April 1, 2025

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

Subject: Contract Number: 2025-011 ADOT Project Development On-Call Statewide Locations

Dear Members of the Selection Committee:

As a multimodal transportation agency serving one of the country's fastest-growing areas, our team understands that ADOT's consultants must offer a robust team that provides the required expertise and a proven track record of completing projects similar to those required from this contract. Our team is extremely interested in being selected as a contract holder for ADOT Contract 2025-011 to provide on-call services.

Having served on over 20 on-call or as-needed local contracts within the last five years alone for multiple agencies throughout Arizona, we offer a team that can successfully deliver projects under this contract to ADOT. Our SOQ will highlight the following items:

A team with ADOT experience and an understanding of processes for project delivery. Our team has supported ADOT since opening our doors in Arizona over 39 years ago. Since then, we have served on various projects for ADOT, ranging from studies to award-winning large-scale traffic interchanges. This has helped us to develop a deep understanding of ADOT's processes for project delivery and to gain invaluable experience working alongside teams from multiple districts and groups throughout the department.

A strong, local presence. To support the local Psomas team, we have partnered with ten subconsultant teaming partners that offer critical specialty services, each with a proven history of serving ADOT on multiple contracts, many of which are through PDOC task orders. Of the ten partners, six are certified ADOT DBE firms.

A strong leadership team. Kevin Thornton and I each have over 20 years of experience providing support on local agency projects. As mentioned, we will be supported by a local team of experts in their respective fields and an internal team of staff who are knowledgeable but also responsive, collaborative, and innovative problem solvers. They have the expertise and capacity to deliver quality projects from project kick-off to closeout.

Our team is excited about the opportunity to continue serving ADOT and supporting projects that contribute positively to the quality of life for Arizona residents. As Project Principal, as well as Psomas' Corporate Director of Engineering, I, Alejandro Angel, PhD, PE, PTOE, RSP2I, attest that the key personnel in this proposal will be available and committed, to the extent necessary, to meet ADOT's quality and schedule expectations throughout the duration of this contract and on each task order assignment.

Psomas is not a DBE but has included several DBE partners and intends to meet the established 11.96% DBE goal or make a good faith effort to meet the DBE goal, on the contract and on each task order assignment. Before each task order proposal submission, we will make arrangements with certified DBEs to meet the goal.

Sincerely,

PSOMAS

Alejandro Angel, PhD, PE, PTOE, RSP2I
Project Principal
AZ PE No. 40203
aangel@psomas.com
520.292.2300

Kevin Thornton, PE, ENV SP
Contract Manager
AZ PE No. 34738
kthornton@psomas.com
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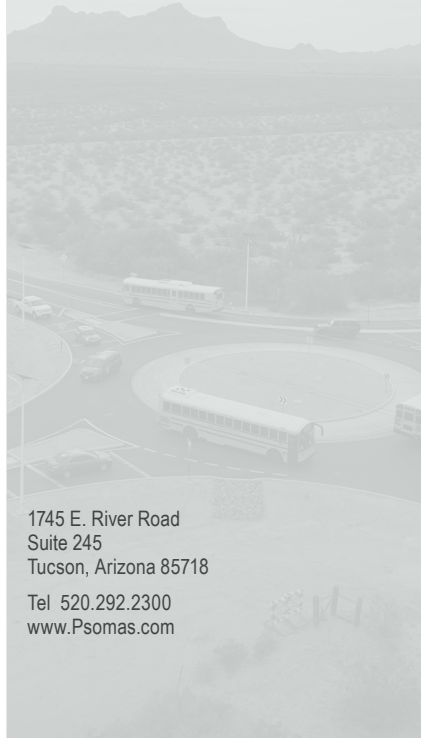
PSOMAS

A trusted ADOT partner for over 39 years



1745 E. River Road
Suite 245
Tucson, Arizona 85718

Tel 520.292.2300
www.Psomas.com

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: 2025-011 Consultant Name: Psomas

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: Alejandro Angel, PhD, PE, PTOE, RSP2I Title: Project Principal/VP/Corporate Dir. of Eng.

Signature:  Date: April 1, 2025

Revised 2/11/2022

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

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

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

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

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

Under A.R.S. §35-393:

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

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

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

…

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

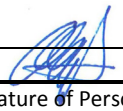
The certification below does not include boycotts prohibited by 50 United States Code Section 4842 or a regulation issued pursuant to that section. *See* A.R.S. §35-393.03.

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

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

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

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

Psomas Company Name	 Signature of Person Authorized to Sign
1745 E. River Road, Suite 245 Address	Alejandro Angel, PhD, PE, PTOE, RSP2I Printed Name
Tucson AZ 85718 City State Zip	Project Principal/VP/Corp. Dir. of Eng. 4.1.2025 Title Date

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

FORCED LABOR OF ETHNIC UYGHURS BAN
Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

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

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

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

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

☒	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.

Psomas
Company Name

1745 E. River Road, Suite 245
Address

Tucson | Arizona | 85718
City | State | Zip

Signature of Person Authorized to Sign

Alejandro Angel, PhD, PE, PTOE, RSP2I
Printed Name

Project Principal/VP/Corp. Dir. of Engineering
Title

ADOT ECS Contract No: 20XX-XXX

Forced Labor of Ethnic Uyghurs Ban Certification Form *(rev 10-2022)*

ADOT Project Development On-Call - Consultant Services Matrix
ADOT Contract No.: 2025-011
Prime Consultant Name: Psomas

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

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

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

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

project	3D Modeling Visual Simulations Public Relations Cost Risk Analysis Value Engineering	Psomas		

** 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

Psomas welcomes the opportunity to present this Statement of Qualifications (SOQ) for the Project Development On-Call (PDOC) contract. We have served the Arizona Department of Transportation (ADOT) in the past on the PDOC and previously on the On-Call for Statewide and Local Government Project Design Contract with 14 successfully completed assignments and look forward to the opportunity to assist ADOT on task orders for Contract No. 2025-011. Psomas is apprised of the latest ADOT policies and procedures having recently completed work on the ADOT I-10 Ina Road TI reconstruction project and the ADOT I-10, Ina Road TI to Ruthrauff Road TI Interchange project.

Psomas, a firm with 775 professionals in the Western United States, has been serving Arizona for 39 years providing the public sector with civil engineering services including transportation engineering and planning, traffic engineering, surveying, construction management, water resources, land planning, and Geographical Information Systems (GIS). Within the last 10 years, Psomas has served Arizona municipalities on over 20 on-call contracts and dozens of task assignments completed on-time and within budget.

Psomas is ready to complete tasks from this contract from our Tucson office with a team of 51 professionals, including 25 Arizona registered engineers and land surveyors.

This SOQ will discuss Psomas' expertise in successfully managing and generating the products often requested under on-call type contracts. The Psomas team we have assembled has a successful track record on similar on-call tasks with ADOT, various counties, and multiple local jurisdictions across Arizona.

1a. Understanding and Approach – General Contract and Design Process

Our understanding is that PDOC task assignments include both scoping and final design tasks for improving safety, operations, and addressing maintenance needs of both ADOT and local municipalities through various federal funding programs such as the Surface Transportation Program (STP), National Highway Performance Program (NHPP), Congestion Mitigation and Air Quality Improvement (CMAQ), and the Highway Safety Improvement Program (HSIP). Consultants review and plan for upcoming assignments from a listing published by ADOT. This provides the opportunity for firms to target projects most suited to their staff/team's experience and skill. Firms from ADOT's PDOC consultant listing compete for task assignments through the preparation of a limited Statement of Interest (SOI), highlighting their knowledge, staff, and approach to schedule and risk management. ADOT's Project Management Group (PMG) with Rehnuma Rahman, the Contract Manager for the PDOC and her staff of project managers, select the most qualified firm to enter into negotiations on the detailed scope and fee for the task order.

Once selected, Psomas will work with ADOT's Project Manager (PM) to complete the task order initiation within the Task Order Assignment Schedule Tracker (TOAST) (pictured below). A Kick-Off (KO) Meeting will be scheduled within 10 days of award and draft and final scope/fee will be completed within 29 days. This allows contract documents to be finalized and a Notice to Proceed (NTP) issued by ADOT for the start of the task order work within 50 days.

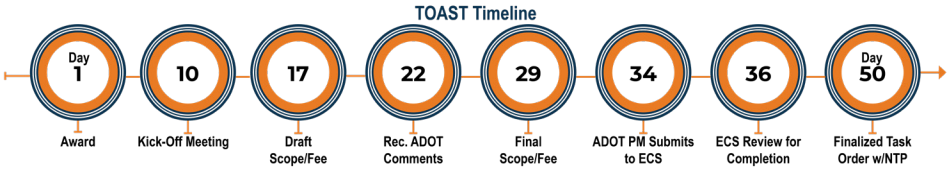
Special Issues During Project Initiation

Time is of the essence within the first 50 days of coordination with ADOT to begin a project. Psomas will be doing homework on the key project issues, provide a heads-up to key staff on availability for a kick-off meeting and coordinate with our subconsultant team to set expectations on timely turn around to addressing ADOT comments.

The Psomas team is committed to meeting/exceeding these deadlines to minimize delay in obtaining a NTP and delays to the overall project schedule. We understand that these task orders are part of an overall program that ADOT is working to complete with a goal of targeting the distribution of projects of 20/30/30/20 within their Fiscal Year (FY).

Upon the task order NTP, Psomas will begin our technical work with the scoping documents and design stage submittals. Key activities include the following:

- Regular/continuous coordination with ADOT's task order PM to adhere to schedule
- Documentation of key decisions and comment resolution
- Scoping document preparation with associated technical reports
- Environmental Clearance along with clearances for ROW and Utilities
- Design Stage Submittals (I, II, III, IV, and V) w/ plans, specs, and construction cost estimates (PS&E)
- Quality Control/Assurance for all project deliverables from the Psomas team



Design Process – Scoping Documents/Preliminary Engineering

One of the initial activities during Scoping Phase is to define the scoping document - Scoping Letter (SL), Project Assessment (PA), or on more complex projects, a Design Concept Report (DCR) may be needed. Most PDOC projects will require either an SL or PA with the goal of obtaining a Categorical Exclusion (CE) for the environmental clearance. An Environmental Assessment (EA) may be appropriate for more complex projects. The type of scoping document from SL to DCR increases the level of effort and agency interaction and requires assessment early on, during the project initiation so that the proper level of scope and fee can be determined for the project. The ADOT Predesign Section has several documents to follow that outline format and development procedures for the scoping document such as:

- Project Scoping Document Guidelines
- Policy Memo 88-2 for Project Assessments
- Guidelines for Scoping Pavement Preservation Projects
- PA Procedure Bulletins
- Project Development Manual

Supplementary technical documents may be needed for a project. Psomas will work with the ADOT PM to identify which ones may be required. These can include:

- American Association of State Highway and Transportation Officials (AASHTO) Controlling Design Criteria Report
- Americans with Disabilities Act (ADA) Compliance Evaluation Report
- Change of Access Report
- Design Exceptions/Variances (NHS roadways)
- Joint Project Agreements (JPAs)

Cost estimating is also a key element of the scoping phase and will need to be based on the latest unit prices, include all project design elements, and include a contingency for changes that could occur as the design becomes finalized. Significant differences between this cost estimate and the project funding will need to be identified during this phase so that actions such as investigating other funding sources or changes to the design can be made so that the project moves forward.

Special Issues During Project Scoping

Funding Shortfalls - Cost monitoring is crucial during project scoping since initial funding may not cover more recent cost escalations. If the LPA cannot cover the shortfall, the MPO/COG must be contacted and TIP amendments discussed. Schedule delays could occur. Psomas will be vigilant in monitoring project costs and work with ADOT and the LPA for cost effective alternatives that meet the project goals to minimize project delays.

Design Process – Final Design

Final design of the project can be progressed concurrently with the Scoping Documents/Preliminary Engineering and encompasses the documents to bid the project. Stage III (60%), Stage IV (95%), and Stage V (100%) comprise Final Design and will include design plans, construction cost estimates, and specifications/special provisions. Clearances for right-of-way (ROW), utilities and railroad, and approval of the Materials Design Report all need to be obtained during Final Design. ADOT provides Stage Deliverables Checklists for the different Stages, and these will be included in each submittal. Psomas will conduct an independent internal quality control (QC) review of each deliverable for completeness and accuracy prior to each submittal. We will coordinate with ADOT's PM so that all prior Stage submittal comments have been addressed.

Design Process – Project Clearances

The critical milestones to advertise a project are the environmental, utility and railroad, and ROW clearances along with approval of the Materials Design Report. Stage IV plans can be submitted after a Categorical Exclusion (CE) or Environmental Assessment (EA) clearance. Negotiations for ROW can also begin once the environmental clearance is obtained. In addition, geotechnical investigations/potholing may need a separate environmental clearance early in the project scoping phase.

Environmental. Psomas will work with our geotechnical and Subsurface Utility Engineering (SUE) partners to establish a comprehensive boring and pothole plan to initiate studies for an early geotechnical environmental clearance. The project footprint will be established accounting for advanced warning signs and construction staging area so that environmental studies encompass a sufficient area so that modest changes to the design footprint during development don't require reevaluation. Our environmental partners will work with the ADOT Environmental Planning Group (EPG) to identify the appropriate scoping documents, address comments in a timely manner, and secure the project-specific environmental clearance. Environmental clearance is needed prior to the stage IV submittal.

Utilities and Railroad. The Utility Clearance Letter from ADOT utilities and railroad will need to be issued prior to project advertisement. To achieve this, we'll need to determine utility conflicts by Stage III and coordinate utility relocation plans. Prior rights will also need to be determined so that relocation costs can be accounted for within the project cost estimate if necessary. Key to the Utility Clearance will be persistent and continuous communication with each utility within the project footprint.

ROW. In cases where new ROW is not needed for a project, the ROW clearance can be issued after the Stage III submittal. Where new ROW is needed, Psomas will identify, quantify, and establish the additional ROW needs and coordinate with ADOT ROW prior to the Stage II submittal and finalize the needs at Stage III so that negotiations can begin, appraisals ordered, and acquisitions completed prior to bid advertisement.

