Transportation, City of Boulder, Baseline Road Phase 2 Enhanced Transit Stops and Bike Lanes; Boulder, CO
- Colorado Department of Transportation, Town of Parker, Parker Road Operational Improvements; Parker, CO*
- Colorado Department of Transportation, Arapahoe County, Inverness Drive West Bike Path; Arapahoe County, CO*
- Colorado Department of Transportation, State Highway 6 Redesign; Sterling, CO*
- Colorado Department of Transportation, State Highway 72 Study; Jefferson, Boulder, Gilpin Counties, CO*
- South Dakota Department of Transportation, I-29/I-229 Interchange Improvements; Sioux Falls, SD*
- Colorado Department of Transportation, State Highway 144 Relocation; Morgan County, CO*
- Colorado Department of Transportation, C-470 Revised Environmental Assessment and Feasibility Study; Denver, CO*

ADDITIONAL PROJECT EXPERIENCE

- City of Mesa, Ellsworth Road Widening; Mesa, AZ
- City of Scottsdale, Hayden/Miller Road Improvements, Pinnacle Peak to Happy Valley Road; Scottsdale, AZ
- City of Scottsdale, Chaparral Road Pedestrian Underpass Improvements; Scottsdale, AZ
- City of Scottsdale, Cholla Neighborhood Bikeway; Scottsdale, AZ
- City of Thornton, 84th Avenue and Grant Street Intersection Improvements; Thornton, CO*
- Jefferson County, Chatfield Avenue and Kendall Boulevard Intersection Redesign; Jefferson County, CO*

TYLER WILES, P.E., PTOE, LEED AP, IMSA

Task Order Project Manager

EDUCATION

- M.B.A., Management in Organizations, University of Iowa
- B.S., Civil Engineering, Iowa State University

PROFESSIONAL REGISTRATIONS

- Professional Engineer: AZ, IA, MN
- Professional Traffic Operations Engineer
- Leadership in Energy and Environmental Design Accredited Professional

OLSSON EXPERIENCE

- 2024 to Present

OVERALL EXPERIENCE

- 2007 to Present

EXPERIENCE SUMMARY

Tyler has nearly 20 years of experience in leadership roles for a variety of traffic engineering sub-disciplines, including intelligent transportation system planning and design, traffic signals, railroad preemption, signing and pavement marking, roadway lighting, traffic operations and studies, asset management/Geographic Information Systems data collection, and construction phasing. Tyler specializes in intelligent transportation system designs of various facilities, ranging from small to medium-sized to large city-wide deployments through urban and rural freeway systems. Tyler has led the design of freeway off-ramp queue detection warning systems and off-ramp queue detection preemption phasing/timing adjustments with adjacent arterial traffic signal networks.

Tyler has served ADOT with designs, public education, and post evaluation, showing his dedication to supporting his clients through the life cycle of a project and helping gain public acceptance and trust, a critical part of any public improvement project. Tyler is a proactive professional in the industry and has enjoyed being a part of the Board of Directors for professional organizations, including ITS Heartland (Consultant Director), Missouri Valley of the Institute of Transportation Engineers (State of Iowa Director), and Iowa Section of the Institute of Transportation Engineers (President).

DOT PROJECT EXPERIENCE

- Arizona Department of Transportation, Loop 101 Price Freeway Ramp Metering; AZ*
- Arizona Department of Transportation, I-10 Prince Road to Ruthrauff Drive; AZ*
- Arizona Department of Transportation, State Route 143 at Sky Harbor Boulevard; Phoenix, AZ*
- Arizona Department of Transportation, SR 303L, Cactus, Waddell, and Bell Roads TI Design; Surprise, AZ*
- Arizona Department of Transportation, US 60, SR 101L to McDowell Road; AZ*
- Arizona Department of Transportation, Interstate 8 Sign Rehab; AZ*
- Arizona Department of Transportation, Interstate 10 Sign Rehab; AZ*
- Arizona Department of Transportation, Interstate 17 Sign Rehab; Phoenix, AZ*
- Maricopa County Department of Transportation, 7th Street from Carefree Highway to Desert Hills Dr Reconstruction; Maricopa County, AZ*
- Maricopa County Department of Transportation, Bell Road Intelligent Corridor; Surprise and Peoria, AZ*

ADDITIONAL PROJECT EXPERIENCE

- City of Surprise, Greenway Road Intelligent Corridor; Surprise, AZ*
- City of Surprise, Traffic Signal Design; Surprise, AZ*
- City of Tucson, Grant Road Complete Street; Tucson, AZ*
- City of Yuma, 4th Ave / 16th St Corridor Reconstruction; Yuma, AZ*
- City of Glendale, Downtown Glendale Pedestrian Enhancements; Glendale, AZ*

MATT OLSSON, P.E.

