

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

**Kimley-Horn**  
1661 East Camelback Road  
Suite 400  
Phoenix, AZ 85016



Statement of Qualifications for  
**155th Avenue Traffic Interchange  
Design Traffic Interchange and Arterial Roads**  
Contract No. 2026-003

Dear Members of the Selection Committee:

The City of Surprise (COS) and the northwest Valley are experiencing an exciting era of growth, which is increasing the demand for expanded infrastructure on SR 303L and the local arterial network. The Arizona Department of Transportation (ADOT) has proactively planned for and is prepared to deliver an innovative and comprehensive solution to address the existing traffic challenges, support continued development, and improve mobility for all.

This is not a conventional interchange project, as SR 303L and the surrounding area were not originally planned to accommodate a traffic interchange (TI) at 155th Avenue. To address this, you need the **Right Team**, proven to deliver freeway and arterial improvements simultaneously. Kimley-Horn is that team. We have developed the **Right Solution** and are eager and prepared to implement it **Right Now** to make a positive impact on ADOT, COS, and the region.

✓ **Right Team:** Kimley-Horn's project manager, **Sam Grombacher, PE**, has assembled an experienced and enthusiastic team that consistently delivers creative and effective solutions for ADOT, COS, and other project stakeholders. Our recent work on high-profile TI projects with major arterial network improvements, such as the SR 303L, 51st Avenue and 43rd Avenue TIs, and the I-10, Jackrabbit Trail TI, uniquely qualifies us to deliver comprehensive solutions tailored to this project. To further strengthen our team, Kimley-Horn is proud to partner with POINT Engineers (POINT), continuing the strong relationship we have built while delivering several major projects along I-10, from Gas Line Road to SR 387 and Ina Road to Ruthrauff Road (GAP), on schedule and within budget.

✓ **Right Solution:** Kimley-Horn and POINT leveraged their extensive experience retrofitting TIs on ADOT's freeway system to develop a Tight Diamond Interchange (TDI) that provides the high-capacity freeway access the region desperately needs while addressing the visual impact concerns of neighboring residents. Compared to the recommended alternative defined in the SR 303L Traffic Interchange Alternatives Final Project Assessment (PA), our concept simplifies and enhances traffic operations, eliminates deviations from design criteria, minimizes impacts to the traveling public during construction, reduces construction costs by \$10M, and provides a layout that drivers are familiar with.

Additionally, our team has developed innovative solutions for the arterial system surrounding the TI, including enhanced connectivity to the unincorporated Maricopa County parcels along the south side of Pinnacle Peak Road, as well as a cost-effective interim connection to the TI in case of insufficient construction funding.

✓ **Right Now:** The region's traffic congestion is worsening and requires immediate action. Regardless of the project pace, this team meets deadlines and produces a quality product. We are well acquainted with the staff, processes, and requirements of stakeholders on both sides of the right-of-way (ROW) line, ensuring no detail slips through the cracks to delay the improvements the public so desperately needs. We are primed to mitigate schedule risks and deliver immediately for ADOT, COS, the Maricopa Association of Governments (MAG), the Maricopa County Department of Transportation (MCDOT), and the public.

Kimley-Horn commits the key personnel identified in this submittal to the extent necessary to meet ADOT's quality and schedule expectations. While Kimley-Horn is not a certified disadvantaged business enterprise (DBE), we have included three DBEs on our team to demonstrate our continued commitment to the DBE program.

Kimley-Horn is the **Right Team** for the job, has the **Right Solution**, and is ready to deliver **Right Now**. We look forward to partnering with ADOT, COS, and other stakeholders on this important final design project. Should you have any questions, please contact project manager Sam Grombacher, PE at 623.473.6208 or sam.grombacher@kimley-horn.com.

Sincerely,  
KIMLEY-HORN

**Sam Grombacher, PE (AZ #62487)**  
Project (Contract) Manager

**Raj Christian, PE (AZ #31673)**  
Principal/Authorized Signer

## Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2026-003

Consultant Name: Kimley-Horn and Associates, Inc.

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

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

1.	The Consultant and its subconsultants have not engaged in collusion with respect to the contract under consideration.
2.	The Consultant, its principals and subconsultants have not been suspended or debarred from doing business with any government entity.
3.	The Consultant shall have the proper Arizona license(s) and registration(s) for services to be performed under this contract. Furthermore, the Consultant shall ensure that all subconsultants have the proper Arizona license(s) and registration(s) for services to be performed under this contract.
4.	The Consultant's signature on any SOQ proposal, negotiation document or contract constitutes that a responsible officer of the Consultant has read and understands its contents and is empowered any duly authorized on behalf of the Consultant to do so.
5.	The Consultant's Project Team members are employed by the Consultant on the date of submittal.
6.	All information and statements written in the proposal are true and accurate and that ADOT reserves the right to investigate, as deemed appropriate, to verify information contained in proposals.
7.	Key members of the Project Team, including subconsultants, are currently licensed to provide the required services as requested in the RFQ package.
8.	All members of the Project Team who are former ADOT employees did not have or provide information that gives the Consultant a competitive advantage; and either (1) concluded their employment with ADOT at least 12 months before the date of the SOQ or (2) have not made any material decisions about this project while employed by ADOT.
9.	Work, equating <b>at least 51%</b> 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: Raj Christian, PE

Title: Senior Vice President/Authorized Signer

Signature:  \_\_\_\_\_

Date: 9/30/25



# 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"> <li>• Forced labor of ethnic Uyghurs in the People's Republic of China;</li> <li>• Any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China; or</li> <li>• 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.</li> </ul>
<input type="checkbox"/>	The Company submitting this Offer <b>does</b> participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
<input type="checkbox"/>	<b>Exempt Consultant.</b> Indicate which of the following statements applies to this Consultant (may be more than one): <ul style="list-style-type: none"> <li><input type="checkbox"/> Consultant is a sole proprietorship;</li> <li><input type="checkbox"/> Consultant has fewer than ten (10) employees; and/or</li> <li><input type="checkbox"/> Consultant is a non-profit organization.</li> </ul>

Kimley-Horn and Associates, Inc.  
Company Name  
1661 East Camelback Road, Suite 400  
Address  
Phoenix, AZ 85016  
City State Zip

  
Signature of Person Authorized to Sign  
Raj Christian, PE  
Printed Name  
Senior Vice President/Authorized Signer  
Title

# 1. Project Understanding and Approach

The COS has experienced significant development over the past decade, growing by nearly 40,000 residents, especially in the area northwest of SR 303L and US 60. The only option for many residents to access the freeway or other parts of the Valley is to cross the Burlington Northern Santa Fe (BNSF) railroad at 163rd Avenue, which becomes heavily congested. Despite recent improvements to 163rd Avenue and US 60, a more significant solution is needed urgently. A new TI at SR 303L and 155th Avenue, along with the extensions of 155th Avenue, Pinnacle Peak Road, and McMicken Way, is critical to providing adequate capacity and improving safety for the traveling public. Kimley-Horn is the **Right Team** with the **Right Solution**, eager to deliver **Right Now**.