Design Process – Local Public Agency (LPA) Projects

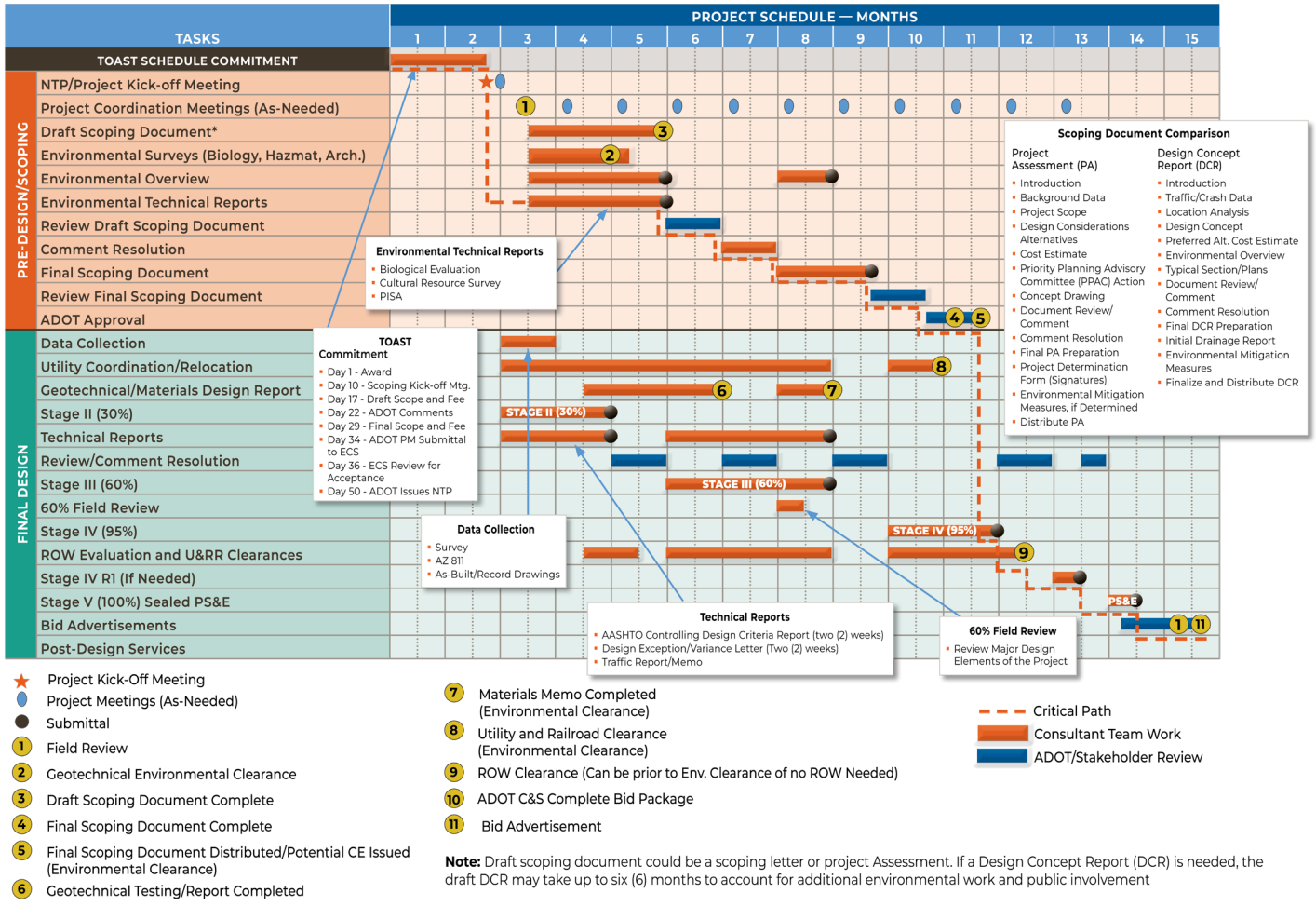
LPA projects are either self-administered or administered through ADOT depending on if the agency has received ADOT Certification Acceptance (CA) to demonstrate that they have the capacity to meet state and federal funding requirements.

Some of the scoping and design elements of an LPA project include:

- Local agency policies, standards, and guidelines
- Coordination with the LPA for project information, reviews, and ROW clearance tracking
- Coordination with Metropolitan Planning Organizations (MPOs) on schedule and funding requirements

A majority of tasks from the ADOT PDOC program support Non-CA agencies and will rely on ADOT to administer the project and obtain all clearances, bidding, and construction administration. Psomas will support ADOT on the LPA project by:

- Assisting in preparation of JPAs, when needed
- Coordinating with the regional MPO
- Developing a Public Interest Finding (PIF) or Certification for unique project elements for which the local agency has no other equally suitable alternative



Note: Draft scoping document could be a scoping letter or project Assessment. If a Design Concept Report (DCR) is needed, the draft DCR may take up to six (6) months to account for additional environmental work and public involvement

Technical Elements - Memos, Reports, and Plans

A number of technical elements go into project development and the following bullets highlight some of the memos and reports that are involved in the design process.

General Studies/Reports:

- Scoping Document
- Scoping Letter
- Project Assessment
- Design Concept Report (DCR)
- AASHTO Criteria Report
- Materials Design Report
- ADA Feasibility and Compliance

Traffic Reports:

- Traffic Signal Warrant Study
- Capacity Analysis/Signal Timing
- Materials Design Report
- Geotechnical Investigations Report
- Drainage Report
- Specifications/Special Provisions

Environmental Studies:

- National Environmental Policy Act (NEPA) Environmental Clearance Document

- Visual Impact Analysis
- Biological Evaluation
- Cultural Resource Survey
- Noise Analysis
- Air Quality Evaluation
- Preliminary Initial Site Assessment (PISA)

Bridge Design:

- Bridge Selection Report

Project plan development can vary according to the scope and needs of a project. Psomas will adhere to the ADOT Stage Submittal Checklist for use in determining the appropriate plans and level of detail to be included in each Stage Submittal. Checklists are available for Stage I through Stage V PS&E.

Institutional Elements

Psomas understands ADOT's institutional elements through our past work on both large and small ADOT LPA projects. We've demonstrated our ability to actively partner with agency stakeholders to successfully deliver projects on time and within budget. Below are a few of the major items beyond plans and reports that are required for project delivery:

Workfront. The Workfront software tool is ADOT's web-based project and workflow management tool that enables ADOT and its clients to track the progress of a project more efficiently. This software assists in maintaining project schedules and is a repository of project documents and comment reviews. Psomas has utilized this tool on the ADOT I-10, Ina Road TI to Ruthrauff Road TI Interchange project and our more recent Avenue E/D Extension project for ADOT/Yuma County and is familiar with coordinating updates to the schedule with ADOT's PM and accessing review comments.

Performance Based Practice Design (PBPD) Implementation. ADOT has embraced the Federal Highway Administration's (FHWA's) PBPD concept for adding value to a project by encouraging designers to consider options to design values, such as those presented in the AASHTO Green Book, when it is appropriate based on the project context. These deviations should be thoroughly evaluated to make sure that there are no compromises to safety and that there is a "value add" to the project. There is the possibility that these changes in design values may need a design exception for implementation and it should be recognized that this is, as noted by FHWA, "…NOT an indication of a failure or a flawed design; rather it is a necessary and legitimate process… providing a useful "tool" for employing practicality and flexibility in design decisions…".

Design Software. Psomas utilizes the latest Bentley Connect Suite and OpenRoads Designer (ORD) software and understands that this is the Computer-Aided Design and Drafting (CADD) requirement on all ADOT projects.

Technical Disciplines

The following table identifies the key tasks for the disciplines anticipated as part of a PDOC project along with potential issues we have seen arise during the design development of the activity and proactive resolutions that can be implemented to address the issue.

Technical Discipline	Issues	Resolutions
Roadway: Horizontal Alignment and Vertical Profile Improvements, Clear Zone Issues, Roundabout Design, Pavement Rehabilitation, Maintenance and Protection of Traffic (MOT), Intersection Reconfiguration, Reports, Sight Distance Improvements, Climbing Lanes, Driveway and Parking, Specifications and Special Provisions, Cost Estimating	▸ Changes to Design Criteria results in geometric changes/ rework. ▸ Improvements extend outside exist ROW resulting in additional project costs. ▸ Increases in material costs balloon estimate above current funding allotment.	▸ Seek concurrence of design parameters at KO meeting. ▸ Review options for slopes, widths of typical section elements, and changes to horizontal/vertical geometry. ▸ Review scope items for alternatives that still meet the funding request letter improvements.
Survey and Mapping: Mobile Laser Scanning (LiDAR), Horizontal Control, Aerial Ground Control, Setting Benchmarks, Construction Centerline Staking	▸ Site Accessibility issues delay data collection. ▸ Processing of LiDAR data takes longer than planned.	▸ Consider alternative data collection such as nearmap, drone or "dashcam" survey. ▸ Review alternative data reduction algorithms against data accuracy needs.
Landscape Design and Erosion Control: Native Plant Inventory, Water Harvesting, Plant Salvage/Replanting, Irrigation System Design, Hardscape Design, Landform Graphic Design, Aesthetic Slope Treatments, Stormwater Pollution Prevention Plans (SWPPP)	▸ Requested treatments extend beyond project scope. ▸ Rework of hardscape/aesthetic slope treatments result in iterative plan updates.	▸ Set expectations early with concept development. ▸ Work closely with ADOT Roadside Development with over the shoulder (OTS) reviews and conference calls to assure design meets expectations.

Technical Discipline	Issues	Resolutions
Materials Design: Existing Pavement Condition Evaluations, Subgrade Suitability Assessment, Alternative Pavement	▸ Delay in scheduling field work due to delay in geotechnical environmental clearance.	Set priority to establish defined program of pavement cores and soils borings for expedited study for geotechnical environmental clearance.
Drainage Design: Hydrological/Hydraulic Analysis, Scour Analysis, Culvert Design, Spread Evaluation, Storm Drain Design, Drainage Reports, On-Site/Off-Site Drainage Design	▸ Improvements encroach on Federal Emergency Management Agency (FEMA) floodplain. ▸ Drainage during construction is often overlooked.	▸ Identify floodplain encroachments early to account for Conditional Letter of Map Revision (CLOMR) processing if necessary. ▸ Review temporary detour pavement, construction phasing of large culverts, and general construction phasing to see that existing drainage patterns are maintained.
Bridge Design: Bridge Selection Report, Bridge Plans, Accelerated Bridge Construction (ABC), Load Ratings, Replacement/Rehabilitation, Barrier/Railing Upgrades, Retaining Walls, Sound Barrier Design, Scour Protection, Sign Foundations, MSE Walls	▸ Traffic operations require special bridge type for MOT or long detours resulting in additional project details.	▸ Develop an acceptable selection of bridge types/construction means (ABC) with early assessment of traffic impacts during construction utilizing the latest regional traffic data.
Geotechnical Studies: Boreholes/Soils Boring, foundation recommendations, soils lab testing, subgrade evaluation and recommendations, slope stability, rock fall containment, Geotechnical Report	▸ Findings of large amounts of unsuitable materials results in increases to excavation and borrow materials.	▸ Evaluate alternative soil support options such as subgrade treatment (lime, cement) and geogrid or identify economical sources for additional borrow material.
Traffic Safety/Engineering Design: Capacity Level-of-Service Analysis, Impact Studies, Crash Diagrams, Traffic Simulation/Modeling, Sight Distance Evaluations, Road Safety Assessments (RSAs), Roadway Diet, Complete Streets, Traffic Signal Warrant Study, Signing and Pavement Marking Improvements, Roadway Lighting, Traffic Signal Plans, Construction Sequencing/MOT Plans, Smart Work Zones (SWZs)	▸ Insufficient data or limited projected data for design year. ▸ Capacity improvements exceed programmed project scope.	▸ Develop a data collection plan in coordination with ADOT, and consult with regional MPOs to develop consensus on acceptable data and anticipated growth patterns. ▸ Investigate alternatives to traffic control or changes to design configuration that will alleviate capacity constraints.
Intelligent Transportation Systems (ITS): Freeway Management System (MFA) w/ CCTV Camera, Ramp Metering, and Dynamic Messaging Signs (DMS)	▸ Maintaining existing ITS infrastructure during construction.	▸ Work with ADOT Transportation Systems Management and Operations (TSMO) to identify a construction phasing plan for temporary and/or relocation of existing facilities.
Environmental Services: Environmental studies such as biological evaluations, Cultural Resource Studies, Hazardous Materials such as asbestos and lead-based paint assessment (pavement markings), Air Quality, Noise Studies, Clean Water Act Section (401/404), Environmental Clearance documents (CE, EA, EIS)	▸ Change to project footprint during design beyond existing ROW or boundary established for environmental studies.	▸ Set a project boundary that factors advance warning signs, construction staging areas, and includes sufficient area that reasonable adjustments can be made to the project areas of disturbance so reevaluations are avoided.
ROW Mapping and Acquisition: Existing ROW Determination, Boundary Survey, Temporary Construction Easements (TCEs), Drainage Easements, New R/W, ROW Plans, ROW Exhibits and Legal Descriptions	▸ Changes to ROW late in the design results in rework of ROW plans and delays in acquisition.	▸ Prioritized design of areas of greatest grade changes and areas at the edges of the design such as slopes, driveways, drainage outfalls, and utility relocations.
Utility Locating - SUE: Non-destructive underground utility locating, Quality Level A-D Determination, Utility Base Plans	▸ Limited availability of schematic as-built records from utilities.	▸ Identify critical areas within project for detailed investigations such as potholing for more accurate location of utility.
Facilities Maintenance Design: Design of bus stops, port of entry design, both On-Site/Off-Site, Rest Areas	▸ Community opposition and/or concerns. ▸ Site limitations and/or constraints.	▸ Conduct public open house with graphics and options. ▸ Evaluate structures (retaining walls) and alternative locations.

Special Issues/Risk Mitigation

Throughout project development, special issues may arise and there are certain risks that need to be mitigated for successful project delivery. Some of the more important risk mitigation issues include:

Funding/Budget Constraints. Several issues could arise that could place Federal-Funding in jeopardy for a project.

These include:

- Design budget not aligned with programmed amount
- Programed construction costs fall short of project cost estimates
- ROW acquisition not in compliance with federal policies
- Utility relocation costs not accounted for in overall budget

Psomas will address these issues through:

- Transparent discussions with ADOT's PM to identify the appropriate level of work to meet the project's needs
- Review of ADOT's latest bid tabulations through E2C2 accounting for regional and quantity variations
- Refraining from initiating ROW appraisals prior to receiving the environmental clearance
- Establishing prior rights and coordinating with utilities regarding relocation costs to secure a utility clearance and factor utility relocations into the construction schedule

Schedule. A project specific schedule will be developed through coordination with ADOT's PM. The schedule will be compatible with Workfront and aligned with the needs of each discipline for both project scoping and final design. Schedule discussions will be integral to each coordination meeting with discussion of upcoming deliverables and the status of submittal reviews. Our strategies to avoid schedule slippage include:

- Identifying the critical path of the project schedule so that key submittals/reviews/clearances are of primary focus
- Securing commitments of discipline leads for the project schedule during the KO meeting
- Having discipline specific meetings, along with the ADOT PM, to discuss design issues and work towards resolutions that limit schedule impacts
- Coordinating with clearance groups (ADOT Utilities and Railroad, ROW, and the EPG) to address concerns and facilitate timely reviews
- Tracking progress against the base project schedule and making adjustments, as necessary

Constructability/Maintenance of Traffic. Implementation of a design must be coordinated with its development in order to mitigate issues arising during the construction phase of a project. Psomas will work with ADOT, District Construction and ADOT District Maintenance to review anticipated construction sequencing, maintenance and protection of traffic, and the construction schedule. The team will identify what activities need to occur at a particular location within a project and to coordinate that work with other construction activities such as demolition or utility relocation.

Delays to Obtaining Clearances. Delays in obtaining the environmental, ROW, or utility clearances can jeopardize the federal funding for a project. Our approach to minimizing delays to each include:

Environmental Clearance

Identifying the Area of Potential Effect (APE) to include advance signing, if needed, and the construction staging area at Stage II (30%) so that additional consultation is not needed later in the project.

