



September 5, 2024

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

Re: Statement of Qualifications for Supplemental Services for Temporary Part-Time Project Delivery Manager(s), Contract No. 2025-003

Dear Selection Committee Members,

With the submittal of this Statement of Qualifications (SOQ), HDR Engineering, Inc., (HDR) is extremely interested in being selected for this contract to support the Arizona Department of Transportation's (ADOT) Project Management Group (PMG) in delivering their infrastructure program.

HDR has provided engineering and project management services nationally for departments of transportation (DOTs) and Local Public Agencies (LPAs) since 1917, and in Arizona since 1959. Locally, HDR has numerous project managers experienced in ADOT's project delivery process. For this contract, we are proposing **Olivier Mirza, PE, to serve as the Contract Manager/Project Delivery Manager (PDM) and Ted Smithwick, PE, as PDM**, both dedicated resources for ADOT's PMG. **HDR commits Olivier and Ted to perform the tasks identified in this contract to the extent necessary to meet ADOT's quality and schedule expectations.** HDR Engineering, Inc. is not a certified DBE Consultant.

HDR's key qualifications include:

 **Contract Experience.** Our PDMs are currently providing services under the current 2022 contract, and are very knowledgeable in ADOT's delivery system, processes, and organizational structure. To date, we have managed more than 40 projects and delivered more than 20 projects that have included both ADOT and LPA projects. This experience allows our PDMs to hit the ground running and continue delivering projects according to ADOT's 20-30-30-20 project delivery goals.

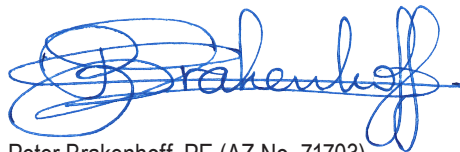
 **Decision Making Supported by Technical Experience.** Our PDM team experience includes engineering, planning, scoping, final design, and construction of local, state, and federal facilities in urban and rural areas. They have experience managing Construction Manager at Risk (CMAR), Design-Bid-Build (DBB), and Design-Build(DB) projects. Their versatile experience allows them to make quick decisions on project issues to keep the team on track to deliver on schedule and within budget.

 **True Partners.** Olivier and Ted are passionate about their work. They share a history of supporting ADOT in this capacity and understand the important role partnering has in the successful completion of projects. Throughout their careers, they have built strong relationships with ADOT staff, LPAs, consultants, and contractors, which helps facilitate consensus among stakeholders.

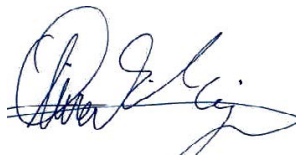
As requested in this SOQ, you will find the resume of our proposed Contract Manager/Temporary Part-Time PDM, Olivier Mirza, PE in PART D, Attachments.

Sincerely,

HDR Engineering, Inc.



Peter Brakenhoff, PE (AZ No. 71703)
Vice President/Project Principal
Peter.Brakenhoff@hdrinc.com
602.522.7711



Olivier Mirza, PE (AZ No. 39837)
Contract/Project Delivery Manager
Olivier.Mirza@hdrinc.com
602.245.3522

Engineering Consultants Section SOQ Proposal Certifications Form – SUPPLEMENTAL SERVICE

Contract Number: 2025-003

Consultant Name: HDR Engineering, Inc.

Please read the nine (9) 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 SOQ advertised, as revisions to the form may occur from time to time. **Failure to sign and submit the certification form specified in this SOQ with the SOQ proposal shall result in the SOQ proposal being rejected.**

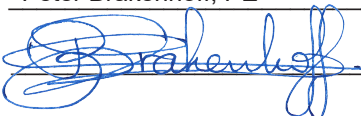
The signature below and submission of the SOQ by the Consultant certifies that to the best of its knowledge:

1.	The Consultant has not engaged in collusion with respect to the contract under consideration.
2.	The Consultant and/or its principals have not been suspended or debarred from doing business with any government entity.
3.	The Consultant and/or Supplemental Service individual proposed have the proper and current Arizona license(s) and registration(s) for services to be performed under this contract.
4.	The Consultant's signature on any SOQ proposal or contract constitutes an authorization to ADOT to ascertain the eligibility of the firm and its principals to enter into contract with the ADOT and with any other governmental agency.
5.	The Supplemental Service individual submitted is 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.	The Supplemental Service individual submitted by the Consultant that is a former ADOT employee 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 SOQ due date or (2) have not made any material decisions about this project while employed by ADOT.
8.	No Federally appropriated funds have been paid or shall be paid, by or on behalf of the Consultant for the purpose of lobbying.
9.	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 nine (9) statements above and/or that the statements are true to the best of my knowledge as a condition of award of this contract (must be signed by a Principal or Officer of the Consultant).

Print Name: Peter Brakenhoff, PE

Title: Vice President/Project Principal

Signature: 

Date: September 5, 2024



Engineering Consultants Section

ADOT Project Involvement Disclosure Statement – SUPPLEMENTAL SERVICE

Supplemental Service personnel proposed in an SOQ must disclose on this form **ALL** work he/she is currently performing (or anticipate performing) under any contractual agreements (listed in a submitted SOQ, in negotiations and/or executed contracts) with ADOT. This disclosure includes contracts awarded and/or executed through the Engineering Consultants Section, Procurement Group, Multi-Modal Planning Division or other ADOT Groups or Divisions.

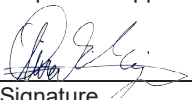
THIS FORM MUST BE COMPLETED AND SIGNED FOR ALL SUPPLEMENTAL SERVICES CONTRACTS EVEN IF NO WORK IS CURRENTLY BEING PERFORMED, OR IS ANTICIPATED TO BE PERFORMED, BY THE PROPOSED SUPPLEMENTAL SERVICES PERSONNEL ON OTHER ADOT CONTRACTS. This form **shall** be submitted or the SOQ shall be rejected.

