

Keys to Success with Team POINT:

- ✓ **Deliver project 6 months ahead of the Program** with a realistic streamlined 16-month design schedule.
- ✓ **Value Added NB Alignment Shift** to avoid major utility (WAPA), enhances maintenance safety, reduces overall ROW needs, and simplifies MOT by building US 93 offline.
- ✓ **Earthwork Balance more easily achieved** through a combination of shifting the NB alignment, roadway profile refinement, and phasing the excavated material.
- ✓ **Simplified MOT** in conjunction with the NB alignment shift result in a simplified tie-in connection at the north end.
- ✓ **Optimize Big Jim Wash Bridge Opening** through iterative hydraulic modeling of the 50-yr storm flows without adverse impact to the water surface elevation, required freeboard, and wildlife crossing openness ratio.
- ✓ **Timely 404 Permit Approval.** Early coordination with ADOT and US Army Corps of Engineers (COE) on approval of jurisdictional delineation.
- ✓ **Unparalleled US 93 Experience** is what Team POINT will bring to Big Jim Wash. Our Team was formed because of its US 93 know-how, established working relationship, and commitment to quality.

June 25, 2024

Arizona Department of Transportation

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

RE: Statement of Qualifications for 2024-019.01 US 93, Big Jim Wash and 2024-019.02 US 93, Vista Royale; Design and Construct four-lane Divided Highway

Dear Selection Panel Members:


Quite literally, US 93 is responsible for **POINT** Engineers (**POINT**). US 93 – SB Wagon Bow Ranch, was the first ADOT final design project we delivered after the company was started 17 years ago. As such, US 93 will forever hold a special place in the Company's history, its culture, and its staffs' hearts. Since finishing construction on SB Wagon Bow Ranch we have been eager for another US 93 project. **POINT** Engineers is **incredibly interested** in this project and want to pick up where we left off to **Continue US 93's Progress** on the Big Jim Wash Segment.

POINT Experience: Team **POINT** has significant experience that can be offered to deliver the Big Jim Wash section of US 93. We designed the SB Wagon Bow Ranch section and many of the key faces that you see in this proposal are the members that worked on Wagon Bow, too. **POINT**'s Structures Lead on Wagon Bow is our Structures Lead for Big Jim Wash, the Roadway/Earthwork Lead for Wagon Bow is our Roadway/Earthwork Lead for Big Jim Wash. Our Landscape and Erosion Control Lead was the lead for Wagon Bow. We have also added recognized discipline experts who bring vast experience in converting undivided highways in to multi-lane divided facilities. Led by **POINT**'s project manager, Paul Waung P.E. (AZ#22011), Team **POINT** is comprised of **POINT** Engineers, AZTEC, Ethos, and Infrastructure Mavens. Our team was hand-picked for our **US 93 know-how**, our **unparalleled experience**, and our **collaborative teaming history**. Together with ADOT and the project Stakeholders, we will deliver this key 4.5-mile segment that will upgrade US 93 to a continuous divided highway, improving safety, increasing capacity, and enhancing overall corridor operations.

Team **POINT** commits its identified key personnel, and all involved staff, to the extent necessary to meet ADOT's quality and schedule expectations. **POINT** Engineers, a certified Disadvantaged Business Enterprise (DBE), is committed to this project, its goals, its stakeholders, and the traveling public. Commitment to high-quality deliverables is our culture and is shared by all Team **POINT** member firms.

POINT's order of preference is: (1) US 93 Big Jim Wash, and (2) US 93 Vista Royale.

Sincerely,


Paul Waung, PE
Project Manager/Principal
AZ#22011 | 602.814.0657

SB Wagon Bow Ranch Segment
Design by **POINT** Engineers!



93

US 93 Team Corridor Experience + Schedule Driven PM = Ready to Build the Future!

**Engineering Consultants Section
SOQ Proposal Certifications Form**

Contract #: 2024-019.01 & 2024-019.02

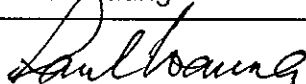
Consultant Name: POINT Engineers

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: Paul Waung Title: President
 Signature:  Date: 6/25/2024

**ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2024-019.01 & 2024-019.02**

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."

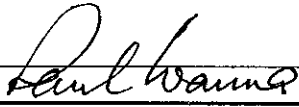
Under A.R.S. §35-393:

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.

POINT Engineers	
Company Name	Signature of Person Authorized to Sign
7600 N. 16th Street, Suite 202	Paul Waung
Address	Printed Name
Phoenix AZ 85020	President 6/25/2024
City State Zip	Title Date

FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:


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

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

<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 <u>does</u> 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.

POINT Engineers

Company Name		
7600 N. 16th Street, Suite 202		
Address		
Phoenix	AZ	85020
City	State	Zip

Signature of Person Authorized to Sign
 Paul Waung
Printed Name
President
Title

1. PROJECT UNDERSTANDING AND APPROACH

PROJECT OVERVIEW

US 93 continues to be a vital corridor for commerce and recreational travelers in northwestern Arizona and is part of the CANAMEX Corridor – a key international trade route and has now been identified as the preferred alignment for future Interstate 11. The Environmental Assessment (EA) and Design Concept Report (DCR) were completed in 2005 and 2006 respectively for the stretch of US 93 from Wickenburg to Santa Maria River. **ADOT** has advertised two projects on US 93, Big Jim Wash and Vista Royale Sections, for final design as a multi-selection with one Request for Proposal. **ADOT has decided to advance the final design of these two US 93 Sections to be bid-ready as soon as possible.** For this Statement of Qualifications, the consultants will only discuss the US 93, Big Jim Wash.

The Big Jim Wash section is located at the north end of this corridor just south of the Santa Maria River. This section is a 4.5-mile stretch of undivided 2-lane roadway connecting to an already improved divided 4-lane highway at the north end (Santa Maria River, MP 161.5) and terminating just south of the Big Jim Wash Bridge (MP 166).

PROJECT UNDERSTANDING (ISSUES | APPROACHES | SOLUTIONS)

Schedule Driven Delivery


The goal of this project is to be bid-ready for construction as soon as possible in order to capitalize on potential availability of advanced funding for construction. We propose the following.

Advanced Notice-to-Proceed (ANTP). We understand that scope & fee negotiations, and contract execution can be a time-consuming process that has typically taken as much as 4 months to complete through **ADOT** Engineering Consultants Section (ECS). **ADOT** PMG has indicated that ANTP may be appropriate for this project. **POINT recommends that ADOT issue an ANTP 30 days after consultant selection to help advance project delivery.**


Streamlined Schedule. We have developed a realistic streamlined schedule (Figure 7 on page 10) to complete the project six months sooner to capitalize on advanced funding. **POINT** will actively manage the development schedule, to keep the project on track. We have included strategies to make up schedule slippage, if necessary, on page 10.

Performance Based Practical Design


POINT's Performance Based Practical Design Benefits!




Reduces ROW



Benefits WAPA



Balanced Earthwork



Simplified Phasing

In response to key stakeholders' concerns, the **POINT** team has developed a **performance based practical design (PBPD) solution** that improves on the DCR concept. Our proposed solution shifts the north portion of the new US 93 roadway alignment from the east to the west side of existing US 93 as shown in Figure 1, Issues and Features Map. This shift in the roadway alignment (north segment) occurs between the WAPA overhead power transmission lines crossing and the northern terminus of this project. The roadway alignment (south segment) south of the WAPA overhead power transmission lines and the project terminus will remain as shown in the DCR concept. The value-added benefits of **POINT's** PBPD solutions are:

» **Reduce Right-of-Way:** Eliminate the need to flare out the new US 93 roadway (DCR alternative) in order to avoid the WAPA transmission towers resulting in excessive ROW take from ASLD. **POINT's solution reduces new ROW by 42 acres while maintaining the minimum desired separation (108') between the NB and SB US 93 roadways through the Joshua Forest Scenic Road corridor.**

Project Management Group

- » Advance PS&E to be "shelf ready"
- » Avoid delays in Clearances – Environmental, Utilities & ROW

Northwest District

- » Area for contractor staging/yard
- » Water availability for construction & plant nursery
- » Adequate median crossover width for vehicles w/trailers

Environmental Planning

- » EA re-evaluation
- » Require new Programmatic Agreement, Class 3 Cultural Survey
- » Start 404 JD early with COE

Roadside Development

- » Plant inventory & salvage
- » Re-vegetate all disturbed areas
- » Lay back cut slopes to match landform



» **Avoid WAPA towers between US 93 NB & SB:** With **POINT's** roadway alignment shift, the WAPA transmission towers are now located on the outside of the NB and SB US 93 roadways as shown in Figure 2, WAPA Transmission Towers. This allows WAPA maintenance vehicles to pull off onto the right (outside) shoulder to access the WAPA maintenance road, **promoting a safer ingress and egress.** US 93 is designated as the future Interstate I-11 through this corridor. Having WAPA towers between the NB and SB US 93 roadways (DCR concept) will be undesirable and a potential costly hindrance to the future development of the ultimate US 93 through this area. **POINT's** solution avoids this issue.

» **Balancing Earthwork:** Utilizing GIS data, we created a preliminary digital terrain model (DTM) of the existing US 93 terrain. By superimposing our proposed horizontal and vertical roadway alignment onto the DTM, we generated preliminary earthwork quantities that are approximately balanced at a preliminary level. **POINT's** solution will result in a balanced earthwork for Big Jim Wash.

» **Reduced Construction Limits & Simplified Phasing:** With **POINT's** new roadway on the west side, we were able to connect directly to existing US 93 SB at the north end tie-in point with a simple straight tangent alignment which replaces the DCR's reverse curves. **POINT's** solution will simplify the construction phasing and maintenance of traffic.

WHAT WE HEARD FROM STAKEHOLDERS

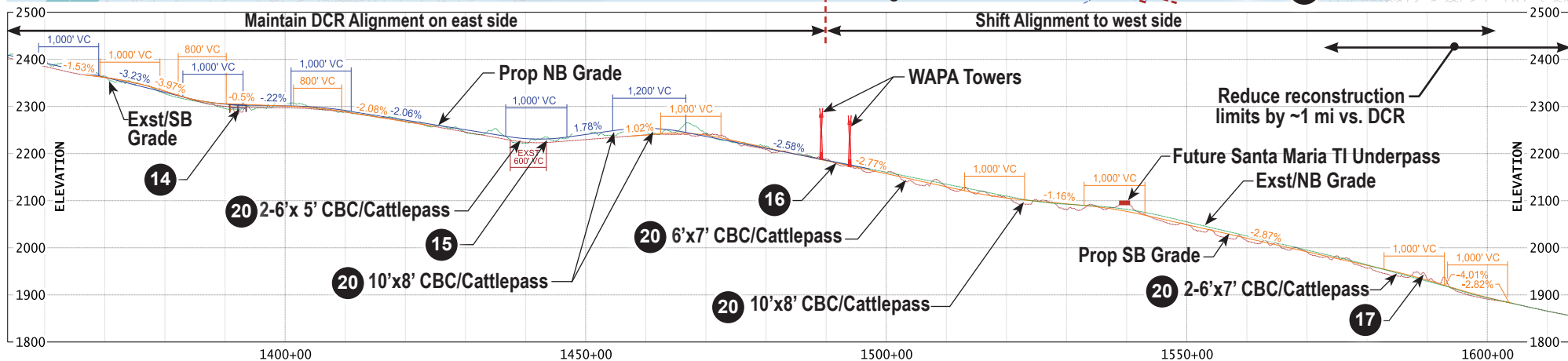
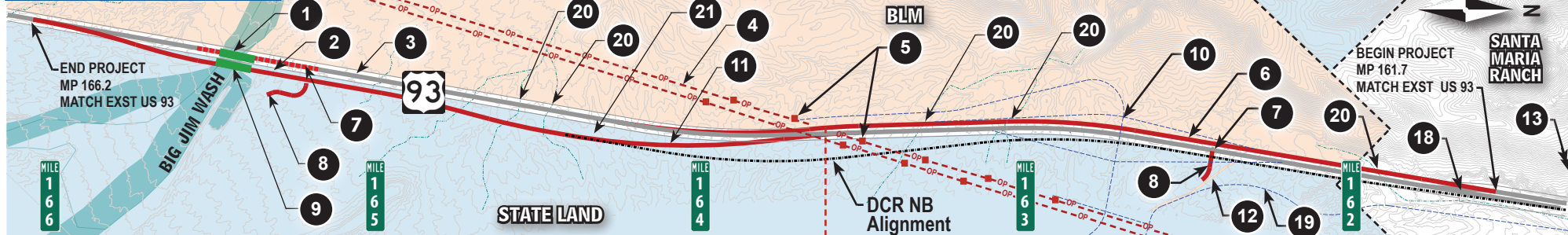
ASLD/ BLM/ BOR/ FHWA

- » Engage ASLD staff early
- » Minimize ROW take from ASLD
- » Maintain existing access to US 93
- » Avoid adverse drainage impacts to ASLD
- » Address cattle grazing leases
- » Comply with MOU between ADOT/BLM/FHWA
- » FHWA act as liaison for Highway Easement Deed with BOR