ROW Clearance

- Include ROW requirements in the environmental documentation
- Include utility relocations in the ROW impacts
- Consider temporary construction easement needs

Utility Clearance

- Complete utility designation during project scoping
- Identify all known utilities with the project footprint as well as prior rights
- Initial utility coordination within the scoping phase
- Identify utility relocations and obtain IGAs, if needed
- Include utilities in submittal distribution

1b. Understanding and Approach – Establishing a Task

Order Scope of Work

Each task order assignment under the ADOT PDOC contract is unique. The following sections describe Psomas' steps to successfully establish the task order scope of work while producing construction documents that are efficient and eliminate unneeded plan sheets.

Scoping Approach – Meeting the Needs of a Project

Psomas first and foremost considers itself an extension of ADOT's staff and will work with ADOT stakeholders across all groups, to collaboratively develop the task order's scope of work to deliver a project most efficiently. This includes:

Initial Site Visits. One of the more important activities Psomas undertakes is a site visit to any potential project we target. There is no better way of seeing how the planned improvements fit within the constraints of the site conditions. Maps, photos, conversations, and record plans can provide valuable information, but it is the on-site experience of seeing the topography, constraints, and existing conditions that allow the team to prepare a thorough and practical scope of work for the project.

Record Drawing Review. Data can be compiled for a project from review of record plans such as survey control, existing utilities and ROW, and geometric design features.

ADOT PM Coordination. The ADOT PM can be a valuable resource in researching into the past development of a project. There may be past project initiation activities, project need documents, and coordination records with local stakeholders regarding scope of work items.

These documents can serve as a framework for developing the new project task order scope of work, outlining what can and cannot be achieved within the planned funding.

Draft Scope of Work. Prior homework for a targeted PDOC task order assignment is key for Psomas to develop a draft scope of work to meet ADOT's TOAST goal within 17 days of award. We will contact the ADOT PM, local agency stakeholders, and will conduct site visits and records research as part of our homework in preparation of the draft scope of work development.

Project Team Buy-In to Scope-Schedule-Budget. Success for any project can only be achieved with buy-in from team members on the project's scope, schedule, and budget. Psomas will coordinate project key features, along with budgetary and schedule constraints, to all team members so that expectations of deliverables and timelines can be met.

Project Management. Throughout the progress of an ADOT PDOC task order, Psomas will implement our Project Management Plan to monitor scope, schedule, and budget. Below are the key duties our manager will follow:

Proactive Communication. Our project manager is the primary point of contact regarding all project related issues. We will coordinate with ADOT's PM, discipline leads, subconsultants, and outside stakeholders, and will inform ADOT's PM of any changes/updates regarding project developments with the outside stakeholders.

Adherence to Project Controls/Reporting. Weekly time charges are reviewed for each discipline and monthly status reports are developed for each invoice cycle to maintain that tasks are on on-track for budget. Weekly internal workload meetings are held to coordinate the work effort and review upcoming deliverables.

Quality Control. All project deliverables are internally reviewed not only for our staff but of our subconsultant's work prior to submittal to ADOT. Constructability is included in the reviews along with adherence to ADOT CADD Standards.

Production of Construction Documents – Elimination of Unneeded Plan Sheets

Not all projects need to fit within a standard mold for development of project plans and there can be cost savings benefits to ADOT for variations. Psomas will work with ADOT's PM to identify opportunities to produce project documents in a more efficient manner.

These could include:

Reduction in Stage Submittals. Some projects, such as signing and pavement marking improvements, may not need to go through the Stage I-V submittals and could benefit from either combining Stage I and II into a Stage II submittal with a PA or eliminating a Stage III and going straight to Stage IV. Coordination will be needed with ADOT Contracts and Specifications (C&S) group regarding the specifications and special provisions along with monitoring the progress of clearances to facilitate that the environmental clearance is approved prior to the Stage IV submittal.

Limited Effort for ROW Clearance. The project ROW clearance could be accelerated if the project footprint is well defined, a construction staging area can reasonably be assumed, and project improvements are contained within the existing ROW and no temporary construction easements are needed.

Consolidation of Plan Sheets. It may be possible to combine project plans such as signing and pavement markings or demolition and roadway improvements onto one set of plans in order limit the number of project plan sheets. The use of ADOT Standard Details, whenever possible, can reduce the number of special details that will need to be developed.

Psomas will vet changes or deviations from ADOT's stage submittal checklists with the ADOT PM and obtain approval for the changes.

Progress Coordination Meetings. Alternative analyses may need to occur during design development. Psomas will reach out to project stakeholders to hold a conference call with exhibits to outline the alternatives, present a recommendation, and obtain consensus on moving forward. This will facilitate a design that is familiar to reviewers prior to their review with the goal to minimize comments and rework.

Psomas will work with ADOT's PM during the scoping phase to identify areas where consolidation of plans or variations in Stage submittals can be incorporated to deliver the project more efficiently. This coordination will also extend to the Psomas design team and discipline leads so that they are on-board with the track of the project development.

2 Team Experience and Qualifications

On Time | On Budget

Roadway Design | Survey & Mapping | Landscape & Erosion Control | Drainage Design | Bridge Design | Geotechnical Studies

Traffic/Safety Design | ITS | Environmental Studies | ROW Mapping/ Acquisitions | Utility Locating (SUE) | Facilities Maint Design

1) Avenue E/D Extension: County 23rd St. to County 16th St., Yuma, AZ | ADOT | Construction Cost: n/a (in design)

Roadway widening and extension of County 23rd St to County 16th Street along with a multi-use path. Includes traffic signal modifications at SR 195 and US 95 and a new traffic signal at County 19th Street.

Key Staff: Kevin Thornton (PM), Randy Cheney (Lead), Brent Bartz, Aaron Stone, John Oliver, and Alex Pulido

2) Southbound I-19 Valencia Road Off-Ramp, Tucson, AZ | ADOT (Statewide and Local Governments On-Call Contract) | Construction Cost: $2,143,981

Improvements to improve capacity, public safety, cross drainage, and operational characteristics of this segment.

Key Staff: Kevin Thornton (PM), Alejandro Angel, Brent Bartz (Lead), and Darlene Danehy Yellowhair

3) Pedestrian Rest Shelters, Pine-Strawberry, Arizona | ADOT (Statewide and Local Governments On-Call Contract) | Construction Cost: $329,255

Project Assessment (PA), Categorical Exclusion (CE), and construction documents for the construction of eight pedestrian safety rest shelters.

Key Staff: Kevin Thornton (PM) and Randy Cheney (Lead)

4) Frontage Road 40 (Historic Route 66), El Paso Flagstaff Road to 9,200 East, Flagstaff, AZ | ADOT (Statewide and Local Governments On-Call Contract) | Construction Cost: $1,819,269

Rehabilitation of 1.5 miles of pavement along I-40 Frontage Road. A PA & CE were completed. Coordination with ADOT, City of Flagstaff, FHWA, Coconino Forest, and ASLD was also required.

Key Staff: Kevin Thornton (PM), Randy Cheney, and Brent Bartz (Lead)

5) SR 79/SR 79B Intersection Reconstruction, Florence, AZ | ADOT (Tucson District Minor On-Call Contract) | Construction Cost: $1,021,564

Realignment and reconstruction of approx. one mile of roadway, reconfiguring the intersection, adding turn lanes and paved shoulders, improving safety and incorporating drainage improvements.

Key Staff: Sean Samsel (PM), Chenggang Zhang (Lead), John Oliver, and Darlene Danehy Yellowhair

6) I-19 Canoa TI, East Frontage Road Shoulders, Green Valley, AZ | ADOT (Tucson District Minor On-Call Contract) | Construction Cost: $690,894

Construction documents to widen the existing frontage road with the addition of four-foot shoulders.

Key Staff: Kevin Thornton (PM), Sean Samsel (Lead)

7) SR 75 Little Sand Wash to Apache Creek, Bank Protection Design, Graham County, AZ | ADOT (Tucson District Minor On-Call Contract) | Construction Cost: $472,752

Plans for the construction of bank protection at Little Sand Wash, China Camp Wash and Apache Creek.

Key Staff: Alejandro Angel (PM), Brent Bartz, and John Oliver

8) Service Sign (Logosign) Program - Loop 101, I-10 to Grand Avenue, Phoenix, AZ | ADOT (Statewide On-Call Traffic Engineering Services Contract) | Construction Cost: $660,000

Planning and design of specific service signs project along Loop 101 between I-10 and Grand Avenue (10 miles) (70 signs). Work included coordination with ADOT and local agencies.

Key Staff: Alejandro Angel (PM), Randy Cheney, Darlene Danehy Yellowhair, and Chenggang Zhang (Lead)

9) Crawford Street - McNab Drive to Sonoita Avenue, Nogales, AZ | ADOT Statewide and Local Governments On-Call Contract) | Construction Cost: $469,233

Historic District local street reconstruction, pedestrian improvements plus incidentals.

Key Staff: Sean Samsel (PM) and Brent Bartz (Lead)

10) Mingus Avenue, Location, AZ | ADOT | Construction Cost: $1,818,058

Roadway reconstruction and addition of pedestrian facilities plus incidentals. SEE KT's Comment

Key Staff: Kevin Thornton (PM), Randy Cheney, and John Oliver

11) Ruby Road Bridge Over Potrero Creek Preliminary Design , Rio Rico, AZ | Santa Cruz County | Construction Cost: n/a (in design)

Preliminary design for the replacement of Ruby Road Bridge at Potrero Creek and the Union Pacific Railroad in Santa Cruz County.

Key Staff: Kevin Thornton (PM), Brent Bartz (Lead), Doug Fredericks, Yelena Prokofyeva, and John Oliver

12) La Cañada Drive and Moore Road Roundabout, Oro Valley, AZ | Town of Oro Valley | Construction Cost: $1,023,548

A traffic study to develop alternatives for this intersection was completed and Psomas provided final design of the roundabout.

Key Staff: Alejandro Angel, Sean Samsel (PM), Darlene Danehy Yellowhair, and Chenggang Zhang (Lead)

13) Cañada del Oro Underpass at SR 77, Tucson, AZ | Pima County | Construction Cost: $738,993

Multi use path and pedestrian underpasses on the CDO Wash under Oracle Road. Also included floodplain modeling to ensure post-project water surface levels stayed within FEMA requirements.

Key Staff: Sean Samsel (PM), Chenggang Zhang (Lead)

14) Arcadia and Timrod Bicycle Boulevards, Tucson, AZ | City of Tucson | Construction Cost: $1,332,654

Conversion of two intersecting residential corridors into bicycle boulevards totalling 5.2 miles. Includes traffic calming and BikeHAWK signals.

Key Staff: Kevin Thornton (PM), Brent Bartz (Lead), and Richard Iman

15) Mary Ann Cleveland (MAC) Way Multi-Use Path, Vail, AZ | City of Tucson | Construction Cost: $1,516,504

Design of a 10-foot wide path to provide an off-street pedestrian and bike path connecting nearby neighborhoods to Empire High School.

Key Staff: Kevin Thornton (PM), Aaron Stone, John Oliver, and Richard Iman

16) Sandario/Twin Peaks Roundabout, Marana, AZ | Town of Marana | Construction Cost: $1,235,421

Design of a roundabout to alleviate traffic during peak times and provide additional safety measures. Work included a traffic study, SWPPP, field as-builts, and utility surveys.

Key Staff: Kevin Thornton (PM), Randy Cheney (Lead), John Oliver, and Richard Iman

17) Camino de Oeste Multi Use Path (MUP), Marana, AZ | Town of Marana | Construction Cost: $1,601,265

One-mile reconstruction project including new shoulders, drainage crossings, and a new multi-use path to connect existing multi use paths along the north and south roadways.

Key Staff: Sean Samsel (PM), Chenggang Zhang (Lead), and Richard Iman

18) Arizona Pavilions Signal, Marana, AZ | Town of Marana | Construction Cost: $332,920

Developed plans for the construction of a traffic signal at the Arizona Pavilions Drive and Wal-Mart Supercenter entrance approximately 660 feet southeast of Cortaro Farms Road.

Key Staff: Alejandro Angel (PM), Randy Cheney (Lead), and Richard Iman

19) Glenn/Treat Solar HAWK, Tucson, AZ | City of Tucson | Construction Cost: $77,932

Solar BikeHAWK including updated striping, plastic curbing to delineate a bike area and bike push buttons, a new solar street light, updating signing, and an updated ADA curb ramp.

Key Staff: Alejandro Angel (PM), Randy Cheney (Lead), and Richard Iman

20) Stone Avenue Cycle Track, Tucson, AZ | City of Tucson | Construction Cost: $1,179,309

Final design plans, specifications, and a construction cost estimate to extend the existing two-way Cycle Track on Stone Avenue from Alameda Street south approximately 1,600 feet to Ochoa Street

Key Staff: Joe Vaskovic (PM), Randy Cheney (Lead), Alex Pulido, John Oliver, and Don Bjelk

21) Church Avenue Complete Street, Tucson, AZ | City of Tucson | Construction Cost: N/A (in design)

Complete Street project that connects downtown Tucson to major destinations and includes a road diet and bike and pedestrian improvements to improve safety.

Key Staff: Kevin Thornton (PM), Darlene Danehy Yellowhair (Lead), and Richard Iman

22) HAWK or BikeHAWKS Signals, Tucson, AZ | City of Tucson | Construction Cost: n/a (in design)

Designs for High-Intensity Activated Crosswalk Beacons (HAWKs) traffic signals or BikeHAWK traffic signals at fourteen intersections to improve bike and pedestrian safety.

Key Staff: Joe Vaskovic (PM) and Randy Cheney (Lead), Aaron Stone and Alex Pulido

3 Team Capability

The organizational chart pictured to the right highlights our key team members and Task Order Project Managers who will be supported by a team of professionals at their respective firms. Psomas key team leads and Task Order Project Managers are described below.

Sean Samsel, PE, ENV SP - Roadway Design | AZ PE 49691

Sean has 22 years of experience (20 at Psomas) managing projects throughout Southern Arizona and is excellent at coordinating projects with multiple stakeholders, leading design teams, and participating in public involvement.

He also has extensive experience leading projects delivered through the CMAR process, that utilize federal funding, providing Quality Control, and is very familiar with the associated project development process. Sean's experience includes projects 5, 6, 9, 13, & 17 on the chart beginning on page 16.