## Tasks, Technical/Institutional Elements, and Special Issues

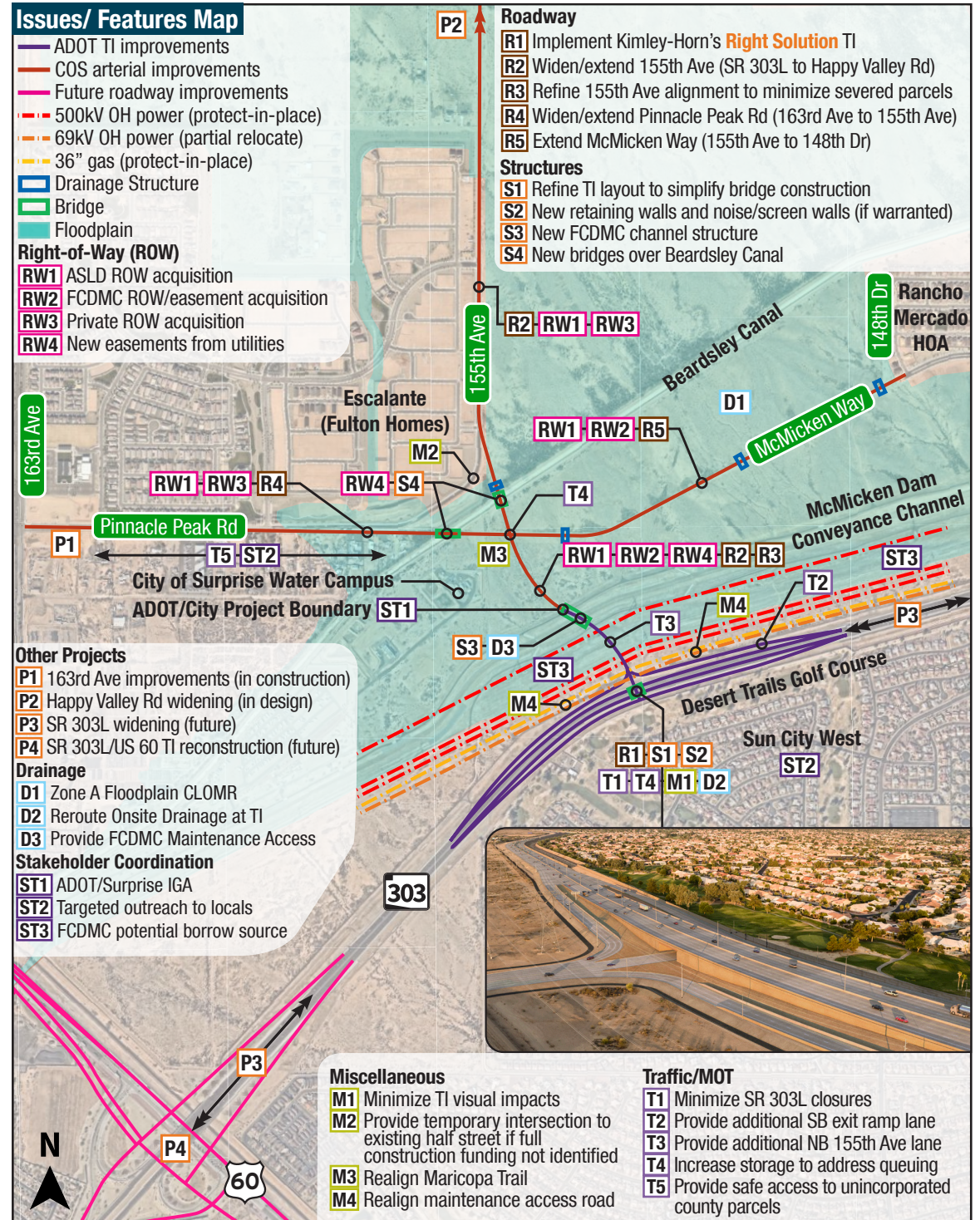
We understand ADOT's project development process and the associated technical/institutional elements and general tasks applicable to this project, including:

- Engage ADOT and stakeholders
- Perform survey, utility locating, and geotechnical investigation (by ADOT)
- Prepare and implement a Public Involvement Plan (PIP)
- Participate in a Value Engineering (VE) workshop and implement recommendations
- Evaluate and apply Performance - Based Practical Design (PBPD) measures
- Obtain Conditional Letter of Map Revision (CLOMR) and floodplain use permit approvals
- Obtain Design Decision and Change of Access Report (COAR) approvals
- Obtain environmental, utility, and ROW clearances
- Prepare plans, specifications, and cost estimates (PS&E)
- Prepare technical reports (traffic, drainage, bridge selection, bridge hydraulics, materials/pavement design, geotechnical [by ADOT], earthwork, utility, and noise analysis)
- Support development of Inter-governmental Agreements (IGAs)
- Support ADOT Contracts and Specifications (C&S) with bid advertisement preparation
- Implement Quality Assurance/Quality Control (QA/QC) procedures

**Figure 1** displays many of the issues and features our team identified through site visits, record drawing reviews, study of the SR 303L TI Alternatives PA, and meetings with key stakeholders, including ADOT Project Management Group (PMG), ADOT Central District (District), Federal Highway Administration (FHWA), MAG, COS, MCDOT, Flood Control District of Maricopa County (FCDMC), Arizona State Land Department (ASLD), and several ADOT technical groups. Through this research, we have identified these special issues that must be addressed to ensure success:

- TI Configuration
- Public Involvement
- Traffic Operations
- Arterial Network Funding
- Pinnacle Peak Road Local Access
- McMicken Dam Outlet Channel and CLOMR
- Agency/Stakeholder Consensus

Figure 1: Issues/Features Map



# Approach to Tasks, Technical/Institutional Elements, and Special Issues

## Traffic Interchange Configuration

**Issue:** SR 303L was not set up to accommodate a TI at 155th Avenue and the PA-recommended offset TI with braided ramps does not meet geometric design standards, provides insufficient capacity, misaligns with driver expectations, introduces significant visual impacts, conflicts with existing utilities, complicates constructability, forces a suboptimal crossroad alignment, and will cost more than is funded.

**Approach:** We evaluated several TI alternatives, including the PA concept, and determined the **Right Solution** is a more traditional TDI with SR 303L over 155th Avenue and at-grade ramps along both sides of the freeway, as shown in **Figure 1**.

- ✓ **Compliant Geometric Design:** All 18 non-standard PA design features are mitigated, improving safety. See in **Figure 2**.
- ✓ **Increased Capacity:** Providing four dual-lane ramps and extended crossroad storage will benefit daily operations and be a reliable detour when the SR 303L/US 60 TI is reconstructed.
- ✓ **Alignment with Driver Expectation:** The TDI layout is familiar to drivers, reducing the risk of crashes due to limited sight distance, wrong-way drivers, and last-minute decisions.
- ✓ **Improved Constructability:** The TDI simplifies bridge construction by eliminating multiple spans, reverse curves, and superelevation transitions. Additionally, the ramps are designed to carry 65 mph traffic, allowing them to be used during construction, as shown in **Figure 3**. This creates wide work zones and eliminates the need for work over live traffic, which limits closures, accelerates construction, and improves safety.
- ✓ **Minimized Visual Impact:** Simplified geometrics and a short, shallow bridge keep the TDI much closer to existing ground than the PA braided ramps, as shown in **Figure 4**.

- ✓ **Minimal Utility Impact:** A reduced footprint keeps ramps out from under the Western Area Power Administration (WAPA) and Salt River Project (SRP) 500kV transmission lines, off the Transwestern Pipeline 36" natural gas line, and reduces impact to the Arizona Public Service (APS) 69kV alignment, simplifying utility coordination and mitigating the associated schedule risk.
- ✓ **155th Avenue Alignment Options:** There is flexibility in the TDI design to shift 155th Avenue more than 300 feet west (depending on transmission line vertical separation) without moving the gores closer to the SR 303L/US 60 TI, reducing the size of the severed parcels and improving the overall crossroad alignment.
- ✓ **Cost Savings:** The PA underestimated the bridge quantity by 12,000 SF, so there is a funding shortage that the TDI makes up for, **reducing the funding need by \$10M**. See **Table 1**. Also, FCDMC is open to sharing the McMicken Dam Outlet Channel spoils through District Resolution 2007R009, which would reduce borrow costs and increase TDI savings.

## Public Involvement

**Issue:** Many locals have expressed concerns about the proposed TI layout and its visually obstructive design, increased noise, and additional traffic near their homes.

**Approach:** Working closely with ADOT Communications, Kimley-Horn will develop a PIP tailored to this project, inform the public about the improvements, and establish realistic expectations about the associated impacts. We anticipate hosting one public meeting and conducting targeted outreach to those most affected. Sam and our PI team, who is on the ADOT Communications On-Call, will present project benefits, exhibits, and visualizations to help gain understanding and acceptance.