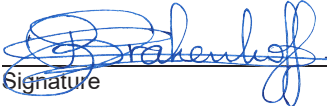
Consultant Name: HDR Engineering, Inc. **Contract Number:** 2025-003
Proposed Supplemental Service Personnel Name: Olivier Mirza, PE
% of time available to work on the proposed contract: 80%

No.	ADOT Section	Contract or Agreement Number	Detailed Description of Proposed Supplemental Service Personnel's Role in Project	Average Number of Hours per Week Working on Project	Anticipated Completion Date of Work
1.	PMG	2022-003.02	Supplemental Services for Temporary Part-Time Project Delivery Manager(s)	32	4/18/2025
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					

(Add additional sheets, as needed)

I hereby certify the above to be true to the best of my knowledge (must be signed by Proposed Supplemental Services Personnel and a Principal or Officer of the firm).

Olivier Mirza, PE
Proposed Supplemental Service Name

Signature
September 5, 2024
Date

Peter Brakenhoff, PE
Principal or Officer of Firm Name

Signature
September 5, 2024
Date

**ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2025-003**

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:

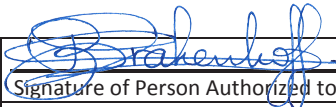
☒ The Company submitting this Offer **does not** participate in, and agrees not to participate in during the term of the contract, a boycott of Israel in accordance with A.R.S. §§35-393 *et seq.* I understand that my entire response will become public record in accordance with A.A.C. R2-7-C317.

☐ 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.

HDR Engineering, Inc.				
Company Name			Signature of Person Authorized to Sign	
20 E. Thomas Road, Suite 2500			Peter Brakenhoff, PE	
Address			Printed Name	
Phoenix	AZ	85012	Vice President/Project Principal	September 5, 2024
City	State	Zip	Title	Date



FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

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

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

☒	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.

HDR Engineering, Inc.

Company Name

20 E. Thomas Road, Suite 2500

Address

Phoenix

City

AZ

State

85012

Zip

Signature of Person Authorized to Sign

Peter Brakenhoff, PE

Printed Name

Vice President/Project Principal

Title

1. Relevant Experience



OLIVIER MIRZA, PE
 Contract Manager/Project Delivery Manager

Olivier's 25 years of experience includes 24 years working on ADOT projects, during which he developed a deep understanding of ADOT's project delivery process and built strong relationships with ADOT staff in all departments. He previously served as Business Management System Auditor in the private sector auditing project delivery processes and recommending improvements where needed. An American Council of Engineering Companies (ACEC) Leadership in Engineering Administration Program (LEAP) graduate, Olivier's project management experience includes engineering planning, scoping, final design, and construction of local, state, and federal facilities in urban and rural areas. He has experience managing CMAR, DBB, and DB projects. **His recent relevant experience includes serving as an extension of staff to ADOT's PMG for the past six years through the PDM contract** where he delivered the following type of projects: pavement rehabilitation/preservation, Highway Safety Improvement Program (HSIP), Emergency Repairs (ER) procurement and DBB projects, bridge replacement/rehabilitation, intersection improvements, Design Concept Reports (DCR) for Maricopa Association of Governments (MAG), and new roadway alignments/extensions. He is responsible for delivering assigned State and LPA projects' within the programmed month, and ultimately helping ADOT meet its 20-30-30-20 quarterly project delivery goals. **This includes delivering and coordinating multi-disciplinary bid-ready Plans, Specifications, and Estimate (PS&E) documents** and other key project elements such as: Right-of-Way (ROW), Environmental and Utility Clearances, Technology and Innovation Deployment Program (TIDP), Performance Based Practical Design (PBDP), Joint Project Agreements (JPA's), Intergovernmental Agreements (IGAs).

With the anticipated Proposition (PROP) 479 workload, ADOT's PMG is planning to augment its resources by selecting additional new supplemental PDMs to help deliver the new program. **Olivier's six years' experience as a PDM, combined with his desire to help PMG and others succeed, makes him an available resource to support PMG leadership in onboarding the new PDM's; by introducing them to ADOT's project establishment process and answer any clarification questions they might have regarding the established standards for work.**

Olivier understands the risks that could affect the project delivery process. He constantly monitors the project's risk register, and quickly mitigates risks before they impact schedule while keeping ADOT's group managers updated on these risks. These often include clearances, funding discrepancies, and intergovernmental/stakeholders' coordination. Throughout the risk management process, Olivier verifies timely involvement with ADOT Contracts and Specifications (C&S) so that all approvals and clearances are issued for on-time advertisement. He is keen at keeping WorkFront project information up-to-date as different ADOT groups use it to obtain information relevant to program delivery.

Through his extensive project delivery experience, Olivier developed an institutional knowledge of projects design costs and what design hours are needed based on the project scope of work. He uses this knowledge to aid internal design disciplines in developing realistic budgets, and successfully negotiating design consultants' contracts. There are instances where funding deltas arise when the cost for a specific scope of work exceeds the available funding, necessitating a combination of scope and cost reduction. For LPA projects, Olivier has experience guiding the LPA through the federal process requirements and budgetary constraints to avoid and mitigate potential delays.

Olivier understands how important it is to meet deadlines and adhere to established processes to achieve consistent quality. He has observed how improperly scoped, scheduled, and budgeted projects suffer and has helped establish corrective actions to get the projects back on track and within budget. Additionally, he understands how decisions made during the design process affect the construction cost and ultimately the overall construction program. For example, on **F0054 Cholla Street to Ocotilla Street Drainage Improvements Project** and **F0060 US 180 Right-turn Lane Project**, both District minor projects, Olivier worked with corresponding districts to remove any scope creep and put the projects back on track and within budget, while maintaining operational performance by using a PBDP approach.

As a PDM, Olivier has managed more than 40 projects. The project list to the right serves as a performance record that highlights some of the projects where he successfully managed stakeholders, design team members, risks, SOW, schedule and budget to provide a high-quality deliverable.