Darlene Danehy Yellowhair, PE, PTOE, TE, RSP2I, ENV SP – Traffic/Safety Engineering/ ITS | AZ PE 50215 | PTOE 3123 | RSP 169

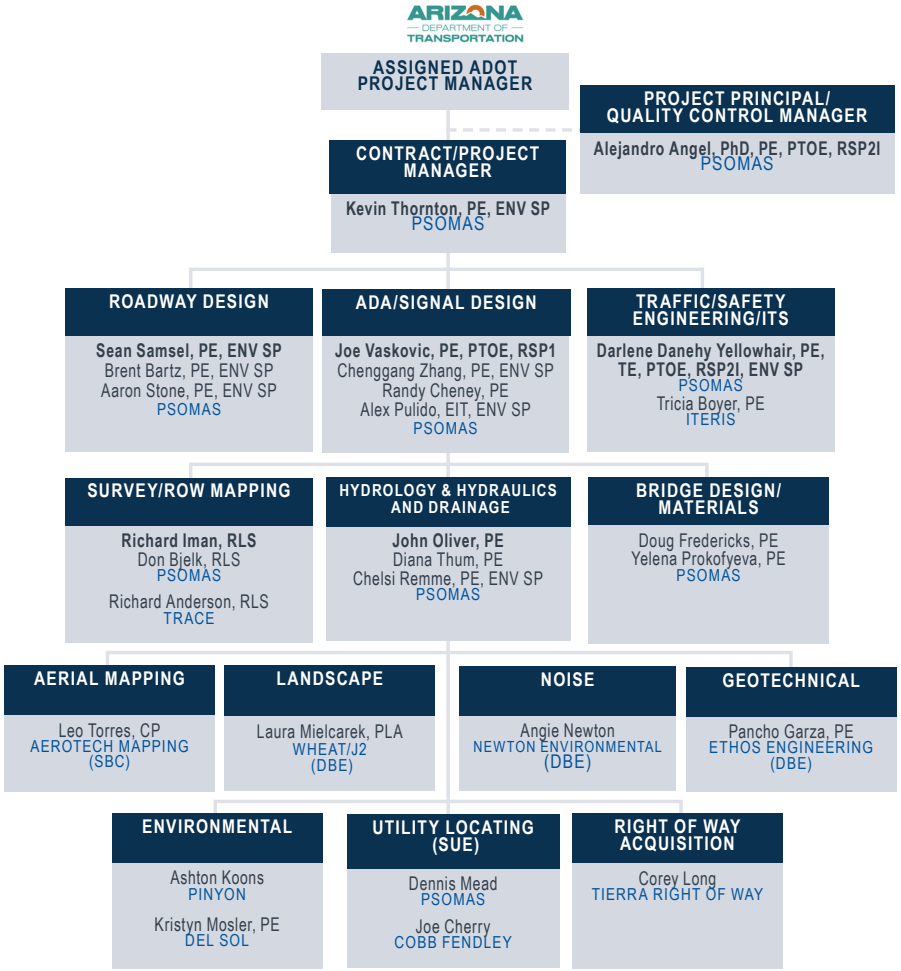
Darlene has been with Psomas for 18 years and has extensive experience with a variety of traffic engineering projects, including safety studies, corridor studies, signal timing and coordination, signing and striping design, and traffic signal design. Her expertise also extends to design and studies for alternate modes of travel, Road Safety Assessments, transportation planning, and roadway design. Darlene's experience includes projects 1, 4, 7, 8 & 14 on the chart beginning on pg 16.

Joseph (Joe) Vaskovic, PE, PTOE, RSP1 - ADA/Signal Design/Lighting | AZ PE 36850 | PTOE 087 | RSP 524

Joe has over 40 years of experience and has successfully managed projects from multi-million-dollar arterial roadway reconstruction projects such as Houghton Road, Broadway Blvd to 22nd Street to the APWA award winning project for Sustainability Cambio Grande Streetscape Improvements project for Barrio Hollywood. Joe's ADOT experience includes serving as the PM on ADOT PDOC IR348IR 42 Tohono O'odham Safety Improvement project and projects 1, 20, & 22 on the chart on page 16.

John Oliver, PE - Hydrology/Hydraulics and Drainage | AZ PE 52015

John has 19 years of experience, including 16 with Psomas, in the field of water resources specializing in stormwater and flood control analyses and design. He currently serves as a project manager on the water resources team and provides technical expertise for flood control, transportation, and development projects. His experience includes cross-drainage analysis and design, erosion protection design, storm drain planning and design, and the preparation of watershed and floodplain studies. He is proficient in the use of numerous hydrologic and hydraulic analysis computer programs, including WWHM, WMS, HEC-HMS, XPSWMM, HY-8, Culvertmaster©, Flowmaster©, HEC-RAS and FLO-2D. John's experience includes projects 5, 7, 10, 11, 15, 16, & 20 on the chart on page 16.



Richard Iman, RLS - Survey/ROW Mapping | AZ RLS 68764

With over 31 years of experience in the Surveying Profession, including both Public and Private-Sector, Richard has gained a perspective which is both broad and in-depth. Experience includes projects 14, 15, 16, 17, 18, 18, & 21 on the chart beginning on page 16.

Subconsultant Team *(Ten Firms, Six DBEs)*

Iteris	**Intelligent Transportation Systems (ITS)**
Iteris, Inc., is the market leader in smart mobility planning, design, and infrastructure management. Founded in 1987, their 470+ person staff provide superior engineering services and patented products to analyze, measure, plan and manage transportation system performance. **Lead:** Tricia Boyer	
TRACE Consulting (TRACE)	**Survey/ROW Mapping**
TRACE is a full-service civil engineering company that specializes in survey, traffic, roadway, aviation, and construction management services. TRACE has completed several tasks providing survey services under ADOT's current PDOC and is very familiar with ADOT's standards and requirements including delivery using OpenRoads workflows. TRACE is an ADOT certified **DBE**. **Lead:** Chinton Jhaveri	
Ethos Engineering (Ethos)	**Geotechnical Engineering/Materials**
Ethos Engineering LLC is a certified **DBE** firm providing geotechnical, structural, and civil engineering design services. Our structural, geotechnical, and civil engineering design experience includes highways; transit; bridges for traffic interchanges/river/canal crossings/ pedestrian facilities; retaining and sound walls; miscellaneous structures (traffic sign supports/utility supports/drainage/ landscape); roadways; and flood control drainage structures. Ethos has completed over 70 task orders on PDOC Contract 2022-006. **Leads:** Brian Grimaldi and Pancho Garza	
Wheat/J2 Engineering and Environmental (J2)	**Landscape Architecture**
Wheat/J2 Design is a Civil Engineering and Landscape Architecture firm in Phoenix and Tucson. Services include design of structure aesthetics, native plant and riparian area inventories and mitigation plans, designing and documenting landscape, irrigation and hardscape plans, and preparing erosion and sediment control plans. J2's staff includes Arizona registered Landscape Architects and ADOT-Certified Erosion Control Coordinators. J2 is a certified **DBE** and proud Native American and Hispanic minority-owned business enterprise. **Lead:** Laura Mielcarek, PLA	
Pinyon Environmental (Pinyon)	**Environmental**
Pinyon provides practical and manageable solutions for conducting environmental services that concurrently advance project goals while protecting and enhancing natural, cultural, and biological resources. Pinyon has a long history of supporting ADOT contracts. **Lead:** Ashton Koons	
Del Sol Group (Del Sol)	**Environmental**
Del Sol provides environmental compliance services to agencies and private entities navigating applicable laws, regulations and local ordinances to permit and/or build their project. Del Sol is a certified DBE. **Lead:** Kristyn Mosler, PE	
Newton Environmental Consulting (NEC)	**Noise**
NEC prepares technical reports in support of state and federal (NEPA) environmental documents; develops cost-effective designs for noise control; helps manage and strategize noise mitigation. NEC is a woman-owned Arizona certified **DBE** and SBE. **Lead:** Angie Newton	
Aerotech Mapping Technologies (Aerotech)	**Aerial Mapping**
AeroTech Mapping, Inc. is a **DBE** firm that has participated in PDOC contracts for ADOT since 2010 and has completed over 60 projects for the agency. With extensive experience in transportation-related photogrammetric projects, they have also completed numerous projects for the Nevada, New Mexico, and Texas Departments of Transportation and Caltrans. Their expertise includes delivering projects in OpenRoads, coordinating airspace access with Air Traffic Control, and utilizing their aircraft based in Glendale, AZ—all of which contribute to efficient and timely project delivery. **Lead:** Leo Torres, CP	
Tierra Right of Way Services (Tierra)	**ROW Acquisition/Relocation**
Tierra is a multi-disciplinary land services firm offering professional right of way services for more than 30 years. Under their ADOT Acquisition and Relocation On-Call contract, Tierra has acquired more than 550 residential and commercial properties. **Lead:** Corey Long	
Cobb, Fendley and Associates (CobbFendley)	**Subsurface Utility Engineering (SUE)**
CobbFendley's local Arizona staff includes professional staff that are very familiar with design and construction programs to support transportation activities. Over the past five years, they have provided utility relocation, subsurface utility engineering and surveying services in association with local consultants for ADOT projects. **Lead:** Joe Cherry	

1. Key Personnel

Alejandro Angel, PhD, PE, PTOE, RSP2I - Project Principal
AZ PE 40203 | PTOE 1324 | RSP 35

Alejandro has been with Psomas for 21 years. As Corporate Director of Engineering and a member of the firm's Board of Directors, he has full authority to commit firm resources and to act on behalf of Psomas regarding contractual matters. He will be ultimately responsible for the performance of the Psomas team and for ensuring that adequate personnel and other resources are made available.

Alejandro's expertise includes engineering studies for public and private projects, safety evaluations, the development of engineering standards and policies, and the planning and design of roadway projects, Complete Streets, roundabouts, and traffic signal systems (including HAWKs, BikeHAWKs, PELICANs, TOUCANs and RRFBs). Alejandro has completed projects in Arizona, Utah, California, Washington, Colorado, the Middle East, and South America. Alejandro's project experience and history of responsiveness is also highlighted in the chart beginning on page 16 as well as in his resume on page 23.

Kevin Thornton, PE, ENV SP - Contract/Project Manager
AZ PE 34738

Kevin will be the Contract/Project Manager for this project. Kevin has over 30 years of experience (18 with Psomas) in transportation including valuable public sector experience at the FHWA and as Assistant Director of Public Works for the Town of Marana. His experience includes managing transportation projects from bicycle friendly river parks and trails to urban arterials and roundabouts, including dozens of federally funded projects. Kevin will be responsible for managing this contract, ensuring schedules stay on track, the design team works within the design and construction budgets; and that ADOT and stakeholders are satisfied with the projects.

Kevin's ADOT experience includes the Project Manager for the I-10 Ina Road TI, a $140M CMAR project that includes a new traffic interchange, a new grade separated crossing over UPRR, widening of Ina Road, and a new bridge over the Santa Cruz River. This project was the recipient of multiple awards. Kevin's project experience and history of responsiveness is also highlighted in the chart beginning on page 16 as well as in his resume on page 21.

2. QA/QC

The individuals responsible for the Quality Control Plan (QCP) are the project manager and the quality control manager (QCM). For this contract, the QCM will be Alejandro Angel. There are three major stages in our QCP: quality planning, quality control, and quality evaluation.

In the **quality planning stage**, we have kickoff meetings with the client and other stakeholders to determine their expectations. The project manager then develops a work plan based on the client's input, schedule, and budget. The work plan identifies specific work products and establishes a set of measures and standards of quality for each of those products. Once the work plan is completed, it is approved by the project principal.

When the project starts, we move on to the **quality control stage**. Here, we track the execution of the work plan, review our designs and work products, and communicate with the client and subconsultants. The QCM verifies that detailed technical reviews of our products, and those of our subconsultants, are completed to be sure that they meet the quality standards defined in the quality planning stage.

Finally, during the **quality evaluation stage** we solicit verbal and written feedback from our clients and subconsultants to assess our overall performance and identify improvement opportunities. Part of this process is the Client Service Reviews (CSRs).

CSRs are performed by independent staff (not involved with the project), both during the project and after completion. Performing a CSR during the project lets us be proactive in identifying needs that are not being met and making corrective adjustments. Performing a CSR after project completion gives us an indication of client satisfaction and provides valuable input to help refine our process for future projects. Over the past 5 years, our CSR scores have averaged 9 out of 10.

A testament to our commitment to quality control is the fact that since the implementation the ECS Consultant Evaluation Program in 2010, Psomas has never received a score below 3 on any category on final project evaluations. (Addresses Item 4 of the RFQ - Past Performance)

3. DBE Commitment

It is Psomas' intent to meet the DBE goal of 11.96% for the overall contract and on each Task Order. To that end, we have assembled a team that includes six highly skilled DBE subconsultants with a wide range of abilities in all key technical areas. This will give us the greatest flexibility to meet DBE goals by mixing and matching our subconsultants depending on the location and scope of the specific task order. Arrangements with certified DBEs will be made before each Task Order assignment proposal submission.

KEVIN THORNTON, PE, ENV SP

Contract/Project Manager – Psomas

Kevin has 29 years of experience in transportation engineering. His experience includes bicycle friendly river parks to urban arterials and freeway interchanges, including the design and preparation of roadway and drainage improvements and design concept reports. He has managed design projects from the project scoping stage through construction, including the oversight of construction administration. Kevin is an Institute for Sustainable Infrastructure (ISI) Envision expert and has assisted in crafting several credits in the Envision V3 rating system.

REGISTRATION

2000/AZ/Professional Engineer/Civil/34738

2015/CA/Professional Engineer/Civil/84397

1999/CO/Professional Engineer/33904

2022/WA/Professional Engineer/22019324

EDUCATION

1994/BS/Civil Engineering/ University of Arizona

CERTIFICATIONS

Envision Sustainability Professional/Institute for Sustainable Infrastructure

EXPERIENCE

With Psomas for 18 years

Experience

Arizona Department of Transportation, I-10/Ina Road Traffic Interchange Design – Marana, AZ: Project Manager for the final design of the I-10/Ina Road TI improvement project. The project, a $120 million Construction Manager at Risk (CMAR) contract, consisted of elevating Ina Road over I-10 and the Union Pacific Railroad. In addition, there were 1.5 miles of I-10 reconstruction, a new bridge over the Santa Cruz River, and 1.5 miles of Ina Road widening and as a part of the project.

Other elements included extensive MSE retaining walls, utility relocations, right-of-way acquisitions, landscaping and hardscaping, four traffic signals, and extensive drainage improvements. The team also identified and incorporated $18 million in construction and ROW savings into the design relative to the original DCR design in order to keep the project within budget. This project was selected as the 2020 Arizona APWA Project of the Year and 2019 AGC Best Project.

Avenue E/D Extension Final Design, SR 195 to County 19th Street – Yuma County, AZ: Project Manager for the Design Concept Report (DCR) for this six-mile corridor located in southwest Yuma County through the Local Public Agency contract with ADOT. The DCR evaluated alternatives for a two-lane roadway extending from the intersection of Avenue E and SR 195 to the intersection of Avenue D and County 18th Street. The project will be designed to accommodate future widening to four lanes. The project team worked closely with a variety of stakeholders including the Cities of San Luis and Somerton, ADOT, the Bureau of Reclamation, Arizona State Land Department, Yuma County Water Users Association and Yuma County Airport Authority. The Psomas team also prepared the Traffic Engineering Report, Drainage Report, Environmental Assessment and Geotechnical Report.

Houghton Road, 22nd to Irvington – Tucson, AZ: Team Leader for the final design of this three-mile project to widen Houghton Road from two to six lanes with a median, add bike lanes and a multi-use path, and incorporate extensive drainage improvements that will provide all-weather access throughout the segment. The project also includes the addition of street lighting and ITS, new traffic signals at three major intersections, and a PELICAN pedestrian crossing. The roadway crosses the Pantano Wash, and the project includes the construction of a new bridge, retrofit of the existing bridge, addition of soil cement bank protection, and an underpass to provide for future linear park connections. The design team is also coordinating with Secrist Middle School to design improvements for improved circulation in the school parking lot and areas for needed increases in bus storage.