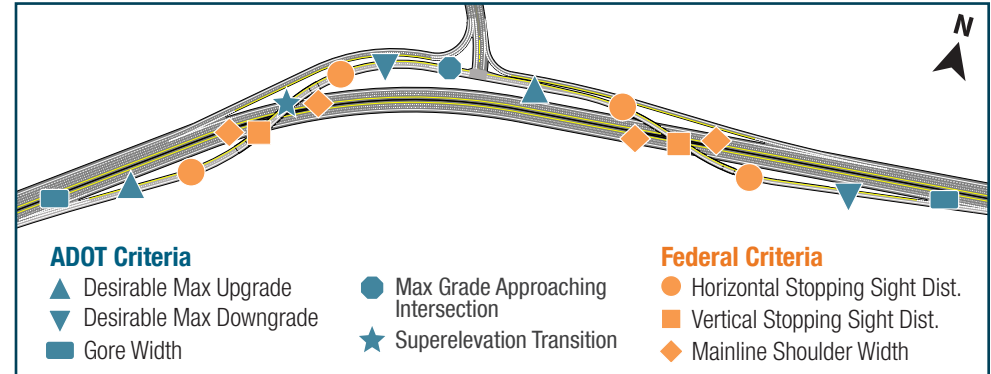


Figure 2: PA Non-Standard Design Features

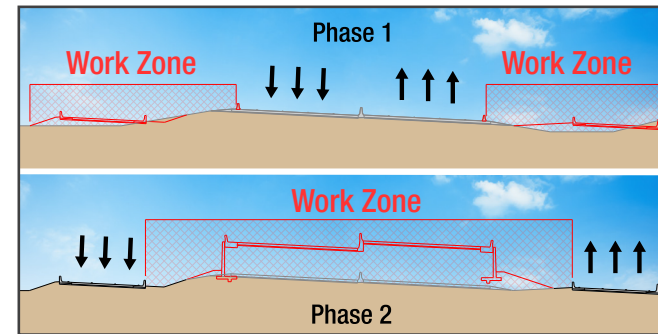
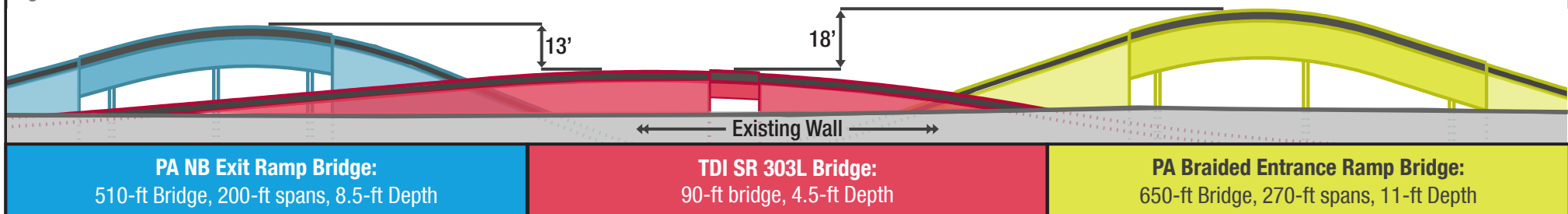


Figure 3: TDI Construction Phasing

Increase/Decrease		
Item	Qty	Cost
Borrow	+80K	+\$2.1M
Pavement	+100K	+\$7.6M
C&G/Barrier	+11K	+\$2.2M
Wall	-8K	-\$4.8M
Bridge	-30K	-\$12.9M
<b>Construction Subtotal</b>		<b>-\$5.8M</b>
<b>Below the Line Items</b>		<b>-\$4.6M</b>
<b>Funding Total</b>		<b>-\$10.4M</b>

Table 1: TDI Quantity and Cost Comparison

Figure 4: View from Desert Trails Golf Course



### Traffic Operations

**Issue:** The PA evaluated the freeway/ramp and ramp/arterial traffic separately and for an insufficient analysis period, leading to underestimated queues. Designing based on these results will lead to operational failure well ahead of the 2050 design year.

**Approach:** We recommend using VISSIM to model roads as a single system, suitable for networks with closely-spaced intersections. Preliminary analysis indicates that the capacity upgrades in **Figure 5** are essential for maintaining an acceptable Level of Service (LOS) through the design year. We will develop a VISSIM model using the latest MAG traffic volumes, followed by an updated estimate to understand the funding impact of the additional required capacity.

### Arterial Network Funding

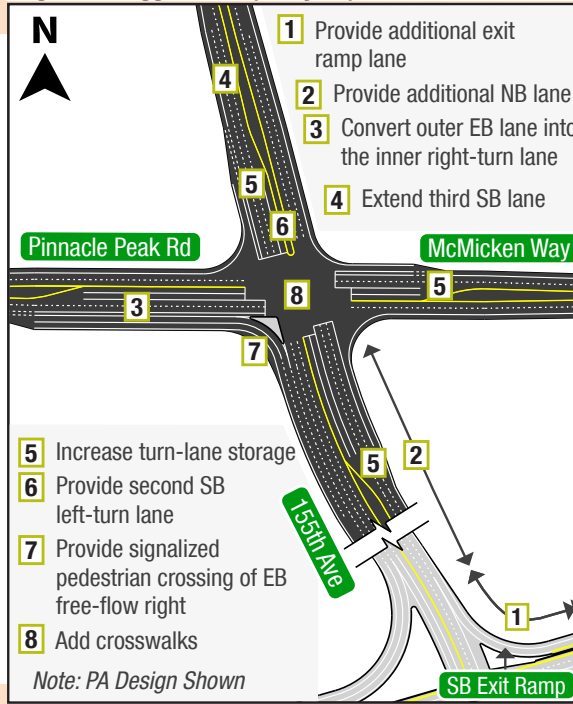
**Issue:** Construction cost for the COS arterials is anticipated to be \$67M. If full funding is not identified, a cost-effective interim solution will be necessary to access the new TI.

**Approach:** Per discussions with COS and MAG, we understand connecting the TI to Happy Valley Road and/or Pinnacle Peak Road are the top priorities, best alleviating congestion on 163rd Avenue and US 60. If funding is an issue, we propose utilizing the recently constructed half street along the Escalante (Fulton Homes) frontage to connect to a temporary intersection north of the Beardsley Canal, as shown in **Figure 6**. **Our approach will reduce the initial cost by roughly \$50M, increasing the likelihood that functional access to SR 303L can be provided Right Now.**



Figure 6: Interim Arterial Connection

Figure 5: Suggested Capacity Improvements



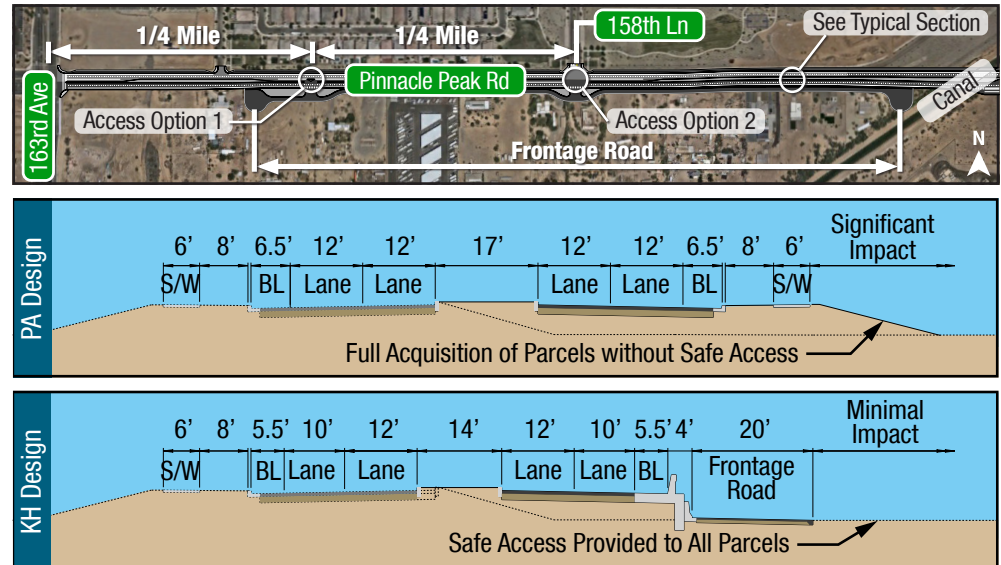
Note: PA Design Shown

### Pinnacle Peak Road Local Access

**Issue:** Close proximity and vertical differential between the Pinnacle Peak Road widening and properties to the south could result in unsafe access and/or full acquisitions of the properties.

**Approach:** By omitting the south sidewalk and reducing lane widths like other constrained roads in the Valley, a two-way frontage road can be provided, as shown in **Figure 7**. This will consolidate the access points of 18 parcels to one full-access intersection at either a half mile or quarter mile east of 163rd Avenue, improving safety and traffic operations along Pinnacle Peak Road. Approaching Beardsley Canal, a short retaining wall or toedown barrier will allow the frontage road to stay close to existing ground, minimizing impact to the adjacent parcels and eliminating full acquisitions.

Figure 7: Pinnacle Peak Road Frontage Road



### McMicken Dam Outlet Channel and CLOMR

**Issue:** The McMicken Dam Outlet Channel, encumbered by a Federal Emergency Management Agency (FEMA) Zone A floodplain, captures and conveys offsite runoff from the McMicken Dam watershed. Failure to address FCDMC concerns or impacts to the floodplain could delay the project.

**Approach:** FCDMC's main concerns about new roadway crossing are functionality of and maintenance access through the channel. A 3-span BT34 precast concrete girder bridge, as shown in **Figure 8**, is the **Right Solution** to address these concerns. It reduces hydraulic impacts, improves accessibility, simplifies maintenance, and has a comparable price to the PA box culvert concept. Additionally, FCDMC is currently re-mapping the existing floodplain. We will utilize their FLO-2D model as the basis for our CLOMR application and leverage our understanding of both the FCDMC and FEMA processes to keep the project on schedule.