SS976	Ave. E - SR 195 to County 18th St, Yuma County, Arizona: DCR, EA, and Final Design (LPA Yuma County)
F0106	Bellemont TI UP EB #738 and WB #10083 Bridge Superstructure Replacement (State, TIDP)
SS991	8th Ave. and Airport Rd. Roundabout (IGA, LPA Graham County, HSIP)
F0054	Cholla St. to Ocotilla St. Drainage Improvement (State, District Minor)
F0060	US 180; SR 40 to Aspen Ave. Right-Turn Lane (IGA, State, District Minor)
H8905	Pineveta Draw EB #1175 & WB #1176 Bridge Deck Replacement and Scour Countermeasure (State)
F0163	I-40 Bridges, Mackenzie Wash EB to Griffith Wash WB Bridge Rehabilitation and Deck Replacements (State)
F0261	MP 105.95 W of Buckeye to Jct SR 85 Pavement Preservation (State, TIDP)
F0296	SR 89A, McMellan Rd. to I-40B Pavement Preservation and ADA Improvements (State)
F0280	SR 68, Verde Rd. to Bacobi Rd. Raised Median Construction. HSIP Project for Access Control (State, HSIP)
F0348	SR 89, Chino Valley to Hell Canyon Pavement Preservation (State)
T0235	Fort Thomas River Rd. Bridge Replacement (IGA, LPA Graham County)
F0349	US 93, Sycamore Creek and Grey Wash Bridge Deck Replacement (State)
F0387	US 93, S of Nothing to N Jct 97 Pavement Preservation (State)
F0388	I-8, MP 135 - Pinal County Line E of Gila Bend pavement preservation (State)
F0441	Gila County SR 177, SR 77, US 60 and US 70 ROW Miscellaneous Emergency Repairs
T0281	Pinal Creek Bridge Replacement (IGA, LPA City of Globe)
T0326	Antares Rd. Bridge of Truxton Wash (IGA, LPA Mohave County)
SZ018	Cesar Chaves Blvd. Roadway Reconstruction and Improvements (IGA, Grant Application, LPA City of San Luis)
F0486	I-10/Jackrabbit TI Reconstruction DCR and CE (MAG)



TED SMITHWICK, PE
Project Delivery Manager



Ted began supporting PMG as a PDM back in 2023. Since that time, Ted has been working on initiating and delivering State and LPA projects through the PMG delivery process. He's been focused on delivering projects on-time and on-budget to help ADOT meet its 20-30-30-20 quarterly project delivery goals. **Ted is currently coordinating the delivery of multi-disciplinary bid-ready PS&E documents and associated Environmental, ROW, and Utility clearances for seven projects under the current PDM contract and several other projects under the Project Delivery On-Call contract.** He has gained essential experience understanding the ADOT internal delivery process through these assignments that he can hit the ground running on this new contract.

Ted has worked with ADOT for 17 years, specifically managing rural and urban roadway projects varying in size and complexity, including many on-call projects. Ted's technical background is roadway design where he became very familiar with the intricacies of various design standards and best practices to produce quality deliverables. He led design delivery teams where he coordinated the production delivery and gained a general knowledge of the drainage, traffic and bridge disciplines.

He is familiar with the different funding programs available for LPAs projects and understands the application requirements.

PDM Projects

As part of the project delivery process, our PDMs will perform the following tasks:

On HDR's Santa Cruz County (SCC) On-Call contract, Ted worked with the county to submit an Off System Bridge (OSB) program application. He understood the importance of having an accurate SOW to determine the required funding amount and therefore developed a PA with a 15% cost estimate. This information was used in the application and SCC was successfully able to secure the appropriate funds to deliver the project. With his technical expertise, Ted can differentiate between the needs and wants when it comes to scope creep. He can recognize needed additional SOW early in the design and communicate with leadership to identify appropriate funding sources. In the case of SOW wants, Ted can communicate effectively with the LPA or district, the importance of adhering to the original SOW in order to maintain the project schedule and stay within the construction programmed amount.

Ted is familiar with ADOT's software systems to set up and manage projects. He uses Project Master to setup the project and its subphases, AFIS to monitor the project budget, and WorkFront to manage the project schedule, deliverables, and communication.

As a PDM, Ted is currently managing seven projects. The project list to the right serves as a performance record that highlights some of the projects where he is successfully managing stakeholders, design team members, risks, SOW, schedule, and budget to provide a high-quality deliverable.

PDM PROJECTS	F0616	I-17 Superelevation Improvements (State, HSIP)
	F0636	US 93 NB and SB Passing Lanes (HSIP)
	T0362	Centerline Rumble Strips on Ave. G from County 19th St. to County 11th St. (IGA, HSIP, LPA Yuma County)
	T0376	Countywide Roadway Segments Pavement Markings Upgrade to Thermoplastic (IGA, HSIP, LPA Yuma County)
	T0377	County 14th St. at Ave. 4E Intersection Improvements (IGA, HSIP, LPA Yuma County)
	T0378	County 11th St. at Ave. G Intersection Improvements (IGA, HSIP, LPA Yuma County)
CONSULTANT PM PROJECTS	T0588	Waddell Rd.; Litchfield Rd. to Bullard Ave. ITS Installation (IGA, LPA, and City of Surprise)
	ADOT, Pendleton Drive at Sonoita Creek Wash	
	Project required significant project coordination with Santa Cruz County (SCC) and ADOT. With budget constraints, SCC desired a solution that mitigated and reduced roadway flooding while still accommodating large storms events and pedestrians/bicyclists. Ted worked with Santa Cruz County, ADOT, and project stakeholders to garner consensus on this project issue by developing several alternatives with a variety of construction costs.	
	SR 89A Oak Creek Canyon Guardrail Replacement	
	This PDOC involved the replacement of damaged and sub-standard guardrail from milepost 387 (Pine Flats Campground) to milepost 390 (Scenic Overlook) on SR 89A within Oak Creek Canyon. The project intent is to bring guardrail up to current standards and improve safety on this precipitous stretch of highway.	
	ADOT, SR 347 Pavement Preservation	
	This PDOC project involves milling and overlaying 13.5 miles of SR 347 from the City of Maricopa to I-10. The project is within the Gila River Indian Community and Ted has been coordinating closely with them to gain consensus on traffic control for lane closures	

HDR PDMs	Develop and Manage Scope, Budget, Schedule, and Risk Register	Task Order Assignment Schedule Tracker (TOAST)	Kick-Off Meetings, Field Reviews, Progress, and Comment Resolution Meetings	PRB Meetings	PPAC Meetings	Initiate In-House and Consultant Design Projects	Secure Funding Source(s)	Establish Project Number in Project Master	Manage Compliance Proof Reviews	Execute IGAs	Invoice LPA Projects	Coordinate with Project Accounting	ADOT's Huddle Meetings	Create Project Workplans	Monitor Project Budgets in AFIS	Project Tasks and Schedules in Workfront	Perform Roadway, Drainage, Traffic and Bridge Design
Olivier Mirza, PE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ted Smithwick, PE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2. Demonstrated Knowledge, Skills and Abilities (KSAs)

Olivier Mirza, PE: Having worked with ADOT for 24 years, Olivier understands the interests and concerns of ADOT's internal groups involved in the project delivery process. Throughout these years, he developed a deep understanding of the KSAs that are needed to deliver agency projects. This is validated by the projects listed on Page 06, where he used his project management skills and experience to coordinate with different stakeholders and to effectively deliver projects from planning through execution.