Engineering Design Services for Valencia Road, Kolb to Houghton Improvements – Tucson, AZ: Project Manager for the design of the widening of Valencia Road between Kolb Road and Houghton Road, a distance of 3.3 miles, from 2/3-lanes to a six-lane divided roadway. The project will require significant stakeholder involvement with local residential areas, as well as the Arizona State Land Department and Davis-Monthan Air Force Base. Two signals, at Old Vail Road and Nexus Road will be designed as Green-T intersections, allowing westbound traffic to flow without stopping. There will be a multi-use path on the north side of the roadway and continuous bike lanes along the roadway. In addition, drainage improvements and landscaping will be included in the project.

I-10, Ina Road Traffic Interchange (TI) to Ruthrauff Road TI – Tucson, AZ: Project Manager for this project that included final design services associated with the widening of I-10 between the Ina Road Traffic Interchange and the Ruthrauff Road Traffic

Interchange to 4 lanes in each direction plus auxiliary lanes between ramps. As a subconsultant, Psomas provided engineering design services for this project for ADOT, including construction sequencing, traffic control, signing and pavement markings, interstate lighting, utilities plans, and fencing.

Psomas also provided coordination and oversight of the aerial mapping services. In addition, Psomas prepared construction schedules, prepared the Transportation Management Plan and led emergency services meetings.

I-19 East Frontage Road - Canoa Road to Continental Road – Green Valley, AZ: Project Manager for the DCR and final design of the reconstruction of four miles of frontage road, two new bridges, and an innovative 'braided ramp' interchange design at the Continental TI. This project was named the number two project in North America by Roads and Bridges Magazine (2011) and also won the APWA Arizona Public Works Transportation Project of the Year (2012) in the $5 M to $25 M category. The Psomas team completed the Design Concept Report and the Environmental Assessment and Mitigation Reports for this two-lane roadway. The Psomas team also evaluated the need for a bridge structure over the Esperanza Wash and the existing grade control structure. Additionally, the team analyzed the street lighting needs to maximize safety and resolve possible utility conflicts.

ADOT On-Call Statewide and Local Government Project Design – Statewide, AZ: Project Manager for the Statewide and Local Governments on-call engineering contact for ADOT. Services under this contract include roadway, drainage, intersection, and traffic interchange design. Projects arising from this contract are frequently federally funded and include extensive coordination with multiple stakeholders, as well as preparation of scoping documents. Tasks have included the Crawford Street and Mingus Avenue Improvements.

SR 86, San Pedro and Santa Rosa Ranch Segments – Pima County, AZ: Project Manager for two segments of SR 86 widening totaling eight miles, with the goal of improving public safety and operations for these roadway segments. The project widened the existing two-lane roadway to a 40-foot roadway width and included the analysis and design of more than 70 drainage crossings. Precast box and arch structures were used to accelerate construction and reduce traffic control and detour needs, and wildlife crossings were included to mitigate wildlife impacts.

Mingus Avenue Pavement Reconstruction, Willard Street to 10th Street – Cottonwood, AZ: Project Manager for the Mingus Avenue project which involves the reconstruction of a half-mile segment of three-lane road in the City of Cottonwood. Anticipated project improvements include full pavement replacement, upgrades to pedestrian facilities with new curb, sidewalk and ADA compliant access ramps, and the addition of a northbound right-turn lane at the intersection of South 6th Street to improve intersection capacity and traffic operations. The project is federally funded and Psomas is currently working on the PA, traffic and drainage studies, as well as overseeing the environmental studies and scoping efforts to obtain NEPA clearance via a Categorical Exclusion for the project. Psomas will then prepare the final design, plans, specifications and cost estimate for the project.

Twin Peaks Traffic Interchange Plan Review – Marana, AZ: Project Manager that provided technical and constructability reviews of the Stage III and IV plans, specifications and estimate. Provided the reviews of this $50M interchange which included reconstruction of I-10, the on and off-ramps, Linda Vista Boulevard, Camino de Mañana, Twin Peaks, Silverbell Road; bridges over the Santa Cruz River, I-10, and the UPRR; Santa Cruz River improvements, and other miscellaneous work.

"I wanted to take a moment to thank the project team for the great teamwork and dedication you demonstrated in meeting the deadline to get the Ina Road design delivered on time. This is an extremely complicated project and every member of the team demonstrated a significant amount of professionalism and commitment to their part of the effort that ultimately led to a successful project delivery. The completion of this project will have a significant impact on our transportation system and the community. Your dedication is paving the way."

Rod Lane, Former Southcentral District Engineer in reference to the I-10, Ina Road TI project

"Kevin Thornton's team always provides top quality work and has a very open and friendly manner with us. They are open to our concerns yet are confident in advising us if our desires are ultimately not in our best interest or could create future issues. To a person their staff is knowledgeable, courteous, and responsive."

Keith Brann, Former Marana Town Engineer in reference to the I-10, Ina Road TI project

ALEJANDRO ANGEL, PHD, PE, PTOE, RSP2I

Project Principal – Psomas

REGISTRATION

2003/AZ/Professional Engineer/Civil/40203

2008/CA/Professional Engineer/Civil/72792

2016/UT/Professional Engineer/Civil/9731937-2202

EDUCATION

2008/PhD/Civil Engineering (Transportation)/University of Arizona

2002/MS/Civil Engineering (Transportation)/University of Arizona

1999/BS/Civil Engineering/ Universidad EAFIT, Colombia

CERTIFICATIONS

Professional Traffic Operations Engineer/1324

Road Safety Professional/35

EXPERIENCE

With Psomas for 21 years

As Corporate Director of Public Works and a member of the firm's Board of Directors, he has full authority to commit firm resources and to act on behalf of Psomas regarding contractual matters. He will be ultimately responsible for the performance of the Psomas team and for ensuring that adequate personnel and other resources are made available. Alejandro's expertise includes engineering studies for public and private projects, safety evaluations, the development of engineering standards and policies, and the planning and design of roadway projects, Complete Streets, roundabouts, and traffic signal systems (including HAWKs, BikeHAWKs, PELICANs, TOUCANs and RRFBs). Alejandro has completed projects in Arizona, Utah, California, Washington, Colorado, the Middle East, and South America.

Experience

I-10, Ina Road TI to Ruthrauff Road TI – Tucson, AZ: Project Principal for this project that includes final design services associated with the widening of I-10 between the Ina Road Traffic Interchange and the Ruthrauff Road Traffic Interchange to 4 lanes in each direction plus auxiliary lanes between ramps. As a subconsultant, Psomas is currently providing engineering design services for this project for ADOT, including construction sequencing, traffic control, signing and pavement markings, interstate lighting, utilities plans, and fencing. Psomas is also providing coordination and oversight of the aerial mapping services. In addition, Psomas prepared construction schedules, prepared the Transportation Management Plan and led emergency services meetings. Construction services are anticipated to bid in summer of 2022.

Arizona Department of Transportation, I-10/Ina Road Traffic Interchange Design – Marana, AZ: Team Leader for the final design of the I-10/Ina Road TI improvement project. The project, a $120 million Construction Manager at Risk (CMAR) contract, consisted of elevating Ina Road over I-10 and the Union Pacific Railroad. In addition, there was 1.5 miles of I-10 reconstruction, a new bridge over the Santa Cruz River, and 1.5 miles of Ina Road widening and as a part of the project. Other elements included extensive MSE retaining walls, utility relocations, right-of-way acquisitions, landscaping and hardscaping, four traffic signals, and extensive drainage improvements. The team also identified and incorporated $18 million in construction and ROW savings into the design relative to the original DCR design in order to keep the project within budget. This project was selected as the 2020 Arizona APWA Project of the Year and 2019 AGC Best Project.

I-19 East Frontage Road - Canoa Road to Continental Road – Green Valley, AZ: Traffic Engineer for the DCR and final design of the reconstruction of four miles of frontage road, two new bridges, and an innovative 'braided ramp' interchange design at the Continental TI. This project was named the number two project in North America by Roads and Bridges Magazine (2011) and also won the APWA Arizona Public Works Transportation Project of the Year (2012) in the $5 M to $25 M category.

ADOT On-Call Statewide and Local Government Project Design – Statewide, AZ: Project Principal for the Statewide and Local Governments on-call engineering contact for ADOT. Services under this contract include roadway, drainage, intersection, and traffic interchange design. Projects arising from this contract are frequently federally funded and include extensive coordination with multiple stakeholders, as well as preparation of scoping documents. Tasks have included the Crawford Street and Mingus Avenue Improvements.

City of Tucson On-Call Traffic - Irvington Road Project Assessment, Access Management Improvements, Mission Road to I-19 – Tucson, AZ: Project Manager that analyzed the existing 1.4-mile segment of Irvington Road from Mission Road to I-19. The segment includes six signalized intersections and a major unsignalized intersection that provides a secondary access for Tucson Spectrum, a large shopping center located south of Irvington Road between I-19 and Calle Santa Cruz. The final project assessment report included schematic drawings of the short and medium-term improvements as well as a cost estimate for all recommended improvements for the corridor.

Design of Irvington Road Improvements, Calle Santa Cruz to I-19 – Tucson, AZ: Project Manager for the improvements, which included constructing an eastbound right turn lane, adding a second northbound left turn lane, converting a full access driveway on Irvington Road just east of Calle Santa Cruz to a right-in right-out driveway in order to facilitate extending the westbound left turn lane at the intersection, and making improvements to the signal timing to improve operations. In addition, the plans included improvements on the north side of the intersection to provide a paved connection from Irvington Road to the Santa Cruz River Path for pedestrians and cyclists.

I-19 Southbound Valencia Road Off-Ramp – Tucson, AZ: Project Manager for the design of interim improvements to the southbound I-19/Valencia Road off-ramp. The design included utility relocations, right-of-way acquisitions, environmental analysis, drainage modifications, drainage and traffic engineering reports, signing and striping, and traffic control. The purpose of this project was to improve capacity, public safety, cross drainage, and operational characteristics of this segment of I-19.

Kino Parkway and 22nd Street Grade Separated Interchange – Tucson, AZ: Traffic Engineering Manager for this grade separated intersection for two major arterials in the City of Tucson. This is the largest City interchange project in more than 20 years and therefore had an important component of public involvement with business owners in the area, citizens, and local officials. Psomas was responsible for the development of short- and long-range traffic forecasts and utility coordination for the six-square-mile area around the interchange. The project also included modeling the operations of three different interchange alternatives: a partial cloverleaf, a diamond, and a Single Point Urban Interchange (SPUI). Additionally, Psomas provided survey services including right of way mapping and preparation of legal descriptions and led the utility coordination process and the development of utility relocation/modification plans.

Houghton Road, Valencia Road to 22nd Street, Design Concept Report and Preliminary Design – Tucson, AZ: Project Manager for the DCR to provide design recommendations to widen this six-mile corridor to six lanes. This project included determining design criteria, horizontal and vertical alignment of the proposed roadway, typical roadway sections, and assessment of right-of way needs, as well as drainage analysis, a bridge selection report for the Pantano Wash bridge, and analysis of construction phasing. In addition, the project also included determining how an urban-divided pathway system, or greenway, along the roadway will interact with the roadway corridor and cross major intersections.

Houghton Road Design - Irvington to Valencia – Tucson, AZ: Project Manager for the design of this project, which included widening 3.9 miles of Houghton Road from a two-lane road to six-lane Desert Parkway. The project included six traffic signal designs, design of utility modification plans for two miles of 24-inch potable water main, identification of conflicts with a 12-inch gas line and TEP electric transmission lines, drainage analysis, coordination with development projects, extensive public outreach with Civano and Rita Ranch, and the design of multi-modal improvements including bus pullouts, sidewalks, multi-use paths, and special bike-friendly crosswalks.

Houghton Road, Valencia Road to I-10 – Tucson, AZ: Project Manager for the widening of Houghton Road corridor to a six-lane section for four sections totaling more than eight miles of the corridor between 22nd Street and I-10. Improvements throughout the corridor include roadway widening, addition of bicycle and pedestrian facilities, storm drain and cross drainage improvements, numerous structures including retaining walls and bridges at the Pantano Wash, traffic signals, street lighting, and public art.

"Psomas assisted both ADOT and the Town of Marana with engineering services for the I-10 Marana TI. While this was initiated and contracted through ADOT, Alejandro's team did a great job helping all parties develop a plausible and acceptable solution that met both agencies needs and provided needed direction for future growth in the area."

Scott Beck, TSMO Operational and Traffic Safety Group Manager

"I enjoyed working with Alejandro and his team on projects ranging from small intersection improvements to major traffic interchanges. They were always responsive and answered questions thoroughly. ADOT projects are a high priority for them. Psomas understands ADOT requirements but can also think outside the box and come up with creative solutions."

Robin Raine, Deputy Director Tucson DOT, Retired
(Former ADOT Project Manager)

SEAN SAMSEL, PE, ENV SP

Roadway Design Task Lead – Psomas

REGISTRATION

2009/AZ/Professional Engineer/Civil/49691

2015/CA/Professional Engineer/Civil/84400

2022/WA/Professional Engineer/Civil/22017898

EDUCATION

2012/MBA/Finance/ University of Arizona

2005/BS/Civil Engineering/ University of Arizona

CERTIFICATIONS

Envision Sustainability Professional/Institute for Sustainable Infrastructure

EXPERIENCE

With Psomas for 20 years

Sean has experience managing a wide range of public works projects for jurisdictions throughout the Western US, including major arterial construction, local roadway widening and reconstruction, roundabouts and intersection reconfigurations, and a wide range of active transportation (ATP) oriented improvements. He excels at promoting a collaborative approach with stakeholders and focuses on being responsive to client's needs and providing excellent client service. Sean has a solid background leading multi-disciplinary design teams in developing creative solutions to project issues and in ensuring that project designs are technically sound, practical, cost effective, and meet client's goals. In addition, Sean has extensive experience providing post design support during construction, delivering projects through alternative delivery methods like CMAR, working on accelerated projects with tight time frames, and engaging the public through meetings and presentations. His roundabout design experience includes studies and final design for roundabouts in a wide range of contexts, from local neighborhood streets to state route interchanges. He is well versed in the latest roundabout design criteria, innovative pedestrian and bicycle treatments at roundabouts, and in using specialized roundabout design software to conduct performance testing that is crucial to safe and efficient design.

Experience

SR 86, San Pedro Road Segment – Pima County, AZ: Project Engineer to develop plans to widen the roadway including paved shoulders, adding turn lanes, flattening side slopes to enhance safety, reconstructing turnouts, and extending or reconstructing approximately 28 culverts to provide adequate recovery areas. This project is located approximately nine miles west of Robles Junction. At this location, SR 86 was a two-lane roadway with no paved shoulders, steep side slopes, and multiple culverts within the clear zone of the roadway. In addition to coordinating the roadway and drainage design, Sean's responsibilities included providing earthwork and quantity calculations, preparing the cost estimate, and coordinating with subconsultants and utility companies.

SR 86, Santa Rosa Ranch Segment – Pima County, AZ: Project Engineer for the design which included drainage improvements, clear recovery zones, intersection and access improvements, a wildlife crossing, and mitigation measures for possible habitat loss. The goals of this project were to improve public safety and operations of this roadway segment. This project is located approximately 17 miles west of Robles Junction, this design project widened the existing two-lane roadway to a 40-ft roadway width (two 12-foot lanes and two eight-foot shoulders).

