

STATEMENT OF QUALIFICATIONS
SR 347, I-10 TO CITY OF MARICOPA
ROADWAY IMPROVEMENTS
CONSTRUCTION ADMINISTRATION
Maricopa and Pinal Counties
ADOT Proj. No. F0581 01D/01C
Contract No. 2026-011

November 14, 2025

Arizona Department of Transportation
Engineering Consultants Section
205 South 17th Avenue, Mail Drop 616E
Phoenix, AZ 85007
Email Submission: ECSSOQ@azdot.gov

Dear ADOT and Selection Panel Members:

Consultant Engineering, Inc. (CEI) is extremely **interested** in providing construction administration (CA) services for the **SR 347, I-10 to City of Maricopa Roadway Improvements** project (SR 347 Project).

As the **prime firm**, CEI commits to providing the **key personnel identified in our SOQ to the extent necessary to meet ADOT's quality, budget and schedule expectations** under this contract. As the prime firm, we also commit that **we are not a subconsultant on any other team** submitting on this contract. CEI is **licensed with the Arizona State Board of Technical Registration (AZBTR #10032)**, and **pre-qualified with ADOT (UTRACS #10192)**. **CEI is not a Disadvantaged Business Enterprise (DBE)**.

CEI has written verification from our subconsultants that none are priming this contract individually.

- **Civil Solutions Engineering & Management, LLC (CSEM - AZ DBE)**
- **Horrocks, LLC (Horrocks)**
- **Infrastructure Mavens, LLC (IM)**
- **Quality Testing LLC (QT)**
- **Tristar Engineering and Management, Inc. (Tristar)**
- **WSP USA, Inc. (WSP)**



QUALIFICATION HIGHLIGHTS



CEI, as the prime firm, has partnered with six subconsultants to make up the CEI Team for this important project for the ADOT Alternative Delivery and Major Projects (ADMP) Division. CEI and our subconsultants have worked as a team in the past and have a successful history delivering ADOT projects. **The CEI Team is PREPARED, AVAILABLE and READY to take on the SR 347 Project.**



We have researched the project by visiting with ADOT staff prior to advertisement, visited the project area to gain a better understanding of the site conditions, taken photography, reviewed the roll plots provided by ADOT during the advertisement period, and tapped into our key team members and internal staff to gain a better understanding of the history of this corridor regarding past improvements and possible conditions the SR 347 Project will face.



QUALIFIED STAFF: We have assembled a team of highly experienced, ethical, professional and qualified key personnel to assist the ADMP Division with this \$400M project. Key personnel from CEI and our subconsultants possess the required qualifications to handle each classification shown in the Request for Qualifications (RFQ) scope.

- **Dallas Hammit, PE**, (Tristar) will be the **Project (Contract) Manager (P/CM)**. With over 30 years of leadership experience in the Arizona transportation industry, he will ensure that ADOT is receiving excellent customer service and the CEI Team staff is meeting and/or exceeding ADOT's expectations. Dallas' recent success in this same role on the I-10 Broadway Curve project proves he will bring success as the P/CM for the SR 347 Project.
- **Joseph (Joe) Heller, PE**, (CEI) will serve as the **Resident Engineer (RE)**. He has 20 years of experience in the Arizona Transportation industry with over 10 years on alternative delivery projects. He is currently finishing the \$108M SR101L, Pima to Shea project as the RE, leading a team of inspectors to a successful project delivery on time and under budget.
- **Daniel Elias, PE, ACI, ATTI, ATSSA, ECC**, and **Jim Ross, ACI, ATTI, ATSSA, ECC** (both from CEI) will be the **S9 Segment Leads**. They will be supported by **Vern Jones, ACI, ATTI, ATSSA, ECC** (CEI) as an **S9 Project Supervisor**. Together, they bring over a century of **construction administration and inspection (CA&I) experience** and will ensure that all issues in the field are identified and handled quickly. **Rosary Cruz** (Tristar) will serve as the **Field Office Manager** alongside **Jon Ulibarri** (QT) as the **Materials Coordinator**. They each have proven records working with ADOT systems and will ensure the project documentation records are kept organized and ready for project close-out.
- CEI will provide the **Schedule Reviewer, Dan Ross**, who is a Master Scheduler with more than 45 years of experience in heavy civil construction, including schedule reviews while on assignment to ADOT. He has been utilizing Primavera since its conception to the current P6 programming software. **Andrew (Andy) Flecky** (IM) will oversee the Independent Cost Estimates (ICE) for the Construction Manager at Risk (CMAR) Guaranteed Maximum Price (GMP). These two bring a long history of working with CMAR contractors and provide great value to ADOT with their assistance on this contract.
- **Scott Sayles, PE**, (WSP) will conduct oversight for all traffic control setups and reviews. He provided this same service on the I-10 Broadway Curve, ensuring that the traffic control plans were reasonable and compliant while holding public safety above all else.



EXPERIENCE: Our capabilities are supported by recent projects that demonstrate our firm's experience and key personnel involvement. Notable projects such as I-10 Broadway Curve, US 93/I-40 West Kingman TI, SR 202L South Mountain Freeway, SR 101L Pima Freeway, Princess Drive to Shea Boulevard, and City of Tucson Downtown Links prove our team experience, familiarity, and success with projects just like the SR 347 Project.

We are confident that you will find that the CEI Team can provide ADOT with an unparalleled team of experience and resources to successfully administer the construction contract for the SR 347 Project. As a company officer and Project Principal, I, John Patterson, PE, will commit all personnel and resources necessary for this exciting project.

Sincerely,

Consultant Engineering, Inc.


John Patterson, PE (AZ PE #21712)
Chief Executive Officer, Project Principal
602.319.5678 (cell) | jpatterson@cei-az.com

 **Consultant Engineering, Inc.**

10625 N. 25th Ave., Ste. 200 • Phoenix, AZ 85029

Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2026-011

Consultant Name: Consultant Engineering, Inc.

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

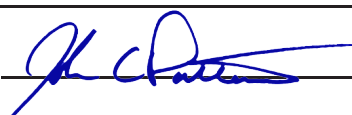
Submission of the SOQ by the Consultant certifies that to the best of its knowledge:

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

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

Print Name: John Patterson, PE

Title: Chief Executive Officer

Signature: 

Date: November 14, 2025

**ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2026-011**

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.

Consultant Engineering, Inc. <hr/> Company Name	 Signature of Person Authorized to Sign
10625 N. 25th Avenue, Ste. 200 <hr/> Address	John Patterson, PE <hr/> Printed Name
Phoenix AZ 85029 <hr/> City State Zip	Chief Executive Officer November 14, 2025 <hr/> 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:

<input checked="" type="checkbox"/>	The Company submitting this Offer does not use, and agrees not to use during the term of the contract, any of the following: <ul style="list-style-type: none"> • Forced labor of ethnic Uyghurs in the People's Republic of China; • Any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China; or • Any Consultants, Subconsultants, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China.
<input type="checkbox"/>	The Company submitting this Offer does participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
<input type="checkbox"/>	Exempt Consultant. Indicate which of the following statements applies to this Consultant (may be more than one): <ul style="list-style-type: none"> <input type="checkbox"/> Consultant is a sole proprietorship; <input type="checkbox"/> Consultant has fewer than ten (10) employees; and/or <input type="checkbox"/> Consultant is a non-profit organization.

Consultant Engineering, Inc.

Company Name

10625 N. 25th Avenue, Ste. 200

Address

Phoenix

City

AZ

State

85029

Zip

Signature of Person Authorized to Sign

John Patterson, PE

Printed Name

Chief Executive Officer

Title

1A UNDERSTANDING OF THE TASKS INVOLVED

The SR 347 Project, I-10 to City of Maricopa Roadway Improvements project (SR 347 Project) is part of a vital initiative driven by immense public support aimed at improving safety, mobility, and capacity along a key transportation route connecting the City of Maricopa (COM) to the Phoenix Metro region. The corridor is experiencing increasingly significant commuter traffic leading to safety concerns and requires substantial upgrades to meet both current and future transportation demands. According to Katy Proctor, COM Intergovernmental Affairs Director, 75% of households have at least one person commuting daily to the Phoenix Metro area, underscoring the importance of this corridor.

The scope of the project includes widening the existing four-lane SR 347 to six lanes—three in each direction—over a 14.8-mile stretch from Mile Post 174.4 to 189.2. This expansion will utilize the center median corridor wide with additional outside widening north of Old Maricopa Road and include the widening of three bridges over the Gila River, Santa Cruz Wash, and Santa Rosa Wash. Pavement rehabilitation utilizing stone matrix asphalt (SMA) will be placed on the existing lanes and shoulders to improve durability and ride quality. Two new grade-separated interchanges will be constructed: one at Riggs Road, where SR 347 will pass over the roadway after shifting east to accommodate the design, and another at Mammoth Road, where Mammoth will pass over SR 347. Additionally, the intersections at Casa Blanca and Maricopa Rd will be upgraded to improve traffic flow and safety.

To support modern traffic management and infrastructure needs, the project will also include the installation of fiber optics and lighting throughout the corridor, as well as the expansion of the existing storm sewer system to enhance drainage and reduce flooding risks. These improvements are critical given the current traffic volumes in the project corridor with projections reaching 90,000 vpd by 2044. From July 2017 to June 2022, SR 347 has seen 967 crashes, including 21 serious injury crashes and 15 fatalities, resulting in significant delays and safety concerns for travelers.

CEI's Joe Heller (RE) and Vern Jones (S9) are overseeing the Central District's first SMA paving project on I-17, SR 74 to Anthem Way



PROJECT TASKS & RESOLUTIONS

The SR 347 Project will be executed using state and local funds through a phased construction approach utilizing the **Construction Manager at Risk (CMAR)** delivery method, which was selected to expedite early construction at available corridor sections. This collaborative model enables early contractor involvement during the design phase, fosters innovation, enhances efficient construction, and supports cost-effective decision-making.

Construction administration will be managed by Project/ (Contract) Manager (P/CM) Dallas Hammit, PE (Tristar), and Resident Engineer (RE) Joe Heller, PE (CEI), who collectively bring over five decades of experience on ADOT projects. Their expertise spans multiple delivery methods, including DBB, Design-Build (DB), and CMAR, ensuring effective execution across all phases of the project. They will provide leadership and direct oversight to ensure the elements and tasks shown in **Figure 1** are addressed and completed.

UNDERSTANDING & APPROACH TO TECHNICAL INSTITUTIONAL ELEMENTS



COMMUNICATION AND PUBLIC INVOLVEMENT: Effective and consistent communication is critical to the success of the SR 347 Corridor Improvement Project. The CEI team, led by Dallas and Joe, will coordinate closely with key stakeholders, including ADOT's Major Projects Division (led by Amy Ritz), ADOT Traffic Operations, and the ADOT Public Involvement team. The Public Involvement team will serve as the primary liaison with stakeholders such as the Gila River Indian Community, the City of Maricopa, MAG, Pinal County and other governmental agencies.

To support streamlined communication, a comprehensive call and text contact list will be developed, incorporating clear protocols regarding points of contact, communication methods, and timing. This structured and collaborative approach ensures transparency, timely information sharing,

Figure 1: PROJECT ADMINISTRATION DUTIES

1 PRE-CONSTRUCTION ACTIVITIES <ul style="list-style-type: none"> • Consultant Fee Schedule • Staffing Plan Based on Contractor Schedules • Constructability Reviews • Guaranteed Maximum Price (GMP) Negotiations
2 CONTRACT & COMPLIANCE OVERSIGHT <ul style="list-style-type: none"> • Ensure Adherence to Plans and Specifications • Field Material Testing • Daily Diaries/PEN • Negotiate and Prepare Supplemental Agreements • Comply with All State, County and GRIC requirements • SWPPP Inspections • Provide Survey Verification • Schedule Review and Delay Impacts • Monthly Estimate Pay Applications
3 SAFETY & COMPLIANCE <ul style="list-style-type: none"> • Promote Safety for Project Team, Contractors, and Road Users • Daily MOT Reviews • Safety Meetings • Ensure Environmental Compliance
4 COMMUNICATION OF PROJECT INFORMATION <ul style="list-style-type: none"> • Weekly Meetings with ADOT with Agenda and Action Items • Risk Register Review • Budget/Project Updates (including Change Order Status) • Huddle Boards, Videos, PowerPoint Presentations and Photographs • Weekly Meetings with ADOT, Stakeholders and Contractor Teams: Agenda, Action items, Possible Delays, Change Order Status, PEP Review
5 PROJECT CLOSEOUT <ul style="list-style-type: none"> • Project Closeout Starts at Day 1 by Ensuring All Documentation, including As-Builts/Materials Checklists are Stored in the Project Files and Identifying Any Missing Information to Ensure a Perfect Closeout with ADOT Field Reports within 45 Days of Final Acceptance.

and responsiveness throughout the project lifecycle, fostering trust and engagement among all involved parties.



PARTNERING: The successful delivery of the SR 347 Project is contingent upon a robust and collaborative partnership among ADOT, its consultants, and contractor teams. To support this objective, the CEI team will implement ADOT's structured and industry-recognized Partnering framework. This approach is designed to align stakeholder goals, proactively address potential challenges, and drive superior project performance.

At the commencement of construction, a formal partnering workshop will be conducted to establish unified stakeholder project objectives, clear communication protocols, and effective issue-resolution strategies. This proactive engagement is intended to streamline decision-making,

minimize schedule disruptions, maximize value engineering, reduce labor disputes and claims, and mitigate litigation risks.

Throughout the project lifecycle, the CEI team will utilize the Partnering Evaluation Process (PEP) to monitor team dynamics, identify opportunities for improvement, and recognize exemplary practices. Any project partnering issues will be quickly identified and the CEI team along with ADOT and contractor will establish a collaborative issue/resolution process to resolve partnering issues and to ensure project success with a project first approach. The overarching aim is to complete the project ahead of schedule and under budget, while strengthening stakeholder relationships and uncovering efficiencies that contribute to long-term cost savings.

We have also specifically chosen our key team members to enhance this partnering approach by selecting both inspectors and management staff that have proven records of partnering for project success. Our team members have been previously recognized by ADOT with both individual partnering awards as well as project partnering awards.



PROJECT DELIVERY METHOD: A strong understanding and effective application of the CMAR delivery method will be essential to the successful execution of the SR 347 Corridor Improvement Project. CMAR offers ADOT the opportunity to engage contractors early in the design phase, allowing for valuable input on constructability savings, risk mitigation, and cost estimation. This collaborative approach enhances project planning and helps identify potential challenges before construction begins specifically in the maintenance of traffic in this busy corridor. Additionally, CMAR enables ADOT to phase the project using multiple Guaranteed Maximum Prices (GMPs), which provides flexibility in aligning construction activities with environmental clearances, right of way (ROW) acquisitions, utility relocations, and available funding. This phased strategy ensures that each segment of the project can move forward efficiently and in compliance with all regulatory and financial requirements.

Dallas has played an important role in advancing ADOT's Construction Manager at Risk (CMAR) delivery method, both during his tenure as a District Engineer and in his roles within the State Engineer's Office. His leadership and in-depth knowledge of CMAR—including its collaborative structure, proactive risk management strategies, and seamless integration of design and construction have contributed to the successful execution of complex infrastructure projects.