ADOT Project Management & Project Development Process: Olivier has established projects, initiated design, advertised for construction, and provided post design services for state and LPA projects. He has implemented ADOT's project establishment process starting at obtaining project numbers in Project Master all the way through the PRB/PPAC meetings. Within this process he set up the project schedule in WorkFront, developed a clear scope of work and corresponding DICE/Cost Estimate (Workplan). He understands the differences between In-House design and consultant design. In-House design is faster to initiate final design, while consultant design requires advertising the project and negotiating the contract before notice to proceed (NTP) is issued and design can start. He used this knowledge to initiate ER projects and complete them within the project 100% federal eligibility window using In-House design groups. Olivier knows how to navigate PDOC Projects through the TOAST process to get an NTP issued within 50 days. Additionally, with his vast experience in delivering multi-disciplinary projects, he understands what it takes to deliver stand-alone advertisement projects that are above the PDOC dollar limits, and is able to develop a clear SOW and negotiate an appropriate contract value with consultants. Olivier always identifies risks early in the project delivery process that can impact SOW, project cost and schedule and monitors them throughout the project delivery to implement mitigation measures before they become an issue.

Technical Expertise: Olivier has delivered numerous projects using American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA), ADOT, and local agency standards. He has worked on the final design of two four-level System Interchanges (SIs), the **I-10/SR 202L (Santan Freeway) SI and SR 202L (Red Mountain Freeway)/US 60 SI**, as well as the preliminary 30% design of the **I-10/SR 303L**, a five-level SI (the largest in the state). He has also worked on numerous smaller projects such as: **US 93 Tompkins Canyon, in Mohave County; I-10 Widening, Grant Rd. to St. Mary's Rd. in Tucson; and SR 95 Quartzsite-Parker-Topock Highway in Lake Havasu**. He is familiar with MicroStation, OpenRoads, and project management software, so he can communicate effectively with design groups when it comes to design production.

Delivery of Multiple Projects (Multitasking): Olivier's organizational skills, systematic and proactive approach, concise and focused communication, and schedule and resource management skills provide him the tools to, at one-time, simultaneously manage 20 projects as a PDM for ADOT. Above all, **Olivier is committed to ADOT and intentionally makes his role as PDM a priority. Even with the COVID-19 lock downs and work from home requirements, Olivier stayed on top of his assigned projects and was able to successfully advertise six projects for construction while working remotely.** He understands the resource/workload challenges that the disciplines face from time-to-time and can use his skills to manage these challenges by adjusting milestone deliverables while still meeting the set project advertisement date - resulting in a win-win situation for all team members.

Stakeholders and Agency Communications and Interpersonal Relationships: Having worked in a lead role on six DB projects and managed many design projects, Olivier knows the importance of interpersonal and strong verbal and written communication skills. They are especially important when fostering teamwork and project ownership to deliver a quality project on time, within scope and budget.

His experience coordinating with project stakeholders includes ADOT staff, design oversight staff, environmental and utility coordinators, property owners and developers, forest service, FHWA, local and out-of-state consultant offices, and contractors. Working on highly political MAG projects, Olivier set-up bi-weekly meetings with MAG project coordinators to discuss project status, issues, items that need their attention, and risks to avoid any possible miscommunication with leadership. He attends project stakeholder and public meetings and uses his communication skills to answer sensitive questions and address public concerns in a concise and clear manner.

Innovative Techniques: As a PDM and lead on DB projects, Olivier understands the importance of innovation in design and project delivery to successfully complete these projects with condensed schedules, tight budgets, and sometimes limited resources.

PBPD, when applicable, allows for a design decision approach to provide a method to move away from standard design and focus on the best return on investment (maximum value at lower cost). On **ADOT's Schulze Ranch Rd. to Town of Miami ER Project**, Olivier realized that a full-blown design (bringing the existing roadway drainage to meet current design standards) would be unfeasible based on feedback from the design team and district. The team took a step back and assessed what was the root cause of high-water flows and implemented a PBPD solution that was customized to accommodate the historical actual waterflows within the project limits. Additionally, the team realized that there are two different design alternatives, of which one could be preferred by one contractor versus another based on their available resources. To resolve the issue and achieve consensus among the design team and district, Olivier recommended developing two bid alternatives with C&S approval. This would allow the bidding contractors to choose the option that fits their resources the best.

TIDP builds on the Every Day Counts initiative promoting the use of innovative technologies and practices that increase the efficiency of construction, accelerate construction, improve safety and quality of highway infrastructure, reduce congestion from construction, and extend the service life of highways and bridges. Olivier is always looking for opportunities to implement TIDP on his projects since if approved, TIDP applications provide projects an additional 5% in federal funding. On the **SR 89A to I-40B Project (F0296)**, Olivier was successful in securing the additional 5% federal funds for the innovation use of increased longitudinal joint compaction, increased pavement density, and polymer modified binder in a low temperature region.

Complex Assignments: Olivier's **complex project delivery experience** includes DB, CMAR, and traditional DBB. Having worked on multi-million dollar DB projects, Olivier is resourceful in locating additional staff, when required, to deliver projects within a condensed schedule. On the South Mountain Freeway, He was able to coordinate final design between seven out-of-state offices. The contractor and oversight review staff have commented that they would not have guessed that the design plans were developed out-of-state, a testament to Olivier's attention to detail. Olivier understands the importance of the delivery schedule and knows how to keep his team focused to deliver on time and within budget.