Avenue E, SR 195 to County 19th Street – Yuma County, AZ: Project Engineer for the Design Concept Report (DCR) for this six-mile corridor located in southwest Yuma County through the Local Public Agency contract with ADOT. The DCR evaluated alternatives for a two-lane roadway extending from the intersection of Avenue E and SR 195 to the intersection of Avenue D and County 18th Street. The project will be designed to accommodate future widening to four lanes. The project team worked closely with a variety of stakeholders including the Cities of San Luis and Somerton, ADOT, the Bureau of Reclamation, Arizona State Land Department, Yuma County Water Users Association and Yuma County Airport Authority. The Psomas team also prepared the Traffic Engineering Report, Drainage Report, Environmental Assessment and Geotechnical Report.

Crawford Street - McNab Drive to Sonoita Avenue – Nogales, AZ: Project Manager responsible for leading the design of this half-mile segment of two-lane road. The project included pavement replacement and upgrades to curb, sidewalk, and ramp facilities to facilitate pedestrian use of the corridor. Sean was responsible for leading a multi-disciplinary design team, managing the schedule and budget, and coordinating with both ADOT and the City of Nogales to deliver this project.

SR 79/SR 79B Reconstruction – Pima County, AZ: Project Manager for the final design of the reconstruction of the SR 79/79B junction in Florence. The project includes realignment and reconstruction of approximately one mile of roadway, reconfiguring the existing intersection to correct existing geometric deficiencies, add turn lanes and paved shoulders, improve safety, and incorporate drainage improvements through

the corridor. The project is located in an area with heavy concentrations of Native American cultural resources, and extensive coordination with ADOT's Environmental Planning Group was required to complete the cultural investigation, data recovery, and plan the improvements to avoid impacting culturally sensitive areas. Sean's responsibilities on this project include leading a multi-disciplinary design team, managing the project schedule and budget, and coordinating the improvements with local municipalities and other stakeholders.

Arizona Department of Transportation, I-10/Ina Road Traffic Interchange Design – Marana, AZ: Project Engineer for the final design of the I-10/Ina Road TI improvement project. The project, a $120 million Construction Manager at Risk (CMAR) contract, consisted of elevating Ina Road over I-10 and the Union Pacific Railroad. In addition, there was 1.5 miles of I-10 reconstruction, a new bridge over the Santa Cruz River, and 1.5 miles of Ina Road widening and as a part of the project. Other elements included extensive MSE retaining walls, utility relocations, right-of-way acquisitions, landscaping and hardscaping, four traffic signals, and extensive drainage improvements. The team also identified and incorporated $18 million in construction and ROW savings into the design relative to the original DCR design to keep the project within budget. This project was selected as the 2020 Arizona APWA Project of the Year and 2019 AGC Best Project.

Twin Peaks Road Final Design, Linda Vista Boulevard to Tangerine Road – Marana, AZ: Project Designer for this 3.2-mile, four-lane divided roadway with outside curb and curbed median. The design phase of the project consisted of the realignment of Twin Peaks from its intersection with Linda Vista Boulevard to an alignment with the intersection of Dove Mountain Boulevard/Tangerine Road. Psomas prepared construction documents for a four-lane divided roadway and a two-lane roadway, which will follow the Pima County Environmental Sensitive Roadway Design standards. Sean's responsibilities included geometric design of the driveways and sidestreets along Camino de Mañana, as well as design of the transitions from the four-lane roadway to the two-lane interim section. Responsibilities also included preparing the signing and pavement marking plans for the roadway, assisting with drainage design, modeling and estimating earthwork quantities for the sidestreets and driveways, preparing cost estimates, coordinating with the Town of Marana, and attending public meetings.

Tangerine Road - Dove Mountain Boulevard to La Cañada Drive – Pima County, AZ: Project Manager for this five-mile project in cooperation with the Town of Marana, Pima County, and the Town of Oro Valley, who have partnered to form a Technical Advisory Committee (TAC) to guide the roadway design. The project team prepared final design plans to widen Tangerine Road from two lanes to four lanes with a median, bike lanes, and a multi-use path. This project raised the roadway profile to contain upstream drainage and pass it under the roadway through 40 new and extended cross culverts, enabling 100-year flood access. Providing wildlife connectivity was another primary goal for the project, and dedicated fencing was included to funnel wildlife to five culverts at existing locations of high wildlife use/mortality. This project was delivered by the CMAR method and Psomas worked extensively with the selected contractor to pursue value engineering ideas and develop a phased GMP to enable preliminary construction to begin early. The project was delivered by CMAR and Sean led the design team in coordination with Marana and the selected contractor to incorporate value engineering ideas and develop the approach for construction phasing and access.

Camino de Oeste and Thornydale Roadway Reconstructions and Multi-Use Paths – Town of Marana, AZ: Project Manager for this one-mile roadway reconstruction project, which provides new shoulders, drainage crossings, and a new multi-use path. The new path connects the existing multi-use path along Tangerine Rd to the south, with Moore Rd to the north, as well as makes connections to neighborhoods along Camino De Oeste and Moore Rd.

Tangerine Rd, I-10 to Dove Mountain – Town of Marana, AZ: Project Manager for providing final design services to widen Tangerine Road from Interstate-10 to Dove Mountain Boulevard/Twin Peaks Road to a four-lane, divided desert parkway. Tasks include development of comprehensive engineering design plans and complete construction bid documents, horizontal and vertical alignment, identification and resolution of drainage conveyance issues, geotechnical analysis, pedestrian/alternative transportation lanes, environmental and cultural resources, and landscaping and irrigation plans.

La Cañada Drive at Moore Road Roundabout – Oro Valley, AZ: Project Manager for the design of a roundabout at the intersection of two four-lane arterial roadways to replace an existing four-way stop. The project is located at a major crossroads in a residential master planned community with heavy bicycle and pedestrian activity and is in close proximity to several schools. The new roundabout design incorporates tie-ins to existing multi-use path and sidewalks and features raised crosswalks with RRFBs for enhanced pedestrian access and safety.

DARLENE YELLOWHAIR, PE, PTOE, TE, RSP2I, ENV SP

Traffic/Safety Engineering/ITS Task Lead – Psomas

Darlene has extensive experience with a variety of traffic engineering projects, including traffic impact studies, traffic reports, safety studies, signal warrant studies, corridor studies, signal timing and coordination, signing and striping design, and traffic signal design. She also has experience with design and studies for alternate modes of travel, Road Safety Assessments, transportation planning, and roadway design. Darlene is well-versed in Synchro, SimTraffic, HCS, SIDRA, and GIS, and has experience with AutoCAD, MicroStation, and InRoads.

REGISTRATION

2009/AZ/Professional Engineer/Civil/50215

2017/CA/Traffic Engineer/2827

2023/NV/Professional Engineer/Civil/031150

EDUCATION

2006/MS/Civil Engineering/ Cornell University

2004/BS/Civil Engineering/ University of Arizona

CERTIFICATIONS

Road Safety Professional, Level 2 Infrastructure/ Transportation Professional Certification Board Inc./123

Professional Traffic Operations Engineer/ Transportation Professional Certification Board Inc./3123

EXPERIENCE

With Psomas for 18 years

Experience

Avenue E, SR 195 to County 19th Street – Yuma County, AZ: Traffic Engineer for the Design Concept Report (DCR) for this six-mile corridor located in southwest Yuma County through the Local Public Agency contract with ADOT. The DCR evaluated alternatives for a two-lane roadway extending from the intersection of Avenue E and SR 195 to the intersection of Avenue D and County 18th Street. The project will be designed to accommodate future widening to four lanes. The project team worked closely with a variety of stakeholders including the Cities of San Luis and Somerton, ADOT, the Bureau of Reclamation, Arizona State Land Department, Yuma County Water Users Association and Yuma County Airport Authority. The Psomas team also prepared the Traffic Engineering Report, Drainage Report, Environmental Assessment and Geotechnical Report.

I-19 Southbound Valencia Road Off-Ramp – Tucson, AZ: Project Engineer for the design of interim improvements to the southbound I-19/Valencia Road off-ramp. The design included utility relocations, right-of-way acquisitions, environmental analysis, drainage modifications, drainage and traffic engineering reports, signing and striping, and traffic control. The purpose of this project was to improve capacity, public safety, cross drainage, and operational characteristics of this segment of I-19. Darlene was responsible for conducting the traffic analyses and developing the traffic report. The report included an analysis of two alternatives for the ramp as well as a weaving analysis on Valencia Road just west of I-19. Signal timing recommendations were also made to improve operations at the Valencia Road/I-19 off-ramp intersection until the recommended improvements could be constructed.

Mingus Avenue Pavement Reconstruction, Willard Street to 10th Street – Cottonwood, AZ: Traffic Engineer for the Mingus Avenue project which involved the reconstruction of a half-mile segment of three-lane road in the City of Cottonwood through an LPA contract with ADOT. Project improvements included full pavement replacement, upgrades to pedestrian facilities with new curb, sidewalk and ADA compliant access ramps, and the addition of a northbound right-turn lane at the intersection of South 6th Street to improve intersection capacity and traffic operations. The project was federally funded and Psomas completed the Project Assessment, traffic and drainage studies, as well as oversaw the environmental studies and scoping efforts to obtain NEPA clearance via a Categorical Exclusion. Psomas also prepared the final design, plans, specifications, and cost estimate for the project.

Florence Heights Improvements in Conjunction with ADOT – Florence, AZ: Design Engineer for the Florence Heights Drive widening project. Florence Heights Drive serves as a connector in the Town of Florence between State Route 287 (to the west) and State Route 79 (to the east). Darlene was responsible for preparing the traffic section of the Design Concept Report, which calls for the widening of the roadway to four lanes. The traffic discussion includes information about the existing Level of Service (LOS), traffic volumes, and access control, as well as recommendations for access control and turn lanes along the future roadway.

2019 HSIP Applications – Pima County, AZ: Project Manager responsible for preparing Highway Safety Improvement Program (HSIP) applications on behalf of PAG for the City of Tucson. The application process included analysis of dozens of intersections,

specifically evaluating crash history and the potential for safety improvements. Psomas worked with PAG and the City to identify locations, evaluate the locations, and prepare the funding applications.

Southwest Area Transportation Study – Pima County, AZ: Project Manager for this project which included conducting a Southwest Area Mobility (SWAM) Study to quantify and document existing land uses and the transportation network facilities in the area in order to develop growth and transportation network strategies to best serve the community's future needs.This included the West Valencia corridor, which is one of the main east-west arterials in Tucson and the only continuous east-west arterial in the region. Kaneen Communications (Kaneen) supported the stakeholder engagement for this project. Psomas and Kaneen worked closely with the County to facilitate a complete stakeholder engagement process that includes a website, multiple in-person meetings, pop-up events, and bus rider surveys.

Valencia Road, Mission Road to Camino de la Tierra RAISE Grant Application – Pima County, AZ: Project Manager supporting Pima County with the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application package submitted to the US Department of Transportation in February 2023. Specifically, Psomas prepared the Benefit-Cost Analysis (BCA) Technical Memorandum, supporting calculations, and elements of the project description, merit criteria, and budget. The key features of the RAISE Grant included: safety, environmental sustainability, quality of life, mobility and connectivity, economic competitiveness, state of good repair, partnership and collaboration, and innovation. Psomas worked closely alongside County staff to assist and compile the application from start to finish. This application supports the West Valencia Road project, including the reconstruction and improvements of 1.3 miles of Valencia Road, improving access and connectivity to underserved communities and, ultimately, all public traveling along the route.

La Cañada Drive and Moore Road Traffic Study and Roundabout Design – Oro Valley, AZ: Traffic Engineer for the intersection analysis to develop and evaluate improvement alternatives at the intersection of La Cañada Drive and Moore Road, currently functioning as an all-way stop. Existing traffic data was collected to evaluate existing and future functionality for the three improvement alternatives that were considered; an enhancement of the existing all-way stop, a traffic signal, and a roundabout. A warrant analysis was performed for the signal alternative and operational analyses were performed for all three alternatives. A safety analyses was also conducted, cost estimates were developed, and a benefit/cost analysis was provided as part of the study to help develop the ultimate recommendations. Based on the study recommendations and public input, the roundabout was chosen as the preferred alternative.

Church Avenue Complete Street, 6th Street to Cushing – Tucson, AZ: Project Manager for the planning and design of the Church Avenue Complete Street project in downtown Tucson that connects major destinations such as the convention center, main library, and historic courthouse. The project included the preparation of traffic studies to evaluate the feasibility of removing one travel lane in each direction, the development of design concepts for alternative cross-sections to provide better accommodations for all user needs, several meetings with the public, developers, and business groups, as well as the preparation of construction documents for the improvements. The project included protected bike lanes, various features to maintain and add on-street parking, and special design for bus stops to minimize conflicts with cyclists. Psomas prepared technical materials and led the presentation of the project at public meetings.

Pima County Regional Pedestrian Safety Screening and Prioritization Study – Pima County, AZ: Traffic Engineer for this project to develop a new prioritization system to aid Pima County in their pursuit of improving safety on County roadways by installing one or two HAWK signals per year. Psomas obtained data from the County and PAG, including pedestrian crash history, traffic volumes, speeds, locations of schools, school crosswalks, libraries, activity centers, and population density. Bus ridership information was provided by the City, and the data was all combined in a GIS database. Psomas then developed a network screening system to identify locations throughout the County with a history of pedestrian crashes and locations with a high potential for pedestrian conflicts. Discounting repeat locations and adding in previous public requests and locations where a HAWK had been recommended in an RSA, a total of 63 locations were moved forward to the second stage. A scoring system was developed based on an extensive literature review and County priorities. All of the locations were scored, and the top locations were moved forward to be further studied. The final step is to conduct crosswalk and/or HAWK warrant analyses at the top locations, and provide a final prioritization list for the County to use when moving forward with their pedestrian safety program.

JOSEPH VASKOVIC, PE, PTOE, RSPI

ADA/Signal Design/Lighting Task Lead – Psomas

REGISTRATION

2001/AZ/Professional Engineer/Civil/36850

1994/NY/Professional Engineer/Civil/071095

EDUCATION

1984/BS/Civil and Environmental Engineering/ Clarkson University

1982/AS/Engineering Science/Broome Community College

CERTIFICATIONS

Road Safety Professional/ Transportation Professional Certification Board Inc./524

Professional Traffic Operations Engineer/ Transportation Professional Certification Board Inc./087

EXPERIENCE

With Psomas for 4 years

Joe Vaskovic has a broad range of roadway and traffic engineering design experience that has led to successful project management roles on both large and small-scale projects. His experience includes the development of preliminary and final designs for a variety of roadway, bridge, and drainage projects involving pavement design, bridge replacement design, utility coordination, and preparation of horizontal and vertical alignments, grading plans, earthwork calculations, quantity take-offs, and cost estimates. His traffic engineering experience has involved preparing signing/striping plans, designing traffic signals, and developing construction sequencing and maintenance and protection of traffic plans.

Experience

I-10, Ina Road TI to Ruthrauff TI – Tucson, AZ: Project Engineer for the final design services associated with the widening of I-10 between the Ina Road Traffic Interchange and the Ruthrauff Road Traffic Interchange to four lanes in each direction plus auxiliary lanes between ramps. As a subconsultant, Psomas provided engineering design services for this project for ADOT, including construction sequencing, traffic control, signing and pavement markings, interstate lighting, utility plans, and fencing plans. Psomas also provided coordination and oversight of the aerial mapping services. In addition, Psomas prepared construction schedules, prepared the Transportation Management Plan and led emergency services meetings.