Joe has proven experience working with contractors both as an RE on major ADOT projects and also as a design manager on alternative delivery projects including CMAR across the

nation. He brings in-depth technical knowledge regarding contracts, ADOT standards and best practices, as well as construction methods.

This expertise directly enhances the capabilities of the CEI team assigned to the SR 347 Project, positioning them to deliver strategic oversight and agile project management. CEI and our team partners have an extensive history of delivering CMAR projects for agencies across Arizona. Our proven ability to navigate project environments will be essential to ensuring efficient delivery and effectively addressing challenges throughout the project lifecycle.



PROJECT OFFICE: One of the first project tasks will be providing a functional office space for ADOT and CEI project team staff. Our team has begun identifying possible office locations and will finalize a location immediately upon notice of selection. Once NTP is given, a lease will be signed to ensure the office space is available as early as possible for the project. We will also look to coordinate with the CMAR to look into co-location opportunities to provide additional savings and value to ADOT.



QA, INSPECTION & SURVEY: With the intended phased GMP approach, we understand the need for a flexible and qualified team that is able to both expand and contract as needed to match the contractor's schedule. That is why, despite our own large internal inspection resources, we have engaged several subconsultants to provide supplemental inspection as needed to ensure we can meet all ADOT's needs from seasoned S9 Project Supervisors (S9 PS) down to S1 Materials Runners. All our proposed staff have a long history of working on ADOT projects and are competent with ADOT processes including FAST and PEN systems. We have proven experience working with ADOT on full-service CA&I and Temp Tech contracts so that our certified inspectors are quickly able to integrate into the ADOT process.

We will also provide our own Registered Land Surveyor that will be able to work closely with a survey technician to verify control points, check grades, structures, and any other needed survey verifications in the field as needed.

UNDERSTANDING PROJECT ISSUES AND RISKS

From our experience in managing ADOT projects, our team is aware of the importance of identifying, managing, and mitigating project issues and risks. Our process is to provide a proactive approach to continuously identify possible risks and review them with ADOT using a risk register. **Figure 2** outlines risks already identified along with mitigation strategies that we will continually monitor and overview in our team meetings.

Figure 2: **PROJECT ISSUES & RISKS**

PLAN REVIEW & GMP NEGOTIATION

Contractor buy-in on plans and/or difficult GMP proposals could lead to project delays or price escalations during negotiations.

MITIGATION STRATEGIES/COUNTER MEASURES

Ensure contractor engagement during plan development/review and maintain positive partnering approach to GMP negotiations. Identify, assign, and mitigate project risks with ADOT and contractor to determine who can best control risks to avoid future project issues.

TRAFFIC BACK-UPS

Heavy traffic builds quickly on weekdays and weekends. Rush hours run 4–9 AM and 3–8 PM, differing from Phoenix due to longer commutes.

MITIGATION STRATEGIES/COUNTER MEASURES

Eliminate ALL unnecessary lane closures during daytime hours; coordinate weekend work with ADOT PIO to avoid event conflicts. Maintain traffic flow by keeping existing lanes operational and shifting traffic to new pavement when possible. Prioritize night and weekend work as needed. Maintain hourly lane restriction windows per directions to better avoid rush hours. Review contractor's Traffic Management Plan and update as necessary to continually improve traffic conditions.



WORK ZONE SAFETY

SR 347 is known for frequent traffic crashes, erratic driving, and remote location relative to full-service emergency facilities.

MITIGATION STRATEGIES/COUNTER MEASURES

Coordinate with the Contractor, ADOT PIO, and DPS to ensure safe construction with proper traffic control and public notification. Review contractor's Emergency Action Plan and schedule Emergency Response meetings with first responders prior to making major traffic control changes.

ROW

Construction cannot proceed in affected areas where ROW acquisition is pending.

MITIGATION STRATEGIES/COUNTER MEASURES

Utilizing the CMAR delivery method, work could begin in sections not requiring new ROW or Temporary Construction Easements (TCE), such as median widening, once environmental clearance is obtained.

SMA PAVING

SMA pavement is a new pavement type being used in Arizona and has unique mix properties and placement considerations to achieve acceptable results. Inadequate oversight of this work could result in rejected pavement, schedule delays, and cost implications.

MITIGATION STRATEGIES/COUNTER MEASURES

Joe Heller and Vern Jones are currently providing oversight on the only SMA project in the ADOT Central District. They will bring lessons learned to ensure the contractor is able to start the right way both in the mix design as well as the placement and compaction strategies. Our team will be briefed and ready to provide QA oversight on his pavement and work closely with the contractor to monitor results and make acceptable changes where required.

STORMWATER & DRAINAGE

Gila River, Wash, Box Culvert Crossings and Water Runoff SWPPP/Protection of Work: Our post-storm inspection on 10/13/25 found significant standing water along the corridor, especially surrounding culvert crossings, and Old Maricopa Road where outside widening is planned. Water flows east to west across SR347, mostly accumulating on the east side. Santa Rosa Wash retains water even in dry conditions

MITIGATION STRATEGIES/COUNTER MEASURES

Identify work or infrastructure that will be negatively affected by rain/monsoon season. Ensure that the contractor phases construction in a way that protects the completed work and maintains their SWPPP erosion control. Review upcoming weather forecasts with contractor and ensure all BMPs are in place prior to and after weather events.

NB 347 between Mammoth and Riggs Roads, the day after a significant rain event on 10-12-2025



ENVIRONMENTAL CLEARANCE

Clearance is expected in Summer of 2026, which could delay the start of the ROW acquisition and project construction.

MITIGATION STRATEGIES/COUNTER MEASURES

Weekly meetings with ADOT management to review project design and construction status for future contractor work schedule and mitigate any possible delay impacts by coordinating current work with contractor.

2 PROJECT TEAM

2A PROJECT (CONTRACT) MANAGER (P/CM) DALLAS HAMMIT, PE

DALLAS HAMMIT is a seasoned executive with over 30 years of leadership experience in the transportation and construction industry. Throughout his career, he has demonstrated strategic oversight, operational excellence, and a strong ability to collaborate across federal, state, and private sectors. His work has involved extensive coordination with federal agencies such as the FHWA, BLM, BIA as well as productive partnerships with elected officials, contractors, and consultants.

Dallas will interface directly with the ADOT PM Amy Ritz, PE, for all assigned Task Orders. Dallas will ensure that the most qualified staff is assigned to each task and that proposals are submitted within 10 days of receiving the assignment notice.

During his more than two decades at the Arizona Department of Transportation (ADOT), Dallas held several key leadership positions including Senior Resident Engineer, District Engineer, Deputy State Engineer, and ultimately Deputy Director for Transportation and State Engineer. In these roles, he was responsible for the planning, development, construction, maintenance, and operations of Arizona's 30,000 lane-mile highway system. His leadership extended across three of ADOT's core divisions—Multi Modal Planning (MPD), Infrastructure Delivery & Operations (IDO), and Transportation System Management & Operations (TSM&O)—as well as the Alternative Delivery and Major Projects Group and Environmental Planning.

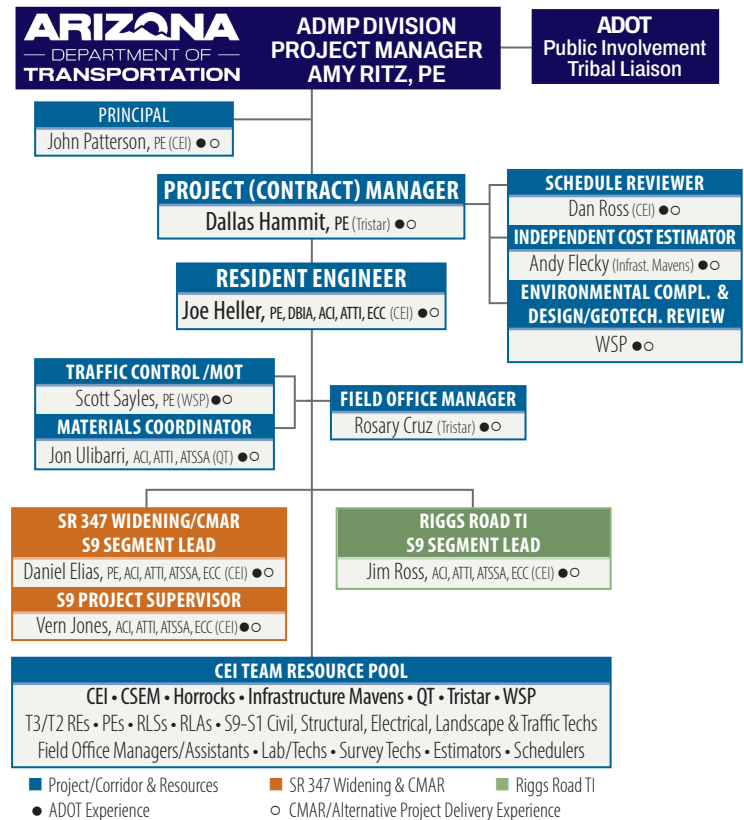
Dallas's leadership, technical expertise, and strategic vision make him a valuable asset to any initiative focused on infrastructure development, operational efficiency, and stakeholder collaboration. *Educ.: BS Mechanical Engineering • Reg.: AZ PE Civil #34853 • Certified Public Manager (ASU).*

2B RESIDENT ENGINEER (RE) JOSEPH (JOE) HELLER, PE, DBIA, ACI, ATTI, ECC

JOE HELLER is a CEI Vice President with 20 years of experience in Arizona as a consultant P/CM and RE. Joe will serve as CEI's RE for the SR 347 Project. He will oversee our Team's CA&I performance, and is committed to serve as a technical expert for the contract administration and interface


Figure 3:

CEI KEY TEAM MEMBER ORGANIZATION



directly with the CMAR. Joe is currently serving as the RE on the SR 101L Princess Drive to Shea Boulevard, a \$108M highway widening and TI reconstruction project, finishing up in January 2026, as well as two other projects in the Deer Valley Construction Field Office. Joe was CEI's PM on the ADOT US 60 Centennial Wash bridge project in La Paz County that was recently successfully completed. Joe is also currently CEI's PM on the \$100M federally funded ADOT Kingman TI project in the Northwest District overseeing an SRE and a 15-person CA&I team. He also brings to the team a background as a design PM on several mega design-build roadway and bridge projects in the Central District, which involved coordinating with the D-B contractor, subconsultants, and ADOT managers and decision makers. Joe has a diverse and excellent background in team management, partnering, stakeholder coordination, and stewardship of ADOT principles and standards. *Educ.: BSCE • Reg.: AZ PE Civil #52737 • ACI Field; ATTI Field Tech.; ECC (AGC/ADOT); Design-Build Institute of America (DBIA).*

2C KEY PERSONNEL EXPERIENCE MATRIX

Key Team Member, License/Certs (Company Affiliation) Role • Work Location • % Available	Yrs. Exp.	Current Project Commitments (%)	Two Relevant Projects, Consultant Contract Value/Const. Cost, & Owner	Value Added Benefits Key Personnel Offers
 DALLAS HAMMIT, PE (#34853) (TRISTAR) PROJECT (CONTRACT) MANAGER (P/CM) Work Location: Project Office 100% Available for the SR 347 Project	35	No Current Commitments	1) GEC PM: I-10 Broadway Curve (F007201C), \$73M/\$776M Prog. Cost, ADOT 2) ADOT State Engineer: SR 202L South Mountain Fwy. (H882701C), \$1.8B Const. Cost, ADOT	<ul style="list-style-type: none"> • 22 years at ADOT in leadership roles • Management role on ADOT's two largest Alt. Delivery projects • Oversaw ADOT's \$62M OPs & \$153M Maintenance budgets and \$1.2B Construction Program
 JOE HELLER, PE (#52737), DBIA, ACI, ATTI, ECC (CEI) RESIDENT ENGINEER (RE) Work Location: Project Office 90% Available for the SR 347 Project	20	SR 101L, Princess to Shea 75% thru 1/2026 US 93/I-40, Kingman TI 10% thru 1/2027	1) P/CM: US 93/I-40 Kingman TI (H799301C), \$9.6M/\$107M Const. Cost, ADOT 2) RE: SR 101L, Princess to Shea (F029701C), \$1.7M*/\$108M Const. Cost, ADOT <i>*Values are Tracs Nos. Invoiced for Temp Tech assignments.</i>	<ul style="list-style-type: none"> • P/CM on ADOT projects. • RE on a \$100M+ ADOT project • Alternative Project Delivery Experience • Current and recent ADOT bridge, freeway and TI reconstruction
 DANIEL ELIAS, PE (#44169), ACI, ATTI, ATSSA, ECC (CEI) S9 SEGMENT LEAD – SR 347 WIDENING Work Location: Project Office 100% Available for the SR 347 Project	27	No Current Commitments	1) RE: SR 347 Old Maricopa Road Int./Aux. Lane Additions, GRIC (F020801C), \$102K*/\$1.3M Const. Cost, ADOT 2) S9 PS: SR 86, Valencia to Kinney, (H670701C), Contract Value N/A (previous firm)/\$41M Const. Cost ADOT	<ul style="list-style-type: none"> • S9 & RE experience with understanding of responsibilities • ADOT highway and bridge construction • Experience working with GRIC • ADOT SWPPP & Environmental Compliance
 JIM ROSS, ACI, ATTI, ATSSA, ECC (CEI) S9 SEGMENT LEAD – RIGGS ROAD TI Work Location: Project Office 100% Available for the SR 347 Project	46	SR 202L Santan Freeway, Val Vista Drive to SR 101L (F012401C) 100% thru 6/2026	1) S9 PS: SR 202L Lindsay Rd. TI, (H887301C), \$710K*/\$32.4M Const. Cost, ADOT 2) S9 PS: SR 202L Val Vista Dr. to SR 101L, GP Lane Additions, (F012401C), \$745K*/\$274M Const. Cost, ADOT	<ul style="list-style-type: none"> • S9 experience & understanding of responsibilities • ADOT highway, bridge and TI construction • Leads weekly meetings, supervises/schedules staff • Construction in Native American Communities
 VERN JONES, ACI, ATTI, ATSSA, ECC (CEI) S9 PROJECT SUPERVISOR (PS) – SR 347 WIDENING Work Location: Project Office 100% Available for the SR 347 Project	43	I-17, SR 74 to Anthem Way, Pavement Rehab. (F055401C) 100% thru 3/2026	1) Owner Verification Inspector.: SR 202L South Mountain Fwy. (H882701C), \$8.9M/\$1.8B Const. Cost, ADOT 2) S9 PS: US 60X (Apache Trail) (F036101C), \$1.8M*/\$48M Const. Cost, ADOT	<ul style="list-style-type: none"> • S9 Experience & Understanding of Responsibilities • ADOT highway, bridge and TI construction • Leads weekly meetings, supervises/schedules staff • Construction in Native American Communities
 ROSARY CRUZ (TRISTAR) FIELD OFFICE MANAGER (FOM) S7 Work Location: Project Office 100% Available for the SR 347 Project	26	No Current Commitments	1) S7 FOM: ADOT Central Dist. Vision Office, Various Projects (H853101C, H873601C, T003401C, H881801C, SZ69101C, H881301C), \$290K, ADOT* 2) S7 FOM: I-10, Gila River Bridge to SR 587, Pinal County/GRIC (H892501C), \$468K*/\$6.2M Const. Costs, ADOT	<ul style="list-style-type: none"> • ADOT FOM Experience • FAST, PEN • Document control/submittal tracking • Project close-out procedures • Payroll review
 SCOTT SAYLES, PE (#43038) (WSP) TRAFFIC CONTROL ENGINEER Work Location: Project Office 30% Available for the SR 347 Project	25	ADOT Broadway Curve & Supplemental PM Responsibilities 70% thru 10/2026	1) Deputy PM/Design/Const. Coord.: I-10 Broadway Curve (F007201C), \$73M/\$776M Prog. Cost, ADOT 2) Post Design Engineer: SR 89A, Granite Dells Pkwy TI, \$2M/\$21M Const. Cost, ADOT	<ul style="list-style-type: none"> • Designed const. sequencing and TCPs for projects using ADOT Traffic Control Supplement, MUTCD, as well as requirements to facilitate TC on the GRIC. • Designed construction sequencing and traffic control for state highways and interstates.
 JON ULIBARRI, ACI, ATTI, ATSSA (QT) MATERIALS COORDINATOR S7 Work Location: Project Office 100% Available for the SR 347 Project	36	ADOT Temp Tech Assignment, Northwest District/Kingman thru 6/2026	1) S9 ADOT Lab Coord.: I-17 Flex Lanes, Contract Value N/A \$500M Const. Cost, ADOT 2) IQF Inspector (Intertek): I-10 Broadway Curve (F007201C), Contract Value N/A/\$776M Prog. Cost, ADOT	<ul style="list-style-type: none"> • Former ADOT Lab Manager • Materials Coordination • Quality Management • Lab Management/Operations
 DAN ROSS (CEI) SCHEDULE REVIEWER Work Location: Project Office (when needed) 50% Available for the SR 347 Project	45	US 93/I-40, Kingman TI 10% thru 1/2027	1) Scheduler: US 93/I-40 Kingman TI (H7993 01C), \$9.6M/\$107M Const. Cost, ADOT 2) Scheduler: Downtown Links Phase III CMAR, \$6.2M/\$75.6M GMP, City of Tucson	<ul style="list-style-type: none"> • Master Scheduler & Chief Estimator • CMAR Experience • Reviews contractor's baseline schedules • Reviews for risks and input for solutions
 ANDY FLECKY (INFRASTRUCTURE MAVENS – I-M) INDEPENDENT COST ESTIMATOR (ICE) Work Location: Project Office (when needed) 100% Available for the SR 347 Project	22	Various ADOT Projects 25% thru 2026	1) ICE: I-10 Kino Parkway/Country Club Road DB GEC Team (F054801C), \$89K/\$554M Const. Cost, ADOT 2) ICE: I-40 & I-17 Rest Area Truck Parking Integrated Design-Build-Perform, \$26K, ADOT	<ul style="list-style-type: none"> • Preparation of ICEs and GMP Reviews • Constructability Review • Cost Model Review and Negotiation Assistance