Olivier was the design consultant project manager for the **City of Scottsdale (COS) 68th St. Bridge Replacement**. Due to the accelerated design, construction schedule, and the complexity of the project, the CMAR delivery method was selected by the COS. **Olivier worked hand-in-hand with the COS, contractor, and Salt River Project (SRP) irrigation to develop a design that was constructible within the canal dry-out window (28 days).** Several design alternatives were evaluated, one of which was a roundabout with a pedestrian underpass at the intersection with Indian School Road. Due to funding constraints, the COS decided to maintain the existing intersection and replace only the bridge. After that decision, the design team produced the PS&E package within a month. The contractor worked 24-hour days during the canal dry-out and Olivier provided 24-hour construction support.

Ted Smithwick, PE: Having worked with ADOT for 17 years, Ted understands the project delivery process. He developed a deep understanding of the KSAs needed to deliver agency projects. This is validated by the projects listed on Page 07, where he is using his project management skills and experiences to coordinate with different stakeholders and manage the delivery of these projects.

ADOT Project Management & Project Development Process: Ted has a remarkable track record of consistently delivering successful projects within the designated time frames, which can be attributed to his unwavering commitment to promptly respond to all communications within 24 hours. He proactively establishes clear expectations and diligently follows up on critical path delivery items as necessary to verify the project is on track to be delivered per the established advertisement date. He understands how important it is to maintain project schedule to meet ADOT's 20-30-30-20 project delivery goals. Most recently, on Ted's PDOC task for Santa Cruz County, the schedule was adhered to exactly as was originally committed in the scope of work.

Ted was able to accomplish this by communicating the project design with stakeholders including Santa Cruz County, ADOT, and various utility companies. Ted also set internal schedules for the design team that included time for design, reviews, plan production, and quality control. Whenever a lag started, Ted brought in additional resources to confirm the schedule was still met. As a current PDM, Ted has gained valuable experience on ADOT's internal project delivery operations and how projects are developed, designed, and constructed.

Technical Expertise: Ted has delivered numerous projects using AASHTO, FHWA, ADOT, and local agency standards. On the I-10 Houghton Road Traffic Interchange, he developed the alternatives evaluated in the DCR phase and then completed the final design of the selected alternative which was Arizona's second full Diverging Diamond Interchange. The project was later awarded the ACEC Award of Excellence. Ted was the Roadway Task Manager for one of the design segments on the **SR 202L South Mountain corridors** where he developed final design for several traffic interchanges and sections along this segment. He is familiar with MicroStation, OpenRoads, and project management software, making him able to communicate effectively with design groups when it comes to design production.

Delivery of Multiple Projects (Multitasking): Ted has exceptional multitasking skills. He manages several HDR projects for ADOT, in addition to ADOT's PMG projects. For the past year, Ted has successfully managed seven projects for ADOT PMG, while also managing ADOT, City of Tempe, and City of Buckeye projects for HDR. The most important tools for delivering multiple projects is consistent and clear communication, and reasonable schedules. Ted regularly communicates with project teams through team meetings and design coordination sessions in Workfront. When necessary, an in-person over-the-shoulder design sessions are conducted.

Stakeholders and Agency Communications and Interpersonal Relationships: As a Project Manager, Ted's job is often to lead meetings and set agendas – and while Ted does this effectively, he starts all meetings by asking questions and listening to clients and stakeholders. Listening is his primary key to success in delivering projects and garnering consensus. This was true on the Santa Cruz County PDOC Task – Ted listened to all stakeholders to develop and finalize a preferred project solution. Ted also contacted various school districts, fire departments, police departments, and utility companies to verify that they understood the project and its construction schedule. Ted was able to align the stakeholders and their interests by listening and documenting their concerns and developing solutions to any issues. One solution developed in Santa Cruz County was specifications that dictated when the contractor would work such that it made the most sense to the local community. Another solution used by the team was including multi-modal accommodations on Pendleton Drive even though construction cost was a controlling factor with Santa Cruz County delivering a PDOC project. Ted met with ADOT, Santa Cruz County, local police and fire, to develop plans and specifications that met the project needs

Innovative Techniques: Ted holds innovation paramount when approaching transportation projects, including design development and project management. Ted has worked on several key projects that involved using innovative techniques. One is southern Arizona's first diverging diamond interchange (DDI) – this unique project involved many innovations including effectively coordinating with a project that was under construction by the City of Tucson and project under design by Pima County. Working with these two agencies simultaneously, Ted ensured that ADOT's project accurately matched changing field conditions. Ted has also been recently involved on ADOT's first Integrated Design Build project that proposes to improve four rest areas. Along with the design engineer and contractor, Ted strategized about the most effective ways to construct new truck parking areas in the most efficient and cost-effective manner; some ideas that were considered were innovative pavement materials including some that have never been used by ADOT. Innovation included thinking of ideas that are not standard but might save time or money. Also, innovation included ideas that may cost more money but may ultimately save on maintenance costs.

Complex Assignments: On I-19 at Ajo Way in Southcentral District, ADOT indicated, after stage III, that the project should be split into two projects due to budgetary constraints. Ted worked with the project team to develop two cohesive construction packages that were compatible from a design and construction standpoint within the project schedule. **The I-10 Houghton Road DDI** in southern Arizona, was the first full DDI to be constructed in southern Arizona and the second full DDI to be constructed in the state of Arizona. Because of the unique interchange type, Ted and the design team had to research and develop DDI design criteria. The team referenced the DDI at I-17 and Happy Valley Road, as well as the half DDIs on South Mountain Freeway. The team also researched other DDIs throughout the country and ultimately came up with a customized design that was supported by ADOT and the traveling public.

HDR PDMs Approach To Success

HDR PDMs use their interpersonal and technical skills to develop solutions that address stakeholder concerns, foster trust, and a sense of partnership, creating a win-win situation for everyone involved.

Listen

Listen to stakeholders to identify needs and build consensus

Identify Goals

Identify target goals and seek buy-in from stakeholders

Communicate

Communicate information to team members in a clear concise manner using bullet item tasks

3. Knowledge of Federal, State, and Industry Standards

Federally funded projects must follow federal project procurement procedure and requirements, such as consultant selection, Disadvantaged Business Enterprise (DBE) requirements, construction contract procedures, design standards, and the National Environmental Policy Act (NEPA) requirements. On federally funded projects, FHWA is included on project meetings and design reviews. FHWA reviews and approves ROW, utility, and railroad clearances, and authorizes funds for construction. FHWA requires the project to be environmentally cleared before the ROW acquisition and utility field relocation process can start.