Cortaro Farms, I-10 to Thornydale – Marana, AZ: Project Manager for this roadway widening project. The goal of this project was to widen a 2.4-mile stretch of Cortaro Farms Road, an arterial road in northwest Tucson, from two to four lanes. Enhancements to this roadway included median and right-of-way landscaping, public art, and environmental mitigation for sensitive habitat. Improvements to the intersection of Cortaro Farms Road with the following streets included Cerius Stravenue, Hartman Lane, Camino de Oeste, and Oldfather Road. The project also required significant coordination between stakeholders, which included the area residents, Pima County, the Town of Marana, Union Pacific Railroad, and Tucson Electric Power, among others. Joe supervised the final design plan preparation of the roadway improvements through the 90% design submittal.

HAWK or BikeHAWKS Signals ARPA – Tucson, AZ: Project Manager supporting the design efforts of 14 traffic signals for the City of Tucson (City). The City is committed to improving the safety of its intersections for pedestrians and bicyclists and will be installing either High-Intensity Activated Crosswalk Beacons (HAWKs) traffic signals or BikeHAWK traffic signals at fourteen intersections. Psomas is leading a multidisciplinary team of engineers and surveyors to complete design efforts for each location spread throughout Tucson. To complete this project, our team is providing data gathering; Subsurface Utility Engineering (SUE); survey, mapping, and right of way plans; project administration; and design plans. Design will be completed in Spring 2025 with construction anticipated to begin early Fall 2025. Joe managed the final design of the 14 HAWK and BikeHAWK traffic signals for this federally funded project. Work was split between Psomas and a subconsultant staff. Joe conducted field reviews, reviewed signal designs, and worked to minimize both utility and right-of-way impacts.

Church Avenue Complete Street Design – Tucson, AZ: Project Engineer for this Complete Street project in downtown Tucson. Tasks included the preparation of traffic studies to evaluate the feasibility of removing one travel lane in each direction, the development of design concepts for alternative cross-sections to provide better accommodations for all user needs, several meetings with the public, developers, and business groups, as well as the preparation of construction documents for the improvements. Also prepared exhibits and a presentation for two public meetings and completing final design plans for the corridor. Joe reviewed ADA improvements at curb access ramps checking grades, cross slopes, landing areas, and the pedestrian access width.

Prop 411 Traffic Signal Improvements – Broadway Boulevard/Pantano Road – Tucson, AZ: Project Manager for this project which includes signal modification plans to convert 15 existing left turn phasing operations to Flashing Yellow Arrows (FYAs) and adding new FYAs to five signalized intersections. Additionally, the Broadway Boulevard / Pantano Road intersection will receive signal upgrades. Joe supervised the preparation of final design plans for traffic signal upgrades at the intersection along with ADA curb ramp improvements. The signal upgrades included installation of flashing yellow arrows for both exclusive left and right turn lanes. Joe coordinated the survey data collection, reviewed and resolved potential utility conflicts, and worked to keep improvements within the existing right-of-way.

Stone Avenue Cycle Track Extension – Tucson, AZ: Project Manager for this project with the City of Tucson to promote cycling and provide cyclists with safer travel options, including separated bike lanes. Psomas is supporting the Department of Transportation and Mobility (DTM) in preparing final design plans, specifications, and a construction cost estimate to extend the existing two-way Cycle Track on Stone Avenue from Alameda Street south approximately 1,600 feet to Ochoa Street. Psomas tasks on this project also included survey and base mapping and utility coordination. Joe oversaw the development of the final design plans, completed upgrades to four existing traffic signals, and coordinated the development of the median separating traffic/parking and the cycle track.

Stone Ave Cycle Track Extension - GSI – Tucson, AZ: Project Manager for the evaluation and incorporation of Green Stormwater Infrastructure (GSI) into the Stone Avenue Cycle Track Extension. To complete this project, Psomas is coordinating with the city's Storm to Shade (S2S) group to modify the proposed cycle track median and islands between Alameda Street and Ochoa Avenue. Psomas is providing oversight and coordination with the landscape architects to assist in developing landscape plans, details, construction cost estimates, and special provisions for the GSI improvements. Joe coordinated the inclusion of the green stormwater infrastructure improvements into the Stone Avenue Cycle Track Extension project work with the landscape architect on updates to the cycle track medians.

Houghton Road, 22nd Street to Irvington Road – Tucson, AZ: Project Engineer for the final design of this three-mile project to widen Houghton Road from two to six lanes with a median, add bike lanes and a multi-use path, and incorporate extensive drainage improvements that will provide all-weather access throughout the segment. The project also includes the addition of street lighting and ITS, new traffic signals at three major intersections, and a PELICAN pedestrian crossing. The roadway crosses the Pantano Wash, and the project includes the construction of a new bridge, retrofit of the existing bridge, addition of soil cement bank protection, and an underpass to provide for future linear park connections. The design team is also coordinating with Secrist Middle School to design improvements for improved circulation in the school parking lot and areas for needed increases in bus storage. As a subconsultant, Joe supervised the preparation of the traffic signal design, street lighting design, and ITS improvements for the project.

Camino Loma Alta and Old Spanish Trail – Pima County, AZ: Project Engineer providing civil engineering services to support infrastructure improvements for the Rocking K Subdivision at the Camino Loma Alta and Old Spanish Trail intersection. These improvements include widening for the addition of turn lanes, lighting, and intersection signalization. Psomas is also designing drainage improvements for a large wash low water crossing located south of the intersection and leading the coordination efforts with Pima County and multiple utility companies. The stormwater will be directed into a new box culvert system to convey underneath Camino Loma Alta. In order to complete these tasks, Psomas is preparing a traffic study that includes signal warrant analysis, level of service analysis, and queuing analysis for the intersection. Psomas is also providing a drainage analysis that includes hydraulic calculations supporting the design of a new all-weather access roadway, as well as survey and mapping services, preliminary and final plans, cost estimates, and oversight of geotechnical services. Joe provided the final design of a traffic signal at the Old Spanish Trail/Camino Loma Alta intersection, factoring interim and ultimate intersection configurations.

San Luis Land Port of Entry – San Luis, AZ: Project Engineer for the $228 million Design-Build project for modernization and expansion of the San Luis 1 Land Port of Entry in San Luis, Arizona. Existing site facilities will be renovated and expanded to reduce waiting times and increase capacity for pedestrians and cross-border vehicular travelers. The project includes both on-site and off-site design work site, utility, pavement, signal, demolition, and grading improvements. The team is coordinating design efforts through the U.S. General Services Administration (GSA) and is coordinating additional design submittals through the City of San Luis, Yuma County, and the US Bureau of Reclamation (USBR). Joe oversaw the final plan development for the off-site improvements along Urtuzuastegui Street (U Street) that included upgrades to a signalized intersection and one new signaled intersection between Archibald Street and 4th Avenue. Removal of an existing HAWK signal was included as were roadway lighting modifications and improvements to one approach to a roundabout at Main Street.

JOHN OLIVER, PE

Hydrology/Hydraulics and Drainage Task Lead – Psomas

REGISTRATION

2011/AZ/Professional Engineer/Civil/52015

2022/WA/Professional Engineer/Civil/22017922

EDUCATION

2006/BS/Civil Engineering/ University of Arizona

EXPERIENCE

With Psomas for 16 years

John has 18 years of experience in the field of water resources specializing in stormwater and flood control analyses and design. He currently serves as the Project Manager on the water resources team and provides stormwater technical expertise for flood control, transportation and development projects. He has worked on and served as the lead drainage engineer for projects of all sizes through all stages of development from project identification to feasibility and alternatives studies, through final design, cost estimation and construction. His experience includes analyses and design of cross-drainage structures, erosion protection, storm drain systems, detention, retention and stormwater quality basins, channels, bank stabilization, and the preparation of watershed and floodplain studies. He is proficient in the use of numerous hydrologic and hydraulic analysis software programs, including WWHM, WMS, HEC-HMS, XPSWMM, HY-8, Culvertmaster©, Flowmaster©, HEC-RAS and Flo-2D. He has prepared calculations and reports for a wide variety of roadway and development projects within the western United States and has encountered numerous unique challenges requiring unique solutions. Extensive stormwater and water quality analysis and design experience allows John to work quickly and efficiently, identifying potential issues and recommending solutions early to keep the project on schedule and within budget.

Experience

SR 80 (Benson-Douglas Highway), Tombstone to SR 90 Junction – Cochise County, AZ: Drainage Engineer to develop the design of this safety improvement project that covered approximately 15 miles of SR 80 between the City of Tombstone and SR 90 junction. The project involved designing roadside safety improvements and drainage improvements which included culvert extensions of 38 pipes and 15 box culverts. John was responsible for analyzing the culverts under existing conditions, providing recommendations for replacing undersized culverts, and designing splash pads and/or plunge basins for culverts with erosion problems.

SR 86, Santa Rosa Ranch Segment – Pima County, AZ: Drainage Engineer for the design which included drainage improvements, clear recovery zones, intersection and access improvements, a wildlife crossing, and mitigation measures for possible habitat loss. The goals of this project were to improve public safety and operations of this roadway segment. This project is located approximately 17 miles west of Robles Junction, this design project widened the existing two-lane roadway to a 40-ft roadway width (two 12-foot lanes and two eight-foot shoulders).

I-19 Southbound Valencia Road Off-Ramp – Tucson, AZ: Drainage Engineer for the design of interim improvements to the southbound I-19/Valencia Road off-ramp. The design included utility relocations, right-of-way acquisitions, environmental analysis, drainage modifications, drainage and traffic engineering reports, signing and striping, and traffic control. The purpose of this project was to improve capacity, public safety, cross drainage, and operational characteristics of this segment of I-19.

I-19 East Frontage Road - Canoa Road to Continental Road – Green Valley, AZ: Drainage Engineer for the DCR and final design of the reconstruction of four miles of frontage road, two new bridges, and an innovative 'braided ramp' interchange design at the Continental TI. This project was named the number two project in North America by Roads and Bridges Magazine (2011) and also won the APWA Arizona Public Works Transportation Project of the Year (2012) in the $5 M to $25 M category. John was responsible for utility research and conflict resolution.

Arizona Department of Transportation, I-10/Ina Road Traffic Interchange Design – Marana, AZ: Drainage Engineer for the final design of the I-10/Ina Road TI improvement project. The project, a $120 million Construction Manager at Risk (CMAR) contract, consisted of elevating Ina Road over I-10 and the Union Pacific Railroad. In addition, there was 1.5 miles of I-10 reconstruction, a new bridge over the Santa Cruz River, and 1.5 miles of Ina Road widening and as a part of the project. Other elements included extensive MSE retaining walls, utility

relocations, right-of-way acquisitions, landscaping and hardscaping, four traffic signals, and extensive drainage improvements. The team also identified and incorporated $18 million in construction and ROW savings into the design relative to the original DCR design to keep the project within budget. This project was selected as the 2020 Arizona APWA Project of the Year and 2019 AGC Best Project.

Kino Parkway and 22nd Street Grade Separated Interchange – Tucson, AZ: Project Engineer that provided survey for this grade separated intersection for two major arterials in the City of Tucson. This is the largest City interchange project in more than 20 years and therefore had an important component of public involvement with business owners in the area, citizens, and local officials. Psomas was responsible for the development of short- and long-range traffic forecasts and utility coordination for the six-square-mile area around the interchange. The project also included modeling the operations of three different interchange alternatives: a partial cloverleaf, a diamond, and a Single Point Urban Interchange (SPUI). Additionally, Psomas provided survey services including right of way mapping and preparation of legal descriptions, and led the utility coordination process and the development of utility relocation/modification plans. John was responsible for the research, mapping and utility conflict determination for this project.

Mingus Avenue Pavement Reconstruction, Willard Street to 10th Street – Cottonwood, AZ: Staff Team for the Mingus Avenue project which involved the reconstruction of a half-mile segment of three-lane road in the City of Cottonwood through an LPA contract with ADOT. Project improvements included full pavement replacement, upgrades to pedestrian facilities with new curb, sidewalk and ADA compliant access ramps, and the addition of a northbound right-turn lane at the intersection of South 6th Street to improve intersection capacity and traffic operations. The project was federally funded and Psomas completed the Project Assessment, traffic and drainage studies, as well as oversaw the environmental studies and scoping efforts to obtain NEPA clearance via a Categorical Exclusion. Psomas also prepared the final design, plans, specifications, and cost estimate for the project.

I-10 - Val Vista to I-8 – Pinal County, AZ: Drainage Engineer for this project. Psomas provided land surveying and drainage engineering for this 12.5-mile interstate widening project. Psomas provided the median and cross-drainage analysis and design plans for 20 culvert crossings ranging in size from 24-inch CMPs to large multi-cell box culverts. The Psomas Survey team was responsible for GPS control survey, aerial ground control and map verification and topographic as-built surveys of existing drainage structures. Psomas also oversaw the preparation of plans for significant modifications to existing San Carlos Irrigation and Drainage District infrastructure.

Agua Fria Flood Insurance Study – Maricopa County, AZ: Drainage Engineer for this project which included updating the floodplain mapping on the Agua Fria River from the New Waddell Dam to its confluence with the Gila River and completing a study consistent with FEMA requirements for Flood Insurance Studies (FIS). The effort included an assessment of the effective 100-year peak discharges for the review based on currently available gauge data on the river, as well as operational practices at the dam during the 100-year event. Psomas also prepared a Technical Data Notebook (TDN) which included all associated data, maps, forms, and supporting documentation ready for submittal to FEMA.

New River Flood Insurance Study – Maricopa County, AZ: Project Manager for the completion of a hydrologic and hydraulic study consistent with FEMA requirements for Flood Insurance Studies (FIS) along the New River, from the New River Dam to its confluence with the Agua Fria River, within the Phoenix greater metropolitan area. This effort included an assessment of the effective 100-year peak discharges based on currently available gauge data on the river and its tributaries, as well as operational practices at the dam during the 100-year event. Proposed changes to the effective 100-year peak discharges were presented to the FEMA Region IX representative in a technical memorandum to achieve concurrence on the technical approach. Psomas also prepared a Technical Data Notebook (TDN), including associated data, maps, forms, and supporting documentation, ready for submission to FEMA.

Valencia Road/Alvernon Way Intersection Improvements – Tucson, AZ: Drainage Engineer for the design of the improvements and reconstruction of this intersection. The design provided dual left-turn lanes in all four traffic directions, dedicated right-turn lanes, and widening to six travel lanes through and immediately east of the intersection, with appropriate transitions/tapers connecting to the existing four lane configuration. Multimodal improvements included the reconstruction of a bus pullout in the westbound direction, multi-use lanes, and the addition of sidewalks connecting a future Wal-Mart with Desert View High School.