WAPA

- » Not in favor of DCR concept - WAPA towers between NB & SB roadways = Long term maintenance issues.
- » Provide 50' buffer around the tower for maintenance
- » Provide safe maintenance access to the towers
- » Vertical clearance
- » Require Consent to Use Agreement

FIGURE 1 // ISSUES AND FEATURES MAP



- | | | | |
|---|--|--|---|
| <ul style="list-style-type: none"> 1 Reconstruct SB bridge and approaches 2 Store excess NB roadway waste material for SB bridge fill in-vicinity in wider median 3 Existing US 93 Alignment 4 WAPA Overhead Power Lines 5 WAPA transmission towers (Typ). See below Figure 2 6 Proposed shifted SB alignment | <ul style="list-style-type: none"> 7 Design median width to accommodate large trucks and cattle trailers 8 Tie-in cross road 9 Reduce DCR bridge length and optimize for scour 10 Prepare preliminary design for future Santa Maria TI for compatibility 11 Proposed shifted NB alignment 12 BLM /BOR owned strip of land for WAPA access road | <ul style="list-style-type: none"> 13 Possible Construction Water Source: Well Registry No. 55-649980 14 New NB & SB Bridges over Big Jim Wash Optimize to reduce DCR bridge 15 Substandard existing vertical curve 16 Set new rdwy profile at or below exst road for WAPA vert. clr. clearance issues 17 Raise roadway profile to reduce cut | <ul style="list-style-type: none"> 18 Existing crossover remove with project 19 Future two-way access road between future TI and Santa Maria River 20 Box Culverts for use as a cattle pass. Design new extensions to avoid the need for riprap outlet protections. Also, design cross-drainage to minimize sediment buildup and reduce maintenance 21 Environmentally clear for potential contractor staging & nursery site within wide median footprint |
|---|--|--|---|

Legend

- POINTS US 93 PBDP RDWY ALIGNMENT
- EXST US 93 (TO REMAIN)
- EXST US 93 (TO BE RECONSTRUCTED)
- FUTURE TRAFFIC INTERCHANGE
- PROBABLE JURISDICTIONAL WASHES
- 100-YEAR FEMA FLOODPLAIN (ZONE A)
- WAPA OVERHEAD POWER LINES

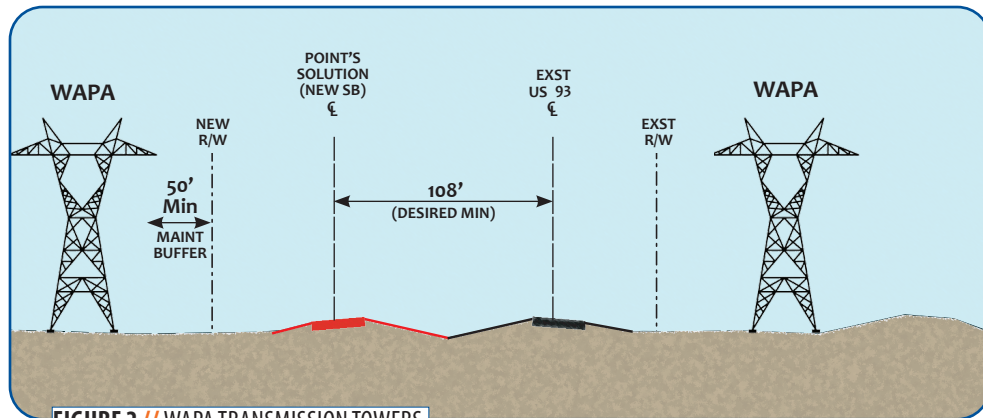


FIGURE 2 // WAPA TRANSMISSION TOWERS

Stakeholder Engagement/ Coordination

The major stakeholders include the Bureau of Land Management (BLM), Arizona State Land Department (ASLD), Bureau of Reclamation (BOR), Federal Highway Administration (FHWA), and Western Area Power Administration (WAPA). Immediately following NTP, POINT will engage and coordinate with the representatives of these agencies specifically on the following items.

BLM: With the POINT solution, ROW will be needed from BLM for the north segment of the new US 93 roadway. ADOT has a Memorandum of Understanding (MOU) with BLM/ BOR/ FHWA to streamline ROW acquisition from BOR for a new Highway Easement Deed (HED).

WAPA/BOR/FHWA: The WAPA overhead power transmission lines are in an easement from BOR. Per the MOU, FHWA will act as the liaison in securing the HED from BOR.

ASLD: ROW will be needed from ASLD for the south segment of the new US 93 roadway. POINT will work closely with Matt Tollman (ADOT ROW) to acquire the ASLD ROW.



VALUE ADDED

AVOID SCOPE OVERLAP WITH PAVEMENT PRESERVATION PROJECT

F0638 US 93 Placeritas Creek to Date Creek:

Pavement rehab project (MP156 – MP172) overlaps Big Jim Wash project. Currently in design, and scheduled for construction Q2 FY27.

Both projects may be in construction at the same time.

We recommend a meeting with **ADOT** PMG, District and F0638 designer to coordinate work elements (guardrail replacement, paving, etc.) to avoid duplication and minimize throw-away.

TECHNICAL & INSTITUTIONAL ELEMENTS

Clearances, Clearances, Clearances

We recognize that a key schedule driver for this project will be clearances. **POINT** will proactively work to secure timely clearances as follow.

- Early environmental clearance required for geotechnical field investigation.
- Project environmental clearance required for ROW acquisition from ASLD, BLM, and BOR.
- Sequence of Clearances: Environmental > ROW > Utility > Bid Advertisement.

Roadway Design

POINT has improved the DCR's recommendation by shifting the first 2 miles (north segment) of the new roadway alignment at the north end to the west side of existing US 93. The remaining 2.5 miles (south segment) of the new roadway alignment will remain on the east side of existing US 93 as recommended in the DCR.

Horizontal Alignment – With the new roadway (north segment) on the west side and separated by the minimum desired distance of 108' from existing US 93, we were able to connect directly to existing US 93 SB at the north end tie-in point with a simple straight tangent alignment which replaces the DCR's reverse curves. **This will simplify the construction phasing and maintenance of traffic.** At the WAPA crossing, the new roadway alignment will connect to the existing US 93 alignment using a pair of sweeping reverse curves ($D=0^{\circ}29'/R=11,854.3'$) with a minimum design speed of 75 mph (Interstate design standard) and does not require superelevation transitions.

Vertical Alignment – The new roadway profile will follow the existing US 93 roadway profile and minimize the elevation difference between the NB and SB roadways. **This is particularly important at the two proposed median crossover locations to avoid undesirable steep crossover grades between the NB and SB roadways.** At the WAPA crossing, the vertical profiles of the NB and SB roadway will not raise the elevation higher than the existing roadway, to provide the required minimum vertical clearances under the WAPA overhead transmission lines. The new roadway profile grades will be set to achieve a minimum design speed of 75 mph and accommodate the ultimate US 93 corridor design criteria.

Santa Maria Traffic Interchange (TI) (Future) – The DCR recommended a future TI south of the Santa Maria River at around MP 162.7. The Santa Maria TI coupled with new access roads will provide access to WAPA towers, existing ranches and clusters of private properties. **POINT** will ensure that the proposed improvements for this project will not preclude or complicate the design of the future Santa Maria TI.

AASHTO Report/Design Exceptions – POINT will prepare an AASHTO report documenting the existing US 93 and proposed improvements that do not meet the current AASHTO recommended guidelines and **ADOT** Roadway Guidelines (RDG). A complete listing of the existing features and evaluation results will be presented in the AASHTO Controlling Criteria Report which will be the basis in requesting design exceptions and variances. Portions of existing US 93 roadway will not be improved to meet the RDG Typical Section RA for a four-lane divided rural highway with a design speed of 75 mph, we have listed the elements that **do not meet the current guidelines** based on our initial assessment.

- Outside shoulder = 4' (Min required 10').
- MP 164.7: Length of vertical curve = 600' (Min required 800'); SSD = 800' (Min required 830')

We will consult with ADOT Roadway Group on addressing these non-conforming elements.

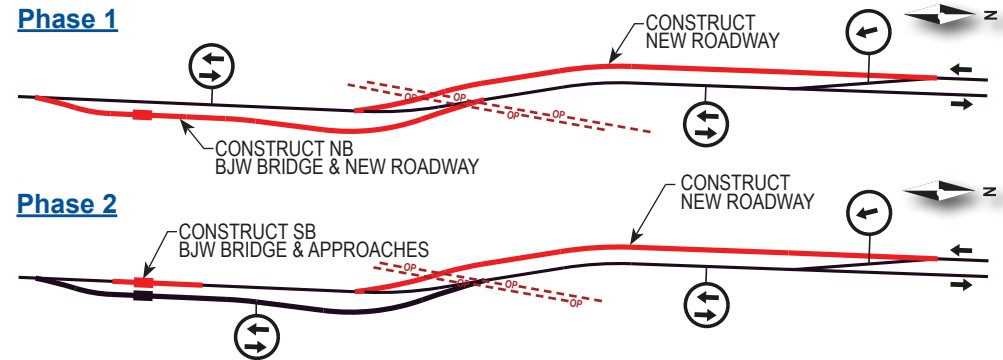
Maintenance of Traffic (MOT)/ Traffic Control

POINT's MOT approach is designed with one goal in mind, keep traffic on this critical corridor moving safely during construction. To that end, our approach is a simplified two-phased construction sequencing as shown below.

Phase 1: Keep traffic on existing US 93. Construct the new roadway (north and south segments), and new NB bridge over Big Jim Wash.

Phase 2: Shift traffic to the new south segment roadway. Demolish the existing Big Jim Wash bridge and construct a new SB bridge over Big Jim Wash. Utilize the new north segment roadway as a haul route for equipment and materials to the new SB bridge. Complete construction of the new north segment roadway, southbound bridge, and tie-ins. Open new NB and SB US 93 to traffic.

FIGURE 3 // PHASING



Despite building the majority of the project away from traffic, there will still be areas at tie in points and during certain work activities where traffic will need to slow down. We will consult with Northwest District and **ADOT** TSMO whether smart work zone (SWZ) installation is warranted in developing the construction phasing and traffic control.

Balancing Earthwork

The **POINT** solution creates the ability to balance the earthwork for the north and south segments independently because of the flexibility to adjust the roadway profile. A priority on short haul distances, running full trucks down grade and empty trucks uphill, and minimizing/eliminating the need to use or

cross US 93 for hauling operations. Our initial roadway modeling resulted in only 2,000 cubic yards of waste material. **With further refinement of the roadway alignment and accurate project mapping, we will be able to achieve a balance or a near balance of the earthwork.**

Water for Construction & Plant Nursery

As expected, water for construction and plant nursery will be a factor during construction. A search on the Arizona Department of Water Resources website resulted in a number of wells located near Santa Maria River. It appears most of the wells are for testing (piezometers/geotechnical), but at least one well (Well Registry No. 55-649980) may be for water production.

Drainage & Structures Design - Optimize Big Jim Wash

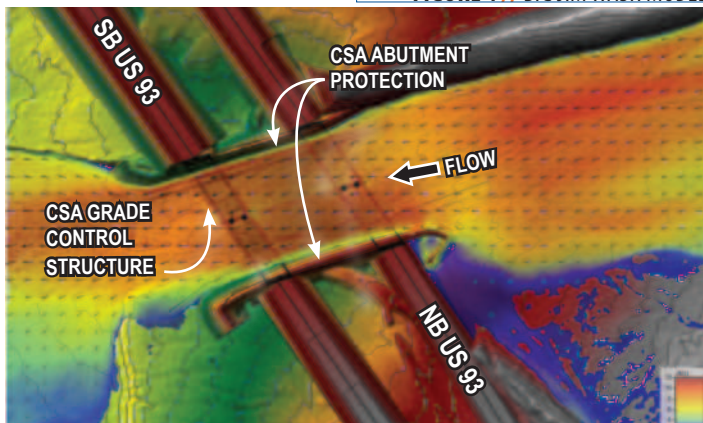
Big Jim Wash Bridges (US 93 – NB and SB)

Big Jim Wash is a major tributary to the Santa Maria River with a 28 square mile contributing drainage area at the existing US 93 bridge crossing. The POINT team developed a preliminary hydrology model and our preliminary analysis concluded the peak discharges for the 50-year event is approximately 6,500 cfs which is a 2,000 cfs increase over the 4,864 cfs in the DCR. We modeled the existing and proposed bridge hydraulics using HEC-RAS 2D for the new Big Jim Wash crossing.

Based on our initial assessment, a 260-foot bridge span (2-span 130-ft each) with a 30-degree skew is the most cost effective and hydraulically efficient bridge crossing that best suits the existing wash characteristics. The 260-foot bridge opening with a minimum of 3-feet of freeboard would prevent the 100-year water surface elevation surcharging onto adjacent properties, and reduces scour regimes through the structure. The opening also provides a high openness ratio for wildlife crossing criteria.