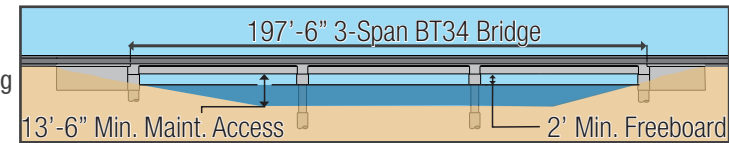


Figure 8: McMicken Dam Outlet Channel Bridge

## Agency/Stakeholder Consensus

**Issue:** Disagreement or misunderstanding between ADOT and stakeholders about the design approach, maintenance limits, or impacts to neighboring parcels could negatively impact scope, schedule, budget, and/or public relations.

**Approach:** We know from delivering SR 303L, 51st Avenue and 43rd Avenue TIs; the I-10, Jackrabbit Trail TI; and the I-10, Ina Road TI to Ruthrauff Road TI project that regular coordination with the affected agencies is critical. In addition to monthly progress meetings, we will promptly schedule breakouts to work through issues with appropriate parties. Kimley-Horn's familiarity with ADOT and COS requirements, understanding of traffic problems in the region, and established relationships with those involved make us the **Right Team** to best anticipate challenges early to mitigate them and build consensus between all parties.

## Clearances

**Environmental:** Having environmentally cleared hundreds of projects for ADOT, we understand that an Individual Categorical Exclusion (CE) is the appropriate National Environmental Policy Act (NEPA) documentation for this project, and that early geotechnical/potholing clearance will be required. A Geotechnical Biological Evaluation Short Form, Biological Evaluation, Preliminary Initial Site Assessment, asbestos and lead-based paint testing, Section 4(f) analysis, and any noise analysis and mitigation measures will be prepared. A transportation conformity determination for PM10 will be conducted, and we will follow ADOT's interagency consultation procedures. The need for Section 404 permitting will be determined during the final design, and Section 408 permitting is not required, as discussed with FCDMC.

**Utility:** To support utility data collection, we will obtain the ADOT permit log to supplement the 811 ticket and utility record drawings we already have, and will complete a Level B utility designation prior to the Stage II submittal, including survey of the overhead power lines. Our team will host joint meetings with SRP, APS, and WAPA, as well as separate meetings with Transwestern Pipeline, COS, and fiber providers. We will also request, assist with, and track prior rights determinations to facilitate timely execution of utility agreements. Regarding relocations, several APS 69kV transmission poles will need to be moved; however, by designing 155th Avenue at-grade, we avoid conflicts with WAPA and SRP transmission lines. Our team will pothole the Transwestern 36" natural gas line to confirm it can be protected in place and will coordinate with COS to accommodate the arterial buildout, which may include space planning for water, sewer, reclaimed water, Intelligent Transportation Systems (ITS), power, and fiber on the Beardsley Canal bridges. Finally, a Type I or II utility clearance letter will be provided with the Stage IV submittal and all relocations will be completed prior to bid opening.

**ROW:** ROW and/or easement acquisitions are required from FCDMC, ASLD, and several private properties. We understand the acquisitions cannot begin until environmental clearance is received, so we will coordinate early with ADOT and stakeholders to confirm our design approach and set the project footprint shortly after resolving Stage II comments to keep both environmental and ROW on track. Kimley-Horn will assist with securing all necessary agreements and permits.

## Additional Tasks

**Drainage:** Leading up to Stage II, we will develop Drainage Design Criteria and a Methodology Memorandum for Drainage Infrastructure to confirm our design approach with ADOT, COS, and FCDMC, mitigating setbacks down the road. Runoff near the TI will be routed to a new retention basin system north of the freeway or the McMicken Dam Outlet Channel and design of the arterials will use the recently updated watershed data from FCDMC.

**Signing/Marking:** Kimley-Horn will design the signing and pavement marking to the ADOT and local standards within their respective maintenance areas as we have done on TIs all around the Valley. We will develop a layout for guide signs needed in advance of 155th Avenue, coordinating closely with ADOT Traffic and District.

**Lighting:** We will use photometric analyses to guide light pole placement, mounting heights, and mast arm lengths at the TI, taking into consideration impacts to nearby homes. Pole heights will be reduced under power lines to meet clearance requirements and half-street improvements will match the existing lighting layout for continuity.

**Signals:** Our traffic engineers will design the traffic signals to optimize LOS for each intersection and the network as a whole. We will also assess traffic volumes to determine if any existing unsignalized intersections warrant traffic signals. Signals design standards will be per ADOT or COS based on maintenance limits.

**ITS:** Maintaining ADOT Freeway Management Systems (FMS) fiber optic cabling and network communications during construction is vital for regional traffic management. The existing ADOT FMS device networks and Node-to-Node 10 Gig networks on both sides of SR 303L will be impacted by the TI construction, so our FMS and traffic control designers will coordinate to ensure phasing includes interim splicing connections to reroute communications networks during construction.

**Landscape/Aesthetics/Erosion Control:** Kimley-Horn, as the Landscape Architect for several SR 303L projects, will create a context-sensitive design in line with COS themes and Arizona's State Highway Standard System Aesthetics guidelines. The team will identify key locations for aesthetic enhancements. Collaborating with ADOT Roadside Development, District, PMG, and COS, we will ensure a low-maintenance, low-water-use landscape design, considering irrigation points-of-connection if necessary.

**Geotechnical:** ADOT will manage the geotechnical investigation and prepare the Geotechnical Report. If needed, Ethos is available to assist, as they did on the US 93 Big Jim Wash and Vista Royale projects. Ethos is familiar with the subsurface conditions in the area from their work at the nearby SR 303L/US 60 TI and along El Mirage Road.

**Pavement:** We anticipate finding near-surface clayey sand soils that provide good pavement support, though expansive soils might require overexcavation or lime treatment. The existing subgrade soils and pavement thicknesses will be confirmed per the ADOT Geotechnical Project Development Manual and Ethos will design new pavement sections and Ethos will prepare the Pavement Design Study (PDS) and Materials Design Report (MDR).

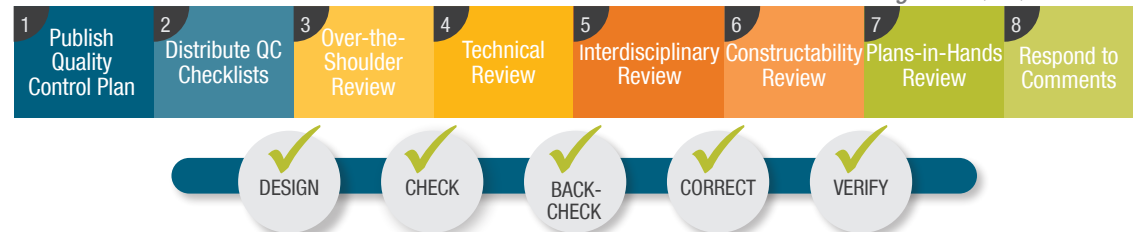
**Survey:** Cooper Aerial will conduct aerial and ground surveys to capture the topography, drainage structures, utilities, and recent development in the area. Survey control will be tied to ADOT and project benchmarks for seamless integration into design and they will develop an accurate base map to support design and confirm ROW.

**Cost Estimating:** Kimley-Horn will leverage our ADOT and COS background to create detailed and accurate estimates for each design stage. Preliminary estimates show our TDI concept is more economical than the PA braided ramp design and we are prepared to review these early with ADOT and MAG to confirm our approach.

## Quality

Our team will use proven QA/QC procedures to enhance the caliber of our deliverables and will look for opportunities along the way to further strengthen our process.

Figure 9: QA/QC Process





### 3. Project Team Experience and Availability

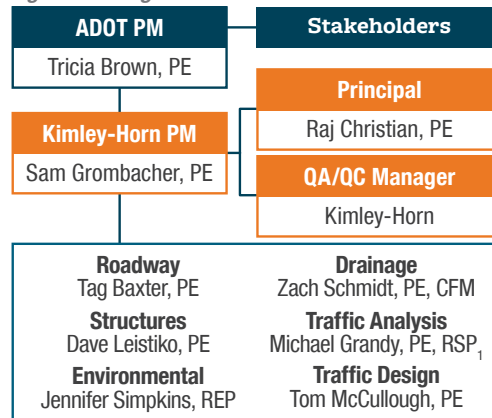
**Sam Grombacher, PE (AZ #62487)**  
Project Manager

**Experience:** 14 Years | **Corporate Title:** Associate  
**Availability/Commitment:** 70%  
**Project Experience:** ① ② ③

Sam has focused his career on delivering ADOT urban freeway projects for our community, including more than 15 TIs in the Valley. **He is a proven project manager, having led the fast-paced SR 303L, 51st Avenue, and 43rd Avenue TIs project on time and within budget.** Friendly and supportive, Sam is someone you want to be in the trenches with when the going gets tough. His meticulous attention to detail ensures that nothing slips through the cracks. He keeps everyone on track toward a shared goal and maintains strong ties with stakeholders and his internal team to drive successful outcomes.