Our team has a deep understanding of federal, state, and industry standards as we were retained by Maricopa County Department of Transportation (MCDOT) to participate as a panel reviewer for their Project Development Manual and updated their Special Provisions Guidelines to incorporate the use of ADOT's Standard Specifications for bridges, box culverts, and retaining walls. Additionally, our local team is currently working with Navajo County to develop their project delivery and design guideline to meet current industry standards and be coherent with ADOT, MAG, and Federal Guidelines.

A proof of this knowledge is reflected in our team's current track record of delivering ADOT's projects whether through the Supplemental Project Delivery Manager Contract, Project Delivery On-Call contract, or stand-alone advertised contracts.

The following are a few of the federal guidelines that our team has experience with:

+	AASHTO Design Guidelines
+	FHWA Design Guidelines
+	Manual on Uniform Traffic Control Devices (MUTCD)
+	ADA Design Guidelines
+	FHWA PBDP
+	FHWA TIDP

Our Team is very familiar with state and local standards and resources including but not limited to:

+	Project Development Process Manual
+	LPA Project Manual
+	Technical Disciplines CADD Standards
+	C-Standards
+	ADOT Bridge Group Design Guidelines and Standard Structural Detail Drawings
+	Roadway Design Guide
+	Maricopa Association of Government Standard Details
+	Approved Product List
+	Traffic Engineering Guidelines and Processes
+	Roadside Development Guidelines
+	Pavement Design Manual and Standard Items
+	ADOT C&S Stored Specifications
+	ADOT Standard Specifications Book

4. Availability

Olivier has made ADOT PDM his number one priority. He will be designated as a dedicated resource to this contract upon HDR's successful selection. Olivier has the appropriate time to commit to contract-specific tasks. If selected, the ADOT Contract Manager/PDM role will remain his main focus. HDR will make certain that ADOT's needs take priority and commitments are met regarding scheduling Olivier's time. **HDR will prioritize Olivier's workload balance to ensure he remains 80% committed to ADOT's Supplemental Services contract.**

Ted's time commitment as a PDM has been 15% of his time allowing him to support ADOT PMG by managing under the current PDM contract. This allows him to continue working and deliver other ADOT projects as a consultant design PM. He is currently working with ADOT through the PDOC contract on delivering one pavement rehabilitation project, one guardrail replacement. He is also providing support on the final design of SR 30. HDR will commit to maintain Ted's current time commitment as a PDM upon HDR's successful selection for the 2025 contract.

1. Key Personnel Resumes



CONTRACT/PROJECT MANAGER

Olivier Mirza, PE

Olivier is a certified PM, previous Business Management System Auditor, and ACEC LEAP graduate. His 25 years of project management experience includes engineering planning, scoping, final design, and construction of local, state, and federal facilities in urban and rural areas. He has experience managing CMAR, DBB, as well as DB projects. Olivier's preliminary and final urban and rural management experience is diversified and includes more than 65 miles of pavement preservation projects including American Disabilities Act (ADA) and traffic signals/signs improvements, intersection improvements, bridge rehabilitation/replacement, and over 40 miles of ADOT corridor preliminary studies. With his most recent work assignment as Supplemental Project Delivery Manager to ADOT, Olivier has the necessary experience requested to pick up assigned projects and deliver them on schedule and within budget.

EDUCATION

MS, Engineering,
Arizona State University,
1999

BS, Civil Engineering,
Arizona State University,
1998

PROFESSIONAL LICENSES

Professional Civil
Engineer: AZ No. 39837,
CA No. C63745

INDUSTRY TENURE

25 years

HDR TENURE

Project Manager
4 years

ADOT Supplemental Services Temporary Part-Time Project Delivery Manager

Contract Manager responsible for delivering assigned projects according to the programed five-year delivery program. Attended Project Review Board (PRB) and Project Planning Advisory Committee (PPAC) meetings to initiate projects, and revise budgets, schedule, and scope of work. Successfully initiated in-house and consultant design projects, in-house kick-off and progress meetings; delivered state and local agency projects; developed project budgets, schedule, and scope of work; established a line of communication with north and south districts; initiated emergency projects with central and southeast districts, executed Intergovernmental Agreements (IGA); invoiced local government projects through account receivables; coordinated with project accounting; coordinated project advertisement, contract executions, and modifications with ECS; created project workplans; created and maintained project schedules in WorkFront; monitored project budgets in AFIS; and setup project tasks in Workfront.

Projects assigned under this contract:

- Ave. E — SR 195 to County 18th St., Yuma County, Arizona: DCR and EA (Yuma County LPA)
- MP 46 to SW of Dateland, Pavement Preservation (State)
- Bellemont TI UP EB #738 and WB #10083 Bridge Superstructure Replacement (State, TIDP)
- 8th Ave. and Airport Rd. Roundabout (IGA, LPA Graham County and HSIP)
- Welton & Mohawk Canal Bridges Superstructure Replacement (IGA, Yuma County LPA)
- Cholla St. to Ocotilla St. Drainage Improvement (State, District Minor)
- Ave. 36E — MP 46 Pavement Preservation (State)
- Babbitts Tank Bridge WB #1385 & Buffalo Range TI OP #1 Bridge Deck Replacement and Rehabilitation (State)
- US 180; SR 40 to Aspen Ave. Right-Turn Lane (IGA, State, District Minor)
- Rio De Flag Bridge Replacement (IGA, State)
- I-40 Bridges, Mackenzie Wash EB to Griffith Wash WB Bridge Rehabilitation and Deck Replacements (State)
- Pineveta Draw EB #1175 & WB #1176 Bridge Deck Replacement and Scour Countermeasure (State)
- US1 91; Chinle Wash #1003, AGUA SAL BR #1004 & #1005, & Lukachukai Wash BR #1006, MP 470 - MP 482, N of Chinle Bridge Replacement and Deck Rehabilitation (State, Bundling Grant)
- I-10B, San Pedro River Bridge Struc #350 Bridge Replacement (State)
- SR80, San Pedro River Bridge Struc #609 Bridge Replacement (State, TIDP)
- MP 105.95 W of Buckeye to Jct SR 85 Pavement Preservation (State)
- SR 88, Lost Dutchman State Park to Tortilla Flats Emergency Repair (100% Federally Funded)
- I-40, E Kingman TI OP WB Bridge Deck Replacement (State)
- SR 89A, McMellan Rd. to I-40B Pavement Preservation and ADA Improvements (State)
- SR 68, Verde Rd. to Bacobi Rd. Raised Median Construction. HSIP Project for Access Control (State)
- SR 89, Chino Valley to Hell Canyon Pavement Preservation (State)
- SR 88, Tomahawk Rd. to Buffalo Rd. Emergency Drainage Repairs/Improvements (State)
- Fort Thomas River Rd. Bridge Replacement (IGA, LPA Graham County)
- US 93, Sycamore Creek and Grey Wash Bridge Deck Replacement (State)