RICHARD IMAN, RLS

Survey Task Lead – Psomas

REGISTRATION

2019/AZ/Registered Land Surveyor/68764

2006/KS/Professional Surveyor/1450

EDUCATION

2001/AS/Surveying Technology/Kansas State University-Salina

2001/AS/Civil Engineering Technology/Kansas State University-Salina

EXPERIENCE

With Psomas for 7 years

With 29 years in the Surveying Profession, including both Public and Private-Sector, Richard has gained a perspective which is both broad and in-depth. This allows him to approach the challenges faced by Professional Surveyors in a unique, multi-faceted manner, often leading to a more comprehensive and more defensible solution. He is well-versed in technical engineering/surveying terms, "legalese," and common American English. This affords him the ability to provide exceptional customer service by becoming the "go-to guy" for coordinating projects between the owner/client, regulatory agencies, and other professionals. He focuses on finding the best-possible solution to complex problems, and ensuring this solution is conveyed in a manner that is simple to understand for all involved, regardless of their technical background.

Experience

I-10, Ina Road TI to Ruthrauff TI – Tucson, AZ: Project Surveyor for the final design services associated with the widening of I-10 between the Ina Road Traffic Interchange and the Ruthrauff Road Traffic Interchange to four lanes in each direction plus auxiliary lanes between ramps. As a subconsultant, Psomas provided engineering design services for this project for ADOT, including construction sequencing, traffic control, signing and pavement markings, interstate lighting, utility plans, and fencing plans. Psomas also provided coordination and oversight of the aerial mapping services. In addition, Psomas prepared construction schedules, prepared the Transportation Management Plan and led emergency services meetings.

Sunset Road, I-10 to River Road – Pima County, AZ: Project Surveyor for this project, providing surveying and final engineering design services, including project management, quality control, construction traffic control, and survey and mapping services. As part of the survey and mapping services, the survey team reviewed title reports, verified photogrammetric mapping, provided additional topographic and cartographic surveying to supplement the previously acquired survey data, performed static terrestrial LiDAR scanning and processing of the UPRR to aid verification of design clearances to the top of the rails, and located underground utilities.

Kolb Road, Sabino Canyon Road to Sunrise Drive Road Widening – Tucson, AZ: Project Surveyor for this roadway improvement project which included widening an existing two-lane roadway to include a two-way left turn lane, paved shoulders, and a mixed-use path. The project also included a roundabout at the intersection of Kolb Road and Territory Drive, and has included extensive public outreach. Survey tasks included pre-design right-of-way, research, and utility and aerial mapping surveys.

Camino de Oeste and Thornydale Roadway Reconstructions and Multi-Use Paths – Town of Marana, AZ: Survey Manager for this one-mile roadway reconstruction project, which provides new shoulders, drainage crossings, and a new multi-use path. The new path connects the existing multi-use path along Tangerine Rd to the south, with Moore Rd to the north, as well as makes connections to neighborhoods along Camino De Oeste and Moore Rd.

22nd Street and 6th Avenue Intersection Improvements – Tucson, AZ: Project Surveyor who provided a right-of-way and laser scan as-built survey with point cloud for approximately one-half mile of the revised access control limits for Ramps and the multi-use path on the north side of Barraza Aviation Corridor (SR 210). Concrete pavement construction joints were located at proposed bridge pier locations along with new ramp tie-in match points and existing utilities within SR 210. A 3D digital terrain model was created by collection and/or extraction of 3D points and break lines over the site, from which existing x,y,z coordinates were suitably established for the design of the new bridge piers, pavement, path, walls and landscape improvements.

South Houghton Road Widening (4SHRWD) – Tucson, AZ: Project Surveyor for the engineering design services to Pima County to widen approximately 2.9 miles of Houghton Road from two to four lanes from the I-10/Houghton Road Interchange south to Andrada/Pantano High Schools. This project aimed to improve safety, reduce traffic congestion, increase mobility, and address accessibility issues such as flooding that periodically closed the roadway. Drainage improvements were a substantial component

of this project, providing culverts and collector channels to convey 100-year flows under the roadway and create all-weather access. The county requested that this project be delivered on an accelerated schedule to provide the capacity and infrastructure needed for the Southeast Logistic Center (SELC) development. Psomas recommended that a Construction Manager at Risk (CMAR) be engaged to help meet the schedule, then worked with the CMAR on phased Guaranteed Maximum Price (GMP) packages that allowed construction to begin eight months before it would have been possible with a traditional delivery method. Psomas also worked closely with numerous utilities on early indemnification packages to relocate conflicting utilities early and avoid schedule impacts.

Quail Crossing Extension - Phase 2 Design – Sahuarita, AZ: Project Surveyor for this project which includes the construction of a 1.2-mile extension of Quail Crossing Boulevard (QCB) from Old Nogales Highway to the Juan Bautista de Anza Trailhead, crossing the Santa Cruz River. The new roadway will tie into the existing QCB intersection at Old Nogales Highway, the east leg of which includes an at-grade crossing of the Union Pacific Railroad (UPRR).

Tucson International Airport Boundary and Easement Survey – Tucson, AZ: Survey Manager for the boundary survey of the 8,000 acres of land over 15 Sections as defined by the TAA Airport Layout Plan for Tucson International Airport. Providing horizontal control field survey based on the Psomas 2015 TAA Runway control points and mapping. Section corners and property corners will be searched for and located, and perimeter boundary fence lines, buildings, and structure encroachments along 25 miles of perimeter property lines will be located.

Santa Cruz River Shared-Use Path at Cal Portland Alternatives Analysis – Marana, AZ: Senior Project Surveyor for the Santa Cruz River Shared-Use Path at Cal Portland project. This section of SUP will be 1.8 miles long make the final connection for the Town of Marana to the 131-mile Loop system. The path will extend from the existing Avra Valley Road Trailhead located on the west side of the Santa Cruz River, crossing over Cal Portland property to the existing path to Gladden Farms along the east side of the Santa Cruz River. A majority of the path will be constructed along the Santa Cruz River soil cement level and will include a 14-feet wide paved path, landscaping, sitting areas, and screen walls and fencing.

Santa Cruz River Shared-Use Path Design at Cal Portland – Marana, AZ: Survey Manager for this shared-use path that will be 1.8 miles long make the final connection for the Town of Marana to the 131-mile Pima County Loop System. The path will extend from the existing Avra Valley Road Trailhead located on the west side of the Santa Cruz River, crossing over Cal Portland property to the existing path to Gladden Farms along the east side of the Santa Cruz River. To achieve the path alignment modifications to the existing Avra Valley Road bridge included the addition of a vehicle barrier, and underpasses at Cal Portland's haul road and material conveyor belt. A majority of the path will be constructed along the Santa Cruz River at soil cement level and will include a 14-feet wide paved path, landscaping, sitting areas, and screen walls and fencing.

Houghton Road, 22nd Street to Irvington Road – Tucson, AZ: Project Surveyor for the final design of this three-mile project to widen Houghton Road from two to six lanes with a median, add bike lanes and a multi-use path, and incorporate extensive drainage improvements that will provide all-weather access throughout the segment. The project also includes the addition of street lighting and ITS, new traffic signals at three major intersections, and a PELICAN pedestrian crossing. The roadway crosses the Pantano Wash, and the project includes the construction of a new bridge, retrofit of the existing bridge, addition of soil cement bank protection, and an underpass to provide for future linear park connections. The design team is also coordinating with Secrist Middle School to design improvements for improved circulation in the school parking lot and areas for needed increases in bus storage.

Roger Road Pedestrian Safety & Walkability Project – Tucson, AZ: Staff Team for the final design plans for the Roger Road Pedestrian Safety and Walkability project to provide complete and connected sidewalks on both sides of Roger Road between Oracle Road and Romero Road, a distance of 1.5 miles. Included in the project will be enhanced street crossings (Rectangular Rapid Flashing Beacons and/or HAWK crossings), street lighting and landscaping. In addition, extensive and unique public participation opportunities will be sought in the form of intercept surveys and a pop-up park to gather input on the best locations for the street crossings.

230kV WAPA Survey and Legal Descriptions – Tucson, AZ: Team Leader for this project providing Tucson Electric Power with survey services, including base maps, right-of-way surveys, and legal descriptions for the WAPA 230kV project, which spans over 20 miles of transmission lines.

From: ADOT Business Engagement and Compliance Office
To: Vanessa Martinez
Cc: ContractorCompliance@azdot.gov
Subject: Bidders List for Psomas
Date: Monday, March 31, 2025 5:41:00 PM

Psomas, AZUTRACS Number: 18671 has submitted a Bidder/Proposer list for **2025-011** on 03/31/2025 at 4:16 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	Address	Ethnicity	Gender	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
AeroTech Mapping Inc	3285 North Fort Apache LAS VEGAS, NV 89129	Hispanic American	F	4-7 years	Unknown	DBE	541370
Cobb, Fendley & Associates, Inc.	1131 W Warner Rd Tempe, AZ 85284	Caucasian	F	10+ years	More than $100 million	Non-DBE	541330
Del Sol Group, LLC	319 E. Palm Lane Phoenix, AZ 85004	Caucasian	F	10+ years	Less than $500,000	DBE	541620
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	Hispanic American	M	10+ years	$1 million to $2 million	DBE	541330
Iteris, Inc.	1700 Carnegie Ave., Suite 100 Santa Ana, CA 92705	Other	M	10+ years	$50 million to $100 million	Non-DBE	541330
J2 Engineering & Environmental Design, LLC	4649 E Cotton Gin Loop Phoenix, AZ 85040	Native American	M	10+ years	$5 million to $10 million	DBE	541320
Newton Environmental Consulting, LLC	9859 East Winchcomb Drive Scottsdale, AZ 85260	Caucasian	F	8-10 years	Less than $500,000	DBE	541620
Pinyon Environmental, Inc.	1783 W. University Drive Tempe, AZ 85281	Caucasian	F	10+ years	$5 million to $10 million	Non-DBE	541620
Tierra Right of Way Services, Ltd.	1575 E. River Road, Suite 201 Tucson, AZ 85718	Caucasian	M	10+ years	$5 million to $10 million	Non-DBE	531210
TRACE Consulting, LLC	1201 E. Jefferson Street,, Suite 3 Phoenix, AZ 85034	Asian-Pacific American	M	10+ years	$5 million to $10 million	DBE	541370

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.

Psomas	
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.

Psomas	
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: Kevin Thornton, PE, ENV SP

E-MAIL ADDRESS: kthornton@psomas.com

TITLE: Contract/Project Manager

CONSULTANT FIRM: Psomas

ADDRESS: 1745 E. River Road, Suite 245

CITY, STATE, ZIP: Tucson, Arizona, 85718

TELEPHONE: 520.690.7866

FAX NUMBER: n/a

UNIQUE ENTITY ID# (FROM SAM WEBSITE): U9A7SFPJY352

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
TRACE Consultants	Survey, Mapping, Aerial	Yes
Ethos Engineering	Geotech, Material Testing, Subsurface	Yes
J2 Engineering and Environmental Design	Landscape Architecture	Yes
Del Sol	Environmental & Related Services	Yes
Newton Environmental Consulting, LLC	Environmental & Related Services	Yes
Aerotech Mapping Technologies	Survey, Mapping, Aerial	Yes
Iteris	ITS/FMS	No
Pinyon Environmental	Environmental & Related Services	No
Tierra Right of Way	Rock Blasting & Related Services	No
Cobb, Fendley, and Associates	Geotech, Material Testing, Subsurface	No

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

Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	TRACE Consultants
CONTACT PERSON:	Chintan Jhaveri
E-MAIL ADDRESS:	cjhaveri@traceconsulting.us
TITLE:	Principal
ADDRESS:	1201 E. Jefferson Street
	Suite 3
CITY, STATE ZIP:	Phoenix, Arizona 85034
TELEPHONE:	602.680.8264
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	XM69KK5N31X5

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

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

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

Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	J2 Engineering and Environmental Design
CONTACT PERSON:	Jeffrey Holzmeister
E-MAIL ADDRESS:	jholzmeister@j2design.us
TITLE:	Principal
ADDRESS:	4649 E. Cotton Gin Loop
	Suite B2
CITY, STATE ZIP:	Phoenix, Arizona 85040
TELEPHONE:	602.436.2221
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	FPF9FEV1HKC5

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

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Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Aerotech Mapping, Inc.
CONTACT PERSON:	Leo Torres, CP
E-MAIL ADDRESS:	aliciamendoza@atmlv.com
TITLE:	Project Principal
ADDRESS:	8433 N. Black Canyon Highway
	Suite 120
CITY, STATE ZIP:	Phoenix, Arizona 85021
TELEPHONE:	623.242.7656
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	KMBUPETMPJE5

SUBCONSULTANT FIRM NAME:	Iteris
CONTACT PERSON:	Michael Washkowiak
E-MAIL ADDRESS:	tmwaskowiak@iteris.com
TITLE:	Vice President
ADDRESS:	8222 South 48th Street
	Suite 146
CITY, STATE ZIP:	Phoenix, Arizona 85044
TELEPHONE:	602.819.9134
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	Z475JYLWFCK8

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Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Pinyon Environmental, Inc.
CONTACT PERSON:	Ashton Koons
E-MAIL ADDRESS:	koons@pinyon-env.com
TITLE:	Arizona Lead
ADDRESS:	1783 W. University Drive
	Suite 137
CITY, STATE ZIP:	Tempe, Arizona 85281
TELEPHONE:	740.525.7060
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	TSYVJJBLEML8

SUBCONSULTANT FIRM NAME:	Tierra Right of Way Services, Ltd.
CONTACT PERSON:	Corey Long
E-MAIL ADDRESS:	clong@tierra-row.com
TITLE:	Director of Right of Way, Arizona
ADDRESS:	11022 N. 28th Drive
	Suite 155
CITY, STATE ZIP:	Phoenix, Arizona 85029
TELEPHONE:	602.682.0000
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	HXM9CGRXH958

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

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Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Cobb, Fendley & Associates
CONTACT PERSON:	Joe Cherry
E-MAIL ADDRESS:	jcherry@cobbfendley.com
TITLE:	Senior Associate
ADDRESS:	1131 W. Warner Road
	Suite 111
CITY, STATE ZIP:	Tempe, Arizona 85284
TELEPHONE:	480.564.3443
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	CUN1V8AMLY29

SUBCONSULTANT FIRM NAME:	Del Sol Group, LLC
CONTACT PERSON:	Noelle Sanders
E-MAIL ADDRESS:	nsanders@groupdelsol.com
TITLE:	Owner/Principal/Environmental Director
ADDRESS:	319 E. Palm Lane
CITY, STATE ZIP:	Phoenix, Arizona 85004
TELEPHONE:	480.642.9845
FAX NUMBER:	n/a
UNIQUE ENTITY ID #:	HD1VLFRJ4CD6

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

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Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

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

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

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Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	
CONTACT PERSON:	
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ADDRESS:	
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TELEPHONE:	
FAX NUMBER:	
UNIQUE ENTITY ID #:	

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

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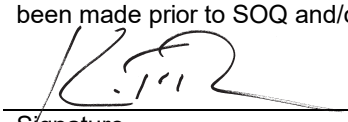
*Please confirm that each Subconsultant listed is in the eCMS database. If a Subconsultant's name is not in the eCMS database, contact ECS at E2@azdot.gov and allow two (2) business days to have the Subconsultant added to eCMS. Click Here check the eCMS database or go to ECS Website.

Revised 05/02/2024

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

April 1, 2025
Date

Kevin T. Thornton, PE, ENV SP
Printed Name

Contract/Project Manager
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:

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

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

Revised 05/02/2024