**Concurrent Project Commitments:** SR 30, 97th Avenue to 71st Avenue (20%); SR 303L, Lake Pleasant Parkway to 51st Avenue (5%); Miscellaneous MAG Tasks (3%); Scott Ranch Road (2%)

Figure 12: Organizational Chart



**Kimley-Horn:** Constructability/MOT, Landscape/Aesthetics, Communications/PI/Viz, Subsurface Utility Engineering (SUE), ROW Coordination, Cost Estimating  
**POINT:** Roadway, Structures, Utility Coordination  
**Ethos:** Pavement, Geotechnical (Support ADOT)  
**Cooper Aerial:** Survey & Mapping  
**Newton:** Noise, Air, Asbestos, Lead  
**Desert Archaeology:** Cultural Resources

Note: Neither Sam nor any key personnel in Table 3 have any corporate commitments.

#### Recent Relevant Experience

① SR 303L, 51st Avenue & 43rd Avenue TIs | ADOT | Subconsultant | \$1.1M

As a subconsultant on Sam Grombacher's project team, Kimley-Horn played a major role in the fast-tracked delivery of two TIs to support rapid development in Phoenix. The project included mainline reconstruction, new bridges and drainage structures, APS 69kV conflict mitigation, CLOMR approval, IGA execution, ROW acquisition, and TI connections to the 4-mile arterial network that Kimley-Horn designed concurrently for the COS.

② I-10, Jackrabbit Trail TI | ADOT | Prime | \$3.4M

Kimley-Horn is partnering with ADOT and the City of Buckeye to provide pre- and final design services to reconstruct the Jackrabbit Trail TI. The project includes the reconstruction of 1.5 miles of arterial roadway, ROW acquisition, utility relocation, and obtaining a FEMA CLOMR. We evaluated six alternatives and selected a cost-saving option that will allow construction to start quickly.

#### Subconsultants

**POINT** provides ADOT and local municipalities superior roadway and bridge design services, as well as unmatched utility coordination. In addition to the I-10 projects with Kimley-Horn, they have worked on SR 303L, Happy Valley Road to Lake Pleasant Parkway, El Mirage TI, and Waddell Road to Mountain View Road, as well as Waddell Road, SR 303L to Reems Road for COS.

**Ethos (DBE)** leads geotechnical and pavement design, leveraging their experience more than 250 ADOT projects. Repeat teaming with Kimley-Horn ensures top-tier results through strong working relationships.

Table 3: Key Personnel

Key Personnel	Value to ADOT and Stakeholders
<b>Tag Baxter, PE (AZ #78899)</b> Roadway   Experience: 7 years Corporate Title: Associate Availability: 70%   Projects: ① ② ③ ④	<ul style="list-style-type: none"> <li>→ Proven track record of delivering projects including significant arterial and TI scope.</li> <li>→ Led design teams in alternative analyses, alignment evaluations, and fast-tracked delivery strategies.</li> </ul>
<b>Dave Leistiko, PE (AZ #37422)</b> Structures   Experience: 33 years Corporate Title: Sr. Vice President Availability: 75%   Projects: ② ③ ④	<ul style="list-style-type: none"> <li>→ Has been project manager and/or lead structural engineer on more than 26 ADOT projects.</li> <li>→ Developed unique solutions for challenging structural elements on numerous ADOT projects.</li> </ul>
<b>Michael Grandy, PE (AZ #43294), RSP,</b> Traffic Analysis   Experience: 23 years Corporate Title: Vice President Availability: 40%   Projects: ② ③ ④	<ul style="list-style-type: none"> <li>→ Traffic Lead on 15+ ADOT projects.</li> <li>→ Experienced at combining MAG model and future development plans to develop future traffic projections.</li> </ul>
<b>Tom McCullough, PE (AZ #50066)</b> Traffic Design   Experience: 21 years Corporate Title: Associate Availability: 50%   Projects: ② ③ ④	<ul style="list-style-type: none"> <li>→ Worked on several ADOT projects and managed COS ITS and traffic LPA projects.</li> <li>→ Proficient in signing and marking design, traffic control design, and traffic signal design.</li> </ul>
<b>Zach Schmidt, PE (AZ # 50959), CFM</b> Drainage   Experience: 19 years Corporate Title: Vice President Availability: 55%   Projects: ① ② ③ ④	<ul style="list-style-type: none"> <li>→ Hydrology, hydraulics, regional channel, culvert crossing, storm drain, and basin design expertise.</li> <li>→ Technical lead for Phoenix-metropolitan area drainage studies.</li> </ul>
<b>Jennifer Simpkins, REP (#6063)</b> Environmental   Experience: 24 years Corporate Title: Associate Availability: 40%   Projects: ② ③ ④	<ul style="list-style-type: none"> <li>→ Expert in environmental regulatory compliance.</li> <li>→ Leads Kimley-Horn's Environmental On-call contract with ADOT (completing over 50 task orders) and is thoroughly familiar with ADOT staff and requirements.</li> </ul>

③ I-10 Dirk Lay Road to SR 387 | ADOT | Prime | \$4.2M

Kimley-Horn designed 5.5 miles of I-10 widening and the reconstruction of the SR 387 TI between Phoenix and Casa Grande. Concurrently, POINT designed the I-10 project from Gas Line Road to Dirk Lay Road, which included an additional 4.5 miles of widening and TI reconstruction. Kimley-Horn and POINT leveraged their strong relationships to collaborate and combine these projects into one comprehensive bid package that came in within budget.

④ I-10 Ina Road TI to Ruthrauff Road TI | ADOT | Prime | \$8.5M

Kimley-Horn and POINT collaborated on the 4-mile reconstruction of I-10, which included the reconstruction of the Orange Grove Road and Sunset Road TIs. Concurrently, Kimley-Horn designed the Pima County Sunset Road arterial improvements. These improvements were combined into one construction bid package with the ADOT work.

#### VALUE ADD:

Kimley-Horn has completed more than 25 projects for City of Surprise

**Cooper Aerial** offers comprehensive aerial mapping and survey services, with intimate familiarity with the area from recent work. Cooper Aerial is one of ADOT's trusted survey teams.

**Newton (DBE)**, in partnership with Kimley-Horn, has delivered air quality monitoring, noise analysis, and hazmat services for over 60 ADOT projects, with a collective staff experience of more than 50 years.

**Desert Archaeology (DBE)** is experienced in cultural resource investigations across Arizona, consistently complying with regulations and collaborating with diverse land jurisdictions and agencies.



# SAM GROMBACHER, PE

**Project Manager**

**14 Years of Experience • 3 Years with Kimley-Horn**

## Why Sam?

- ★ Proven ability to deliver complex ADOT final design projects.
- ★ Strong ADOT and stakeholder relationships founded on trust.
- ★ Involved in final design of more than 15 TIs in the Phoenix area.
- ★ Understands how each project task fits into the bigger picture.
- ★ Identifies and implements VE and PBPD measures to deliver budget-friendly projects.

## Education

- Bachelor of Science, Civil Engineering, Arizona State University

## Licenses

- Professional Engineer in AZ (#62487)

## Affiliations

- American Society of Civil Engineers
- American Society of Highway Engineers

## Corporate Title

- Associate

## Availability and Commitment

- 70% Availability
- 70% Project Commitment

## Ongoing Commitments

- SR 30, 97th Avenue to 71st Avenue (20%)
- SR 303L, Lake Pleasant Parkway to 51st Avenue (5%)
- Miscellaneous MAG Tasks (3%)
- Scott Ranch Road (2%)

Sam's entire career has been focused on the design, management, and construction of complex ADOT projects, having worked on nearly every urban freeway in the Valley. Sam will implement lessons learned from his recent work on TIs in tight corridors and projects with concurrent ADOT and local agency arterial improvements. That experience, combined with his unmatched attention to detail, will ensure that critical path tasks stay on track and project risks are mitigated. **His established ADOT and stakeholder relationships will help foster collaboration and decision-making, and his demonstrated ability to lead, clearly communicate, and adhere to any schedule, make him the perfect person to manage this project.**