3A RECENT RELEVANT EXPERIENCE

CEI has nearly a 30-year history of providing CA&I services to ADOT and Arizona public agencies. We have identified relevant projects that demonstrate our experience on ADOT and CMAR-delivered projects, and key team member involvement. All proposed team members have

experience working on ADOT projects that have involved roadways, bridges, concrete structures, utilities, drainage, electrical and landscape scope items.

Our subconsultants have worked on the ADOT projects described below providing services under ADOT Temp Tech call-out assignments or through direct contracts with ADOT. Their involvement on these projects are summarized below and in Section 3D.



Photo Credit: ADOT Flickr

1

ADOT

Role: Prime (ADOT Temp Tech)
Contract Amount: \$1.03M
Reference: Julie Gadsby, PE, ADOT Construction Manager, Alternative Delivery & Major Projects Division, jgadsby@azdot.gov, 602.768.2167

I-10 BROADWAY CURVE, I-17 SPLIT TO SR 202L (F007201C), MARICOPA COUNTY, AZ

CEI provided an RE and MOT Coordinator through our ADOT Temp Tech contract for this \$776M DB/P3 project that widened 11 miles of I-10 in the heart of Phoenix and Tempe. The massive and complex scope adds multiple general purpose and HOV lanes in each direction along with major bridge construction. Major cross street reconstruction was also part of the scope in several areas in Phoenix and Tempe. CEI team members worked on Segment 3 (I-10, 44th Street to Alameda Drive).

Key Staff Involvement: Dallas Hammit (GEC PM with previous firm) • Joe Heller (Segment Design PM with previous firm) Scott Sayles (WSP Deputy PM/PM, Design/Construction Coordinator)

Subconsultant Involvement: CSEM, QT, Tristar, WSP



Photo Credit: ADOT

2

ADOT

Role: Prime Full-Service CA&I
Contract Amount: \$9.6M
Reference: Andy Roth, PE, ADOT Asst. District Engineer, Northcentral District, aroth@azdot.gov, 928.777.5869

US 93/I-40, WEST KINGMAN TI (H799301C), MOHAVE COUNTY, KINGMAN, AZ

CEI is providing full-service CA&I services for this \$107M TI reconstruction project that will connect US 93 and I-40. In general, new ramps connecting the two highways will create one new mile of roadway, I-40 will be widened a mile in both directions; a merge lane will be added to US 93; four bridges will be widened on I-40; new sound walls will be placed along a portion of I-40 and drainage improvements throughout the entire project limits.

Key Staff Involvement: Joe Heller (P/CM) • Daniel Ross (Schedule Reviewer)

Subconsultant Involvement: CSEM, QT, Tristar, WSP



Photo Credit: ADOT Flickr

3

ADOT

Role: Subconsultant
Contract Amount: \$8.9M
Reference: Julie Gadsby, PE, ADOT Construction Manager, Alternative Delivery & Major Projects Division, jgadsby@azdot.gov, 602.768.2167

SR 202L SOUTH MOUNTAIN FREEWAY (H882701C), MARICOPA COUNTY, AZ

CEI provided 20 staff to ADOT's GEC for construction of this new freeway, the state's first P3-delivered project. More than a dozen inspectors, field office and payroll specialists, an environmental specialist, a permit supervisor, and an RE worked on this project for more than 3 years on the mainline and TIs located in the Salt River and Center segments. The \$1.8B project involved 22 miles of new freeway alignment, 14 TIs, 40 bridges, five wildlife crossings, a pedestrian bridge, and a shared-use path. CEI's inspectors performed owner verification inspections for all work in all four segments of this project, including the major structure items.

Key Staff Involvement: Dallas Hammit (as ADOT State Engineer) • Vern Jones (S9 Project Supervisor)

Subconsultant Involvement: QT, Tristar



Photo Credit: ADOT Flickr

4

ADOT

Role: Prime (ADOT Temp Tech)
Contract (Task) Amount: \$1.7M (to date)
Reference: Sara Howard, PE, ADOT Asst. Dist. Engineer (Construction), 480.532.9295, showard@azdot.gov.

SR 101L, PRINCESS DRIVE TO SHEA BOULEVARD (F012301C), SCOTTSDALE, AZ

CEI provided a RE and technicians to the ADOT under our Temp Tech On-Call contract. This \$108M project widens 4.5 miles of SR 101L from Princess Drive to Shea Boulevard by adding one general purpose lane in each direction, reconstructing five existing interchanges, which includes reconfiguring the Frank Lloyd Wright TI into a diamond configuration. A new third SB left-turn lane was added at the Princess Drive/Pima Road TI, and as well as new right-turn lanes at Raintree Drive and Shea Boulevard. CEI's RE oversees a 20-person CA&I team, public relations coordination, direction to the contractor, coordination with all entities along with designer issues and post-design items and preparation of supplemental agreements. Construction is scheduled for completion in early 2026.

Key Staff Involvement: Joe Heller (RE)

Subconsultant Involvement: CSEM, Horrocks, QT, Tristar, WSP



5

CITY OF TUCSON

Role: Prime
Contract Amount: \$6.2M
Reference: David Burbank, PE, City of Tucson Project Manager, 520.837.6619, david.burbank@tucsonaz.gov

DOWNTOWN LINKS PHASE III, 6TH STREET UNDERPASS TO BROADWAY BOULEVARD, TUCSON, AZ

CEI is providing a full-service CA&I team for this \$75.6M CMAR-delivered project. Downtown Links is a 1.5-mile-long multi-modal roadway corridor that will provide a link between the Barraza-Aviation Parkway/Broadway Boulevard intersection and I-10, adjacent to the UPRR. The connection will improve access for pedestrians, cyclists, and motorists. It will also create new under/overpasses, a new 4-lane roadway with medians with improve railroad crossings and drainage, along with new multi-use paths, sidewalks, and bike lanes, as well as incorporating local art themes throughout the limits. Extensive coordination was required with ADOT, the UPRR, and utilities for this complex project. The project is scheduled for completion in March 2026.

Key Staff Involvement: Dan Ross (Scheduler)

3B YEARS IN BUSINESS, RESOURCES, CAPACITY & WORKLOAD

CEI is an Arizona-owned and operated professional engineering firm (AZBTR #10032), established in April 1996. We are an Arizona "S" corporation, and insured by a company with an A+ rating to transact business in Arizona. CEI is a solid financial company, with a "3A" rating by Dun & Bradstreet. We are also registered with SAM.gov. Immediately upon notice of selection CEI will obtain a business license with the GRIC.

RESOURCES: CEI has an Arizona staff of 187, with 140 dedicated to our Construction Services Division. Through strategic teaming with our subconsultants. The entire CEI Team has a deep bench of CA&I resources, totaling more than 380 personnel of varying classifications and expertise.

THE CEI TEAM DOES NOT NEED TO "STAFF UP" FOR THIS CONTRACT.

EQUIPMENT: We will provide all of our team members with the necessary equipment to perform their work, including laptops, vehicles, safety personal protective equipment, inspection equipment and tools. At least 25 laptops will be provided to ADOT for software configuration; after close-out, software will be removed by ADOT.

CAPACITY & WORKLOAD: We have identified 10 key staff from our team to administer the contract, and additional S7-S1 technicians support depending on the contractor's schedule and workload. **The CEI Team will meet ADOT's staffing goals and be able to provide staff as needed while maintaining our approved budget.** Our P/CM, Dallas Hammit, and RE, Joe Heller, will work with ADOT's Project Manager, Amy Ritz, to ensure we are using our staff efficiently based on the contractor's schedule and workload.

3C QUALITY PROGRAM APPROACH

The CEI Team will mirror ADOT's Quality Program for this project. With our staff's years of ADOT experience, particularly with the Central District. There are several processes that the CEI Team will follow and/or lead to ensure that the Quality Program goals are met.

FORMS, DOCUMENTATION & PROGRAMS: Our Team will not produce or submit documentation without a secondary independent review and double-checking data. Our staff will utilize their experience and training with ADOT's programs, forms and quantlist to ensure consistency when developing and recording all documents by using:

- ADOT Construction Manual
- ADOT Plans & Specifications

- Contract Amendments
- Materials Testing Manual
- Policies Procedures Directive Manual
- PEN5 for inspector documentation
- FAST for materials, , supplemental agreements, and monthly estimates
- Quantlist to check performance against the specifications
- Materials Sample Checklist for testing frequencies
- ADOT forms for tack, asphalt yield sheets, drilled shaft depths, incentive payments for AC/PCCP, and employee interviews
- Cert Log to track all certs against the specifications
- ADOT Traffic Control Supplement to MUTCD and Reports
- Numerous other crucial manuals, QC checklists and references to avoid mistakes and rework

QUALITY APPROACH: CEI supports a two-pronged approach to contractor quality with regard to materials testing. The QC testing is intended to control construction activities and processes in real time, whereas the QA testing is intended for acceptance and to statistically validate, or reinforce, the QC testing results. In addition to coordinating this testing program, CEI can also assist with development of a Materials Sampling Plan that identifies the number and type of tests to be performed by QC and QA. We will also prepare the materials close out report for approval.

MATERIALS: We will meet Section 106 requirements, based on Sample Checklist, Materials Testing Manual & PPD Manual. The Materials Coordinator will enforce frequency testing, and maintain the project's Certification Log.

MEETINGS: To avoid major issues and to keep all project stakeholders informed about the project's progress, there are many meetings that our P/CM and RE will lead and attend, examples include:

- Partnering Workshop/Pre-construction Conference
- Utility Coordination Meetings
- Pre-activity Meetings
- Weekly Construction Meetings
- Pay Estimate Review Meetings
- Weekly Staff/Safety Meetings (including Training Meetings to improve quality processes in order to maintain a high level of service throughout the project's duration)

Equally important, our field staff will maintain constant communication with Joe Heller to understand job priorities and performance expectations. The communication will require both parties to listen and act upon the directions, guidance and mentoring. This will hold true with the contractor and other stakeholders as well. We plan to be one synergistic quality team.

3D SUBCONSULTANTS

CIVIL SOLUTIONS ENGINEERING & MANAGEMENT, LLC (CSEM)

- Est. 2019 | CA&I Services to ADOT for 6+ Years
- Arizona Disadvantaged Business Enterprise (DBE)
- 34 Arizona Staff | 31 CA&I Staff
- Section 3A Project Involvement: ① ② ④
- Providing the SR 347 Project with: CA&I Support

HORROCKS, LLC (HORROCKS)

- Est. 1988 | CA&I and Design Services to ADOT for 16+ Years
- 55 Arizona Staff | 20 CA&I Staff
- Section 3A Project Involvement: ④
- Providing the SR 347 Project with: CA&I Support

INFRASTRUCTURE MAVENS, LLC (IM)

- Est. 2011 | Cost Estimating Services to ADOT for 14+ Years
- 3 Arizona Staff | 3 Technical Staff
- Providing the SR 347 Project with: Key Independent Cost Estimator (Andy Flecky)

QUALITY TESTING, LLC (QT)

- Est. 2000 | CA&I Services to ADOT for 25 Years
- 115 Arizona Staff | 85 CA&I, Lab & Field Staff
- Section 3A Project Involvement: ① ② ③ ④
- Providing the SR 347 Project with: Key Materials Coordinator (Jon Ulibarri), QA Materials Testing and CA&I Support

TRISTAR ENGINEERING AND MANAGEMENT, INC. (TRISTAR)

- Est. 2002 | CA&I Services to ADOT for 23+ Years
- 88 Arizona Staff | 83 CA&I Staff
- Section 3A Project Involvement: ① ② ③ ④
- Providing the SR 347 Project with: Key Field Office Manager (Rosary Cruz), and CA&I Support

WSP USA, Inc. (WSP)

- Est. 1933 | CA&I and Professional Engineering and CA&I Services to ADOT for 35+ Years.
- 429 Arizona Staff | 412 Engineering/Technical Staff, 20+ CA&I Staff
- Section 3A Project Involvement: ① ② ④
- Providing the SR 347 Project with: Key Traffic Control Engineer (Scott Sayles), Environmental Coordination, Design and Geotechnical Reviews, and CA&I Support

4 PAST PERFORMANCE

ADOT ECS will determine points for this section.