Big Jim Wash	WS Elev (50-yr DS)	Minimum freeboard
NB US 93 bridge	2,299.00	3 feet

FIGURE 4 // BIG JIM WASH MODEL



We propose shifting the abutments south to align better with the wide upstream wash footprint that is converging through the bridge opening. The existing north bank of the channel is a rock feature that is less susceptible to channel migration. The recommended design would use cement stabilized alluvium (CSA) guide banks and slope protection to protect the structure against abutment scour similar to other locations in the corridor. The bridge piers will be evaluated with buried, launchable riprap to protect deep scour holes from forming around the drilled shafts.

Constructability & Maintenance Friendly

We will focus on constructable drainage features like: launchable riprap to limit deep excavations

in the wash, CSA lining options and corrugated metal pipes reducing heavy truck deliveries and lighter material options. Similarly, roadway drainage features will be designed to be maintenance friendly by reducing scour and erosion, and sizing drainage elements for ease of maintenance access.

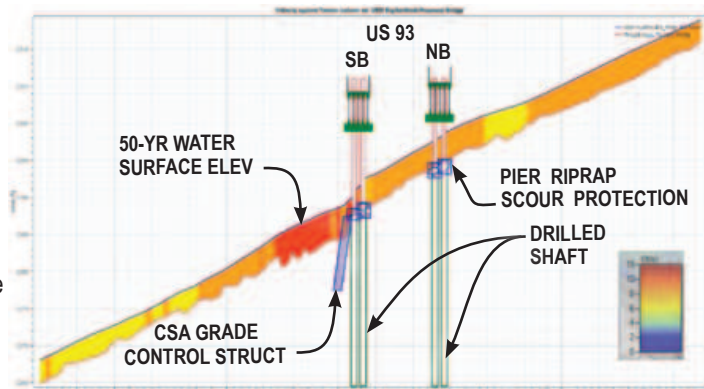


FIGURE 5 // BRIDGE HYDRAULICS PROFILE

Two new bridges (NB & SB) are proposed at Big Jim Wash (MP 165.5) which is also identified as a wildlife crossing. Built in 1959, the existing 7-span slab bridge is 202' long with wall-style piers and a 30 degree skew. The 2006 DCR identified the existing bridge for replacement with a new twin 7-span 275' continuous slab bridges.

Following our drainage analysis, we have evaluated several bridge configurations and determined that for a 260-ft crossing, prestressed concrete bulb tee girder bridges best optimizes the crossing criteria to convey drainage with 3-feet of freeboard (50-year event) and promote wildlife crossing per AGFD's wildlife openness ratio. We recommend 2-spans at 130' using BT66 girders as an efficient layout with a single pier consisting of two round columns/shafts for optimal stream flow. The 2-span option has just one pier line in the wash, and the girder lengths are very reasonable for transport to the project site (via US 93 Wickenburg roundabouts) and will only require a single crane for erection.

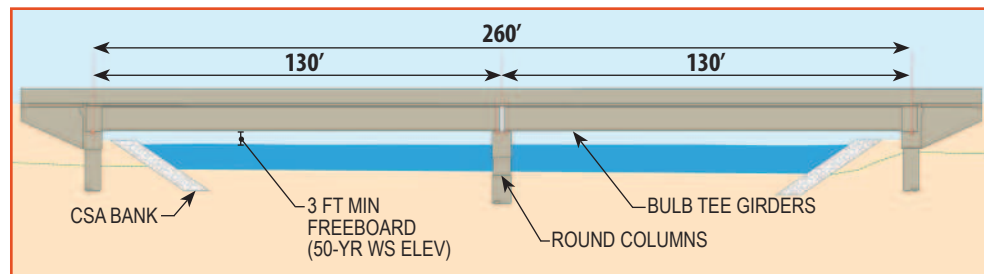


FIGURE 6 // BIG JIM WASH BRIDGE

Our preliminary review of available corridor foundation data indicates strongly consolidated conglomerate with sandy and gravelly material at the Big Jim Wash site. Although we anticipate drilled shafts as the best foundation type, we anticipate a risk of gravel/boulders, shallow ground water, and flowing sands which may result in challenging drilling conditions.

Utilities

The WAPA Mead-Liberty (345KV) and Mead-Perkins (500KV) overhead power transmission lines cross US 93 at MP 163.3. POINT has met with WAPA staff and heard their concerns with the DCR concept.

WAPA's Concerns (DCR Concept)	POINT's Solution/Mitigation Strategies
Not in favor of WAPA towers in between US 93 NB & SB roadways.	POINT's solution (Figure 2) results in towers outside the US 93 NB & SB roadways.
Maintenance vehicles exiting from passing lane (left lane) to access maintenance road.	POINT's solution allows WAPA vehicles to exit from the right lane onto the outside shoulder to access the maintenance road, a safer ingress and egress.
Provide a 50' buffer around the towers for maintenance	POINT's solution accommodates maintenance buffer.
Provide 16' access gates and electrical grounding of ADOT ROW fence under overhead power lines.	POINT's design will incorporate these requirements.
Requires Consent to Use Agreement	POINT will submit a "locked down design" for WAPA approval and assist ADOT U&RR to secure the Consent to Use Agreement.

Right-Of-Way (ROW)

POINT's solution will reduce the overall new ROW requirement by 42 acres as shown in the table while maintaining the minimum desired separation of 108 feet between the US 93 NB and SB roadways through the Joshua Forest Scenic Road.

	New ROW Required	DCR (Acres)	POINT (Acres)
ASLD		138	63
BLM		0.1	33
TOTAL		138.1	96
Reduction		42.1 Acres	

Landscape

Native Plant Inventory/Salvage Plan

The POINT team will prepare a Native Plant Inventory/Salvage plan and to minimize the need for a plant nursery, the POINT team will explore locations within the project area for "move once" salvaging and transplanting.

Erosion Control

The POINT team we will use material such as articulated block blankets to assist with erosion control that blends into the existing landscape and is also traversable by wildlife and livestock.

Structure Aesthetics

In discussions with **ADOT** Roadside, the proposed color(s) for new structures will need to blend with the existing environment. No graphics are envisioned for the new bridges.

Cost Estimating

Arizona is experiencing unprecedented times when it comes to construction costs. Construction costs escalation, material lead times, and labor availability are constantly fluctuating. Team POINT includes Infrastructure Mavens to help ensure our cost estimates are accurate and reflect the most current bidding environment.

ENVIRONMENTAL

The POINT team has confirmed with **ADOT** Environmental Planning (EP) that this project will require an Environmental Assessment (EA) Re-Evaluation of the 2005 EA (H4871). **ADOT** will be the lead federal agency using the NEPA Assignment (327 MOU), coupled with BLM as a potential cooperating

ADDITIONAL TECHNICAL ELEMENTS

Discipline Performance Based Practical Approach
» Roadway Design median crossings for large vehicles w/trailers » Replace existing guardrails to MASH standards » Identify potential construction staging areas » Evaluate access road between future Santa Maria TI and Santa Maria Rd south of river.
» Traffic Prepare Traffic Analysis Report with 2050 volumes.
» Drainage Reconstruct existing upstream guide bank and dike to protect bridge abutment and roadway embankments » Extend existing scour protection to upstream bridge; connect to CSA grade control structures » Design pipe and box culvert extensions
» Geotech Coord w/ ADOT – Field boring locations and access
» Bridge Prepare Initial and Final Bridge Selection Reports
» Erosion Control Prepare Storm Water Pollution Plans (SWPPP) » Coordinate with Roadside on seed mix
» Environmental Prepare a qualitative noise evaluation report

agency. Technical documentation to support the EA Re-eval includes a biological evaluation, cultural resources survey/report, condensed traffic noise memo, visual analysis, and Section 404 and 401 permitting. We will prepare a geotechnical clearance to complete the geotechnical testing and/or utility potholing in advance of the Re-evaluation. Key scoping agencies include BLM, ASLD, WAPA, and Arizona Game and Fish Department (AZGFD). Additional key technical efforts are further described below.

Cultural Survey

Previous project area surveys are over 20 years old, and the original Programmatic Agreement (PA) for the corridor has expired. As a project benefit, our cultural team is currently surveying the existing ROW between MP 162 to MP 172, leaving only any new ROW and/or TCEs for additional survey. We will maximize this new survey report to streamline the remaining cultural needs, to include any remaining new cultural survey/report, draft Section 106 consultation, and potentially prepare a new PA.

Section 404 Permitting

With all the changes in 404 permitting over the years, Team POINT's Environmental 404 Lead has kept up to date and coordinated with the **ADOT** Wetland Biologist and Biology Program Manager and determined that an approved jurisdictional delineation (AJD) would be the best option. The AJD package includes supporting flow data and information on any surface connection to downstream waters. As a project benefit, preparing this AJD will avoid the need for a potential Individual Permit as impacts to Big Jim Wash are anticipated to be over 1 acre.

Biology

Based on the current FWS data for ESA-protected species that may occur in the project area Southwestern Willow Flycatcher, Yellow-billed Cuckoo, and Monarch Butterfly may be present. However, there is no open water or dense riparian habitat to support the Flycatcher or Cuckoo. Habitat for Monarch Butterfly exists in the project area and there are simple and efficient measures such as reseedling with nectar plants to mitigate any potential impacts. In addition, the Sonoran Desert Tortoise

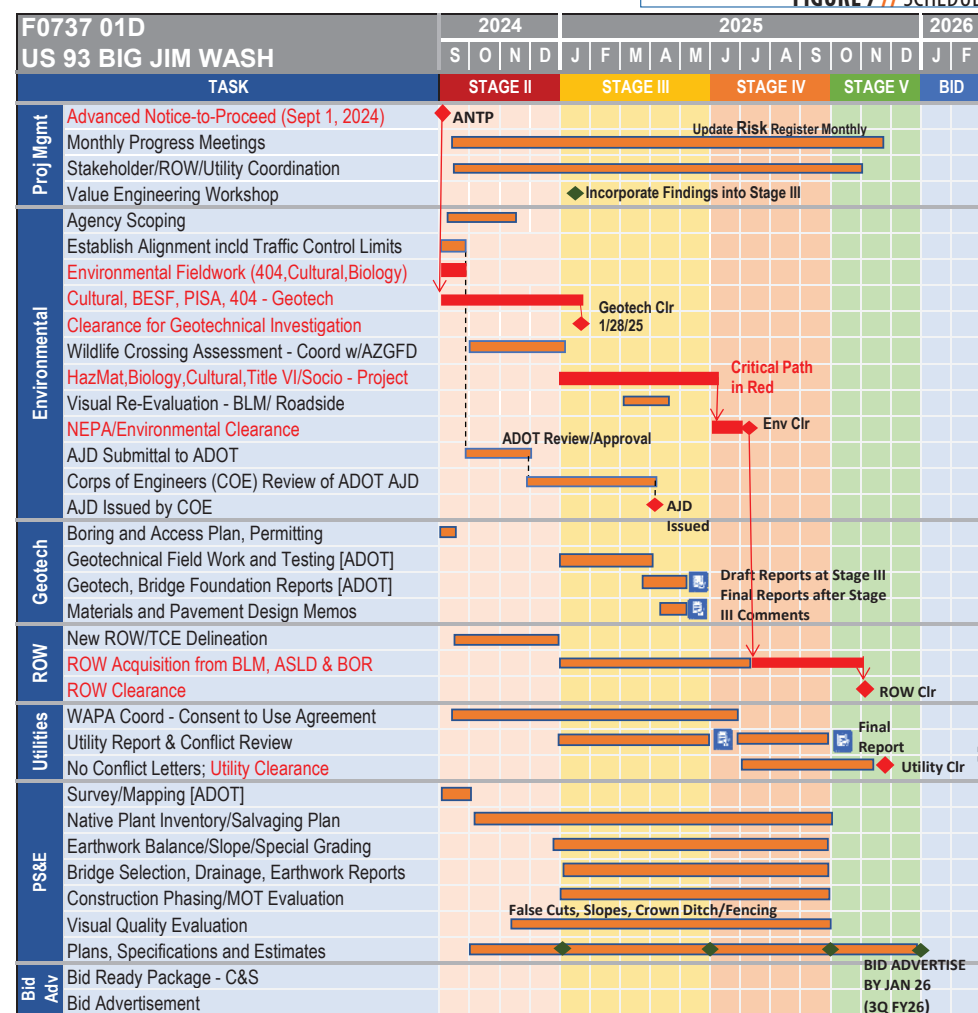
is protected by a Conservation Agreement and the Desert Rosy Boa was identified in the Final EA as a BLM sensitive species that may occur. Team POINT has experienced biologists that will coordinate with the AZGFD to determine if efficient and cost-effective upgrades can be included to meet all current scientific standards for wildlife friendly design. Biological surveys will review the project area for potential habitat for these species, along with nesting birds/bats, to determine appropriate mitigation, if any is required. Survey information and coordination between stakeholders will be included in the BE.