Task Order Project Manager

EXPERIENCE SUMMARY

Matt's experience is in highway heavy civil construction as well as transportation analysis and design. He has worked on complex multi-discipline transportation design and construction projects, including those with Departments of Transportation and throughout Arizona. He understands the process and desired outcomes of a successful infrastructure project. On the design side, Matt takes a progressive approach to transportation design, which promotes creative, technology-driven solutions to solve increasingly complex systems. Furthermore, Matt recognizes that transportation projects are about moving people, not just cars. He has completed design work all across the country, providing him with a diverse perspective. Matt has experience with roundabouts, traffic signals, roadway safety improvements, pedestrian safety improvements, and intersection reconfiguration.

Matt is known for being attentive and responsive to his clients, providing requests and answers promptly. Internal client feedback has found that he coordinates agencies and utilities well, impressing clients with "top-notch organization skills" and being easy to communicate with. His deliverables have been described as "airtight", which shows he understands client service and attention to detail.

EDUCATION

- M.B.A., University of Colorado Denver
- B.S., Civil Engineering, Colorado School of Mines

PROFESSIONAL REGISTRATIONS

- Professional Engineer: AZ, CO, NE, WY

CERTIFICATIONS/TRAINING

- Transportation Erosion Control Supervisor
- Stormwater Management Plans Preparer

OLSSON EXPERIENCE

- 2018 to Present

OVERALL EXPERIENCE

- 2015 to Present

DOT PROJECT EXPERIENCE

- Arizona Department of Transportation, Shoulder Widening, US 163 MP 404 to MP 406 (F0662 01C); Kayenta, AZ
- Colorado Department of Transportation, I-25 Arapahoe Interchange Reconstruction; Greenwood Village, CO
- Utah Department of Transportation, Advanced Transportation Management Systems; UT

ADDITIONAL PROJECT EXPERIENCE

- City of Tempe, Pavement Preservation Projects (Group 1, Group, 2, Group 3); Tempe, AZ
- City of Glendale, 67th Avenue Repaving; Glendale, AZ
- Macerich, Scottsdale Fashion Square North Phase HAWK Signal Design; Scottsdale, AZ
- Westcor Surprise LLC, Prasada Offsite Roadway Improvements Design; Surprise, AZ
- City and County of Denver, Central Park Boulevard Phase II Bridge Widening; Denver, CO*
- City of Greeley, C Street – 59th to 66th Avenue Roadway Improvements; Greeley, CO
- City of Greeley, 20th Street Turn Lanes Final Design; Greeley, CO
- City of Greeley, 8th Street Engineering Design and Construction Administration Services; Greeley, CO
- City of Wheat Ridge, Wadsworth Path 32nd to 35th; Wheat Ridge, CO
- Town of Windsor, SH 257 and Eastman Park Drive Intersection Improvements; Windsor, CO
- City of Lincoln, Southwest Folsom Palm Canyon and South Folsom Roundabout; Lincoln, NE
- City of Chandler, Alma School Road, Germann to Queen Creek Design; Chandler, AZ
- City of Phoenix, Colter Street Bicycle & Pedestrian Improvements; Phoenix, AZ
- City of Phoenix, Durango Street Mobility/Low Impact Development; Phoenix, AZ

From: ADOT Business Engagement and Compliance Office
To: Arizona Marketing
Cc: ContractorCompliance@azdot.gov
Subject: RESENT: (COPY of) Bidders List for Olsson , Inc.
Date: Saturday, March 29, 2025 3:05:00 PM

Olsson , Inc., AZUTRACS Number: 10793 has submitted a Bidder/Proposer list for **2025-011** on 03/29/2025 at 1:09 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	AZUTRACS #	Expiration Date	Email Address		Phone Number
AeroTech Mapping Inc	21420	06/06/2026	leotorres@atmlv.com		702-228-6277
Del Sol Group, LLC	10261	04/06/2025	nsanders@groupdelsol.com		480-642-9845
Desert Archaeology, Inc.	10265	02/11/2028	admin@desert.com		520-881-2244
Ethos Engineering, LLC	10363	06/04/2027	pgarza@ethosengineers.com		480-326-8487
Harrington Planning + Design	15287	10/02/2027	Jason@HarringtonPlanningDesign.com		480-250-0116
HR Green, Inc.	22408	02/07/2028	yogesh.mantri@hrgreen.com		623-387-9646
Resilient Drilling Services, LLC	15770	03/10/2028	gregjones@resilientdrilling.com		602-218-8848
T2 UES, Inc.	18620	08/10/2025	jenelle.price@t2ue.com		702-990-7511
Tierra Right of Way Services, Ltd.	11188	11/13/2027	emily.pennock@tierra-row.com		385-419-2093
TRACE Consulting, LLC	11201	03/19/2028	cjhaveri@traceconsulting.us		602-680-8264
Y2K Engineering, LLC.	15921	03/24/2028	info@y2keng.com		602-837-4968