DALLAS HAMMIT, PE

PROJECT (CONTRACT) MANAGER (P/CM)



Industry: 35 Years
Tristar: <1 Year



BS, Mechanical Engineering,
University of Wyoming, Laramie,
AZ, 1991
AASHTO Leadership School, 2012



- Professional Engineer (Civil)
AZ #34853
- Certified Public Manager, ASU,
since 2006



QUALIFICATIONS SUMMARY

- Tristar Executive Vice President
- P/CM Expertise
- 22 Years at ADOT in Leadership Roles
- Former ADOT Deputy Director Transportation State Engineer
- Oversaw ADOT's Alternative Delivery Major Projects Division (ADMP) as State Engineer
- Management Role on ADOT's Two Largest Alternative Delivery Projects
- Oversaw ADOT's \$62M Operations Budget, \$153M Maintenance Operations Budget, and \$1.2B Construction Program
- Construction Management (CM)
- Resident Engineering (RE)
- Construction Admin. & Inspection (CA&I)
- Experience Working with Local Communities and Gila River Indian Community (GRIC) and other Tribal Nations

RELEVANT EXPERIENCE

ADOT—I-10 Broadway Curve, P3 Delivery, Maricopa County, AZ

Dallas was the General Engineering Consultant's (GEC) Project Manager for this \$776M program that widening the I-10 corridor between I-17 and SR 202L Santan/South Mountain Freeway via a Public-Private Partnership (P3) delivery. Dallas coordinated activities and personnel for the GEC team for project administration, design review services, and construction verification to support in the management of the project. This project provided him with an excellent understanding of ADOT's Major Projects (MP) Group's needs and requirements and how consultants interact with this Group.

ADOT— SR 202L, South Mountain Freeway (H882701C), Phoenix, AZ

Dallas was the ADOT State Engineer during the duration of this project that was (and still is) the largest project in ADOT's history. Its Design-Build-Maintain (DBM) delivery model was an innovative approach used nationwide to efficiently reduce the cost to taxpayers without sacrificing quality. The \$1.8 billion project included 22 miles of new urban freeway from approximately 59th Avenue and I-10 in the Phoenix West Valley, and going around South Mountain on the GRIC and connecting to I-10 and the SR 202L Santan Freeway interchange in Tempe/South Phoenix. Dallas supported this project and the ADMP team and participated in executive partnering and project escalations. From this project, Dallas understands the needs and responsibilities of the ADOT teams both at the project and agency levels.

Delivery of ADOT's Five Transportation Facilities Construction Program, Statewide, AZ

As ADOT's Deputy Director for Transportation/State Engineer, it was Dallas' responsibility to ensure the development of the program, as well as the delivery of design and construction projects programmed in ADOT's Five-year Program. His understanding of the procurers and requirements to program funding for projects in the five-year

construction program are directly relevant to how funding can be used for this project.

Additional Alternative Delivery Projects

As the State Engineer and Prescott District Engineer (currently Northwest District), Dallas supported the following Alternative Delivery Projects:

- **SR 101L Pima Freeway Expansion**
 - This design-build (D-B) project widened and improved the SR 101 L(Pima Freeway) from I-17 in Phoenix east to Pima Road in Scottsdale.
- **I-17 Broadband Project, Phoenix to Flagstaff**
 - This CMAR-delivered project installed a fiber-optic backbone to provide broadband internet access to under-served communities along the I-17 corridor and to enable the use of "smart highway" technology. The CMAR involved multiple GMPs and an individual segment that was delivered design-bid build.
- **SR 189 Nogales to I-19**
 - This \$138M D-B project improved approximately 3.75 miles of SR 189, including elevated flyover ramps connecting SR 189 with I-19, widening Mariposa Road between the Port of Entry and I-19 and a new roundabout.
- **I-17 and SR 69 TI (ADOT's First Federal CMAR)**
 - The project replaced the existing I-17 TI Interchange at Cordes Junction with a new system interchange.
- **SR 89 Expansion Chino Valley (ADOT's First CMAR-2008)**
 - This CMAR-delivered project reconstructed the existing two-lane roadway and with a four-lane divided highway along with curbed median throughout the southern three miles of Chino Valley.

JOSEPH (JOE) HELLER, PE, DBIA, ACI, ATTI, ECC

RESIDENT ENGINEER (RE)



QUALIFICATIONS SUMMARY

- CEI Vice President/Company Officer
- Project Management (PM)
- Construction Management (CM)
- Resident Engineering (RE)
- Construction Admin. & Inspection (CA&I)
- Roadway, Bridge & Concrete Structures
- Project Scheduling
- Stone Mastic Asphalt (SMA) Paving on Current ADOT Central District Project
- Constructability, Plan, Estimate & Bid Reviews
- Risk Analysis
- Design Background (Civil & Structural)
- Coordination with Project Owner's Representatives
- Assures Team Performance
- Monthly Invoicing/Budget Maintenance
- ADOT Partnering Spirit Awardee

RELEVANT EXPERIENCE

ADOT—US 93/I-40, West Kingman TI (H799301C), Kingman, AZ

Joe is the PM for this \$107M project whereby CEI is providing full CA&I services. This project constructs a system-to-system TI with US 93 and I-40, which will improve the traffic flow in this heavily traveled route.

ADOT—US 60, Centennial Wash Bridge (F029701C), La Paz County, AZ

Joe is the PM for this \$13.7M federally funded project whereby CEI is leading the CA&I services, a project task order assigned under a Statewide Full-Service On-Call contract. The work involved replacing the existing bridge with new seven span UBT-42 girder bridge, as well as roadway approach widening, and other miscellaneous work.

ADOT—SR 101L Pima Freeway, Princess Drive to Shea Boulevard (F012301C), Scottsdale, AZ

Joe is serving as the RE for the ADOT Deer Valley Field office overseeing a 20-person inspection team and administration team on this \$100M federally funded project that widens 4.5 miles of SR 101L. His responsibilities include scheduling, monthly pay estimates, reviewing daily diaries, staff management, public relations, direction to the contractor, coordination with all entities along with designer issues, post-design items and preparation of supplemental agreements.

ADOT—SR 101L Pima Freeway, I-17 to Princess Drive (F012101C), Phoenix/Scottsdale, AZ

With a previous employer, Joe was a Design Project Manager on this \$185M federally funded design-build project that added a general purpose lane in each direction on a 13-mile stretch of SR 101L. He coordinated with the Design-Builder's Project Manager, ADOT, subconsultants and multiple stakeholders.

ADOT—I-10 Broadway Curve, I-17 to SR 202L Santan/South Mountain Freeways, Maricopa County, AZ

With a previous employer, Joe was a designer on this freeway widening project, ADOT's largest urban freeway reconstruction project to date.

Joe served as the Segment 3 Design Manager overseeing all disciplines in his segment and responsible for team performance and plan quality.

City of Scottsdale—Scottsdale Road Improvement, Jomax Road to Dixileta Drive, Scottsdale, AZ

Joe is CEI's P/CM on this full-service \$29.4M federally funded project that includes full roadway reconstruction and drainage improvements along Scottsdale Road for two miles. Joe is overseeing an RE, several inspectors and a field office administrator.

City of Scottsdale—Miller/Hayden Roads, Pinnacle Peak to Happy Valley Roads, Scottsdale, AZ

Joe was CEI's PM on this \$14.5M federally funded project. The scope involved roadway, bridge, drainage, and waterline improvements to Miller Road, roadway widening improvements along Happy Valley Road, and improvements south of Pinnacle Peak Road.

ADOT—I-17, SR 74 to Anthem Way, SMA Paving (F055401C), Phoenix, AZ

Joe is serving as the RE for the ADOT Deer Valley Field office overseeing the first SMA project in the Central District. His responsibilities include scheduling, monthly pay estimates, reviewing daily diaries, materials and quality assurance oversight, coordination with contractor, and staff management. The scope involves milling one-inch of existing pavement on 6 miles of I-17 (NB and SB), ramps and shoulders and replacing it with SMA paving.

ADOT—Temporary Technical (Temp Tech) On-Call Program

Joe serves as Principal on CEI's current Temp Tech Contract (2022-014.03) whereby engineers and inspectors are assigned to projects throughout the state, augmenting ADOT's staff. He supports CEI's PM, ensuring he has the necessary resources to fulfill assignments and staff are performing to ADOT's expectations. He provides mentoring and oversight for our RE working with ADOT.



Industry: 20 Years
CEI: 2 Years



BS, Civil Engineering, Arizona
State University, Tempe, AZ, 2007



- Professional Engineer (Civil)
AZ #52737
- DBIA (Design-Build Institute of America) #1139436
- ACI Field Grade 1 (Exp. 2/2029)
- ATTI Field Tech. (Exp. 1/2029)
- ECC - AZ/AGC (Exp. 1/2027)

DANIEL ELIAS, PE, ACI, ATTI, ATSSA, ECC

SR 347 SEGMENT LEAD (S9)



Industry: 27 Years
CEI: 7+ Years



BS, Civil Engineering, Water
Resource Specialization, University
of California, Irvine, 2000



- Professional Engineer (Civil), AZ #44169
- Professional Engineer (Civil), CA #77222 (for Seismic/Structures)
- ACI Field (Exp. 9/2026)
- ATTI Field (Exp. 6/2026)
- ATSSA Certified Traffic Control Supervisor (Exp. 11/2030)
- ECC - AZ/AGC (Exp. 6/2027)



QUALIFICATIONS SUMMARY

- ADOT Experience
- Project Management (PM)
- Construction Management (CM)
- Resident Engineering (RE)
- Construction Admin. & Inspection (CA&I)
- Roadway, Bridge & Concrete Structures
- Constructability, Plan, Estimate & Bid Reviews
- Pre-Construction/Bidding Assistance
- ADOT Partnering/Stakeholder Coord.
- Public Involvement Coordination
- Safety Compliance
- Oversight of Team Members & Subconsultants
- Gila River Indian Community (GRIC) Coordination Experience
- SWPPP and Environmental Compliance

RELEVANT EXPERIENCE

ADOT—Maricopa Road (SR 347), SR 347 and Old Maricopa Road Intersection, Auxiliary Lane Additions (F020801C), GRIC, Maricopa County, AZ

Daniel was the RE on this project that involved a new traffic signal and equipment, substantial embankment earthwork build-up for new acceleration lanes, AC placement, drainage catch basins, culvert extensions, and headwalls, signing, striping, lighting, and landscape hydroseeding. The project required coordination with the GRIC and public relations involvement due to importance of highway for commuters between the City of Maricopa and Phoenix. Due to ADOT Vision Office specializing in IT/Communications projects, this project role as RE was important for coordination of the earthwork, paving, and drainage construction management activities.

ADOT—SR 86, Valencia Road to Kinney Road (H680601C), Tucson, AZ

As the S9 Project Supervisor, Daniel managed the inspection crews on this \$41M roadway improvement project. He coordinated with city, county, and utility field representatives, reviewed daily inspection diaries, conducted weekly meetings and authored agenda/minutes, made construction field-level decisions during construction, coordinated and reviewed submittals, RFIs, change orders, conducted SWPPP Inspections as the state representative, served as the Partnering Champion, and tracked and negotiated monthly pay estimate quantities with the contractor. The scope of this project included adding two lanes to create four travel lanes from Valencia to Sheridan Roads, six travel lanes from Sheridan to Kinney Roads, multiple wash crossings, and improvements to local streets connecting to SR 86.

ADOT—SR 95, Lake Havasu to I-40 (H451101C), Lake Havasu City, AZ

Daniel was the RE on this \$5M project that involved constructing a 4-mile passing lane, overlay of existing roadway, pipe and box culvert extensions, excavation by blasting, concrete box culverts, guardrail, pavement markings, cacti transplanting, cultural historic preservation/

avoidance flagging, erosion control, and related items. Due to deterioration of the roadway during the extended period between plan completion and project bid, the project scope needed to be modified to ensure a quality product. Daniel performed pavement preservation analysis to determine where additional work was needed and negotiated costs with the contractor. These determinations were made with coordination of the ADOT District Office for budget and ADOT pavement experts to assure material longevity.

Caltrans—I-10 Reconstruction, Wiley's Well Road (CA) to AZ Border, Riverside County, CA

Daniel served as the Assistant RE/Chief PE Inspector on this \$232M project that reconstruction I-10 between Wiley Wells Road (California) to the Arizona State line. The scope also included widening 22 bridges, a split detour, the removal of 22.5 miles of asphalt paving replacing it with PCCP. Due to the substantial number of safety issues associated with the original design, the project successfully implemented the second largest value engineering change proposal in District 8 history. Additionally, this project included improvements to Wiley's Well Rest Area, modification to multiple irrigation canals, extensive storm water improvements, traffic signals modifications, ADA ramps, and city street reconstruction.

ADOT—Pump House Rehabilitation on I-10 (F878301C) and US 60 (F025101C), Maricopa County, AZ

Through ADOT Temp Tech assignments, Daniel served as the RE for the construction to closeout phase removal and replacement of three 22K gpm storm drain pumps on US 60 at Gilbert Road and material procurement phase coordination of three 35K gpm storm drain pumps located in the I-10 Deck Park Tunnel. Both projects involved propane fueled engines, gas detection systems, and electrical components. The US 60 pump house involved environmental compliance due to replacing a leaking roof that contained asbestos.

RESUME

JIM ROSS, ACI, ATTI, ATSSA, ECC RIGGS ROAD SEGMENT LEAD (S9)

QUALIFICATIONS SUMMARY

- ADOT S9 Experience
- ADOT & MAG Standards
- ADOT FAST/PEN/SATS
- Construction Admin. & Inspection (CA&I)
- Construction Schedule Coordination
- Freeway, Highway & Cross Streets Const
- AASHTO Bridges & Concrete Structures
- Earthwork/Drainage
- Utility Coordination
- Materials Testing/Quality Assurance (QA)
- Leading Weekly/Pre-Activity Meetings
- Inspector Scheduling & Supervision
- Change Orders & Force Accounts
- Coordination with Project Owner's Representatives
- Project Stakeholder Coordination
- Public Involvement Coordination
- Working on Tribal Lands/Cultural Sensitivity Training
- ADOT Partnering Spirit Awardee

RELEVANT EXPERIENCE

ADOT—SR 202L Santan Freeway, Val Vista Drive to SR 101L (F012401C), Gilbert, AZ

Jim is the S9 Project Supervisor on this \$274M project in the Southeast Valley. This 8.4-mile project included the addition of two general purpose lanes in each direction, one general purpose lane between Gilbert Road and Val Vista Drive, widening of six bridges, removing and replacing one bridge.

ADOT—SR 202L Santan Freeway, Lindsay Road TI (H887301C), Gilbert, AZ

Jim was the S9 Project Supervisor on this \$33M project. Also as the Partnering Champion, he intercepted and resolved conflicts and issues prior to escalation, sent out monthly requests and presented them at meetings. The scope involved constructing a new TI, roadway reconstruction, and a new frontage road between Gilbert and Lindsay Road as well as new ramps for a future 4th general purpose lane.