## Project Experience

- ★ **ADOT SR 303L, 51st Avenue and 43rd Avenue TIs, Phoenix, AZ\* — Project Manager.** Sam led the roadway design for the PA, developing the concept that was ultimately carried forward to final design. He then managed the final design phase, which included mainline, ramp, frontage road, and crossroad improvements; four bridges; a CLOMR; utility coordination to mitigate conflicts; new ROW and access control; department-furnished items; and agency/stakeholder agreements. Sam coordinated extensively with ADOT and stakeholders, as well as subconsultant Kimley-Horn, who concurrently designed the TI crossroads for ADOT and 4 miles of arterial network for City of Phoenix to connect the TIs.
- ★ **ADOT, I-10 Jackrabbit Trail TI DCR and Design, Buckeye, AZ — Design Reviewer.** Kimley-Horn evaluated alternatives to reconstruct the I-10/Jackrabbit Trail TI and widen Jackrabbit Trail to six lanes from Van Buren Street to McDowell Road. Final design is in progress. Sam completed independent design reviews of the TI layout, mainline reconstruction concept, and crossroad phasing approach to confirm the final product is both technically compliant and well set up for construction.
- ★ **ADOT, I-10, Dirk Lay Road to SR 387, Pinal County, AZ — Roadway Designer.** To enhance traffic operations and improve safety, Kimley-Horn provided design services for over 6 miles of I-10, adding one lane in each direction within the existing I-10 median and reconstructing the SR 387 TI. Sam served as a roadway designer, developing concepts for TI improvements and completing quality checks of work performed by other roadway engineers on the project.
- ★ **ADOT, SR 303L, Lake Pleasant Parkway to 51st Avenue, Peoria and Phoenix, AZ — Project Manager.** Sam is currently managing final design of 5 miles of freeway improvements to provide a third general purpose lane in each direction along SR 303L, as well as drainage and landscape improvements. This project includes mainline widening, new bridges to accommodate the future 67th Avenue TI, ITS improvements, and landscaping. Sam is coordinating with ADOT, MAG, FHWA, and other stakeholders to ensure the project addresses the short-term capacity issue and accounts for future improvements along the SR 303L corridor.
- ★ **ADOT, SR 202L, South Mountain Freeway P3, Phoenix, AZ\* — Roadway Lead.** This project included a 22-mile extension of SR 202L, 4.5 miles of I-10 mainline widening, 15 TIs, and 41 bridges. Sam oversaw 9 miles of new freeway and interchange design that include two TDIs that are the basis for our proposed SR 303L, 155th Avenue TI concept. Sam teamed with the contractor to optimize constructability, reviewed design concepts with the local community at public meetings, and collaborated with ADOT and stakeholders to make sure project goals were achieved.
- ★ **ADOT, SR 30, 97th Avenue to 71st Avenue, Phoenix, AZ — Roadway Lead.** As a major subconsultant on this 3-mile stretch of new urban freeway, Kimley-Horn is designing the roadway and onsite drainage improvements for more than a mile of mainline, as well as a TI at 91st Avenue. Additionally, we are leading corridor-wide offsite hydrology analysis, ITS design, landscape design, and environmental effort. Sam is responsible for Kimley-Horn's roadway design and is the main point of contact with the prime consultant, helping facilitate interdisciplinary coordination.

*\*Prior to joining Kimley-Horn*



## TAG BAXTER, PE

### Roadway

7 Years of Experience • 6 Years with Kimley-Horn

### Education

- Bachelor of Science, Civil Engineering, West Texas A&M University

### Licenses

- Professional Engineer in AZ (#78899)

### Affiliations

- American Society of Civil Engineers
- American Society of Highway Engineers

### Corporate Title

- Associate

### Availability and Commitment

- 70% Availability
- 70% Project Commitment

### Why Tag?

- ★ Proven ability to deliver projects that include significant local municipality arterial scope.
- ★ Expertise in roadway geometric design, intersection design, multimodal transportation, cost estimation, and utility coordination.
- ★ Skilled in developing and implementing design alternatives to quicken project delivery and reduce cost.

Tag brings 7 years of experience working on a wide range of transportation projects throughout the Valley and across Arizona. He has specifically spent his career working on some of ADOT and the Valley's most high-paced and priority projects. On these projects, Tag has led design teams through final design and complicated coordination with agencies such as: local municipalities, MCDOT, ASLD, utility companies, irrigation districts, private developers, and FCDMC. He has managed multidisciplinary teams through all phases of design and has successfully been responsible for the timely delivery of PS&E. **As Roadway Design Lead, Tag will oversee the detailed design tasks to ensure alignment with the overall project objectives. He will support Sam and the rest of the design team with day-to-day responsibilities. Tag is eager to bring lessons learned from other complex and essential projects to successfully deliver a solution to the Northwest Valley.**

### Project Experience

- ★ **ADOT SR 303L, 51st Avenue and 43rd Avenue TIs, Phoenix, AZ — Subconsultant Roadway Lead.** Kimley-Horn's design responsibilities of the 43rd and 51st Ave crossroads included new roadway reconstruction, on-site/off-site drainage, traffic signals, erosion control, and landscaping. Tag was responsible for leading the design efforts from Kimley-Horn and working directly with Sam playing a significant roll in the CLOMR, utility coordination, new ROW and access control, department-furnished items, and agency/stakeholder agreements.
- ★ **Phoenix Northwest Valley Transportation Engineering Services (TSMC offsite improvements), Phoenix, AZ — Roadway Lead.** Kimley-Horn successfully delivered this extremely fast-tracked design project meeting an aggressive schedule for designing 4 miles of new major arterial roadway for the City of Phoenix. Tag was responsible for managing the design and ensuring that the project met the accelerated schedule for the demanding needs of the region. This project has involved complex coordination with numerous stakeholders including City departments, ADOT, FHWA, and various utility companies.
- ★ **ADOT, I-10 Jackrabbit Trail TI DCR and Design, Buckeye, AZ — Roadway Lead.** Kimley-Horn is working on the I-10 Jackrabbit Trail TI Design Concept Report (DCR) and Design project in Buckeye, AZ. The project involves reconstructing the I-10/Jackrabbit Trail TI and widening Jackrabbit Trail to six lanes from Van Buren Street to McDowell Road. Tag is the Roadway Lead, responsible for the roadway design and overseeing cohesion across all interdisciplinary designs. The project includes a CLOMR, utility coordination, new ROW and access control, and agreements with agencies and stakeholders.
- ★ **ADOT, SR 303L, Lake Pleasant Parkway to 51st Avenue, Peoria and Phoenix, AZ — Roadway Lead.** Tag is currently leading final design of 5 miles of freeway improvements to provide a third general purpose lane in each direction along SR 303L, as well as drainage and landscape improvements. This project includes mainline widening, new bridges to accommodate the future 67th Avenue TI, ITS improvements, and landscaping. Tag is supporting Sam in coordinating with ADOT, MAG, FHWA, and other stakeholders to ensure the project addresses both the short-term capacity issue and accounts for future improvements along the SR 303L corridor.
- ★ **ADOT, I-10, Dirk Lay Road to SR 387, Pinal County, AZ — Roadway.** To enhance traffic operations and improve safety, Kimley-Horn provided design services for over 6 miles of I-10, adding one lane in each direction within the existing I-10 median and reconstructing the SR 387 TI. Tag served as the main roadway designer, developing concepts for TI improvements, ensuring cohesive interdisciplinary designs, and working directly with ADOT through construction advertisement.
- ★ **ADOT, SR 30, 97th Avenue to 71st Avenue, Phoenix, AZ — Design Reviewer.** As a major subconsultant on this 3-mile stretch of new urban freeway, Kimley-Horn is designing the roadway and onsite drainage improvements for more than a mile of mainline, as well as a TI at 91st Avenue. Additionally, we are leading corridor-wide offsite hydrology analysis, ITS design, landscape design, and environmental effort. Tag is responsible for Kimley-Horn's roadway design and is the main point of contact with the prime consultant, helping facilitate interdisciplinary coordination.



## DAVE LEISTIKO, PE

### Structures

33 Years of Experience • 29 Years with Kimley-Horn

### Education

- Master of Science, Civil Engineering, North Carolina State University
- Bachelor of Arts, Business Management, North Carolina State University

### Licenses

- Professional Engineer in AZ (#37422), CA, CO, KS, MO, NV, NC, OK, TX, UT, and WA

### Affiliations

- Arizona Association of County Engineers
- American Institute of Steel Construction
- Precast Concrete Institute

### Corporate Title

- Senior Vice President

### Availability and Commitment

- 75% Availability
- 30% Project Commitment

### Why Dave?

- ★ Senior Project Manager and Structural Design Engineer with extensive experience.
- ★ Specialized in planning and designing bridges.
- ★ Led bridge, roadway, and infrastructure projects for ADOT.