- US 93, S of Nothing to N Jct 97 Pavement Preservation (State)
- I-8, MP 135 — Pinal County Line E of Gila Bend pavement preservation (State)
- Gila County SR 177, SR 77, US 60 and US 70 ROW fence emergency replacement (State)
- Gila County SR 177, SR 77, US 60 and US 70 ROW miscellaneous emergency repairs (State)
- US 60, Schulze Ranch Rd to Town of Miami drainage repairs/resiliency construction (State)
- I-10, W of Salome Rd to W of Tonopah pavement preservation (State)
- Pinal Creek Bridge replacement (IGA, LPA City of Globe)
- Antares Rd Bridge of Truxton Wash (IGA, LPA Mohave County)
- SR 96, Santa Maria Bridge Replacement (State)
- I-40, US93 to Silver Spring Rd pavement preservation (State)
- US93, Placeritas Creek to Date Creek pavement preservation (State)
- Cezar Chaves Boulevard roadway reconstruction and improvements (IGA, LPA City of San Luis)
- I-10/Jackrabbit TI Reconstruction DCR and CE (MAG)

ADOT SR 202L South Mountain Freeway Corridor Design-Build-Maintain | Phoenix, Arizona (Connect 202 Partners – Fluor, Ames, and Granite Contractors)

Task Manager for the Pecos and Central sections on this project that completed the Loop 202 from I-10 (Maricopa Freeway) to I-10 (Papago Freeway), a distance of approximately 22 miles. The new system traffic interchange (TI) included a direct high-occupancy vehicle (DHOV) ramp connection to and from the east on I-10. The roadway typical section consisted of eight-lanes with three general purpose lanes and one high-occupancy vehicle (HOV) lane in each direction. The project included 17 TIs and approximately 77 bridges along the freeway corridor. Five multi-use crossings were constructed to connect the South Mountain Park to adjacent land. Responsibilities included coordinating between the structure and the roadway/traffic/drainage disciplines, including managing/coordinating the work effort between offices in five states. Performed general design and plan quality reviews. Coordinated design concepts with the contractor and resolved "Request for Information" requests during post design. Set-up project specifications related to structures. Verified structure design conformed to the technical proposal and project guideline. Project cost: approximately \$1B.

ADOT Alternative Delivery On-Call Services, I-10/Perryville Road TI DB | Buckeye, Arizona

Project Manager providing General Engineering Consultant (GEC) support to ADOT for the project duration by providing design phase oversight, quality reviews, comment resolution process, and project document control for the construction of a new TI that included a new overpass structure, new service ramps, and crossroad improvements. Other improvements included lighting, traffic signals, landscaping, and FMS components. The new interchange access will accommodate the future development of a regional parkway corridor connection. Managed the roadway, traffic, drainage, structural, architectural, environmental, utilities, geotech, and material disciplines, quality reviews, and comment resolution process. Worked closely with ADOT Valley Project Management, ADOT Phoenix Construction Resident Engineer, and the DB team. Provided field construction review support as needed. Estimated contract value: \$500,000. Construction value: \$20M.

City of Scottsdale CMAR 68th St and Indian School Rd. Improvements and Bridge Replacement | Scottsdale, Arizona

Project Manager for evaluating design alternatives for a roundabout with a pedestrian underpass, traditional intersection, two-way intersection, and bridge replacement. The alternative evaluation and PS&E delivery was under a very aggressive schedule to have bid ready documents for the contractor to estimate construction costs. Provided extensive coordination with the CMAR contractor during alternatives evaluation to confirm design could be constructed within the 28-day canal dry-up season. Signed and sealed documents were generated within a month and demolition and major construction were completed within 28-days. Extensive utility coordination was required, especially with the SRP authority because all construction was within SRP ROW and design needed to conform to SRP guidelines for water crossing and maintenance road crossings. Provided around the clock post-design services to verify a quick response to maintain construction schedule and complete construction within the 28-days canal dry-up.

MCDOT On-Call Civil Engineering Services (Three-Consecutive Awards)

Projects under this contract include:

Gilbert Rd. Bridge Value Engineering, Mesa, Arizona: *Project Manager* for the Value Engineering (VE) review of the 1500-foot long bridge over the Salt River. Coordinated the VE process for all disciplines and was the Structural Lead Reviewer. Assembled all comments and recommendations and submitted a VE Report to the MCDOT.

Pueblo Ave., Mesa, Arizona: *Project Manager* for the reconstruction of the intersection of Pueblo Avenue and 90th Street in Mesa due to excessive water ponding after rainfall. This project was mainly focused on a new drainage design. Performed overall plan quality reviews and delivered a complete PS&E package.

Hunt Highway and Old Price Rd. Feasibility Study, South East Maricopa County, Arizona: *Project Manager* who prepared a Feasibility Study Report to evaluate dust control mitigation alternatives and recommend an alternative for the roadway segments. The project bordered local residential subdivisions and GRIC farmland properties. Olivier worked closely with MCDOT to deliver a Feasibility Study Report that addressed the issues of this community sensitive study.

Patton Rd. at 257th St. Wittmann, Arizona: *Project Manager* who prepared a Scoping Report that provided MCDOT with information necessary for a comparison evaluation of alternatives and, ultimately, a scoping document to guide design of the future roadway improvements. The scoping report evaluated alternatives that would mitigate the water ponding at the crossing. Provided preliminary design, estimate, and drainage report, along with an alternative matrix evaluation and recommended design.