ADOT—Maricopa Road, SR 347 at UPRR Crossing (H700701C), Pinal County, AZ

Jim was a Lead S7 Inspector on this \$37M project that constructed flyover concrete bridge structures, retaining walls, pipe culverts, fencing, lighting, landscaping, utilities, and traffic signals. This project received first place in the 2020 America's Transportation Awards for "Quality of Life/Community Development."

ADOT—SR 101L Price Freeway, Baseline Road to SR 202L Santan Freeway (H687301C), Maricopa County, AZ

Jim served in a dual role as an S9 Project Supervisor and S7 Lead Inspector on this \$52M project that added 10 lane miles of general purpose lanes on SR 101L. As this project ramped up and the workforce increased, Jim ensured that all staff had current plans, assisted with computer, software and PEN training and mentored/trained new staff.

ADOT—SR 177, Kelvin Bridge Replacement (SB41001C), Kearny, AZ

Jim was a Lead S7 Inspector on this historic bridge replacement project, located in a pristine and historic area near the Asarco Mine. The existing 100-year old historic bridge that crosses the Gila River is part of the Arizona Trail System from Mexico to Utah. The new 700-foot 7-span concrete AASHTO Type VI girder bridge was built on a vertical curve with super-elevation at one end of the bridge. The project team was a recipient of the "AZAGC Build Arizona, 2019 Public Highway Construction" award.

MCDOT—Gilbert Road Bridge Replacement at Salt River, Salt River Pima Maricopa Indian Community (SRPMIC) and Mesa, AZ

Jim was the Structures Project Supervisor on this \$50M bridge replacement and roadway improvement project. He supervised two inspectors and coordinated closely with the S9 Roadway Project Supervisor. The existing two-lane bridge was replaced with a new four-lane AASHTO girder bridge (75'Wx1,500'L). Work also included realigning Gilbert Road to Thomas Road (south) and SR 87 (north). The project incorporated cultural aesthetics by the SRPMIC, as well as cultural sensitivity training for all personnel.

ADOT—Tucson-Oracle Junction, SR 77 Globe Highway (H855901C), Near Summit, Gila County, AZ

Jim was an S7 inspector on this scenic stretch of SR 77 that involved constructing a one mile rockfall containment ditch. He was responsible for rockfall mitigation, including inspecting the blasting operations, earthwork excavation and fill operations, and inspected the contractor's traffic control operations. Due to his dedication and collaborative teamwork ethics, he was presented with the ADOT Partnering Spirit Award.



Industry: 46 Years
CEI: 14+ Years



High School Diploma



- ACI Field Grade I (Exp. 6/2028)
- ATTI Field Tech. (Exp. 7/2027)
- ATSSA Traffic Control Supervisor (Exp. 2/2026)
- ECC - AZ/AGC (Exp. 8/2027)

VERN JONES, PE, ACI, ATTI, ATSSA, ECC

PROJECT SUPERVISOR (S9) – SR 347 WIDENING

QUALIFICATIONS SUMMARY

- ADOT S9 Experience
- Former ADOT Inspector (16 Years)
- ADOT & MAG Standards
- ADOT FAST/PEN/SATS
- Construction Admin. & Inspection (CA&I)
- Construction Schedule Coordination
- Freeway, Highway & Cross Street Const.
- AASHTO Bridges & Concrete Structures
- Earthwork/Drainage
- Utility Coordination
- Materials Testing/Quality Assurance (QA)
- Leading Weekly/Pre-Activity Meetings
- Traffic Control Inspection & Compliance
- Inspector Scheduling & Supervision
- Change Orders & Force Accounts
- Coordination with Project Owner's Representatives
- Project Stakeholder Coordination
- SMA Paving Experience
- Gila River Indian Reservation (GRIC) Experience and Cultural Sensitivity Training

RELEVANT EXPERIENCE

ADOT—I-17, SR 74 to Anthem Way, SMA Paving (F055401C), Phoenix, AZ

Vern is the S9 Project Supervisor for the ADOT Deer Valley Field office overseeing the first SMA project in the Central District. The scope involves milling one-inch of existing pavement on 6 miles of I-17 (NB and SB), ramps and shoulders and replacing with SMA paving. Additional work involves PCCP and bridge repairs, and new pavement markings.

ADOT—US-60X (Apache Trail), 202 and Main Street, Sossaman-Meridian (F036101C), Maricopa County, AZ

Vern was an S9 Project Supervisor on this \$47M project in the East Valley. He supervised staff, conducted weekly meetings, and supported other team members in the field. The scope involved milling existing AC pavement and replacing it with new AC, constructing curb, gutter, and sidewalk, and installing reinforced concrete box culvert extensions, catch basins, pipe, signals, and LED roadway lighting. This 5-mile roadway improvement project reduced lanes from three to two, and added a new bike lane.

ADOT—SR 202L, South Mountain Freeway (H882701C), Phoenix, AZ

Vern was an S9 Project Supervisor on the GEC's Team to provide Owner Verification (OV) Inspection for this \$1.8B project that constructed 22 miles of new freeway from approximately 59th Avenue and I-10 in the Phoenix West Valley, and going around South Mountain on the GRIC and connecting to I-10 and the SR 202L Santan Freeway interchange in Tempe/South Phoenix. Vern's responsibilities were focused on the Salt River and Center Segments. Vern served in this capacity for five years, coordinating with hundreds of consultants, contractors and ADOT personnel. Because the majority of this project was located on the GRIC, Vern was required to take GRIC Sensitivity Training.

ADOT—SR 120L, Pima Freeway, Shea Boulevard to SR 202L Red Mountain Freeway (H687401C), Scottsdale, Tempe, Mesa and Salt River Pima-Maricopa Indian Community (SRPMIC), Maricopa County, AZ

Vern was one of several S7 Lead Inspectors on this 11-mile project that added general purpose lanes in each direction on the outside of the existing freeway pavement, as well as widening 11 bridges. His primary inspection duties were in the pavement operations, structures, and permits. He ensured that the night and daytime traffic control operations followed plans and MUTCD compliance. Vern also supervised up to seven inspectors and consultants, assisted with project closeout, quality reviews, and red-lining as-builts.

ADOT—SR 24 TI (Gateway Freeway), SR 202L Santan Freeway to Ellsworth Road (H686701C), Maricopa County, AZ

Vern was an S7 Lead Inspector and direct supervisor to 10 team members. He was responsible for overseeing all phases of construction: roadway, earthwork and bridge construction. This project consisted of a new freeway-to-freeway TI ramps, connecting to SR 202L from Power Road to Elliot Road and construction of a new freeway (SR 24). The scope included eight bridge structures, retaining walls, four RCB culverts, concrete barrier, drainage, roadway excavation, embankment construction, grading, furnishing and placing PCCP, AC and AR-ACFC, pavement marking, signing, lighting, and landscaping.

ADOT—SR 202L Red Mountain Freeway, I-10 / SR 51 TI to SR 101L, Price Freeway (H687101C), Tempe, AZ

Vern was an S7 Bridge Inspector on this \$189M design-build project. His specific duties consisted of inspecting the SR 202L Salt River Bridge, drilled shaft foundations, pier columns and pier caps, pre-cast girder sets, bridge deck forms, rebar inspections. He also provided training to two ADOT employees and one consultant.



Industry: 43 Years
CEI: 21+ Years



High School Diploma



- ACI Field Grade I (Exp. 6/2028)
- ATTI Field Tech. (Exp. 2/2030)
- ATSSA Traffic Control Supervisor (Exp. 8/2028)
- ECC - AZ/AGC (Exp. 9/2027)

ROSARY CRUZ

FIELD OFFICE MANAGER (S7)



Industry: 26 Years
Tristar: 22Years



Classes at Glendale Community College
ADOT Training
SATS Class
Advantage Training (40 hour)
Certified Payroll /
LCP Tracker
Force Account Documentation
Payroll and Contract Compliance
Training



QUALIFICATIONS SUMMARY

- ADOT Experience
- FAST, SATS, Quantlist, CPE, PEN5
- Force Accounts
- Documentation Review
- Asphalt Payment Detail
- Pay Item Documentation
- Subcontractor Review and Monitoring
- Prompt Payment Verification
- Project Closeout

RELEVANT EXPERIENCE

ADOT—I-10 Gila River Bridge to SR 587 (H892501C), Gila River Indian Community (GRIC), Pinal County, AZ

Rosary served as the construction Field Office Manager for this project that was managed by Tristar as the CA&I consultant, a task under the company's ADOT Statewide On-Call contract. Her responsibilities included oversight of all project and federal documentation review, review of employee interviews and certified payrolls using LCPtracker, document control and logging of project submittals, review of inspector diaries and payment documentation, payment for asphalt pavements (406, 414, 416 RAP), processing supplemental agreements and DBE Payment verification utilizing AZ UTRACS. This \$6.2M project was located on I-10, in Pinal County within the Gila River Indian Reservation. Work involved milling and replacing existing asphaltic concrete pavement and AR-ACFC, as well as new guardrail, pavement markings, seeding and related items.

ADOT—Vision Office Various Projects (H853101C, H873601C, T003401C, H881801C, SZ69101C, H881301C), Various Locations, AZ

Rosary served on a part-time basis to complete her responsibilities as construction office manager including reviewing employee interviews and certified payrolls using LCP tracker, providing document control and logging of project submittals, creating sub items in FAST working with inspectors to input plans and quantities, providing document control and filing of project files and partnering evaluation reporting. This assignment was through Tristar's ADOT Temp Tech contract.

ADOT—Prescott Valley Construction, Various Projects (F002501C, F007901C, H888301C, H888401C), Northwest District, AZ

Rosary served as a part-time Field Office Manager, tasked with review of employee interviews and certified payrolls using LCP tracker, document control and logging of project submittals, sub items in FAST, working with inspectors to input plans and quantities, document control and filling of project files, partnering evaluations,

prompt payment verification and payment of various asphalt items. This assignment was through Tristar's ADOT Temp Tech contract.

MCDOT—Northern Parkway, Alternative Access Roads (TT0498), El Mirage, AZ

Rosary was the Field Office Manager on this full-service CA&I project, led by Tristar as the prime consultant. The project involved El Mirage access roads associated with the Northern Parkway program by reconstructing Butler Drive from Dysart Road to 127th Avenue, and 129th Avenue from the Northern Parkway westbound frontage road to Butler Drive. Rosary's duties included project estimates and quantities, diaries, certified payrolls, B2G reporting, filing electronic and hard copies, and logging transmittals and submittals.

MCDOT—Eagle Eye Road at Tiger Wash (TT0412), Maricopa County, AZ

Rosary was the Field Office Manager for the CA&I services led by Tristar on behalf of MCDOT. The scope involved realigning Eagle Eye Road and constructing a new bridge crossing at Tiger Wash in a remote area in the far northwest area of the County. Rosary administered the construction contract documentation, coordinated with field staff and reported to Tristar's Sr. Resident Engineer and coordinated with the contractor and MCDOT staff.

MCDOT – Northern Parkway, Dysart Road and El Mirage Overpasses (TT0427), El Mirage, AZ

Rosary was Tristar's Field Office Manager for the CA&I services led by Tristar on behalf of MCDOT. Overpasses were built at Dysart Road and El Mirage Road, as well as the mainline between these two streets, which completes the freeway section from the prior phase. The work consisted of 1.57 miles of new mainline roadway construction, new Dysart and El Mirage Road overpass structures, drainage catch basins; signing and pavement markings; lighting; landscaping; and ITS conduits.

SCOTT SAYLES, PE

TRAFFIC CONTROL ENGINEER



Industry: 25 Years
WSP: 3+ Years



BS, Civil Engineering, University of
Arizona, Tucson, AZ, 2000



- Professional Engineer (Civil)
AZ #43038
- Professional Memberships: WTS,
ACES, ASHE, ASCE, NCEES,
NCARB and CLARB



QUALIFICATIONS SUMMARY

- WSP Vice President, Civil Engineering
- 18 Alternative Delivery Projects
- Maintenance of Traffic Plans (MOT) – Design, Review and Approval
- RFP Specification and Technical Writing for 35+ Projects
- QA/QC Design Reviewer & Manager on 10+ Projects
- Designed Construction Sequencing and Traffic Control for Numerous City Intersections/Local Roadways, SR 101L Partial Widening (various sections), and 2+ Miles of Full I-17 Reconstruction

RELEVANT EXPERIENCE

ADOT—I-10 Broadway Curve P3 GEC Services, Maricopa County, AZ

Deputy Project Manager, Design/Construction Coordinator. WSP assisted ADOT with GEC services to deliver best-value, high quality I-10 corridor improvements between I-17 and SR 202L Santan/South Mountain Freeway via a Public-Private Partnership project. Considered a Major Project by FHWA due project costs exceeding \$500M, Scott was responsible for reviewing and approving traffic control plans and construction sequence plans by the contractor, contractual and technical letter development in response to Developer requests and claims, and he was responsible to assist the Resident Engineers and inspectors in RFI, shop drawings, and other Developer reviews to ensure contract compliance. Scott prepared 350+ technical/contractual letters for ADOT's review and signature.

ADOT—SR 89A Side Road Interchange, Prescott, AZ

Project Manager. Lead traffic control engineer, Lead signing and marking engineer, and lead specification writer. This was a City of Prescott funded project on the ADOT highway system for a new Traffic Interchange. As project manager, Scott was responsible for overseeing/preparing the design, from the design concept report to the final design, for the construction of a new interchange. Scott was responsible for overseeing/preparing the design, from the design concept report to the final design, for the construction of a new interchange. Both the City of Prescott and ADOT supplied the criteria used for the final design that Scott worked up project specification and construction requirements. Under this contract, Scott will be responsible to review traffic control and construction sequence plans.

MCDOT Northern Parkway Program On-Call Management Consultant Services, Maricopa County, AZ

Design Manager. This project involved a new regional transportation facility extending approximately 12 miles from SR 303L to US 60, replacing Northern Avenue and approximately doubling the capacity

of the existing facility. Design was generally to ADOT details and specifications with MCDOT, MAG, City of Glendale, City of El Mirage, and City of Peoria details and specifications woven throughout.

Scott's responsibilities included checking the construction sequence plan with traffic control cost estimate, developing the unique project specifications, attending weekly meetings with the client and surrounding cities, directing design activities, preparing various technical memorandums, participating in value engineering studies and assisting the client's public relations representative with the project website and monthly flyers. After design completion, his responsibilities included serving as the post-design engineer during construction on the first 5-mile project, handling field requests for information, and working with other disciplines to provide plan updates resulting from changes in field conditions.

Scott was the point of contact between construction questions and engineers working on weekly and as needed basis directly with the Tristar and CEI personnel throughout the construction process.

City of Peoria—75th Avenue and Cactus Road Safety Intersection Improvements CMAR Project, Peoria, AZ

Design Manager. This project involved intersection widening and ADA upgrades associated with safety improvements as part of HSIP funding. Additionally work included removal and replacement of asphaltic concrete pavement, new storm drain facilities, waterline facilities, and upgrading to current ADA standards, removal and installing of lighting, landscaping, SRP coordination, and traffic signal upgrades. Scott prepared the specifications during design and was the post design engineer through construction working with the construction management team to respond to questions quickly, attend weekly construction meetings, and site visits to help resolve utility conflicts.