2. PROJECT SCHEDULE & RISKS

SCHEDULE MONITORING AND PREVENTING SLIPPAGE

We have developed a realistic streamlined 16-month design schedule (Figure 7) to be bid ready by December 2025 (2Q FY2026) assuming an ANTP September 1, 2024 (30-days after consultant selection). **This schedule will deliver the project 6 months ahead of the programmed construction funding in FY2027 in case funding is available sooner.**

FIGURE 7 // SCHEDULE



Project Manager Paul Waung will actively manage the design schedule, stay out in front of long lead items and decision points to keep the project on track. If unanticipated conditions arise, Paul will immediately meet with the ADOT PM Tricia Brown and the project team to determine the extent of the issue, discuss impacts, examine effects on the critical path, and formulate a path forward. Paul will maintain an Action Items list to ensure actions are proactively addressed at each design stage. We will utilize Workfront to provide schedule updates, store project documents, and perform submittal reviews/comment resolution using the Proofing Tool.

Strategies to Make Up Schedule Slippage

- On the spot decision making with POINT's Principals in key roles, not burdened with administrative or corporate red tape.
- Review critical path tasks and accelerate work items.
- Mobilize additional staff or extend work hours.

Risk Register

POINT has identified the following project risks and associated mitigation strategies as shown in Figure 8 below. Paul will update the risk register, discuss mitigation strategies with the project team at the monthly progress meetings or more frequently if necessary. The risks will be monitored until they are mitigated.

FIGURE 8 // RISK REGISTER

Potential Risk	Impact				Mitigation Strategy	Risk Level	
	Scope	Schedule	Budget	Safety		Before	After
Funding available sooner than Program Funding in FY27		●			- POINT's aggressive but realistic design schedule (16 months) with ANTP 9/1/2024. - Bid ready by Jan 2026 – 6 months ahead of the Program Funding.	Red	Green
WAPA towers between US93 NB & SB poses safety concerns for maintenance ingress and egress.	●	●	●	●	- POINT's solution allows WAPA maintenance vehicles to use the outside shoulder to access the WAPA maintenance road, promoting safer ingress and egress. - POINT's solution avoids potential issues of having the towers in the median of the ultimate US93.	Red	Green
Environmental Clearances (Geotech/Overall) delays due to Regulatory and/or Stakeholders (reviews, decisions, and/or permitting).		●			- Coordinate early with BLM, ASLD, and WAPA/BOR to establish project relationships, and capture their key concerns and review timeframes to avoid delays. - Define area of potential affect (APE)/project limits early to complete environmental surveys within 1 month of the project kick-off.	Red	Green
Long lead time to acquire right-of-way from ASLD & BLM. Environmental clearance needed for ROW acquisition.		●			- Prioritize environmental clearance. - Engage ASLD, BLM & FHWA immediately and finalize ROW by Stage II. - Utilize the MOU with FHWA as liaison to secure BLM ROW. - ADOT can issue ROW clearance with ASLD right-of-entry approval.	Red	Yellow
Lead time to secure WAPA/BOR easement. Environmental clearance needed for easement.		●			- Secure WAPA Consent to Use Agreement early. - Utilize established MOU to secure the Highway Easement Deed from BOR.	Red	Yellow

3. PROJECT TEAM EXPERIENCE & AVAILABILITY

% Time Committed: **This Project** **Other**



FIGURE 9 // Organizational Chart

ADOT PROJECT MANAGER Tricia Brown, PE

PROJECT (CONTRACT) MANAGER Paul Waung, PE


QA/QC MANAGER Brian Riley, PE

KEY STAKEHOLDERS:

- FHWA
- BLM
- WAPA
- COE
- ASLD
- SANTA MARIA RANCH

ENVIRONMENTAL	ROADWAY/EARTHWORK
• Diana Dunn [A]	• Suzanne Deitering, PE • Brent Forstie, PE
STRUCTURES	DRAINAGE
• Craig Borger, PE	• Tim Mahon, PE [A]
TRAFFIC	UTILITY COORDINATION
• Andrew Moreno, PE [A]	• Alison Ciccarello, PE
PAVEMENT DESIGN	LANDSCAPE/AESTHETICS
• Pancho Garza, PE [E]	• Steve Lohide [A]
COST ESTIMATING/CONSTRUCTABILITY	GEOTECHNICAL/MAPPING
• Infrastructure Mavens	• ADOT Staff

COE - US Army Corps of Engineers [A] Aztec Engineering
WAPA - Western Area Power Administration [E] Ethos Engineering



ROADWAY DESIGN
Brent Forstie, PE #60664

Edu: BSCE Years of Experience: 15
Corporate Title: Civil Engineer

Relevant Experience (See Resume for details):

- SR 303L Happy Valley to Lake Pleasant – Roadway Lead
- US 93, SB Deluge Wash Section - Roadway Design

Brent specializes in roadway design, earthwork modeling, and geometrics. Brent brings US 93 roadway design experience and knowledge to this project.

20%

80%



PAVEMENT DESIGN
Pancho Garza, PE #47676

Edu: MSCE Years of Experience: 21
Corporate Title: Owner/ Senior Geotechnical Engineer

Relevant Experience (See Resume for details):

- US 93, Carrow Stephens Section - Geotech Lead
- US 93 SB Deluge Wash Section - Geotech Lead

Pancho has significant geotechnical experience in the US 93 corridor. Pancho will apply his experience in the geotechnical recommendations.

40%

50%



60%

40%

PROJECT (CONTRACT) MANAGER/PRINCIPAL
Paul Waung, PE #22011

Edu: BSCE, MSCE Years of Experience: 39
Corporate Title: Owner/President

Current Commitments:
US60, Little Mormon Lake Rd - Bell Springs Passing Lanes - 25%
Corporate commitments - 15%




Relevant Experience (See Resume for details):

- US 93, SB Wagon Bow Ranch Section - Principal
- SR303, Happy Valley to Lake Pleasant PS&E - Project Manager
- SR303, Waddell to Mountain View PS&E - Project Manager

“On the design of the SR303L from Happy Valley to Lake Pleasant, POINT Engineers was a pleasure to work with. They, in particular the Project Manager Paul Waung, were extremely responsive to Central District’s comments and input and proactive in their design.”

- Sara Howard, Central District RE

Specialized Experience: Paul has over 39 years of experience in project management and design of transportation projects throughout Arizona, including rural and urban highways. He has led multidisciplinary teams in performing studies and designs (PS&E) of major AZ highways which included SR303, SR101 (Price & Agua Fria), and SR 202 (Santan) Freeways. Paul is well recognized for his ability to effectively work with federal, state and local agencies to successfully complete projects within budget and schedule.



70%

30%


QA/QC
Brian Riley, PE #45657

Edu: BSCE Years of Experience: 23
Corporate Title: Owner/Vice President

Relevant Experience (See Resume for details):

- I-10 North of Nelson Road to Dirk Lay Rd - Project Manager
- US 93: US93/SR89 Roundabout - Project Manager

Brian’s thorough and detailed understanding of ADOT plans, specifications, and estimates will assure that the highest quality control is achieved on this project.



30%

70%


STRUCTURES
Craig Borger, PE #32830

Edu: BSCE, MSCE Years of Experience: 28
Corporate Title: Owner/Vice President

Relevant Experience (See Resume for details):

- US 93, Wagon Bow Ranch Section - Bridge Lead
- SR 303, Happy Valley Pkwy to Lake Pleasant Pky - Bridge Lead

Craig’s extensive bridge design experience includes over 60 bridges. His experience and knowledge from 11 similar bridges on US 93 makes Craig a valuable asset on this project.



40%

60%


ROADWAY DESIGN LEAD
Suzanne Deitering, PE #43837

Edu: BSCE Years of Experience: 23
Corporate Title: Owner/Vice President

Relevant Experience (See Resume for details):

- US 93, Wagon Bow Ranch Section - Roadway Lead
- SR 179 Improvements Sedona - Roadway Lead

Suzanne brings her US 93 experience and continuity to this project. Suzanne’s experience in integrating roadway design and earthwork management will be an asset for this project.



50%

50%


UTILITY COORDINATION
Alison Ciccarello, PE #62882

Edu: BSCE Years of Experience: 11
Corporate Title: Civil Engineer

Relevant Experience (See Resume for details):

- I-10 Fiber Gap ITS - Utility Lead
- I-10 Truck Parking Monitoring - Utility Lead

Alison has earned a reputation as a go to utility expert on ADOT and LPA projects. Alison will apply her experience to ensure a timely utility clearance for this project.



40%

60%


TRAFFIC
Andrew Mareno, PE #63352, PTOE

Edu: BS Years of Experience: 14
Corporate Title: Senior Traffic Engineer

Relevant Experience (See Resume for details):

- SR202, SR101L to Val Vista Drive
- Cesar Chavez Blvd; US95- SR195 - Traffic Lead

Andrew has a strong background in traffic design and analysis which is an asset in developing the MOT for this project.



30%

70%

DRAINAGE
Tim Mahon, PE #65939


Edu: BSCE Years of Experience: 11
Corporate Title: Senior Drainage Engineer

Relevant Experience (See Resume for details):

- MCDOT | Deer Valley Rd, El Mirage Rd to 109th Ave Improvements
- SR 73 Cedar Creek Fort Apache Drainage Improvements

Tim specializes in complex hydrologic and hydraulic modeling which is a critical asset for this project. His experience with river/wash hydraulics will be beneficial for the Big Jim Wash design.





LANDSCAPE/AESTHETICS **AZTEC**

Steve Lohide, RLA #27437

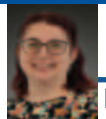
Edu: BSLA **Years of Experience:** 41
Corporate Title: Sr Landscape Architect

Relevant Experience (See Resume for details):

- US 93, SB Wagon Bow Ranch Section - Landscape Lead

Steve brings continuity to the US 93 corridor. Steve will apply his experience to ensure consistency in the visual aspect of the US 93 corridor for plant salvage, erosion control, and SWPPP.

40%
50%



ENVIRONMENTAL **AZTEC**

Diana Dunn

Edu: BA,MA **Years of Experience:** 18
Corporate Title: Sr Environmental Planner

Relevant Experience (See Resume for details):

- US 93, Carrow Stephens - Environmental Lead
- US 93, Sycamore Creek Bridge NB, Gray Wash Bridge - Environmental Lead






Diana brings significant environmental experience in the US 93 corridor. Diana will guide the team through the compliance and 404 process.

40%
60%

Team Experience & Continuity - Team POINT key staff brings invaluable US 93 corridor knowledge and design experience to deliver this project.

ADOT Highway Design	Earthwork Management	Bridges & Walls	Traffic Analysis & Design	Construction Sequencing	Traffic Control / MOT	Drainage Design & Report	Utility Coordination	Geotechnical Investigation	Environmental Compliance
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

TEAM POINT MEMBER FIRM EXPERTISE

	ADOT: SR303L, Happy Valley Pkwy to Lake Pleasant Pkwy Final Design and CE	✓	✓	✓	✓	✓	✓	✓	✓	✓
POINT (Prime) provided the final design of the SR 303L widening to add a general purpose lane for over 6 miles of freeway and new traffic interchange at Jomax Parkway. The design included a portion of full freeway construction and new bridge crossing over Beardsley Canal and Jomax Parkway. The project included working directly with the City of Peoria for a smooth connection at the Jomax TI, coordination of schedule, and accommodations for future utilities										
	ADOT: US 93, Wagon Bow Ranch Section	✓	✓	✓	✓	✓	✓	✓	✓	✓
POINT (Prime) provided final design services for a new 4.1-mile southbound highway and reconstruction of a portion of the existing highway from MP 108.9 to 113 (immediately south of Cane Springs). Project features for this \$21M project included two new bridges, 12 new box culverts and 17 new pipe culverts, earthwork management, channel realignments, salvage and revegetation plans, environmental mitigation, as well as accommodations for a future traffic service interchange (TI). The POINT Team performed a VE analysis and implemented construction of shorter bridges at cost savings of \$1.6M.										
	SR179, Village of Oak Creek to Sedona	✓	✓	✓	✓	✓	✓	✓	✓	✓
POINT (subconsultant) provided post design and construction administration services on this nine-mile segment of SR179 corridor where POINT personnel had previously led the final design. This \$80M project included a 3-mile long bifurcated rural highway with the new SB roadway alignment designed to lay gently on the existing topography reducing significant cut/fills within the corridor.										
	ADOT: US93, Carrow Stephens Section	✓	✓	✓	✓	✓	✓	✓	✓	✓
Team POINT member AZTEC (subconsultant) assisted ADOT and FHWA in completing a Re-evaluation EA for US 93 Study Zone B Segment 9 between MP 114.95 to 120.60 (Carrow Stephens). The project included constructing 4-lane highway; replacing 2 bridges; crossroads for private, business, and BLM properties; bank protection along Big Sandy River; utility relocation, and other roadway items. AZTEC provided environmental technical support including public and agency scoping; geotechnical clearances; coordination with BLM, AZGF, wildlife crossing; jurisdictional delineation and individual permit; and other NEPA documentation.										
	US95, Rifle Range Road to Welton-Mohawk Canal	✓	✓	✓	✓	✓	✓	✓	✓	✓
Team POINT member Ethos (subconsultant) performed the geotechnical investigation which included 2 deep borings (100 feet) for the bridge and 19 borings for roadway cuts and fills completed to depths of about 5 to 15 feet. The project involved widening of 3.3 miles of two-lane roadway to four lanes. The existing 3-span bridge was replaced with a new single-span bridge supported on driven steel piles embedded to depths of about 65 feet. Ethos supervised all geotechnical investigation elements, assigned laboratory testing and prepared the geotechnical reports.										