ARIZONA DEPARTMENT OF TRANSPORTATION

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

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

Date: March 18, 2025

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 01

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

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

Page 20, Section V, Part C, SOQ Non-Technical Evaluation Criteria, 1.c., is revised as follows:

c) Demonstrate that the firm has experienced project managers to manage the tasks expected to be conducted under the contract. Demonstrate that the Task Order Project Managers have the experience and a record of past performance on projects of similar type and size, and that they have been responsive to clients in the past.
(Maximum 25 pts.)

The following questions have been asked in reference to the above RFQ package:

Question No. 1: The RFP specifies that the consultant must provide resumes for up to five Task Order Project Managers. Can you confirm whether these five Task Order Project Managers are the only task managers that can be utilized for the duration of the contract, or if additional task managers may be assigned as needed based on project requirements?

Answer No. 1: After the selection of firms in Tier 1, Task Order Project Managers may be added at the time of the task order request(s) at the discretion of ADOT, as applicable.

Question No. 2: Please confirm we can name multiple individuals in the SOQ without identifying them as key personnel (for example, in a team member qualifications table to respond to Section 3(a), Team Capability.

Answer No. 2: Yes, the SOQ may also identify other key members of the team, including other personnel (classifications identified in Attachment A of the Scope of Work) determined by the Consultant. These are personnel from both the prime Consultant and Subconsultants who the Consultant wishes to highlight in the submittal that may provide special expertise or perform critical task(s) on the project.

Question No. 3: Are we limited on the number of Key Personnel (with 2-page Resumes) that we can present within our SOQ?

Answer No. 3: Yes, there is a limit: one Project Principal, one Project (Contract) Manager, and up to five Task Order Project Managers, totaling no more than seven Key Personnel resumes. Please refer to page 5 paragraph 1 of the RFQ for the requirements.

Question No. 4: On the Consultant Services Matrix form, should we identify prime and subconsultants for the Key Technical Discipline category rows on the matrix, for example, the Roadway Design row, Survey & Mapping row, and Bridge Design row?

Answer No. 4: Yes

Question No. 5: Can you clarify the due date for the prequalification application (as specified on page 12 of the RFQ)? It currently says March 10th.

Answer No. 5: March 18, 2025

Question No. 6: Page 18 of the RFQ states "the SOQ must include for each discipline a matrix documenting…" is the intent to have one table documenting experience for all disciplines, or 10 separate tables (1 per discipline)? Page 19 (section 2a) requests one table.

Answer No. 6: Yes, SOQ must include one table that includes all disciplines.

Question No. 7: Do we need to include a resume for every team member named in the proposal?

Answer No. 7: No, refer to page 5 paragraph 1 of the RFQ for the requirements. Only resumes requested are for Key Personnel.

Question No. 8: Can we list a team member by name without them being a key personnel? (page 5, paragraph 2)

Answer No. 8: Yes, do not include resumes for other members of the team. Resumes included for other members of the team will count towards the overall page limit, regardless of the location these documents are placed in the SOQ.

Question No. 9: On Page 3, the Compensation Type is listed as Lump Sum per Task Order, with a non-negotiable fixed fee of 10. On Pages 5 and 6, there are several references to the ADOT Audit Requirements related to Unit Rate Reviews and Indirect Cost Rate Reviews (audit, analysis, submittals, etc.) and Labor Classification Lists. Our question is if the Task Orders to be issued under this contract are Lump Sum, why are Indirect cost rates and Labor Classifications needing to be reviewed?

Answer No. 9: This is to establish contract rates that will be used at the time of the request for services.

Question No. 10: We are submitting the following questions, regarding the Project Development On-Call RFQ:
Please clarify that the only resume attachments allowed are for the Project Principal, Project (Contract) Manager, and up to five Task Order Project Managers.

Answer No. 10: Yes, that is correct.

Question No. 11: Are we able to recreate the Consultant Services Matrix, since some of the Technical Sub Areas may require the use of more than one subconsultant, and we may need to list multiple firm names within a single cell of the matrix?