JON ULIBARRI, ACI, ATTI, ATSSA

MATERIALS COORDINATOR (S7)



Industry: 36 Years
QT: <1 Year



High School Diploma



- ACI Field Tech. (Exp. 11/2026)
- ACI Concrete Strength (Exp. 3/2028)
- ATTI Field Tech. (Exp. 7/2030)
- ATTI Asphalt (Exp. 11/2030)
- ATTI Soil/Aggregate (Exp. 7/2029)
- ATSSA, Traffic Control Technician (Trained) (Exp. 7/2029)
- Radiation Safety Officer



QUALIFICATIONS SUMMARY

- Former ADOT Lab Supervisor
- Construction Admin. & Inspection (CA&I)
- Materials Coordination
- Laboratory Management
- Quality Assurance Testing
- Mix Design Reviews
- Reviewing Certificates of Compliance for Accuracy
- ADOT PEN/FAST Expertise
- Independence Assurance Testing
- Excellent Knowledge of ADOT Procedures and Processes
- Review Daily Diaries with Materials Testing for Accuracy
- Coordinating between the Regional Materials Engineer and Inspectors on Materials Policy and Spec Changes
- Preparing Material Close-out Reports

RELEVANT EXPERIENCE

Jon was involved in all of the projects listed below, some as an ADOT direct employee, and others as a consultant. On several, he was involved with lab testing, and on others, he was a field inspector.

ADOT—I-10 Broadway Curve, (I-17 to SR202), Maricopa County, AZ

Jon was a Lead Inspector (PCCP/HMA) on this \$600M+ project that runs along 11 miles of I-10, between L202 and I-17, near Phoenix Sky Harbor International Airport. Work includes widening I-10 to six general purpose lanes, and two HOV lanes in each direction between Ray Rd and US60. The work also includes adding Collector – Distributor roads, rebuilding the I-10/SR-43 interchange, replacing the Broadway Rd and 48th St bridges, as well as widening the I-10 bridge over the Salt River, and adding two bridges for pedestrians and bicycles.

ADOT—I-17 Flex Lanes (Anthem Way to Sunset Point), Maricopa & Yavapai Counties, AZ

Jon was the ADOT Cordes Junction Lab Supervisor on this \$500M+ project that improved 23 miles of I-17, including 15 miles of roadway widening. It involved multiple massive earthwork operations, dozens of major drainage structures, two bridge replacements, one bridge deck replacement, ten bridge widenings, and eight miles of new alignment flex lane roadway.

ADOT—I-15 (Virgin River Bridge #1), Mohave County, AZ

Jon was the Project Lab Supervisor on this \$56M project involved the complete replacement of the bridge's abutment foundations, piers, and deck. Additional improvements included new pavement, updated pavement markings, guardrail installation, and roadway signage upgrades.

ADOT—US 93 (Wickenburg Ranch SMA Paving), Maricopa & Yavapai Counties, AZ

Jon was the ADOT Cordes Junction Lab Supervisor on this \$55M project that transformed two-lane roadway into a modern four-lane divided highway. It featured four newly constructed roundabouts. Key elements included widening US 93 to two lanes in each direction, building raised center medians, installing frontage roads, and constructing roundabouts at Rincon, Cope, Vulture Mine Roads, and Scenic Loop.

ADOT—I-40 (Devil Dog To Williams PCCP Paving), Coconino County, AZ

Jon was an Independent Assurance Technician on this \$40M project that involved removing and replacing the existing pavement with Portland Cement Concrete Pavement (PCCP), and in some locations, overlaying PCCP on top of the existing asphaltic concrete (AC) surface. Additional improvements included lining existing pipe culverts, repairing existing PCCP, pipe culvert extensions, and bridge deck rehabilitation.

ADOT—Winslow Spur Project with BNSF Railway, Navajo County, AZ

Jon was an Independent Assurance Technician on this \$2.5M project was located on State Route 40S, west of the town of Winslow. The scope of work included bridge deck replacement, installation of new guardrail, placement of asphaltic concrete pavement, application of pavement markings, and other associated miscellaneous improvements.

ADOT—US 60 (Laguna Creek Bridge), Apache County, AZ

Jon was an Independent Assurance Technician on this \$4.7M project was located on US 60, between the communities of Kayenta and Mexican Water. The scope of work included the removal of the existing Chinle Wash Bridge and construction of a new three-span AASHTO Type IV girder bridge.

DAN ROSS

SCHEDULE REVIEWER

QUALIFICATIONS SUMMARY

- Project/Construction Scheduling
- Primavera
- Construction Cost Estimating
- Independent Cost Estimating and Evaluations
- CMAR GMP Reviews
- Claims Analysis/Dispute Resolution
- Cost Accounting/Analyses
- Risk Analysis

RELEVANT EXPERIENCE

ADOT—I-19/SR 86 Ajo Way TI (F013201C), Pima County, AZ

Through a CEI on-call contract with ADOT, Dan was the Construction Scheduler for this \$32M freeway reconstruction project. His primary responsibilities involved creating the contractor's baseline schedule, updates, and claim reviews during construction. The project involved reconstruction of the SR 86 Ajo Way TI and Irvington ramp and approximately 1.5 miles of freeway improvements on I-19, including the replacement of the Santa Cruz Bridge and pedestrian structure.

ADOT—US 93/I-40, West Kingman TI (H799301C), Mohave County, Kingman, AZ

Dan is the Construction Scheduler for this \$107M federally funded project whereby CEI is providing full-service CA&I. This project constructs a system-to-system TI with US 93 and I-40, which will improve the traffic flow in this heavily traveled route.

City of Tucson—22nd Street Bridge, Tucson, AZ

Dan performed reviews of the CMAR's GMP and construction schedule for this complex bridge project in Tucson. This project will reconstruct 22nd Street from Kino Parkway to Tucson Boulevard, and will replace the existing 4-lane 22nd Street bridge that runs over Barraza-Aviation Parkway and the UPRR with a new 6-lane facility.

City of Tucson—Downtown Links, Phase III, 6th Street Underpass to Broadway Boulevard, Tucson, AZ

Dan performs schedule reviews during construction, and performed independent estimate reviews of the CMAR's GMP for this \$75M+ project. Downtown Links Phase III is a 1.5-mile multi-modal roadway project will link the Barraza- Aviation Parkway/Broadway Boulevard intersection and I-10, adjacent to the UPRR.

MCDOT—Gilbert Road Bridge, Thomas Road to SR 87, Mesa, AZ

Dan provided contractor schedule reviews (as a subconsultant to the prime CA&I firm) for the construction of the Gilbert Road Bridge over the Salt River. The new 9-span precast girder bridge will replace

the existing bridge. Improvements to Gilbert Road and associated intersections will be reconstructed to tie into the new bridge.

City of Chandler—Waterline Rehabilitation, SR 101L Price Freeway and SR 202L Santan Freeway Interchange, Chandler, AZ

Dan was the Chief Estimator for pre-construction services for the installation of 1,172 LF of 36" diameter waterline and 1,855 LF of 30" diameter water line installation at the SR 101L Price Freeway and SR 202L Santan Freeway interchange. Dan's review provided nearly \$100K of savings to the City, which they used in their negotiation of the GMP with the CMAR.

MCDOT—Northern Parkway, 111th Avenue to Dysart Road, Glendale, El Mirage and Peoria, AZ

Dan was the Construction Scheduler, an integral CEI construction management team member, for this \$44M project. His primary responsibilities involved creating the contractor's baseline schedule, and provided schedule updates and claim reviews during construction. The work consists of 3.5 miles of new frontage roads, parallel to the existing Northern Avenue alignment, that will tie into the future Northern Parkway. Other major scope items included two new AASHTO girder bridges over the Aqua Fria River and intersection improvements at Dysart Road and El Mirage Road.

Valley Metro—Capital Projects, Phoenix and Mesa, AZ

As a Valley Metro employee, Dan was the Project Controls Manager and Master Scheduler for other Valley Metro Light Rail projects, including the initial \$1.5B Central Phoenix / East Valley starter line segments, the initial \$200M Central Mesa Light Rail segment, and the \$325M Light Rail Northwest Extension (19th Avenue, Bethany Home Road to Dunlap Road). He developed CPM schedules, managed schedulers, maintained an integrated construction/schedule control system, reported program and project status, provided performance trends analyses, and worked with owners to prepare cost analyses, change orders and/or claims for additional compensation.



Industry: 45 Years
CEI: 10 Years



Courses towards a BS in
Management, LaSalle College,
Philadelphia, PA, 1978



- Training: Primavera Contract Manager, Timberline

ANDREW (ANDY) FLECKY

INDEPENDENT COST ESTIMATOR



Industry: 22 Years
Infrastructure Mavens: 4 Years



BS, Business, Arizona State
University, Tempe, AZ, 2002

QUALIFICATIONS SUMMARY

- ADOT Experience
- 5 Years as a Chief Estimator with an Arizona Heavy Civil General Contractor
- Independent Cost Estimates (ICE)
- Construction Manager at Risk (CMAR)
- Guaranteed Maximum Price (GMP) Estimate Packages
- Cost Estimate Reviews
- Constructability Reviews
- Construction Phasing/Scheduling
- 15+ CMAR GMP Estimate Reviews
- Estimating Software Programs that Breakdown Current Labor, Equipment, Materials, Supplies and Subcontractor Costs

RELEVANT EXPERIENCE

ADOT—I-10 Kino Parkway TI/Country Club Road Design-Build (F054801C), Tucson, AZ

Andy was an Estimator and Constructability Reviewer on the GEC's team for this \$555M project. The scope involves reconstructing I-10 to three general purpose lanes in each direction through the project limits. Improvements at Kino Parkway will include reconstructing the existing partial cloverleaf Kino Parkway TI, replacing overpass structures at Ajo Way and Tucson Diversion Channel, and replacing the Kino Parkway structure over I-10. Two new eastbound ramps will be constructed to resolve weaving issues along eastbound I-10 between Park Avenue and Kino Parkway. The Palo Verde Road TI will be removed and replaced with a new diamond TI at Country Club Road; this also includes a new westbound entrance ramp from Alvernon Way. Structures will be replaced at Country Club Road, Irvington Road and Palo Verde Road. Pima County is expanding the Kino Sports Complex, which includes coordination of the Forgeus Avenue undercrossing of I-10. Country Club Road will be widened to five lanes north of the TI to Milber Street.

ADOT—I-40 & I-17 Rest Area Truck Parking Integrated Design-Build-Perform, Coconino and Yavapai Counties, AZ

Andy prepared ICEs at five rest areas (seven parking sites) to deliver cost-effective, durable and low-maintenance projects. Locations include: Parks, I-40 at MP 181 (EB & WB); Christensen, I-17 MP 324 (NB & SB); Sunset Point, I-17, MP 252; Haviland, I-40, MP 23 (EB); and McGuireville, I-17 MP 296 (SB).

ADOT—Regional Transportation Plan Freeway Program 2022 Estimate Updates

Andy was an estimator on the team that manage the ADOT RTPFP program (scope, schedule and budget) on remaining projects in RTPFP of Prop 400. The team updated and maintained the MAG RTP program

cost estimates (for design, R/W, and construction) and evaluated their effects on cash flow and revenue projections. Andy also assisted in preparing Cost Risk and Value Engineering Assessments and reviewed segment designers construction cost estimates.

CMAR Projects as a Chief Estimator

While with a heavy civil general contractor, Andy prepared estimates for the GMP package for several Arizona municipalities:

- City of Glendale:
 - Maryland Ballpark Boulevard Roadway and Bridge
- City of Scottsdale:
 - Crossroads East Sewer Lift Sta. Drainage PH 1
 - Drinkwater Bridge Repair
- City of Mesa:
 - Mesa Drive Reconstruction
 - 1st Avenue Improvements PH 1 - CMAR
 - Southern Avenue & Stapley Drive Gas & Water Line
 - Horne Drainage & Utility Improvements
- City of Tempe:
 - Waterline Replacement, University Drive, McClintock and Warner Roads, and Adjacent Neighborhoods
 - Rural Road & University Drive Intersection Improvements
- Town of Gilbert:
 - Val Vista Drive Improvements
 - Gilbert Regional Park
 - Lindsay Road/SR 202 Traffic Interchange
 - Gilbert Road Reconstruction
 - Heritage District Waterline
- Town of Queen Creek:
 - Rittenhouse Road Bridge Replacement at Queen Creek Wash
 - Mansel Carter Oasis Park

From: [ADOT Business Engagement and Compliance Office](#)
To: [CEI Marketing](#)
Cc: contractorcompliance@azdot.gov
Subject: Bidders List for Consultant Engineering, Inc.
Date: Thursday, November 13, 2025 5:41:34 PM

Caution: This email originated outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Consultant Engineering, Inc., AZUTRACS Number: [10192](#) has submitted a Bidder/Proposer list for **2026-011** on 11/13/2025 at 5:41 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	Address	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
Civil Solutions Engineering & Management	8220a Randall Ave Joseph City, AZ 86032	8-10 years	Less than \$500,000	DBE	541330
Horrocks LLC	2600 North Central Ave Phoenix, AZ 85004	10+ years	More than \$100 million	Non-DBE	541370
Infrastructure Mavens, LLC	21001 N. Tatum Blvd., Suite 1630-603 Phoenix, AZ 85050	10+ years	Less than \$500,000	Non-DBE	541611
Quality Testing, LLC	175 S. Hamilton Place, Bldg. 6, Suite 114 Gilbert, AZ 85233	10+ years	\$5 million to \$10 million	Non-DBE	237130
Tristar Engineering and Management, Inc.	10625 N. 25th Avenue, Suite 103 Phoenix, AZ 85029	10+ years	\$10 million to \$50 million	Non-DBE	541330
WSP USA Inc.	1230 W. Washington Street, Suite 405 Tempe, AZ 85281	10+ years	\$10 million to \$50 million	Non-DBE	541330

MD 616E, 205 S 17th Ave.
Phoenix, AZ 85007KATIE HOBBS
GOVERNORJENNIFER TOTH
DIRECTOR

Date: November 6, 2025

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 02

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER: 2026-011
CONTRACT DESCRIPTION: SR347, I-10 to City of Maricopa, Roadway Improvements
Construction Administration

The following revisions are made to the referenced Request for Qualifications (RFQ) package:

1. SECTION XVII-Contract Boilerplate is revised from a Cost Plus Fixed Fee, Single Phase contract to a Cost Plus Fixed Fee Task Order contract. Below is a link to the contract boilerplate.

https://azdot.gov/sites/default/files/2025-10/20xx-xxx%20510-Original%20Contract%20%28CPFFTO%20RC_RN%29-Rev%20Aug%202025-posted.pdf

2. On September 30, 2025, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) modifying the eligibility requirements for participation in the Disadvantaged Business Enterprise (DBE) program. The IFR was published by the USDOT in the Federal Register and took effect on October 3, 2025. The following pages are the revised DBE neutral provisions that will be included in Appendix C of the contract for this project.