Subconsultants POINT's project partners bring longstanding reputations as experts in their fields and invaluable US93 corridor experience.

AZTEC ENGINEERING

Project Expertise: Environmental Documentation, Drainage, Traffic, Landscape, Survey

Aztec is a multi-disciplined engineering firm that has current and previous teaming relationship with **POINT** on ADOT projects. **Aztec** staff committed to this project brings unparalleled US93 corridor knowledge and experience to Team **POINT**.

ETHOS ENGINEERING (DBE)

Project Expertise: Geotechnical Engineering

Ethos' experience in geotechnical engineering services includes completion of over 150 subsurface investigations for urban and rural highways in Arizona, and has worked with **POINT** staff on many of these projects. **Ethos** will leverage their US 93 corridor experience and knowledge to support Team **POINT**.

INFRASTRUCTURE MAVENS

Project Expertise: Cost Estimating/Constructability

Infrastructure Mavens provides pre -construction consulting services to the engineering industry. Comprised of former contractors their team provides constructability and cost estimate reviews.



PW

Paul Waung, PE - PROJECT MANAGER/PROJECT PRINCIPAL

PAUL'S Experience

AZ Civil #22011 || AZ Resident
39 Years Experience
14 Years with POINT

Brings Value to ADOT

Paul has extensive with ADOT and federally funded projects.

- ✓ Attention to Detail
- ✓ Proactive Communication
- ✓ Outside of the Box Thinker
- ✓ Extensive ADOT & Stakeholder Experience

Education

- ✓ Master of Engineering, 1984 University of Manitoba
- ✓ Bachelor of Science - Civil Engineering, 1980 University of Manitoba

Paul is President of **POINT** and has over 39 years of experience in project management and design of local transportation projects throughout Arizona. Paul is known for his project management skills and has a track record with ADOT successfully completing projects on schedule and within budget. Paul's extensive experience on fast track projects will be an asset in building consensus and acceptance with the major stakeholders on this project.

Paul is detail oriented, organized and encourages his project teams to develop innovative and creative solutions. As a firm owner, Paul provides on the spot decision making and commitment. Paul has extensive experience leading multidiscipline design teams on projects with significant right-of-way acquisition and utility relocation challenges.

US 93, Wagon Bow Ranch Section | ADOT | Mohave County, AZ

Project principal for this 4.1 mile section of US 93 which is immediately south of the Cane Springs Roadway Widening. Project features for this \$21M project included two new wash crossing bridges, drainage structures including 12 new box culverts and 17 new pipe culverts, as well as accommodation of a future TI. This is one of the only sections of US 93 where the alignment deviates from a parallel NB and SB alignment. Key stakeholders include ADOT Northeast District and BLM.

SR 303L, Happy Valley Pkwy to Lake Pleasant Pkwy Widening PS&E and CE | ADOT

Project Manager for the final design of the SR303L widening through the City of Peoria. The project involved the addition of a general purpose lane for over 6 miles of freeway and a new traffic service

interchange at Jomax Parkway. The design included a portion of full freeway construction in the vicinity of Jomax Parkway TI and new bridge crossings over the Beardsley Canal.

POINT coordinated directly with the City of Peoria for a smooth connection at the Jomax Parkway TI to the City's Jomax Parkway project, coordination of schedule, and accommodation of future utilities. The project involved freeway widening, traffic interchange design, four new bridges, utilities, lighting, striping and signals.

SR 303L, Waddell to Mountain View CMAR, Surprise, AZ | ADOT

While with another firm, Paul served as the Project Manager for the final design of this freeway segment that was a federally funded CMAR project which included 3.6 miles of new 6-lane freeway, a new arterial roadway at Greenway Road, new Greenway Road bridge, roadway and offsite drainage channel, extensive retaining and sound walls, and substantial utility coordination and relocations. Paul provided instrumental oversight when ADOT decided to combine this project with the adjacent project into one construction project. This required combining plans, quantities and specifications into one CMAR package on a fast track schedule.

On-Call Contracts, Statewide, AZ | ADOT

Project Manager for multiple on-call contracts with ADOT since 2002, including while with another firm and at POINT. These include Statewide Design; Roadway Design; Bridge and Drainage Design; and Traffic Safety On-call contracts for ADOT. The task orders include roadway widening, intersection and drainage improvements, safety, climbing/passing lanes, emergency repairs, and fast-tracked projects. Projects vary in degree of complexity from

complete bridge and roadway replacement on US 60 in Show Low to addition of climbing lanes on SR 89 to roundabout intersections. A number of these projects included ADOT Local Government where federal funds were administered by ADOT for local city projects.

Design Manager for the General Consultant Contract with ADOT | Phoenix, AZ

While with another firm, Paul served as design manager with the ADOT Management Consultant Team whose primary objectives were to assist ADOT in meeting or beating scheduled opening dates for the Regional Freeway System; assist ADOT in minimizing costs for the completion of the remainder of the planned freeways; and to maximize the number of miles of the freeways to be completed under the constraints of cash flow, opening dates, and capacity requirements. He has successfully led multidisciplinary teams in performing preliminary and final design on multiple segments of the ADOT Urban Freeways.



VALUE ADDED

- » Proactive Project Manager
- » Schedule Driven
- » Available
- » Proven Record of Delivering On- Schedule



Suzanne Deitering, PE - ROADWAY/EARTHWORK

SUZANNE'S Experience

AZ Civil #43837|| AZ Resident
23 Years Experience
17 Years with POINT

Brings Value to ADOT

Suzanne has the experience and availability to deliver this project in FY'24.

- ✓ Established relationships with key stakeholders
- ✓ Proactive Communication
- ✓ ADOT & US 93 Experience
- ✓ Team Oriented

Education

- ✓ Bachelor of Science Civil Engineering Arizona State University, 2001

Experience

- ✓ ACEC-Leadership in Engineering Administration Program – LEAP 2010

Suzanne is a Vice President with Point Engineers and a Senior Project Engineer with 23 years of experience in providing project management and design statewide for ADOT. Suzanne was the lead roadway engineer for the segment of US 93, SB Wagon Bow Ranch. She has the corridor knowledge and experience when it comes to earthwork modeling and balancing earthwork. As the lead designer for the SB Wagon Bow Ranch segment she developed the independent profile for the southbound alignment to minimize large cut sections. She also led the effort in designing over 40 drainage crossings. She worked closely with the drainage team and District staff to design the new southbound drainage to align with the existing northbound culverts and the existing drainage ways. Suzanne has served as an ADOT Supplemental Project Delivery Manager delivering over \$170M in construction projects. Suzanne's technical expertise includes design of horizontal and vertical geometry, 3D InRoads modeling, estimating, writing specifications, and utility coordination. Suzanne has the corridor knowledge and is excited to continue the design of this important segment of US 93.

US 93, SB Wagon Bow Ranch, Kingman, AZ

Suzanne served as the design lead and Deputy PM for the final design of a new 4.1 mile southbound roadway and reconstruction of a portion of the existing adjacent highway from Milepost 108.9 to 113. Project features for this \$21M project included two new wash crossing bridges, drainage structures including 12 new box culverts and 17 new pipe culverts, as well as accommodation of a future TI. This is one of the only sections of US 93 where the alignment deviates from a parallel NB and SB

alignment. Suzanne lead the team in evaluating and designing the SB alignment to curve around a large cut slope which ultimately reduced earthwork and allowed for a smaller footprint on the land. Key stakeholders include ADOT Northeast District and BLM.

ADOT; SR303L Happy Valley Pkwy to Lake Pleasant Pkwy, Peoria, Arizona

Suzanne served as the Utility Coordinator responsible for the utility clearance for the project and design of a new City of Peoria water line crossing at Jomax Road. The project scope included adding a general purpose lane for over 6 miles of freeway and a new traffic service interchange at Jomax Parkway. The project included a portion of full freeway construction in the vicinity of Jomax Parkway TI and new bridge crossings over the Beardsley Canal.

ADOT; SR 179, North Forest Boundary to City of Sedona, Sedona, Arizona

Suzanne served as a Segment Design engineer and Project Utility Coordinator on the multi-discipline design team providing comprehensive planning, design, and environmental services for a 9-mile segment of SR 179 from the Village of Oak Creek to Sedona. During final design Suzanne designed 11 roundabouts, two miles of roadway reconstruction on SR 179 and coordinated the relocation of seven utility companies within the project. She developed detailed staking plans for each driveway location to minimize ROW impacts. Affected utilities included power, communications, fiber optics, water and City sewer. Suzanne worked with ADOT U&RR group to deliver a Utility Clearance prior bid advertisement. Due to the extensive amount of utility relocations that took place

during construction, Suzanne provided numerous special provisions item specifications to detail utility work to be done by the contractor. She also helped coordinate over nine utility agreements and two City utility related IGAs.

I-10 Perryville Road Traffic Interchange Design Build, Buckeye, AZ

Project Engineer providing utility design and coordination services for a fast-tracked construction of a new 2-span concrete prestressed girder bridge on I-10 over Perryville Road to accommodate a new traffic interchange. The existing bridge was demolished and the new bridge construction was completed in three months. Utility coordination and relocations included facilities from Arizona Public Services (APS), Century Link, MCI, and installation of future utility sleeves in Perryville Road for the Town of Buckeye. Due to the accelerated design build schedule, proactive and effective utility coordination was required to complete the utility clearance in a timely manner.



VALUE ADDED

- » US 93 Experience
- » Stakeholder Experience w/BOR & WAPA
- » Available
- » Roadway and Utility Expert

BF

Brent Forstie, PE - SENIOR PROJECT ENGINEER

BRENT'S Experience

AZ Civil # 60664 || AZ Resident
15 Years Experience
9 Years with POINT

Brings Value to ADOT

Brings in-depth experience and expertise needed to deliver this contract:

- ✓ Skilled in 3D Open Roads Modeling
- ✓ Open and Proactive Communication
- ✓ Excels at Cross Discipline Coordination
- ✓ Detail Oriented

Education

- ✓ Bachelor of Science, Civil Engineering, Arizona State University, 2009

Experience

- ✓ Chi Epsilon – National Honors Society for Civil Engineers
- ✓ ASCE PBYMF
- ✓ ACEC-Leadership in Engineering Administration Program – LEAP 2020

Brent is a Senior Project Engineer with over 15 years of experience in the design of transportation infrastructure. His technical expertise includes horizontal and vertical geometry, InRoads design and modeling, earthwork, and construction cost estimating for various roadway projects. Projects he has worked on include the design of Interstate freeways, urban/rural highways, major arterial streets and intersections, and local streets; driveway and sidewalk design; grading/ drainage and parking lot design. Brent's attention to detail and commitment to efficient, cost-effective design are an asset to any project. In addition to his design capabilities, Brent is well known for his collaborative style and informed approach to design coordination. He maintains a wealth of discipline knowledge that allows him to effectively coordinate all facets of design and delivery in a timely and efficient manner.

US 93: Southbound Deluge Wash Section | ADOT | Mohave County, AZ

While at another firm Brent was part of the project team for the addition of two southbound lanes of rural highway paralleling the existing facility in Mohave County. The project consisted of roadway improvements on a new alignment, drainage improvements and new bridge structure. Brent's responsibilities included preparation of various construction documents, design of guardrail along the roadway and quantity take-offs. Brent also aided with the quality control/quality assurance process. The new southbound roadway extends from milepost 113.0 to milepost 116.3, and the new northbound roadway extends from milepost 115.3 to milepost 116.3. Design included two 250-foot AASHTO girder bridges, drainage improvements, environmental permits, utility relocations, erosion protection, and plant salvage and revegetation.

SR303L: Happy Valley Pkwy to Lake Pleasant Pkwy | ADOT | Peoria, AZ

Brent served as the project engineer for the final design of SR303L widening through the City of Peoria. The project included adding a general purpose lane for over 6 miles of freeway and a new traffic service interchange at Jomax Parkway. The design included a portion of full freeway construction in the vicinity of Jomax Parkway TI and new bridge crossings over the Beardsley Canal.

Kirkland Junction Intersection Realignment | ADOT | Yavapai County, AZ

Project Engineer for the realignment of Kirkland Road (County Highway 15) to provide a tee intersection with SR 89 to replace existing wye intersection. Realigned Kirkland Road will be 36-foot roadway (two 12-foot lanes and 6-foot shoulders each side) with connections to four driveways. Drainage improvements consist of replacing the existing 18-inch pipe under Kirkland Road with a 30-inch pipe and installing one 24-inch pipe under a proposed driveway. The project scope included re-aligning both ends of the existing Thompson Valley Road; installing six inch pavement markings on the new Kirkland Road alignment; remove and relocate existing signage along Kirkland Road; remove and relocate existing intersection signage along SR 89 at Kirkland Road; remove and install new intersection signage along SR 89 approaching the intersection from the north and south; seed all disturbed areas, and other related work.