Dave is a Senior Project Manager and Structural Design Engineer in Kimley-Horn's Transportation Group. He brings 33 years of experience in engineering and construction, with the past 26 years focused on the planning and design of bridges and related structures. Dave has served as Project Manager and Lead Structural Design Engineer on numerous bridge, roadway, and multidisciplinary infrastructure projects for ADOT and local agencies across Arizona. He is well versed in both ADOT and American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) bridge design specifications and has a strong understanding of potential challenges related to roadway, drainage, and environmental constraints. Dave's bridge design experience spans cast-in-place, pre-stressed, and post-tensioned concrete, steel girder bridges, and ABC projects. He is also experienced in designing steel and aluminum signal, sign, and lighting structures; various types of retaining walls; flood control infrastructure; and storm drain systems. **As a Structural Engineer, Dave will be responsible for all the structural design tasks associated with the project.**

### Project Experience

- ★ **ADOT, I-10, Dirk Lay Road to SR 387, Pinal County, AZ — Structural Design Engineer.** To enhance traffic operations and improve safety, Kimley-Horn is providing design services for over 6 miles of I-10, adding one lane in each direction within the existing I-10 median and reconstructing the SR 387 TI. The existing SR 387 bridge will be reconstructed to provide additional crossroad capacity and account for future widening on I-10 underneath.
- ★ **ADOT, SR 303L, Lake Pleasant Parkway to 51st Avenue, Peoria and Phoenix, AZ — Lead Structural Design Engineer.** Kimley-Horn is currently designing 5 miles of freeway improvements to provide a third general purpose lane in each direction along SR 303L, as well as drainage and landscape improvements. Dave is leading the design of the mainline bridge for the 67th Avenue TI.
- ★ **ADOT, I-10, SR 85 to Verrado Way DCR and Final Design, Buckeye, AZ — Structural Design Engineer.** This project provided an additional GPL on the Papago Freeway/I-10 from SR 85 to Verrado Way. The project included reconstruction of two existing TIs at Miller Road and Watson Road to a Diverging Diamond Interchange (DDI) configuration to increase capacity and improve traffic operations.
- ★ **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Tucson, AZ — Lead Structural Design Engineer.** The I-10 Gap is a 4-mile-long reconstruction project along I-10 and provides four Portland cement concrete pavement (PCCP) lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. The project included four bridges including the reconstruction of two existing TIs at Orange Grove Road and Sunset Road.
- ★ **ADOT, I-10, Ina Road Traffic Interchange, Marana, AZ — Lead Structural Design Engineer.** Dave was the lead structural designer for a 300'-long, two-span bridge over I-10 and a 320'-long, three-span bridge over the Union Pacific Railroad (UPRR). This Construction Manager at Risk (CMAR) project completely reconstructed the I-10/Ina Road TI, providing grade separation between Ina Road and the UPRR.
- ★ **ADOT, US 60 Silver King and Superior Streets, Superior, AZ — Project Manager/Structures Lead.** Kimley-Horn served as the lead designer for the Silver King section that included 2.5 miles of a new four-lane rural highway. The project team comprised six consulting firms and ADOT in-house design staff. The project included 11 bridges (five new bridges, three reconstructed, and three deck rehabs). Kimley-Horn prepared the Bridge Selection Reports for four of the bridges (two replacements and two new construction), served as the engineer-of-record for two of the bridges, coordinated all aspects of the project design, and was the main contact during construction for ADOT's construction personnel.



# MICHAEL GRANDY, PE, RSP<sub>1</sub>

**Traffic Analysis**

**23 Years of Experience • 23 Years with Kimley-Horn**

## Why Michael?

- ★ Led traffic analysis for 15+ ADOT projects.
- ★ Combined MAG model with future plans for traffic projections.
- ★ Involved in Surprise's Transportation Master Plan.
- ★ Heads VISSIM traffic simulation team for complex TI models.

## Education

- Masters, Civil Engineering, Brigham Young University
- Bachelors, Civil Engineering, Brigham Young University

## Licenses

- Professional Engineer in AZ (#43294) and CA
- Road Safety Professional 1 (#1046)

## Affiliations

- Institute of Transportation Engineers
- American Planning Association

## Corporate Title

- Vice President

## Availability and Commitment

- 40% Availability
- 40% Project Commitment

Michael brings 23 years of transportation experience, covering a wide range of projects including traffic studies, safety analysis, corridor studies, general plans, transportation master plans, feasibility studies, access management plans, pedestrian and bicycle studies, roundabout evaluations, and other transportation-related projects. He also has design experience in traffic signals, traffic calming measures, roadway design, roundabouts, and ITS communications. Michael is proficient in various traffic simulation software packages. With a strong understanding of the relationship between traffic and land use, he has worked closely with agencies to develop solutions that promote safe and efficient traffic operations while ensuring adequate access to adjacent properties. **As Traffic Analysis Lead, Michael will be responsible for verifying traffic volumes, conducting traffic analysis, preparing accurate traffic reports, and guiding the final design process.**

## Project Experience

- ★ **ADOT, I-10 from SR 85 to Verrado Way GPL, Buckeye, AZ — Project Engineer.** Michael led the traffic analysis on this project, including developing the recommendation for the Watson Road and Miller Road TIs to be converted to DDIs. The Kimley-Horn team successfully completed a DCR, environmental clearance, and final design for this \$100M project to provide additional GPLs for 8 miles on I-10, aimed at reducing congestion, enhancing mobility, and improving access.
- ★ **ADOT, SR 347 and Riggs Road TI DCR and Environmental Documents, Chandler, AZ — Project Engineer.** Kimley-Horn evaluated alternatives to provide a new TI at SR 347 and Riggs Road and prepared a DCR and Environmental documents. We are coordinating with key stakeholders including Gila River Indian Community (GRIC), Bureau of Indian Affairs (BIA), City of Maricopa, and MCDOT. We are currently preparing final design and bid documents.
- ★ **ADOT, I-10 Jackrabbit TI DCR and Design, Buckeye, AZ — Project Engineer.** Kimley-Horn is developing and evaluating alternatives to reconstruct the I-10/Jackrabbit Trail interchange and widen Jackrabbit Trail to six lanes from Roosevelt Street to McDowell Road to mitigate congestion and improve traffic operations and safety. The analysis findings led to a preferred alternative, which was documented in a DCR and environmental documents.
- ★ **ADOT, SR 303L, Cactus, Waddell, and Bell Roads TI Design, Surprise, AZ — Project Engineer.** Kimley-Horn designed the improvements for the Cactus, Waddell, and Bell Road interchanges at SR 303L including ultimate crossroad construction; relocating existing utilities and two irrigation wells; aesthetic treatments and enhancements for the bridges, fences, and lighting; and drainage facilities for the improved crossroads.
- ★ **ADOT, I-17 Munds Park TI, Flagstaff, AZ — Project Engineer.** Kimley-Horn prepared final design documents for this ADOT TI reconstruction. The design included new TI geometry, a new bridge structure, retaining walls, drainage report, traffic and lighting, construction phasing, detours, utilities, ROW, and environmental clearance. The project involved raising the I-17 mainline to accommodate minimum vertical clearance and realigning the Munds Park crossroad to provide adequate sight distance.
- ★ **Town of Gilbert, Lindsay Road/Loop 202 TI, Gilbert, AZ — Project Engineer.** Kimley-Horn partnered with ADOT to design a new full-access diamond interchange at Lindsay Road and SR 202L, meeting ADOT standards within their ROW. The project included constructing entry/exit ramps, a westbound frontage road, traffic signals, a future fourth general-purpose lane on SR 202L, reconstructing Lindsay Road between ramp termini, relocating the Zanjero Park parking lot, and making other minor street network improvements.



## TOM MCCULLOUGH, PE

**Traffic Design**

**21 Years of Experience • 21 Years with Kimley-Horn**

### Why Tom?

- ★ Extensive experience in traffic engineering, safety, and operations.
- ★ Contributed to multiple ADOT projects and provided project management.
- ★ Led ITS and traffic LPA initiatives for the City of Surprise.
- ★ Skilled in signing and marking design, traffic control design, and traffic signal design.