Eagle Eye Rd. at Tiger Wash, Maricopa County, Arizona: *Project Manager* who prepared a Project Alternative Assessment Report and a Scoping Document to mitigate the water ponding issues at Tiger Wash. As part of the scoping effort, roadway, traffic, drainage, geotechnical, public and stakeholders, and structural memorandums were created. The project was presented to the PPCCC and was elected for final design evaluation. Duties included scope, schedule, and budget management; coordination with different stake holders including BLM; and public meetings.

ADOT Management Consultant for I-17/SR-303L Freeway Corridors | Phoenix, Arizona

Projects under this contract include:

Task Manager for the preliminary 30% design of the \$1.42-billion SR 303L corridor and the \$1.37B improvements to Interstate 17. The SR 303L and I-17 corridors are part of the 20-year, \$9.0B Regional Transportation Plan Freeway Program that is being administered by ADOT. Olivier was the task manager responsible for managing the structural design effort. Duties included scheduling, design hour estimating, construction cost estimating, coordinating with different design disciplines and government agencies, and producing 30% design plans and more than 90 Preliminary Bridge Selection Reports.

Task projects under this contract:

I-10/SR 303L Traffic Interchange, Phoenix, Arizona: Preliminary type selection and 30% layout of 14 new bridges and four System TI ramp structures within this three-mile section of Loop 303. This is a five-level traffic interchange connecting the Loop 303 to the I-10 Freeway, the largest interchange to be built in Arizona. The estimated construction value for the system interchange is \$275M.

Bell Rd. - US 60 (Grand Ave.), Estrella Freeway (SR 303L), Phoenix, Arizona: Preliminary type selection and 30% layout of six new bridges within the three-level SR 303L/US 60 System TI including railroad bridges. Preliminary wall type selection and 30% layout of approximately 165,000 square feet of standard and non-standard retaining walls. Level 1 is a SPUI, level 2 is US60 EB &WB, and level 3 is 303L NB & SB. The overall project construction value is estimated at \$262M.

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

From: [ADOT Business Engagement and Compliance Office](#)
To: [PHXMarketing](#)
Cc: ContractorCompliance@azdot.gov
Subject: Bidders List for HDR Engineering, Inc.
Date: Wednesday, August 21, 2024 10:48:28 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

HDR Engineering, Inc., AZUTRACS Number: [10491](#) has submitted a Bidder/Proposer list for **2025-003** on 08/21/2024 at 10:48 AM MST (UTC - 07:00).

HDR Engineering, Inc. submitted a blank bidders/proposers list. This means that they did not list any firms that they reached out to or were contacted by during the preparation of this bid/proposal. NOTE: Subbing out work is encouraged, where applicable. Under some circumstances, no subbing opportunities are available.



Engineering Consultants Section

Our True North: *Safely Home*

Katie Hobbs, Governor

Jennifer Toth, Director

Greg Byres, Deputy Director for Transportation/State Engineer

Steve Boschen, Division Director

Adam Bieniek, Group Manager

Date: August 28, 2024

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 01

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER 2025-003
SUPPLEMENTAL SERVICES
PROJECT MANAGEMENT GROUP
TEMPORARY PART-TIME PROJECT DELIVERY MANAGER(S)

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

Question 1: Please clarify if ADOT is only asking for the Project (Contract) Manager's resume or for resumes of all key personnel identified in the statement of qualifications (SOQ), e.g. other qualified staff discussed in our firm's responses under Relevant Experience (Evaluation Criteria 1) or Demonstrated Knowledge, Skills and Abilities (Evaluation Criteria 2)

Answer 1: Yes, ADOT is only asking for the Project (Contract) Manager's resume.

Question 2: If we are discussing qualifications of other qualified staff (not the Project/Contract Manager) in our firm's responses under Relevant Experience (Evaluation Criteria 1) or Demonstrated Knowledge, Skills and Abilities (Evaluation Criteria 2), should the "ADOT Project Involvement Disclosure Statement" form also be provided for those staff members?

Answer 2: No, Only one disclosure form for the Project (Contract) Manager is to be submitted in the SOQ.

Question 3: Can you please confirm that **only a single resume**, which is that of the Project Contract Manager, is required to be attached to the SOQ submittal?

Answer 3: Yes, ADOT is only asking for the Project (Contract) Manager's resume.

Question 4: Can you please confirm that by stating the Project Contract Manager is the only person considered as *key personnel* for this contract, that **only a single "ADOT Project Involvement Disclosure Statement"** form (page 3 of Part B of the SOQ) is required to be submitted?

Answer 4: Yes, Only one disclosure form for the Project (Contract) Manager is to be submitted in the SOQ.

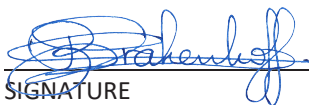
Thank you,

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.

HDR Engineering, Inc.

CONSULTANT NAME



SIGNATURE

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



CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2025-003

CONTACT PERSON: Olivier Mirza, PE

E-MAIL ADDRESS: Olivier.Mirza@hdrinc.com

TITLE: Contract Project Manager

CONSULTANT FIRM: HDR Engineering, Inc.

ADDRESS: 20 E. Thomas Road, Suite 2500

CITY, STATE, ZIP: Phoenix, Arizona 85012

TELEPHONE: 602.522.7700

FAX NUMBER: 602.522.7707

UNIQUE ENTITY ID# (FROM SAM WEBSITE): T39AK2RRG2H9

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

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
N/A		

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



SUBCONSULTANT(S) TABLE:

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

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

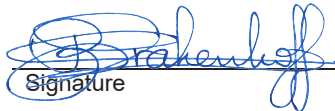
NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The CIP is not evaluated by the Selection Panel but is used by Engineering Consultants Section for administrative purposes.

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

DBE GOAL ASSURANCE/DECLARATION

This Contract is Race Neutral (No DBE Goal-DBE use encouraged).

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

Peter Brakenhoff, PE

Printed Name

September 5, 2024

Date

Vice President/Project Principal

Title

SOQ SUBMITTAL CHECKLIST

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

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

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