Answer No. 11: No, use the Project Development On-Call Consultant Services Matrix.

Question No. 12: If we are allowed to recreate the Consultant Services Matrix, are we required to include the text explanation at the end of the matrix, on page 17?

Answer No. 12: Use the Project Development On-Call Consultant Services Matrix as supplied in the RFQ. Yes, you are required to include the text explanation at the end of the matrix.

Question No. 13: On page 12, under Item 11, Format Content, the total number of pages for the ADOT Project Development Consultant Services Matrix is "4". If we list multiple subconsultants within several cells of the matrix, and the table extends beyond 4 pages, is that allowable?

Answer No. 13: No, as this will put you over your page limit.

Question No. 14: On page 20, Item 4, Past Performance, indicates that a maximum of 5 points may be deducted from the total score, based on consultants' past performance on ADOT contracts. If a firm has not worked on ADOT contracts in the past, will this not apply?

Answer No. 14: This will not apply.

Question No. 15: On page 18, Item 1 a), is a table format necessary to show technical and institutional elements and associated tasks or can a different format be used?

Answer No. 15: Yes, present a table showing technical elements (e.g. memos, reports, plans), institutional elements (e.g. clearances, processes), and tasks associated with all key technical disciplines involved in project delivery that must be considered, completed, or addressed.

Question No. 16: Will questions be answered as they come in, prior to the March 24th deadline, or does ADOT plan on gathering all questions and then answering them all at once, after the 24th?

Answer No. 16: ADOT will address all questions as they come in and post the amendments accordingly.

Question No. 17: Could you please confirm whether the five additional key personnel to be listed by name and with resumes should be Task Order Project Managers, Key Discipline Leaders, or other specific roles? According to Section II (General Instructions) [6] and Section IV (SOQ Format Instructions) [7], we are required to include resumes for up to five Task Order Project Managers.

Answer No. 17: Please refer to Answer No. 3 above.

Question No. 18: Section V (SOQ Format and Evaluation Criteria) mentions Key Discipline Leaders as part of the evaluation criteria [20]. Can you confirm if these are the only additional key personnel we need to provide resumes for, or if there are other roles we should consider?

Answer No. 18: Key Discipline Leaders do not required resumes. The only resumes required are for Key Personnel which are listed in the above Answer No. 3.

Question No. 19: Do we need to pick only five of the key disciplines to have leads if the five key personnel are Key Discipline Leaders and not solely Task Order Managers?

Answer No. 19: There are no limit of key disciplines, however there are only up to five Key Personnel as Task Order Project Managers. Please refer to page 18, under SOQ Technical Evaluation.

Question No. 20: What is the definition of "Right of Way Cost Determination"? Does this include appraisal services or not?

Answer No. 20: Right of Way Cost determination includes the estimated cost to acquire a new right of way or the estimated cost of temporary construction easement needed for a project. This is intended to get a right of way estimate for determining total project cost. Reference Right of Way information in sections 471 and 472 of the Dictionary of Standardized Work Tasks or as noted in the task order scope of work. Yes, this includes appraisal services.

Question No. 21: We are having issues with the functionality of the CIP form. When we enter a subconsultant's name in the second half of the form, and select the appropriate "Type of Work", the form automatically fills in every cell below it with the same "Type of Work". The form will not allow us to enter a different "Type of Work" for each subconsultant. The same issue happens with the DBE drop-down. If we choose "Yes", all cells are filled in with "Yes". If we try changing it to "No", all cells are changed to "No". Is ADOT able to correct this form and issue a new one so that we are able to complete it accurately for our submittal?

Answer No. 21: ADOT ITG is currently working on these issues.

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

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

Olsson, Inc.
CONSULTANT NAME

SIGNATURE

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

ARIZONA DEPARTMENT OF TRANSPORTATION

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

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

Date: March 26, 2025

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 02

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

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

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

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

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

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

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

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

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

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

Answer No. 2: No.