The following question was asked regarding the Request for Qualifications (RFQ) package:

Question 1:

On the CIP form required to be included with a response submittal, subconsultants are to include their Sam.gov Unique Entity number. If a subconsultant does not have this Federal number, please indicate how we should answer this requirement on the form? With the Federal Government shutdown, there is not a way to get a processed number at this time.

Answer 1:

"None" or "none at this time" can be used.

Jennifer Moyzes
Assistant Manager
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.

Consultant Engineering, Inc.

CONSULTANT NAME

SIGNATURE

John Patterson, PE

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

PROFESSIONAL SERVICES DBE SPECIAL PROVISIONS – DBE NEUTRAL
FOR USE ON FEDERAL AID PROJECTS WITHOUT DBE GOALS
(PROJECT SPECIFIC CONTRACTS)

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DISADVANTAGED BUSINESS ENTERPRISES:

1.0 Policy:

The Arizona Department of Transportation (hereinafter the Department) has established a Disadvantaged Business Enterprise (DBE) program in accordance with the regulations of the U.S. Department of Transportation (USDOT), 49 Code of Federal Regulation Part 26 (49 CFR Part 26), as revised by the USDOT DBE Interim Final Rule (IFR) issued October 3, 2025 (hereinafter referred to as IFR).

The Department has received Federal financial assistance from the U.S. Department of Transportation and as a condition of receiving this assistance, the Department has signed an assurance that it will comply with 49 CFR Part 26, as revised by the IFR.

It is the policy of the Department to ensure that DBEs (hereinafter DBE or DBE firm), as defined in Part 26, have an equal opportunity to receive and participate in USDOT-assisted contracts. It is also the policy of the Department:

- (A) To ensure nondiscrimination in the award and administration of USDOT-assisted contracts;
- (B) To create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts;
- (C) To ensure that the DBE program operates in a nondiscriminatory manner and without regard to race or sex, while maximizing efficiency of service;
- (D) To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are counted as DBEs;
- (E) To help remove barriers to the participation of DBEs in USDOT-assisted contracts;
- (F) To assist in the development of firms that can compete successfully in the market place outside the DBE program; and
- (G) To promote the use of DBEs in all types of federally-assisted contracts and procurement activities.

It is also the policy of the Department to facilitate and encourage participation of Small Business Concerns (SBCs), as defined herein in USDOT-assisted contracts. The Department encourages consultants (hereinafter referred to as proposer or consultant or prime consultant) to take reasonable steps to eliminate obstacles to SBCs' participation and to utilize SBCs in performing contracts.

2.0 Assurances of Non-Discrimination:

The consultant, subrecipient, or subconsultant shall not discriminate on the basis of race, color, sex or national origin in the performance of this contract. The consultant shall carry out applicable requirements of 49 CFR Part 26 as revised by the IFR in the award and administration of DOT-assisted contracts. Failure by the consultant to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Department deems appropriate, which may include, but are not limited to:

- (A) Withholding monthly progress payments;
- (B) Assessing sanctions;
- (C) Liquidated damages;
- (D) Disqualifying the consultant from submitting SOQs, or any other forms of proposals, as non-responsible;
- (E) Cancellation, termination, or suspension of the Contract, in whole or in part.

The consultant, subrecipient, or subconsultant shall ensure that all subcontract agreements contain this non-discrimination assurance.

3.0 Definitions:

- (A) **Commercially Useful Function (CUF):** Commercially Useful Function is defined in 49 CFR Part 26.55. That definition is incorporated herein by reference.
- (B) **Disadvantaged Business Enterprise (DBE):** A DBE, as defined in 49 CFR Part 26.5, is a for-profit small business concern which meets both of the following requirements:
 - (1) Is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged. and,
 - (2) Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.
- (C) **NAICS Code:** The North American Industry Classification System (NAICS) is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.
- (D) **Non-DBE:** any firm that is not a DBE.
- (E) **DBE-Conscious (DC):** a measure or program that is focused specifically on assisting only DBEs.
- (F) **DBE-Neutral (DN):** a measure or program that is, or can be, used to assist all small businesses.
- (G) **Small Business Concern (SBC):** a business that meets all of the following conditions:
 - (1) Operates as a for-profit business;
 - (2) Operates a place of business primarily within the U.S., or makes a significant contribution to the U.S. economy through payment of taxes or use of American products, materials, or labor;
 - (3) Is independently owned and operated;
 - (4) Is not dominant in its field on a national basis; and
 - (5) Does not have annual gross receipts that exceed the Small Business Administration size standards average annual income criteria for its primary North American Industry Classification System (NAICS) code.
- (H) **Socially and Economically Disadvantaged Individuals:** Socially and Economically Disadvantaged Individuals is defined in 49 CFR Part 26.5, as revised by the IFR. That definition is incorporated here.
 - (1) Any individual who is a citizen (or lawfully admitted permanent resident) of the United States and who a certifier finds to be socially and economically disadvantaged on a case-by-case basis..
 - (2) A determination that an individual is socially and economically disadvantaged must not be based in whole or in part on race or sex. For that reason, all applicants shall qualify as socially and economically disadvantaged if they can demonstrate that they meet the relevant criteria described in 49 CFR Part 26.67.

- (3) Being born in a particular country does not, standing alone, mean that a person is necessarily socially and economically disadvantaged.

4.0 Working with DBEs:

The Department works with DBEs and assists them in their efforts to participate in the highway construction program. All proposers should contact the Department's Business Engagement and Compliance Office (BECO) by phone, through email, or at the address shown below, for assistance in their efforts to use DBEs in the highway construction industry. BECO contact information is as follows:

Arizona Department of Transportation
Business Engagement and Compliance Office
1801 W. Jefferson St, Suite 101, Mail Drop 154A
Phoenix, AZ 85007
Phone: (602) 712-7761

Email: psdbecompliance@azdot.gov

Website: <http://www.azdot.gov/business/business-engagement-and-compliance>

4.01 Business Development Program

The Department has established the Business Development Program as an initiative to encourage and develop disadvantaged businesses in the highway construction industry. The Department is committed to providing new, emerging, developmental and transitional DBEs with general and firm-specific training and technical assistance. The Department intends for this assistance to aid DBEs to become competitive within the heavy highway and construction industry market places. In particular, the Department's DBE Supportive Services Program (DBE/SS) is designed to work in collaboration with stakeholder organizations (including departments and agencies of State and Federal Governments, small business organizations, tribal governments, profit and nonprofit corporations) to help DBEs to successfully compete for highway construction projects and become self-sufficient. The program provides educational opportunities for DBEs regarding current market conditions, Federal regulatory compliance, and best business practices. These efforts are reinforced with one-on-one business counseling for DBEs certified in areas that directly support Federal-aid highway projects, small group workshops, conferences, business expositions, regular in-person training opportunities, and regular virtual training opportunities. For guidance regarding this program, refer to the Business Development Program Guidelines available on the BECO website at <https://azdot.gov/business/business-engagement-and-compliance/dbe-supportive-services/business-development-program/disadvantaged-business-enterprise-dbe-program/dbe>.

The Business Development Program is intended to increase legitimate DBE activities. The program operates in conformity with the Federal DBE rules and regulations. The Department's DBE/SS participants may not circumvent the Federal DBE rules or regulations.

5.0 Applicability:

During the transition period, the IFR provides that until the Arizona Unified Certification Program (UCP) completes the recertification process, the Department may not 1) set any DBE contract goals or 2) count any participation towards its overall DBE goal.

The Department has established an overall annual goal for DBE participation on Federal-aid contracts. The Department intends for the goal to be met with a combination of DBE conscious efforts and DBE neutral efforts once the DBE recertification process is completed in accordance with the IFR. DBE conscious participation occurs when the consultant uses a percentage of DBEs, as defined herein, to meet the contract specified goal. DBE neutral efforts are those that are, or can be, used to assist all small businesses or increase opportunities for all small businesses. The regulation, 49 CFR 26, as revised by the IFR describes DBE neutral participation as when a

DBE wins a prime contract through customary competitive procurement procedures or is awarded a subcontract on a prime contract that does not carry a DBE contract goal.

Prime consultants are encouraged to obtain DBE participation even if a DBE goal was not established on a contract.

The DBE provisions are applicable to all consultants.

6.0 Certification and Registration:

6.01 DBE Certification:

Certification as a DBE shall be predicated on:

- (A) The completion and execution of an application for certification as a "Disadvantaged Business Enterprise."
- (B) The submission of documents pertaining to the firm(s) as stated in the application(s), including but not limited to a statement of social disadvantage and a personal financial statement.
- (C) The submission of any additional information which the Department or the applicable Arizona Unified Certification (UCP) agency may require to determine the firm's eligibility to participate in the DBE program.
- (D) The information obtained during the on-site visits to the offices of the firm and to active job-sites.

Application Submission. Applications for Disadvantaged Business Enterprise (DBE) certification may be filed online with the Department or the applicable UCP agency at any time through the Arizona Unified Transportation Registration and Certification System (AZ UTRACS) website at <http://utracs.azdot.gov/Home/>.

Implementation of Revised Federal Standards. Effective October 3, 2025, all certification applications and renewals shall be reviewed and processed in accordance with the 49 CFR Part 26 as revised by the IFR. The revised rule modifies certification standards, documentation, and evidentiary requirements applicable to determinations of social and economic disadvantage, business size, ownership, and control.

Transition Period. During the transition period in which the Department and participating UCP agencies are updating internal procedures and the AZ UTRACS system to implement the revised rule, certification applications may continue to be submitted through the existing online platform. Applicants submitting applications during this period may be required to furnish additional or supplemental documentation consistent with the revised certification criteria upon system update or upon request by the certifying agency.

All applicants, whether filing initial or renewal applications, shall comply with any new or amended federal documentation requirements that become effective under 49 CFR Part 26 as revised by the IFR, including but not limited to personal narrative statements, financial disclosures, and supporting affidavits required to demonstrate eligibility under the revised standards.

The Department is a member of the AZ Unified Certification Program (AZUCP). During the transition period, the list of firms listed in AZ UTRACS were certified prior to October 3, 2025, not in accordance with the IFR, and therefore do not count for DBE credit, unless otherwise noted in AZ UTRACS. The list indicates contact information and specialty for each DBE firm, and may be sorted in a variety of ways. However, the Department does not guarantee the accuracy and/or completeness of this information, nor does the Department represent that any licenses or registrations are appropriate for the work to be done.

The Department's certification of a DBE is not a representation of qualifications and/or abilities nor does it mean that a DBE firm is guaranteed or entitled to receive or be awarded a contract. Being certified simply means that a firm has met the criteria for DBE certification as outlined in 49 CFR Part 26, as revised by the IFR. The consultant bears all risks of ensuring that DBE firms selected by the consultant are able to perform the work.

6.02 SBC Registration:

To comply with 49 CFR Part 26.39, the Department's DBE Program incorporates contracting requirements to facilitate participation by Small Business Concerns (SBCs) in federally assisted contracts. SBCs are for-profit businesses registered to do business in Arizona that meet the Small Business Administration (SBA) size standards for average annual revenue criteria for its primary North American Industry Classification System (NAICS) code.

While the SBC component of the DBE program does not require utilization of goals on projects, the Department encourages consultants to utilize small businesses that are registered in AZ UTRACS on their contracts, in addition to DBEs meeting the certification requirement in accordance with the IFR. However, SBCs that are not DBEs will not be counted toward DBE participation.

SBCs can register online at the AZ UTRACS website at <http://utracs.azdot.gov/Home/>.

The Department's registration of SBCs is not a representation of qualifications and/or abilities nor does it mean that an SBC firm is guaranteed or entitled to receive or be awarded a contract. Being SBC registered simply means that a firm has met the criteria for SBC registration as outlined in 49 CFR Part 26. The consultant bears all risks of ensuring that SBC firms selected by the consultant are able to perform the work.

7.0 DBE Financial Institutions:

The Department thoroughly investigates the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in its service area and makes reasonable efforts to use these institutions. The Department encourages prime consultants to use such institutions on USDOT assisted contracts. However, use of DBE financial institutions will not be counted toward DBE participation.

The Department encourages prime consultants to research the Federal Reserve Board website at www.federalreserve.gov to identify minority-owned banks in Arizona derived from the Consolidated Reports of Condition and Income filed quarterly by banks (FFIEC 031 and 041) and from other information on the Board's National Information Center database.

8.0 Time is of the Essence:

TIME IS OF THE ESSENCE IN RESPECT TO THE DBE PROVISIONS

9.0 Computation of Time:

In computing any period of time described in this DBE special provision, such as calendar days, the day from which the period begins to run is not counted. When the last day of the period is a Saturday, Sunday, Federal or State holiday, the period extends to the next day that is not a Saturday, Sunday, Federal or State holiday. When the Department's offices are closed for all or part of the last day, the period extends to the next day on which the Department's offices are open.

10.0 Consultant and Subconsultant Requirements:

10.01 General:

The consultant shall establish a DBE program that will ensure nondiscrimination in the award and administration of contracts and subcontracts.

Agreements between the proposer and a DBE in which the DBE promises not to provide subcontracting quotations to other proposers are prohibited.

10.02 Blank:

11.0 DBE Goal:

During the transition period, the IFR provides that until the UCP completes the recertification process, the Department may not 1) set any DBE contract goals or 2) count any participation towards its overall DBE goal. The Department will not be counting any DBE conscious or DBE neutral efforts towards its overall DBE goal during this transitional period.

The Department has not established contract goals for DBE participation in this contract. Prime Consultants are still encouraged to employ reasonable means to obtain DBE neutral efforts participation. Consultants must retain records in accordance with these DBE specifications. The consultants notified that this record keeping is important to the Department so that it can track DBE participation where only neutral efforts are employed.

12.0 Bidders/Proposers List and AZ UTRACS Registration Requirement:

Under 49 CFR Part 26.11, DOTs are required to collect certain information from all consultants and subconsultants who seek to work on federally-assisted contracts in order to set overall and contract DBE goals. The Department collects this information through a Bidders/Proposers List when firms register their companies on the Arizona Unified Transportation Registration and Certification System (AZ UTRACS) web portal at <http://utracs.azdot.gov/Home/> a centralized database for companies that seek to do business with the Department. This information will be maintained as confidential to the extent allowed by Federal and State law.

All prime consultants, subconsultants, and DBEs listed in the SOQ and included on this contract or added to this contract shall:

- (1) register in AZ UTRACS, and
- (2) maintain their profile with current and accurate firm information. Proposers may verify that their firm and each subconsultant is registered using the AZ UTRACS website.

Proposers may obtain additional information at the AZ UTRACS website or by contacting BECO.

All proposers shall create the Bidders/Proposers list in the AZ UTRACS by selecting all subconsultants, service providers, and vendors that expressed interest or submitted proposals or quotes for this contract. The Bidders/Proposers List form must be complete and must include the names for all subconsultants, service providers, and vendors that submitted proposals or quotes on this project regardless of the proposer's intentions to use those firms on the project.

All proposers must complete and submit the Bidders/Proposers List online at <http://utracs.azdot.gov/Home/> prior to SOQ proposal submittal. A confirmation email will be generated by the system. This email confirmation shall be submitted with the SOQ proposal submittal.