Waddell Road, SR303L to Reems Rd CMAR | City of Surprise | Surprise, AZ

Brent served as project engineer for the final design of the Waddell Road widening in Surprise.

The project consisted of widening Waddell Road to a 6-lane major arterial with raised median, bike lane, 3 new signalized intersections, multiple box culvert crossings, drainage retention basins, landscaped medians and buffers, and utility coordination. The design involved significant coordination with adjacent developer to accommodate a new Costco store with the project limits that has strong citywide support.

I-17, Auxiliary Lane Improvements | ADOT | Phoenix, AZ

Brent served as the project engineer for this 4 mile freeway widening project which includes the addition of auxiliary lanes between exit and entrance ramps, in both directions between 16th Street and 19th Avenue. The existing bridges at 11th Avenue, 15th Avenue and 3rd Street will be widened to accommodate the proposed improvements.



VALUE ADDED

- » US 93 Experience
- » Earthwork and Roadway Expert
- » Available
- » Proactive Communication



Craig Borger, PE - STRUCTURES

CRAIG'S Experience

AZ Civil #32830 | AZ Resident
28 Years Experience
17 Years with POINT

Brings Value to ADOT

Craig not only leads the bridge design - he consults with contractor partners on how its built, equipment needed, access, and how to get the girders to the site. He strives for the most cost effective solution.

- ✓ Skilled in Bridge Modeling and Design Software
- ✓ Proactive Communication
- ✓ ADOT Bridge Experience

Education

- ✓ MS, Civil Engineering, 1995 University of Illinois at Urbana-Champaign

Craig is a Vice President with POINT ENGINEERS and a bridge engineer with over 28 years of experience providing design and construction support services for urban freeway, rural highway, local street, park, and drainage projects including alternative delivery method projects. Craig has performed the preliminary and/or final design for 60 bridges and thousands of feet of walls. He has three years of full-time field experience inspecting bridge construction to compliment his design skills. His technical expertise includes wash crossings, underpass/overpass structures, freeway fly-over ramps, bridge widenings, pedestrian bridges, retaining walls, sound walls, and drainage structures throughout Arizona.

US 93, Wagon Bow Ranch Section | ADOT | Mohave County, AZ

Bridge design lead for the section of US 93 immediately south of the Cane Springs Roadway Widening section. This section included a 4.1-mile southbound roadway and reconstruction of a portion of the existing adjacent highway from MP 108.9 to 113. The project included two new precast/prestressed girder wash/wildlife crossing bridges (Wash Bridges NB #2946 & NB #2947). At the bridge site, the DCR called for one new two-span SB bridge and for the existing NB RCBC to remain for future replacement. The POINT team performed a drainage analysis and bridge cost comparison which determined that two new single-span bridges could be constructed together for an ultimate savings of \$1.6M. CSA bank protection was utilized to channelize flows through the span.

US 93, Old US 93 to Antelope Wash | ADOT | Mohave County, AZ

Bridge designer for seven miles of new southbound alignment for US 93 from Old US 93 to Antelope Wash, including bridges at Kabba Wash SB #2788 and Wheeler Wash SB #2787, realignment of Old US 93, 404 permitting, and connections to existing frontage roads. At these wash crossings, during the Stage II design, it was determined that new 3-span precast/prestressed girder bridges provided the optimal balance of tight roadway profile vs. freeboard and wildlife crossing requirements. The bridges included CSA bank protection and were aligned to accommodate the both interim condition (adjacent to existing bridges) and for the future condition when the NB bridges would be replaced.

US 93, Signal Road Section | ADOT | Mohave County, AZ

Bridge designer for the final design for a new four-mile, four-lane divided roadway, including three bridges (one wildlife crossing #2649), along US 93 between Burro Creek and Wikieup from MP 129.5 to 133 in the Big Sandy River Valley. Design of this project considered staging, traffic control, reuse of existing roadway where possible, minimizing earthwork, drainage features, and reconnection of local access. The structures over Box Canyon Wash SB #2581 and NB #2606 were 378 feet long, 3-span bridges with twin 72-inch-diameter drilled shaft supported columns per pier which were designed to resist significant scour, precast/prestressed girder superstructures and CSA bank protection.

US 93, Wash Bridge to Kingman | ADOT | Mohave County, AZ

Bridge designer for four prestressed/precast girder bridges at the SR 68/ Port of Entry Traffic Interchange (#2498, #2499, #2500) as well as a Wildlife Crossing (#2523). The project was constructed while maintaining traffic at this busy interchange north of Kingman. The Port of Entry bridge included complex geometry with horizontal and vertical curves as well as a superelevation transition on the bridge deck.

MAG Regional Freeway System | ADOT | Phoenix, AZ

Bridge designer and bridge design team leader for the preliminary and final design of over 25 freeway bridges in the Phoenix metro area including overpasses, underpasses, fly-over ramps, canal crossings and river crossings. Recent projects included the SR 303L, Happy Valley Road to Lake Pleasant Parkway which included bridges over the MWD Beardsley Canal and Jomax Parkway; and SR 101L Princess to Shea for which included a bridge widening over the CAP canal.



VALUE ADDED

- » US 93 Corridor Experience
- » Structures Expert
- » Technical Expert
- » Detailed Oriented

TM

Tim Mahon, PE - DRAINAGE

TIM'S Experience

AZ Civil #65939 | AZ Resident
11 Years Experience
11 Years with Aztec

Brings Value to ADOT

Tim specializes in complex hydrologic and hydraulic modeling which is critical asset for this project. He is highly skilled with geospatial data sources and geoprocessing tools to provide high quality hydrologic and hydraulic input variables. His experience with river/wash hydraulics will greatly benefit the Big Jim Wash design.

- ✓ Skilled in hydrologic & hydraulic modeling
- ✓ 10 years of ADOT roadway drainage experience
- ✓ Specialize in HEC-RAS and 2D modeling

Education

- ✓ Bachelor of Science, Civil Engineering, University of Arizona, 2013

Tim is a drainage engineer for roadway, drainage and other civil engineering projects and is responsible for performing hydrologic and hydraulic analyses, developing hydraulic systems to capture and convey runoff while improving safety conditions and the creation and design of drainage plans, specifications and cost estimates. The focus of his 11-year career has been water resources and hydraulics. He is skilled in hydraulic and hydrologic modeling methods including 2D modeling. Tim has designed many highway drainage structures including bridges, culverts, channels, and basins. He has performed detailed hydraulic modeling for bridges and culverts using HEC-RAS modeling, including unsteady 2D models and designing to accommodate an overflow condition.

Deer Valley Road, El Mirage Road to 109th Avenue Final Design and Roundabouts; Maricopa County, AZ (Maricopa County DOT):

Hydraulic Modeler and Drainage Engineer. Design of new 4-lane divided roadway from 109th Avenue to El Mirage Road, crossing the Agua Fria River and the McMicken Dam Outfall Wash (MDOW). The Agua Fria River 100-Year Design Flow = 33,000 cfs and the proposed multispan bridge is 741 feet in length with spur dikes. The river bridge hydraulics included HECRAS modeling, spur dike design, scour analysis and design, hydraulic design for interim and final conditions, effects of sand and gravel mining on scour and sediment transport and sediment transport modeling. The MDOW crossing required the extension of an 11-barrel box culvert, channel improvements and scour protection design for the MDOW channel. MCDOT design criteria was met by improving

hydraulics via channel improvements and negating the need for additional culvert barrels. A CLOMR and LOMR were performed in the project for the bridge over Agua Fria River and MDOW crossing.

SR73 Cedar Creek Fort Apache Drainage Improvements; Cedar Creek, AZ (ADOT):

Tim was the lead drainage engineer for the design of 7 culvert rehabilitations to address erosion and scour that had occurred following the 2016 Cedar Creek Fire. Post fire hydrology was considered to prevent future erosion from occurring. Tim addressed challenges related to limited ROW and scour protection measures using innovative concepts like an energy dissipator rock pool apron that was framed by rail spur protection to fit the needed improvements within the available ROW. The rural nature of the project brought unique opportunities to work with the ADOT District and local Indian reservation to optimize tree clearing activities and providing fire wood to locals. The drainage improvements were designed with considerations to compliment the surrounding natural environment with unique red clays and junipers.

Fort Thomas River Road Bridge Replacement; Graham County, AZ (ADOT/Graham County):

Project Manager / Drainage Lead. AZTEC, working closely with Graham County and ADOT, delivered the design for this bridge (box culvert) replacement for Fort Thomas River Road over the Gila River. The Fort Thomas Road/Gila River crossing provides safe access across the river for the local residents, farms, and ranches. The

existing bridge was originally constructed as a low-flow river crossing with limited hydraulic capacity, not an all-weather crossing. AZTEC, led by Tim Mahon, evaluated the drainage and structural needs and designed the project accordingly. The new low-flow structure will meet the existing hydraulic capacity of the crossing and be within the same general footprint of the existing structure.

US60 Schulze Ranch to Miami Drainage Restoration; Miami, AZ (ADOT):

Tim is the lead drainage engineer for the hydrologic and hydraulic analysis of the drainage restoration work for the US60 resulting from the August 2021 Mescal & Telegraph wildfire burn scar storm damages. The project is using FHWA Emergency Repair funds and identifying resilient measures needed along the US60 corridor to protect the roadway from future damage due to wildfire burns and storm events.



VALUE ADDED

- » HEC-RAS Modeling
- » Drainage Expert
- » Experienced at Channel Modeling
- » Detailed Oriented

AC

Alison Ciccarello, PE - UTILITY COORDINATION

ALISON'S Experience

AZ Civil #62882 | AZ Resident
11 Years Experience
4 Years with POINT

Brings Value to ADOT

Alison has earned a reputation as a go to utility expert on ADOT projects and will apply her experience to ensure a timely utility clearance for this project.

- ✓ Extensive Local Utility Coordination
- ✓ Proactive Communication
- ✓ Hands-on Engineer that understands avoidance first and relocation last

Education

- ✓ Bachelor of Science Civil Engineering Ohio State University, 2012

Alison is a Project Engineer with 11 years of experience in providing utility coordination and roadway design. Alison's technical roadway background coupled with her attention to detail and follow through make her an excellent utility coordinator. Alison has served in this role on several projects and understands the importance of providing timely information to keep utility relocations on-schedule. She will coordinate with WAPA on a regular basis to keep them in the loop of the proposed improvements. She will also be working closely with the roadway design team to ensure WAPA clearance and access requirements are met.

SR101L: Baseline Rd to SR 202L Santan | ADOT | Chandler | AZ

This project included providing an additional general purpose lane from SR202 to US60, reconstructing all of the TI ramps from Baseline to Ray Rd on SR101. Alison provided roadway design and utility coordination as part of the final design build team for this six-mile-long Design Build project. Alison provided coordination for a significant SRP(Salt River Project) Irrigation relocation in the corridor, as well as coordinated with SRP Power to eliminate a major distribution relocation as part of the proposal phase. Ongoing coordination with each utility prevented delays to the construction schedule. The accelerated design schedule provided time for the contractor to perform necessary improvements around external timelines such as limited closure schedules, SRP irrigation dry-up periods and minimized ramp closure times. Alison served in multiple roles throughout the duration of the project including roadway engineer, utility coordinator and document control. Her ability to

understand multiple facets of the project allowed her to effectively step into the roles needed by project management to help deliver the project successfully.

I-10 Fiber Gap ITS | ADOT | Tucson | AZ

This project installed ITS infrastructure along the I-10 from Picacho Peak to Ina Rd. This project will provide 30 miles of new ITS infrastructure and is the final project to close the gap in communication between Phoenix and Tucson. Of the 20 private utilities crossed, there were three that required permitting and licenses due to land rights. A number of facilities did not have adequate as-built documentation, as a result of this force accounts were utilized to pothole in the field during construction to determine vertical elevations to successfully mitigate conflicts. Alison provided coordination with each utility individually, determining clearance requirements & land use requirements that has allowed for timely Utility Clearance of the project corridor while mitigating any conflicts.

I-10 Truck Parking Monitoring | ADOT | AZ

This project is part of a coalition with California, Arizona, New Mexico & Texas to provide truck space availability monitoring to rest areas along I-10. This included new radar monitoring in four truck stops within Arizona as well as Dynamic Parking Availability signs on either side of the rest areas that provide real-time availability for the rest areas. Due to the sporadic locations of this new infrastructure, utility coordination required reviewing large sections of land to identify utility crossings & mitigate conflicts. Alison effectively

provided coordination with utility companies within the project locations and has secured no-conflict confirmation from each company potentially impacted.

I-17: Auxiliary Lane Improvements | ADOT | Phoenix | AZ

Auxiliary lanes for I-17 from 19th Avenue to the I-10 (Split). The scope impacts include widening bridges, ramp tie-ins, drainage, overhead lighting and FMS. The widening aspect of this project presented design constraints including tying into infrastructure designed and built in the 1960's and minimizing impacts to the existing facilities. Due to the constraints of this project, special attention to AASHTO and ADOT guidelines are necessary to provide the most beneficial improvements to the traveling public. Alison provided retaining wall design as well as horizontal and vertical ramp geometry design and her understanding of multiple aspects of the design has allowed her to coordinate efficiently with the different disciplines involved in the corridor.