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

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

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

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

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

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

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

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

Olsson, 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.: 2025-011

CONTACT PERSON: Rod Penniman

E-MAIL ADDRESS: rpenniman@olsson.com

TITLE: Contract Manager

CONSULTANT FIRM: Olsson

ADDRESS: 7878 N. 16th Street, Suite 105

CITY, STATE, ZIP: Phoenix, AZ 85020

TELEPHONE: 602.748.1000 (o) | 480.406.8552 (c)

FAX NUMBER: 602.748.1001

UNIQUE ENTITY ID# (FROM SAM WEBSITE): TD4RLD41YDK5

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
AeroTech Mapping Inc	Survey, Mapping, Aerial	Yes
Del Sol Group, LLC	Environmental & Related Services	Yes
Desert Archaeology, Inc.	Environmental & Related Services	Yes
Ethos Engineering, LLC	Structural Engineer	Yes
Harrington Planning + Design	Civil Engineering	No
HR Green, Inc.	Traffic Engineering/Design Services	No
Resilient Drilling Services, LLC	Geotech, Material Testing, Subsurface	No
T2 UES, Inc.	Utilities & Related Services	No
Tierra Right of Way Services, Ltd.	Right of Way and Related Services	No
TRACE Consulting, LLC	Survey, Mapping, Aerial	Yes
Y2K Engineering, LLC.	Traffic Control & Related Services	Yes

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

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	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:	602.245.5088
FAX NUMBER:	-
UNIQUE ENTITY ID #:	J34PH4CCSMJ4

SUBCONSULTANT FIRM NAME:	Del Sol Group
CONTACT PERSON:	Noelle Sanders
E-MAIL ADDRESS:	nsanders@groupdelsol.com
TITLE:	Environmental Director
ADDRESS:	319 E Palm Lane
	-
CITY, STATE ZIP:	Phoenix, Arizona 85004
TELEPHONE:	480.642.9845
FAX NUMBER:	-
UNIQUE ENTITY ID #:	-

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

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

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Desert Archaeology
CONTACT PERSON:	Sarah Herr
E-MAIL ADDRESS:	sherr@desert.com, pm@desert.com
TITLE:	President
ADDRESS:	3975 N. Tucson Blvd
	-
CITY, STATE ZIP:	Tucson, AZ 85716
TELEPHONE:	520.881.2244
FAX NUMBER:	520.881.0325
UNIQUE ENTITY ID #:	K7QMPKYDZGE7

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

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Harrington Planning + Design (HP+D)
CONTACT PERSON:	Jason Harrington, RLA
E-MAIL ADDRESS:	Principal
TITLE:	Jason@HarringtonPlanningDesign.com
ADDRESS:	3116 S. Mill Avenue
	Suite 305
CITY, STATE ZIP:	Tempe, AZ 85282
TELEPHONE:	480.250.0116
FAX NUMBER:	-
UNIQUE ENTITY ID #:	JKY4GNJN3723

SUBCONSULTANT FIRM NAME:	HR Green Inc.
CONTACT PERSON:	Yogesh Mantri
E-MAIL ADDRESS:	Yogesh.mantri@hrgreen.com
TITLE:	Regional Director | Principal
ADDRESS:	430 W. Warner Rd
	Suite A111
CITY, STATE ZIP:	Tempe, AZ 85284
TELEPHONE:	480.247.3702
FAX NUMBER:	-
UNIQUE ENTITY ID #:	ZF8RX9FRTCJ3

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	T2 UES, Inc. d/b/a T2 Utility Engineers
CONTACT PERSON:	James Mueller, PE
E-MAIL ADDRESS:	james.mueller@t2ue.com
TITLE:	SUE Professional Engineer
ADDRESS:	19621 N. 23rd Drive
	Suite 150
CITY, STATE ZIP:	Phoenix, AZ 85027
TELEPHONE:	602.977.8076
FAX NUMBER:	-
UNIQUE ENTITY ID #:	VXR7DY7K6DJ7

SUBCONSULTANT FIRM NAME:	Tierra Right of Way Services, Ltd.
CONTACT PERSON:	Leslie Findlay
E-MAIL ADDRESS:	lfindlay@tierra-row.com
TITLE:	Vice President
ADDRESS:	1575 E River Rd
	#201
CITY, STATE ZIP:	Tucson, AZ 85718
TELEPHONE:	800.887.0847
FAX NUMBER:	520.323.3326
UNIQUE ENTITY ID #:	HXM9CGRXH958

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SUBCONSULTANT(S) TABLE:

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

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

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Resilient Drilling Services, LLC
CONTACT PERSON:	Greg Jones
E-MAIL ADDRESS:	gjones@resilientdrilling.com
TITLE:	Principal
ADDRESS:	2615 S. 40th St.
	Ste. B
CITY, STATE ZIP:	Phoenix, AZ 85034
TELEPHONE:	602.218.8848
FAX NUMBER:	
UNIQUE ENTITY ID #:	K6CXZEGPCM53

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

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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	4/1/25
	Date
Kurt Rotering	Principal
Printed Name	Title

SOQ SUBMITTAL CHECKLIST

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

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

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