FAILURE TO SUBMIT THE REQUIRED BIDDERS/PROPOSERS LIST CONFIRMATION EMAIL WITH THE SOQ PROPOSAL BY THE STATED TIME AND IN THE MANNER HEREIN SPECIFIED AND AS OUTLINED IN THE RFQ SHALL BE CAUSE FOR THE PROPOSER'S SOQ PROPOSAL TO BE REJECTED.

13.0 Payment Reporting:

The consultant shall report on a monthly basis indicating the amounts paid to all subconsultants of all tiers, working on the project. Reporting shall be in accordance with Section 4.33 of the contract.

14.0 Crediting DBE Participation:

14.01 General Requirements:

During the transition period, the IFR provides that until the UCP completes the recertification process, the Department may not count any participation towards its overall DBE goal. This applies to both DBE conscious and DBE neutral efforts.

To count toward DBE participation, the DBE firms must be certified at the time of Cost Proposal submission in each NAICS code applicable to the kind of work the firm will perform on the contract. NAICS for each DBE can be found on the AZ UTRACS website. General descriptions of all NAICS codes can be found at <https://www.naics.com/>.

Credit is given only after the DBE has been paid for the work performed.

The entire amount of a contract that is performed by the DBE's own forces, including the cost of supplies and materials purchased by the DBE for the work on the contract and equipment leased by the DBE will be credited toward DBE participation. Supplies and equipment the DBE subconsultant purchases or leases from the prime consultant or its affiliate will not be credited toward DBE participation.

The consultant bears the responsibility to determine whether the DBE possesses the proper consultant's license(s) to perform the work and, if DBE credit is requested, that the DBE subconsultant is certified for the requested type of work.

The Department's certification is not a representation of a DBE's qualifications and/or abilities. The consultant bears all risks that the DBE may not be able to perform its work for any reason.

A DBE may participate as a prime consultant, subconsultant, or as a vendor of materials or supplies. The dollar amount of work to be accomplished by DBEs, including partial amount of a lump sum or other similar item, shall be on the basis of agreements such as: subcontract, purchase order, hourly rate, and rate per ton.

DBE credit may be obtained only for specific work done for the project, supply of equipment specifically for physical work on the project, or supply of materials to be incorporated in the work. DBE credit will not be allowed for costs such as overhead items, capital expenditures (for example, purchase of equipment), and office items.

The consultant may credit second-tier subcontracts issued to DBEs by non-DBE subconsultants. Any second-tier subcontract to a DBE must meet the requirements of a first-tier DBE subcontract.

A prime consultant may credit the entire amount of that portion of a contract that is performed by the DBE's own forces. The cost of supplies and materials obtained by the DBE for the work of the contract can be included so long as that cost is reasonable. Leased equipment may also be included. No credit is permitted for supplies purchased or equipment leased from the prime consultant or its affiliate(s).

When a DBE subcontracts a part of the work of its contract to another firm, the value of the subcontract may be credited towards DBE participation only if the DBE's subconsultant is itself a DBE and performs the work with its own forces. Work that a DBE subcontracts to a non-DBE firm does not count toward DBE participation.

A prime consultant may credit the entire amount of fees or commissions charged by a DBE firm for providing a bona fide service, such as professional, technical, consulting, or managerial services, or for providing bonds or insurance specifically required for the performance of a USDOT-assisted contract, provided the fees are reasonable and not excessive as compared with fees customarily allowed for similar services.

14.02 Effect of Loss of DBE Eligibility:

If a DBE or a DBE prime consultant is deemed ineligible, decertified, or suspended by the Department in accordance with 49 CFR Part 26.87 and 49 CFR Part 26.88, the following provisions shall apply:

- (A) If a DBE firm loses its DBE eligibility because the DBE firm was acquired by a non-DBE firm, no work performed by the DBE firm after the Decision Date will be counted toward DBE participation.
- (B) If a subcontract, contract, or supplier arrangement has been executed before the Decision Date, work performed by the DBE firm will be counted toward DBE participation.
- (C) If neither paragraph (A) nor paragraph (B) above applies, the work performed by the DBE firm after the Decision Date will be counted toward DBE participation.
- (D) If the consultant extends or adds work to the DBE firm's subcontract, that work will not be counted towards DBE participation unless the consultant has obtained prior approval from the Department for DBE credit. Any requests to extend or add work to the DBE firm's subcontract to count towards DBE participation shall be submitted using the request form, made available on BECO's website at <https://azdot.gov/business/business-engagement-and-compliance/dbe-contract-compliance/contract-specs-and-forms>, to extend Decertified DBE contract for DBE credit.
- (E) The Department will consent to such DBE credit only if the added work is within the foreseeable range of added work, given the circumstances of the original DBE contract.
- (F) For the purposes of this subsection, "Decision Date" means the date the Department notifies the DBE that it has become ineligible, decertified, or suspended under 49 CFR Part 26.87(c)(4), (g).

14.03 Notifying the Consultant of DBE Certification Status:

Each DBE contract at any tier shall require any DBE subconsultant or supplier that is either decertified or certified during the term of the contract to immediately notify the consultant and all parties to the DBE contract in writing, with the date of decertification or certification. The consultant shall require that this provision be incorporated in any contract of any tier in which a DBE is a participant.

14.04 Police Officers:

DBE credit will not be permitted for procuring DPS officers. For projects on which officers from other agencies are supplied, DBE credit will be given only for the broker fees charged, and will not include amounts paid to the officers. The broker fees must be reasonable.

14.05 Commercially Useful Function:

A prime consultant can credit expenditures to a DBE subconsultant only if the DBE performs a Commercially Useful Function (CUF).

In conformity with 49 CFR Part 26.55(c), a DBE performs a CUF when it is responsible for execution of the work of a contract and carries out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself that it uses on the project. To determine whether a DBE is performing a commercially useful function, the Department will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the DBE credit claimed for its performance of the work, and other relevant factors.

A DBE will not be considered to perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, the Department will examine similar transactions, particularly those in which DBEs do not participate.

If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of its contract with its own work force, or if the DBE subcontracts a greater portion of the work of a contract than would be expected within normal industry practice for the type of work involved, the Department will presume that the DBE is not performing a commercially useful function.

When a DBE is presumed not to be performing a commercially useful function as provided above, the DBE may present evidence to rebut this presumption. The Department will determine if the firm is performing a CUF given the type of work involved and normal industry practices.

The Department will notify the consultant, in writing, if it determines that the consultant's DBE subconsultant is not performing a CUF. The consultant will be notified within seven calendar days of the Department's decision.

Decisions on CUF may be appealed to the Department's State Engineer. The appeal must be in writing and personally delivered or sent by certified mail, return receipt requested, to the State Engineer. The appeal must be received by the State Engineer no later than seven calendar days after the decision of BECO. BECO's decision remains in place unless and until the State Engineer reverses or modifies BECO's decision. The Department's State Engineer will promptly consider any appeals under this subsection and notify the consultant of the Department's State Engineer findings and decisions. Decisions on CUF matters are not administratively appealable to USDOT.

The BECO may conduct project site visits on the contract to confirm that DBEs are performing a CUF. The consultant shall cooperate during the site visits and the BECO's staff will make every effort not to disrupt work on the project.

15.0 Required Provisions for DBE Subcontracts:

All subcontracts of any tier, all supply contracts, and any other contracts in which a DBE is a participant shall include as a physical attachment, DBE Program Compliance Assurances for Subconsultants available on BECO website and all of the Uniform Terms and Conditions set forth in Section 3.0 and 4.0 of this contract.

Consultants executing agreements with subconsultants, DBE or non-DBE, that materially modify federal regulation and state statutes such as, prompt payment and retention requirements, through subcontract terms and conditions will be found in breach of contract which may result in termination of the contract, or any other such remedy as the deemed appropriate as outlined in DBE Subsection 2.0.

The Department reserves the right to conduct random reviews of DBE and non-DBE subcontract documentation to ensure compliance with federal requirements.

The consultant shall ensure that all subcontracts or agreements with DBEs to supply labor or materials require that the subcontract and all lower tier subcontracts be performed in accordance with 49 CFR Part 26.

The Consultant shall provide electronic copies of subcontract agreements with all Subconsultants by uploading them within 15 calendar days of an executed contract to the Department's DBE & OJT Online Reporting System (DOORS). Subcontract agreements shall include all required assurances and clauses as outlined in Section 3.0 and 4.0 of the Contract. Each agreement and required attachment shall be dated and signed by the Subconsultant in order for the subcontract to be considered valid.

The Consultant shall be in breach of this Contract if the Consultant materially modifies the Federal Regulations and State statutes in its subcontract agreements terms and conditions with its Subconsultants. Deviations from the terms of this Contract may result in termination of the Contract, or any other such remedy as deemed appropriate by the Department.

16.0 Certification of Final DBE Payments:

DBE participation on the contract is measured by actual payments made to the DBEs. The consultant shall submit the "Certification of Final DBE Payments" form for each DBE firm working on the contract. This form shall be signed by the consultant and the relevant DBE, and submitted to ECS no later than 30 days after the DBE receives final payment.

The Department will use this certification and other information available to determine applicable DBE credit allowed to date by the Prime Consultant and the extent to which the DBE firms were fully paid for that work. By the act of filing the forms, the consultant acknowledges that the information is supplied in order to justify the payment of state and federal funds to the consultant.

The consultant will not be released from the obligations of the contract until the "Certification of Final DBE Payments" forms are received and deemed acceptable by ECS and BECO.

17.0 False, Fraudulent, or Dishonest Conduct:

In addition to any other remedies or actions, the Department will bring to the attention of the USDOT any appearance of false, fraudulent, or dishonest conduct in connection with the DBE program, so that USDOT can take steps such as referral to the Department of Justice for criminal prosecution, referral to the USDOT Inspector General for possible initiation of suspension and debarment proceedings against the offending parties or application of "Program Fraud and Civil Penalties" rules provided in 49 CFR Part 31.

MD 616E, 205 S 17th Ave.
Phoenix, AZ 85007KATIE HOBBS
GOVERNORJENNIFER TOTH
DIRECTOR

Date: October 31, 2025

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 01

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER: 2026-011
CONTRACT DESCRIPTION: SR347, I-10 to City of Maricopa, Roadway Improvements
Construction Administration

The following revisions are made to the referenced Request for Qualifications (RFQ) package:

1. Section XXI – Scope of Work is revised to add the following to section 1. Background:

The Riggs Road Traffic Interchange (TI) will be included to the CMAR construction project
There will not be any federal funds used on any aspect of this project

2. Additional roll plots were made available on the external drive on October 29, 2025. To review all documents regarding this project, please email the following to E2@azdot.gov: Name (must be the individual who will be downloading documents); Email address; Firm name and contract number. An email will be sent with instructions to access the documents.

DocuSigned by:

Jennifer Moyzes

F8CFB89F088A408...

Jennifer Moyzes
Assistant Manager
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.

Consultant Engineering, Inc.

CONSULTANT NAME

SIGNATURE **John Patterson, PE**

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



CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2026-0011

CONTACT PERSON: John Patterson, PE

E-MAIL ADDRESS: jpatterson@cei-az.com

TITLE: Chief Executive Officer

CONSULTANT FIRM: Consultant Engineering, Inc.

ADDRESS: 10625 N. 25th Avenue, Ste. 200

CITY, STATE, ZIP: Phoenix, AZ 85029

TELEPHONE: 602.319.5678 (Cell) | 602.866.5090 (Main)

FAX NUMBER: 602.288.5293

UNIQUE ENTITY ID# (FROM SAM WEBSITE): MCMTJJ9YMDB8

ADOT CERTIFIED DBE FIRM? (YES/NO) (NO)

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
Civil Solutions Engineering and Management, LLC	Construction Administration & Inspection	YES
Horrocks, LLC	Construction Administration & Inspection	NO
Infrastructure Mavens, LLC	Independent Cost Estimating	NO
Quality Testing, LLC	Materials Coord./Testing, Construction Admin. & Inspection	NO
Tristar Engineering and Management, Inc.	Construction Administration & Inspection	NO
WSP USA, Inc.	Const. Administration & Inspection, Design Review, Environmental	NO

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:	Civil Solutions Engineering & Management, LLC
CONTACT PERSON:	Timothy Fish, PE
E-MAIL ADDRESS:	tcfish@csem-az.com
TITLE:	Managing Member
ADDRESS:	8220a Randal Avenue
CITY, STATE ZIP:	Joseph City, AZ 86032
TELEPHONE:	480.390.5841
FAX NUMBER:	None
UNIQUE ENTITY ID #:	V1LKY4AEL2L6

SUBCONSULTANT FIRM NAME:	Horrocks, LLC
CONTACT PERSON:	Erin Kline, PE
E-MAIL ADDRESS:	erink@horrocks.com
TITLE:	Principal
ADDRESS:	2600 N. Central Ave, Suite 550
CITY, STATE ZIP:	Phoenix, AZ 85004
TELEPHONE:	602.454.1800
FAX NUMBER:	801.763.5101
UNIQUE ENTITY ID #:	YCHANXNZG766

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

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

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Infrastructure Mavens, LLC
CONTACT PERSON:	Andrew Flecky
E-MAIL ADDRESS:	aflecky@infrastructuremavens.com
TITLE:	Manager/Independent Construction Expert
ADDRESS:	21001 N. Tatum Boulevard
	Suite 1630-603
CITY, STATE ZIP:	Phoenix, Arizona 85050
TELEPHONE:	602.558.0027
FAX NUMBER:	None
UNIQUE ENTITY ID #:	X3DADKL2A8G6

SUBCONSULTANT FIRM NAME:	Quality Testing, LLC
CONTACT PERSON:	Jeff Schaper, PE
E-MAIL ADDRESS:	jschaper@qt-az.com
TITLE:	President
ADDRESS:	175 S. Hamilton Place
	Bldg. 6, Suite 114
CITY, STATE ZIP:	Gilbert, AZ 85233
TELEPHONE:	480.496.2000
FAX NUMBER:	480.496.2002
UNIQUE ENTITY ID #:	QTFUHNLSNFP2

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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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Tristar Engineering and Management, Inc.
CONTACT PERSON:	Dallas Hammit, PE
E-MAIL ADDRESS:	dhammit@tristar-az.com
TITLE:	Executive Vice President
ADDRESS:	10625 N. 25th Avenue
	Suite 103
CITY, STATE ZIP:	Phoenix, AZ 85029
TELEPHONE:	928.308.3943
FAX NUMBER:	602.288.5592
UNIQUE ENTITY ID #:	LXG2BHNTAHL5

SUBCONSULTANT FIRM NAME:	WSP USA, Inc.
CONTACT PERSON:	Joy Melita
E-MAIL ADDRESS:	joy.melita@wsp.com
TITLE:	Arizona Area Transportation Manager
ADDRESS:	1230 W. Washington Street
	Suite 405
CITY, STATE ZIP:	Tempe, AZ 85281
TELEPHONE:	480.258.8858
FAX NUMBER:	480.966.9234
UNIQUE ENTITY ID #:	LLWLXEU6T563


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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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

John Patterson, PE

Printed Name

November 14, 2025

Date

Consultant Engineering, Inc.

Chief Executive Officer

Title

SOQ SUBMITTAL CHECKLIST

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

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

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