VALUE ADDED

- » Experienced Utility Coordinator
- » Proactive Communicator
- » Technical Expert
- » Detailed Oriented

AM

Andrew Moreno, PE, PTOE - TRAFFIC

ANDREW'S Experience

AZ Civil #63352 | AZ Resident
14 Years Experience
10 Years with Aztec

Brings Value to ADOT

Smart Work Zone Advocate

- ✓ 14 years of traffic design experience on ADOT urban and statewide projects
- ✓ Recent and proven experience working with ADOT NW District

Safety Driven MOT Design

- ✓ Andrew understands one of the most important goals for MOT design on a project of this nature is to minimize traffic shifts. This will be reflected in every aspect of our design.

Education

- ✓ Bachelor of Science, Civil Engineering, Arizona State University, 2012

Andrew Moreno has 14 years of experience in traffic engineering, specializing in traffic and transportation engineering at both the state and local levels. Andrew has worked on both public and private projects with extensive experience in traffic design and analysis. Andrew's experience in design includes traffic signal design, signing and striping, traffic control, lighting and interconnect design. Due to his extensive technical background of leading traffic design on highway projects, Andrew has helped to successfully deliver some of the most complex projects on ADOT's facilities in recent years. This includes supporting or leading traffic design for three new system interchanges, bridge replacements, bridge widening, freeway reconstructions and widenings and interchange reconfigurations. All of which have been on both urban and statewide projects.

Cesar Chavez Blvd; US 95-SR 195; San Luis, AZ (ADOT/City of San Luis):

Traffic Engineer/MOT Lead. As a major sub-consultant for final design of this five mile project to reconstruct the main arterial through the City of San Luis. As MOT lead, Andrew is leading design for MOT plans that account for the construction of a new roundabout intersection, and five miles of a fully reconstructed arterial that runs the entire width of the City's urban area. Challenges overcome by Andrew's team include developing a construction phasing plan that mitigates impacts to the regions farming and agriculture industry which serves not only the local Arizona region but the urban area across the Mexican border.

SR 202L, SR101L to Val Vista Drive General Purpose Lanes; Phoenix, AZ (ADOT):

Lead Traffic Engineer leading the development of a DCR to determine necessary freeway capacity improvements for this critical stretch of urban freeway in the east valley. Upon completion of the DCR, AZTEC led final design of the improvements which included over eight miles of mainline widening of one or two lanes in each direction, widening of six bridges, new sound walls and new retaining walls. Andrew's responsibilities included leading interdisciplinary coordination efforts for all traffic disciplines, as well as leading the design of maintenance of traffic (MOT) and signing and pavement marking design. Major challenges overcome during MOT design included significant stakeholder coordination for construction phasing. The project was located in both City of Chandler and Town of Gilbert, and included three separate bridge replacements at UPRR overpasses. With construction expected to take over two years, all possible traffic restrictions had to be identified for all stakeholders to provide final approval of construction documents. Andrew was able to successfully partner and collaborate with the agency stakeholders as well as ADOT District, and TSMO representatives to identify necessary traffic control milestones and traffic control restrictions throughout the eight mile corridor. Recommendations provided by Andrew and his team included the use of varying types of smart work zone (SWZ) features specifically to help warn the traveling public of active work traffic entering and exiting mainline traffic, and advising them of alternate routes.

I-17/Central Avenue Bridge Replacement; Phoenix, AZ (ADOT):

Traffic Engineer. Andrew served as lead engineer for the maintenance of traffic and signing and pavement marking design of this project which included the replacement of the I-17 bridge over Central Avenue. Design features included the design of a temporary crossover for mainline I-17 to shift both directions of traffic onto one half of the bridge while the other half was demolished and rebuilt. Traffic was then shifted onto the new bridge while the other half was demolished and rebuilt. Extensive coordination with ADOT Central District and City of Phoenix was required to ensure impacts resulting from the required ramp and mainline closures were mitigated as much as possible. During construction the maintenance of traffic design also modified to account for inadequate pavement conditions on mainline I-17 shoulders which were originally intended to carry vehicles.



VALUE ADDED

- » Technical Expert
- » Effective Communicator
- » Detailed Oriented
- » Team Player

DD

Diana Dunn - SENIOR ENVIRONMENTAL PLANNER

DIANA'S Experience

AZ Resident
18 Years Experience
18 Years with Aztec

Brings Value to ADOT

Diana has extensive experience working with ADOT EPG and supporting the ADOT to achieve environmental clearance on the most complex of projects.

- ✓ 18 years experience working on ADOT NEPA Clearances
- ✓ Recently completed 3 ADOT Re-Evaluation
- ✓ Experience with BLM on past US 93 Corridor projects

Education

- ✓ Masters, Applied Archaeology Northern Arizona University, 2005
- ✓ B.A., Anthropology (Archaeology), Northern Arizona University, 2005

Diana Dunn has 18 years of experience as an environmental planner, an assistant environmental planner, and an archaeologist. She is the Project Manager (PM) for the Arizona Department of Transportation (ADOT) Environmental Planning (EP) on-call contract since 2010. As an environmental planner, she has been responsible for public involvement research and preparation, project coordination, project cost development, plan reviews, Section 4(f) identification and analysis, preparing project vicinity maps using GIS, and NEPA environmental documentation. Diana has worked with a variety of agencies including ADOT, Federal Highway Administration (FHWA), Arizona Public Service (APS), the Cities of Phoenix, Apache Junction, Chandler, Tempe, and Prescott, the Counties of Maricopa, Pima, Coconino, Navajo, Apache, Mohave, and Yavapai, Western Area Power Administration (Western), National Forest agencies in Arizona, and tribal nations including the Tohono O'odham Nation (TON), the Hopi Tribe, and the Navajo Nation. She also has experience with Clean Water Act Section 404 and 401 compliance such as field work for jurisdictional delineations, approved and preliminary jurisdictional delineations, and individual Section 401 water quality certifications to the Arizona Department of Environmental Quality (ADEQ), Environmental Protection Agency (EPA), and the Navajo Nation EPA. Diana has assisted with the ADOT noise abatement policy (NAP) and is familiar with highway noise modeling using FHWA TNM 2.5 horizontal and vertical ramp geometry design and her understanding of multiple aspects of the design has allowed her to coordinate efficiently with the different disciplines involved in the corridor.

Environmental On-Call Contract; Statewide, AZ (ADOT EP):

Project Manager/Environmental Planner. Diana oversees the contractual and financial management of this contract through ADOT ECS. Her duties include making task assignments, reviewing and preparing budgets for task orders, assisting staff with various technical studies and field surveys, attending partnering sessions and on-site project meetings, monitoring the implementation of AZTEC's quality assurance/quality control plan for all deliverables associated with this contract, and offers mentoring and assistance to AZTEC's staff for clearances involving complex analyses and issues. Diana conducts project background research, prepares public involvement letters and newspaper advertisements, research Section 4(f) properties and analysis of constructive/temporary uses; and has prepared over 200 environmental determinations, condensed clearance memos, and categorical exclusions for highway projects under the environmental on-call contract with ADOT's contract services division.

US 93, Carrow to Stephens; Mohave County, AZ (ADOT):

Environmental Planner. ADOT completed an Environmental Assessment (EA) for a corridor study on US Highway 93 (US 93) from Wickiup to Interstate 40 in Mohave County, Arizona in March 2001. Ms. Dunn was the lead environmental planner in assisting ADOT and FHWA in completing a Re-evaluation EA for Study Zone B Segment 9 between milepost (MP) 114.95 and MP 120.60. The Re-evaluation focused on design and project considerations not previously assessed for Segment 9, resulting in the need

for additional analysis. The project included constructing a divided four-lane highway; removing and replacing two bridges; constructing crossroads for private, business, and BLM properties; installing bank protection along Big Sandy River; utilizing excess backfill material from Big Sandy River for cement stabilization; relocating utilities; and other roadway items. Diana coordinated the environmental technical support including completing public and agency scoping, two geotechnical clearance; coordination with BLM; Arizona Game and Fish coordination, meetings, and wildlife crossing support; biological evaluation, hazardous materials sampling and PISA report, preliminary jurisdiction delineation and Individual Permit; and Section 4(f). Though this project took 5 years to obtain the environmental clearance, the project was on hold for two years due to funding issues. AZTEC maintained staff and reduced the need to rework when the project restarted after the two year break.



VALUE ADDED

- » US 93 Corridor Experience
- » 404/401 Permitting Expert
- » Cultural Resource Expert
- » Detailed Oriented



Steve Lohide, RLA - SENIOR LANDSCAPE ARCHITECT

STEVE'S Experience

AZ LA #27437 | AZ Resident
41 Years Experience
13 Years with Aztec

Brings Value to ADOT

Steve brings continuity to the US 93 corridor. He will apply his experience to ensure consistency in the visual aspect of the US 93 corridor for plant salvage, erosion control, and SWPPP.

- ✓ US 93 Corridor Experience
- ✓ Context Sensitive Design
- ✓ Understands ADOT Roadside desire for special grading & aesthetics

Education

- ✓ Bachelor of Science, Landscape Architecture, Purdue University, 1983

Steve Lohide is a registered landscape architect with 41 years of landscape architecture experience. Steve is well known for his work in landscape design and has been involved in the design of numerous transportation and transportation-related projects, plant salvaging and revegetation, multi-use trails, municipal and educational facilities, and park/recreation facilities. His experience includes coordination with engineers, artists, municipalities, stakeholders, and architects. During the design process, Steve works with the design team to develop a creative design that is cost effective, accounts for future maintenance activities, and meets the needs and desires of the client.

US 93, Wagon Bow Ranch Section | ADOT | Mohave County, AZ

Project Landscape Architect responsible for the native plant inventory, landscape design, SWPPP package for this 4.1 mile section of US 93. The project included a native plant inventory, special grading details, SWPP plans, erosion control, and landscape revegetation. Steve coordinated with BLM and District on-site for erosion control details.

US 93, Wickenburg Interim Bypass | ADOT | Wickenburg, AZ

Landscape architect responsible for the initial landscape and aesthetic concepts which included new landscape, irrigation, pedestrian plaza, decorative railing, raised planters, site furnishings, and interpretive signage displays that were consistent with previous concept themes adopted by the Town that enhanced their "Old West" image.

I-10, North of Nelson Road to Dirk Lay Road – Roadway Widening | ADOT | Gila River Indian Community & Pinal County, AZ

Project Landscape Architect responsible for the native plant inventory, landscape design, SWPPP package, and structure aesthetics for this six-mile section of I-10. Specific elements of the project included a plant inventory of exiting native/protected vegetation, coordination with ADOT staff on the development of a native seed mix for all disturbed areas, development of structure aesthetics for four new bridges, and development of a SWPPP package.

SR202L (SR101L to Val Vista Drive) | ADOT | Chandler and Gilbert, AZ (ADOT)

Project Landscape Architect responsible for the landscape and irrigation design and assisting with structure aesthetics for this 8.5-mile segment of SR202L. Specific elements of the project included a plant inventory of all vegetation impacted by roadway widening and development of landscape and irrigation restoration plans. Coordinated with ADOT maintenance and roadside staff throughout development of project.

Red Mountain Freeway (SR202L), SR101L to Broadway Road Design-Build | ADOT | Mesa, AZ

Project Landscape Architect responsible for the overall landscape design, landform graphics, and bridge aesthetics for this 20-mile section of SR202L. Specific elements of the project design included an inventory of existing plant material and recording what material could remain and what material would need to be replaced due to construction activities, development of landform

graphics that are integrated into the landscape, creation of wall and bridge railing form liner graphics, overseeing the design of the irrigation system, and numerous coordination meetings with Contractor and Client. The project design was expedited and completed in 4 months.

I-10/SR303 TI Phase I & II Landscape Design | ADOT | Goodyear, AZ

Project Manager/Landscape Architect responsible for the development of the Visual Priority Plan (VPP), landscape design for all City of Goodyear maintained right-of-way, and Phase II ADOT and City right-of-way development of all landform graphics, and assisting in the overall landscape design for this traffic interchange located in Goodyear, Arizona. This traffic interchange and the associated landscape was constructed in two phases and is envisioned to be the gateway to Phoenix and the West Valley.



VALUE ADDED

- » ADOT & US 93 Experience
- » Expert in Native Plant & Salvaging
- » Effective Communicator

FG

Francisco (Pancho) Garza, PE - SENIOR GEOTECHNICAL ENGINEER

PANCHO'S Experience

AZ Civil #47676 | AZ Resident
21 Years Experience
2 Years with Ethos

Brings Value to ADOT

Pancho has significant geotechnical experience in the US 93 corridor and will draw on this knowledge in the geotechnical recommendations.

- ✓ Extensive US 93 Corridor Experience
- ✓ Significant ADOT experience with foundations and pavement design

Education

- ✓ Bachelor of Science, Civil Engineering, University of Michigan, 2013

Pancho is an Arizona-registered professional engineer with over 21 years of experience in the geotechnical consulting field. His focus has been the desert southwest, but his experience includes numerous projects throughout the western United States. His key areas of experience involve analysis, design and recommendations on numerous projects including pavement, roadways, bridges, single and multistory structures, commercial and residential developments, retaining walls, dams, mines and pipelines. He holds a master's degree with a geotechnical focus including graduate-level classes on soil improvement, foundations, and pavement design and rehabilitation. His primary focus has been geotechnical investigations for transportation-related projects, and he has been involved with more than 200 roadway projects. His expertise includes project management, performing and supervising geotechnical field and laboratory investigations, soil nail wall design, pavement design, slope stability analysis, landslide instrumentation monitoring and geotechnical & foundation design report preparation. Mr. Garza has also performed quality control as laboratory manager for an AMRL-certified materials laboratory.

(ADOT) US 93, Carrow to Stephens, Mohave County, AZ

Served as the geotechnical engineer of record for in-house prime consultant design and partnered with the ADOT Materials Group to perform the geologic and geotechnical investigation for this project. Responsible for overall geotechnical design of 3.5-mile segment of freeway widening including two bridge structures, retaining walls and 90-foot rock cut. The investigation involved

geologic mapping and characterization of soil and rock units, drilling of 58 exploration borings using auger and rock-coring techniques to depths of up to 110 feet, excavation of 15 backhoe test pits, completion of geophysical surface seismic refraction surveys to cost effectively characterize the geologic conditions, geologic reconnaissance, and the collection and testing of representative soil and rock samples. The project also included Desert Tortoise Training to meet the resource awareness requirements due to sensitive habitat. The results of the investigation, laboratory analysis and engineering analysis, including stability analyses, allowed us to provide recommendations for the design of cut slopes ranging from 50 to 90 foot in height, as well as for embankment fill slopes and the earthwork factors required in support of the roadway and bridge improvement designs. Prepared a master report combining the geotechnical investigation and foundation design in one report.

(ADOT) US 93, Southbound Deluge Wash, Mohave County, AZ

Served as the geotechnical project engineer for in-house prime consultant design and partnered with the ADOT Materials Group to perform the geotechnical investigation for this project which include a 4-mile segment of freeway widening including two bridge structures. The investigation involved geologic mapping and characterization of soil and rock units, drilling of 20 exploration borings using track rig advancing auger and mudrotary techniques to depths of up to 100 feet, excavation of 42 backhoe test pits, completion of 2 geophysical surface seismic refraction surveys, geologic reconnaissance, and the collection and testing of representative soil and rock samples.

Geotechnical recommendations included drilled shaft foundations, slope cut inclinations, and pavement design.

(ADOT) Project Development On-Call, Statewide, AZ – 2018 to present

Project Manager for geotechnical investigations for roadways, bridges, retaining walls and drainage conveyance systems associated with state highway system. Individual tasks involved subsurface investigations including soil test borings, pavement coring, rock coring, and test pits. Reporting efforts included foundation design recommendations, pavement design, slope stability, corrosion potential discussion, etc. Several projects included rehabilitation of either pavement or bridges and limited geotechnical investigations. Over 30 projects completed under the various on-call contracts. Notable projects completed included: Pavement Life Extension – Southcentral, Central and Southwest Districts; SR 77, I -10 to Genematas Drive; SR 73, Cedar Creek drainage structures; SR 287/SR 79B Intersection; SR 87, MP 224 Slope Investigation.



VALUE ADDED

- » US 93 Corridor Experience
- » Focused on transportation related projects
- » Trusted ADOT Expert

BR

BRIAN'S Experience

AZ Civil #45657 | AZ Resident
22 Years Experience
4 Years with POINT

Brings Value to ADOT

Brian has served as quality assurance and quality control lead from a technical discipline level to a complete PS&E submittal package including the review of scoping and technical reports. His attention to details and continuously striving for excellence makes Brian ideally suited as the QA/QC Lead.

- ✓ Thorough understanding of ADOT PS&E
- ✓ Detail Oriented
- ✓ US 93 Experience

Education

- ✓ Bachelor of Science, Civil Engineering, Arizona State University, 2001

Brian Riley, PE - QA/QC

Brian is a Vice President with POINT Engineers with over 22 years of experience in providing project management, design and construction support services for ADOT projects statewide, including each of the common delivery methods: Design-Bid-Build, Design-Build, CMAR, and P3. Brian's experience includes roadway corridor design, engineer estimates, specifications, quantities, and special detail design for municipal, county, and state projects. He has served in the capacity of project manager through field inspector on multiple roadway projects. His expertise includes roadway corridor design, arterial intersection design, and major urban freeway design. Responsibilities also include engineer estimates, value engineering, constructability, construction sequencing and maintenance of traffic (MOT), and utility conflict identification and coordination. Brian is known for his responsiveness, collaboration & team building, meeting schedules, and dedication to client and project success.

I-10, North of Nelson Road to Dirk Lay Road – Roadway Widening | ADOT | Gila River Indian Community & Pinal County, AZ

Project Manager responsible for the final design of the I-10 widening from MP 173.75 to 181.5. The project includes adding a 3rd lane in each direction of I-10, bridge widening of Nelson Road UP, bridge replacement at Gas Line Road UP, bridge replacement and new interchange at Seed Farm Road, and bridge removal at Dirk Lay Road. The project includes mainline and service interchange design, earthwork modeling and alternatives development to reduce overall cost. The design effort included: one new crossroad service TI, two new bridges and one bridge

widening, onsite and offsite drainage facilities, lighting, FMS, signing/pavement marking, erosion control, utility relocations, and maintenance of traffic.

US 93 / SR 89 Roundabout | Wickenburg Ranch & ADOT | Wickenburg, AZ

Project Manager for intersection improvement project that converted the existing Y-intersection to a large radius modern roundabout. This project is development driven and provides for expandability as the area sees population growth and development. This privately funded project is administered by ADOT through a joint project agreement between Wickenburg Ranch Development and ADOT. It converts US 93 from the existing one lane each direction to a two lane each direction divided highway for approximately one mile of US 93.

SR260, I-17 to Thousand Trails - CMAR | ADOT | Camp Verde, Cottonwood, AZ

Project Engineer responsible for multi-disciplinary design & oversight activities for this \$34 million CMAR project to reconstruct more than 7 miles of existing SR260 roadway into a divided highway including seven modern roundabout intersections. This project included intricate earthwork modeling of existing unsuitable clay material, complex offsite drainage conditions, and detailed maintenance of traffic plans to ensure the vital commuter route operated efficiently during construction. Brian coordinated closely with the CMAR contractor to integrate preferred construction means and methods into the project development process with a focus on maintenance of traffic plans and earthwork management.

SR 89 - South Chino Valley Limits to Deep Well Ranch | ADOT | Prescott, AZ

Project engineer responsible for multi-discipline final design and construction documents for five miles of SR89 and two roundabout intersections. The project included utility, R/W, and environmental clearances and coordination with ADOT, City of Prescott, Town of Chino Valley, Prescott Municipal Airport, and utilities. Construction included roadway and intersection reconstruction, onsite and offsite drainage facilities, roundabout lighting, ADA improvements, erosion control, signing/pavement marking, and maintenance of traffic. The construction sequencing and maintenance of traffic was especially critical for this project as the majority of the earthwork needed for the project was trapped under traffic. Brian led the design team's efforts to identify areas of available material within the project limits, establish a separate earthwork sequence and necessary traffic control, and overall phasing to construct the project while balancing the earthwork. This resulted in lower construction costs and eliminated haul-off or wasted material.

**VALUE
ADDED**

- » US 93 Corridor Experience
- » Proactive Communicator
- » Technical Expert
- » Detail Oriented

Paul Waung

From: ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>
Sent: Friday, June 21, 2024 1:29 PM
To: Paul Waung
Cc: ContractorCompliance@azdot.gov
Subject: Bidders List for Point Engineers, LLC

Point Engineers, LLC, AZUTRACS Number: [10869](#) has submitted a Bidder/Proposer list for **2024-019** on 06/21/2024 at 1:28 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	AZUTRACS #	Expiration Date	Email Address	Phone Number
AZTEC Engineering Group, Inc.	11419	12/27/2024	MChase@aztec.us	602-454-0402
Ethos Engineering, LLC	10363	06/04/2027	pgarza@ethosengineers.com	480-326-8487
Infrastructure Mavens, LLC	10537	04/25/2026	sbasila@infrastructuremavens.com	602-376-3782



Engineering Consultants Section

Our True North: *Safely Home*

Katie Hobbs, Governor

Jennifer Toth, Director

Greg Byres, Deputy Director for Transportation/State Engineer

Steve Boschen, Division Director

Adam Bieniek, Group Manager

Date: June 18, 2024

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 01

REFERENCE: REQUEST FOR QUALIFICATIONS
 CONTRACT NUMBER 2024-019.01 and 2024-019.02
 CONTRACT DESCRIPTION US 93, Big Jim Wash and US 93, Vista Royale
 Design and Construct Four-Lane Divided Highway

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

Question:

Please confirm if key personnel resumes are limited to 2 pages each (per RFQ Page 6), or 1 page each (per RFQ pages 10 and 12).

Answer:

Key personnel resumes are limited to one page each with no photos.

Jessica McCall
Contract Specialist
Engineering Consultants Section

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

POINT Engineers

CONSULTANT NAME

SIGNATURE

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

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2024-019.01 & 2024-019.02

CONTACT PERSON: Paul Waung

E-MAIL ADDRESS: pwaung@pointengineers.com

TITLE: President

CONSULTANT FIRM: POINT Engineers

ADDRESS: 7600 N. 16th Street, Suite 202

CITY, STATE ZIP: Phoenix, AZ 85020

TELEPHONE: 602.814.0657

FAX NUMBER: N/A

DUNS #: 806680703

ADOT CERTIFIED DBE FIRM? (YES/NO)

Yes

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
<u>Aztec Engineering</u>	<u>Environmental, Drainage, Erosion Control, Landscape, Survey</u>	<u>No</u>
<u>Ethos Engineering</u>	<u>Pavement Design</u>	<u>Yes</u>
<u>Infrastructure Mavens</u>	<u>Cost estimating, Constructability review</u>	<u>No</u>
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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:	Aztec Engineering
CONTACT PERSON:	Karim Dada
E-MAIL ADDRESS:	kdada@azrec.us
TITLE:	Sr. Vice President
ADDRESS:	501 N. 44th Street, Suite 300
CITY, STATE ZIP:	Phoenix, AZ 85008
TELEPHONE:	602.454.0402
FAX NUMBER:	N/A
DUNS #:	827205162

SUBCONSULTANT FIRM NAME:	Ethos Engineering
CONTACT PERSON:	Keith Dahlen
E-MAIL ADDRESS:	kdahlen@ethosengineers.com
TITLE:	Sr. Geotechnical Engineer
ADDRESS:	9180 South Kyrene Road, Suite 104
CITY, STATE ZIP:	Tempe, AZ 85284
TELEPHONE:	602.573.0000
FAX NUMBER:	N/A
DUNS #:	030828918

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.

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Infrastructure Mavens
CONTACT PERSON:	Stephen Basila
E-MAIL ADDRESS:	sbasila@infrastructuremavens.com
TITLE:	President
ADDRESS:	21001 N. Tatum Boulevard, Suite 1630
CITY, STATE ZIP:	Phoenix, AZ 85050
TELEPHONE:	602.376.3782
FAX NUMBER:	N/A
DUNS #:	009727112

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

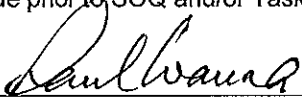
NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The CIP is not evaluated by the Selection Panel but is used by Engineering Consultants Section for administrative purposes.

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

DBE GOAL ASSURANCE/DECLARATION

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

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



Signature

6/25/2024

Date

Paul Waung

Printed Name

President

Title

SOQ SUBMITTAL CHECKLIST

Place a check mark on the left side of the table indicating compliance with the following:

<input checked="" type="checkbox"/>	Required Page Limit Met
<input checked="" type="checkbox"/>	One PDF Document no larger than 15 MB
<input checked="" type="checkbox"/>	All Amendments Included
<input checked="" type="checkbox"/>	Introduction Letter (Including all required elements/statements)
<input checked="" type="checkbox"/>	SOQ Proposal Formatted According to Requirements Listed in Part C and any applicable amendments
<input checked="" type="checkbox"/>	Correct SOQ Certification List Signed and Dated by a Principal or Officer of the Firm
<input checked="" type="checkbox"/>	Completed Consultant Information Page (Including listing DBE firms, if applicable)
<input type="checkbox"/>	Supplemental Services Disclosure Form (REQUIRED for Supplemental Services Contract)
<input checked="" type="checkbox"/>	All Subconsultants & Proposed Work Type (Including listing DBE firms, if applicable)
<input checked="" type="checkbox"/>	Any Additional Required Documents (Specific Requirements in RFQ such as Resumes, etc.)
<input checked="" type="checkbox"/>	Commenting or User Rights Feature Enabled in SOQ PDF Document
<input checked="" type="checkbox"/>	DBE Goal Assurance/Goal Declaration completed

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