### Education

- Bachelor of Science, Civil Engineering, Arizona State University

### Licenses

- Professional Engineer in AZ (#50066)

### Affiliations

- American Society of Civil Engineers
- Intelligent Transportation Society

### Corporate Title

- Associate

### Availability and Commitment

- 50% Availability
- 30% Project Commitment

Tom is a Project Engineer with more than 21 years of experience in traffic engineering, safety, and operations. Tom has worked on several project for ADOT and has managed several City of Surprise ITS and traffic LPA projects. He is highly proficient in signing and marking design, traffic control design, traffic signal design, fiber optic communications, FMS, and local ITS, across both traditional and alternative delivery projects. Tom has successfully managed the design of numerous federally funded projects and is well versed in the processes of both ADOT and FHWA. He has built strong working relationships with staff across ADOT's PMG, Systems Technology, and Broadband offices. Notably, Tom led the design of ADOT's first stand-alone FMS CMAR project—SR 101L (I-10 to I-17)—a complex and high-profile initiative that required completion before the 2015 Super Bowl. **For this project, Tom will serve as the Traffic Lead, overseeing design elements including traffic signals, signing and pavement marking, and ITS.**

### Project Experience

- ★ **ADOT, I-10 from SR 85 to Verrado Way GPL, Buckeye, AZ — Project Engineer.** Tom led the traffic and ITS on this project, including developing the recommendation for the Watson Road and Miller Road TIs to be converted to DDIs. The Kimley-Horn team successfully completed a DCR, environmental clearance, and final design for this \$100M project to provide additional GPLs for 8 miles on I-10, aimed at reducing congestion, enhancing mobility, and improving access. Extensive public involvement, utility coordination, and the implementation of incentives/disincentives and liquidated damages were key components.
- ★ **ADOT, SR 303L, Lake Pleasant Parkway to 51st Avenue, Peoria and Phoenix, AZ — Project Engineer.** Kimley-Horn is currently managing final design of 5 miles of freeway improvements to provide a third general purpose lane in each direction along SR 303L, as well as drainage and landscape improvements. This project includes mainline widening, new bridges to accommodate the future 67th Avenue TI and project wide ITS improvements.
- ★ **ADOT, SR 303L, El Mirage Road TI Final Design, Peoria, AZ — Project Engineer/Traffic Lead.** Kimley-Horn designed the SR 303L El Mirage Road TI, which is the critical final link for converting SR 303L to a full freeway facility from I-10 to I-17. The project included total reconstruction of approximately 2.1 miles of existing SR 303L roadway and El Mirage TI to provide two travel lanes in each direction.
- ★ **ADOT, I-10, Ina Road TI, Marana, AZ — Lead Structural Design Engineer.** Tom was the lead traffic designer for a 300'-long, two-span bridge over I-10 and a 320'-long, three-span bridge over the UPRR. This CMAR project completely reconstructed the I-10/ Ina Road TI, providing grade separation between Ina Road and the UPRR. To accomplish this, I-10 mainline, ramps, and frontage roads profiles were flipped to have I-10 pass under Ina Road and connect the ramps and frontage road to the new Ina Road profile over the UPRR, as well as reconnect the local streets. Kimley-Horn, as a major subconsultant, was responsible for the Ina Road and local streets reconstruction design, including the Ina Road bridges over I-10 and UPRR and the Ina Road pavement drainage, signing, and pavement marking.
- ★ **ADOT, SR 101L Price Phases I and II, US 60 to SR 202L, Santan General Purpose Lane (GPL) and TI, Tempe, AZ — Project Engineer.** Kimley-Horn served as the GEC for ADOT for the entire duration of the project from the procurement process of a Design-Build, environmental mitigation through the end of construction. Our services involved reviewing the Design Quality Management Plan (DQMP), assisting ADOT with review of design and construction submittals, utility coordination, public involvement, and supporting ADOT throughout the design and construction phases.



## ZACH SCHMIDT, PE, CFM

### Drainage

19 Years of Experience • 18 Years with Kimley-Horn

### Why Zach?

- ★ Extensive experience in planning and designing major drainage infrastructure.
- ★ Specialized in roadway drainage systems including storm drains, catch basins, culvert crossings, and junction structures.
- ★ Proficient in designing regional drainage channels, detention basins, and erosion control measures.

### Education

- Bachelor of Science, Civil Engineering, Michigan Technological University

### Licenses

- Professional Engineer in AZ (#50959), CO, NV, and UT
- Certified Floodplain Manager (#US-07-02739)

### Affiliations

- Arizona Floodplain Management Association, Member
- Association of State Floodplain Managers, Member

### Corporate Title

- Vice President

### Availability and Commitment

- 55% Availability
- 50% Project Commitment

Zach brings 19 years of experience in planning and designing major drainage infrastructure improvement projects. His expertise centers on roadway drainage systems, including storm drains, catch basins, culvert crossings, junction structures, regional drainage channels, detention basins, and erosion control measures. He is highly skilled in preparing construction documents for flood control projects, such as plans and profiles, special provisions, custom details, and detailed cost estimates. Zach also has extensive experience in construction administration and site observation. In addition, he possesses a strong understanding of FEMA regulations and has successfully prepared numerous floodplain revisions.

**With nearly two decades of experience, Zach will lead all drainage-related tasks for this project.**

### Project Experience

- ★ **ADOT, SR 101L Price Phases I and II, US 60 to SR 202L, Santan General Purpose Lane (GPL) and TI, Tempe, AZ — Drainage Engineer.** Kimley-Horn served as the GEC for ADOT for the entire duration of the project from procurement process of a Design-Build, environmental mitigation through the end of construction. Our services involved reviewing the DQMP, assisting ADOT with review of design and construction submittals, utility coordination, public involvement, and supporting ADOT throughout the design and construction phases.
- ★ **ADOT, I-10, SR 85 to Verrado Way DCR and Final Design, Buckeye, AZ — Drainage Engineer.** This project provided an additional GPL on the Papago Freeway/I-10 from SR 85 to Verrado Way. The project included reconstruction of two existing TIs at Miller Road and Watson Road to a DDI configuration to increase capacity and improve traffic operations. The Kimley-Horn team completed the DCR and environmental documents. Public involvement including a public meeting and a VE study were also completed. Zach led the onsite and offsite drainage design.
- ★ **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Tucson, AZ — Drainage Engineer.** The I-10 Gap project is a 4-mile-long reconstruction project along I-10 and provides four PCCP lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. The project included four bridges including the reconstruction of two existing TIs at Orange Grove Road and Sunset Road to increase capacity, provide adequate vertical clearance, and improve traffic operations.
- ★ **ADOT, US 95, Rifle Range Road to Wellton-Mohawk Canal Roadway Widening, Yuma, AZ — Drainage Engineer.** Zach led the drainage design that included reconstructing over 20 culverts. ADOT selected Kimley-Horn to provide final design services to widen approximately 3 miles of US 95 from Rifle Range Road to Wellton-Mohawk Canal. The purpose of this project is to add capacity, enhance traffic operations, and improve safety by widening the existing two-lane roadway to a five-lane roadway including a two-way-left-turn lane and 8' paved shoulders. The existing bridge over Wellton-Mohawk Canal is 70 years old, narrow, and has been hit numerous times and will be replaced to accommodate the wider roadway. Drainage improvements included reconstructing and adding capacity to existing culverts.
- ★ **City of Phoenix, Sonoran Desert Drive Bridge at Skunk Creek, Phoenix, AZ — Drainage Engineer.** Zach led the bridge hydraulic design for a new 700-foot bridge crossing Skunk Creek. The City of Phoenix selected the Hunter Contracting/Kimley-Horn Design-Build team for this Sonoran Desert Drive project in north Phoenix. The project included the design and construction of 1 mile of a new six-lane arterial roadway along Sonoran Desert Drive from I-17 to North Valley Parkway.



## JENNIFER SIMPKINS, REP

**Environmental**

**24 Years of Experience • 24 Years with Kimley-Horn**

### Why Jennifer?

- ★ Senior Environmental Scientist with extensive experience in environmental regulatory compliance.
- ★ Specialized in ADOT and federally funded projects across Arizona.
- ★ Proficient in preparing biological evaluations, including habitat analysis, threatened and endangered species assessments, and species-specific surveys.

### Education

- Masters, Environmental Management, Florida Institute of Technology
- Bachelors, Environmental Science, University of West Alabama

### Licenses

- Registered Environmental Professional (REP) (#6063)
- 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training

### Affiliations

- National Registry of Environmental Professionals

### Corporate Title

- Associate

### Availability and Commitment

- 40% Availability
- 30% Project Commitment

As a Senior Environmental Scientist, Jennifer has 24 years of experience managing environmental regulatory compliance issues, focusing on ADOT and federally funded projects throughout Arizona. She is skilled in preparing biological evaluations, including habitat analysis, threatened and endangered species evaluations, and designing and conducting species-specific surveys. Jennifer is also well versed in Section 404 permitting, with extensive experience preparing Preliminary Jurisdictional Delineations (PJDs), Approved Jurisdictional Delineations (AJDs), as well as individual and general (regional and nationwide) permit applications. Additionally, she has expertise in conducting PISAs and Phase I/II Environmental Site Assessments. Her NEPA experience includes CEs, EAs, and Environmental Impact Statements (EISs). **Jennifer will ensure the Kimley-Horn team stays on schedule regarding environmental tasks.**

### Project Experience

- ★ **ADOT, I-10 from SR 85 to Verrado Way GPL, Buckeye, AZ — Environmental Scientist.** The Kimley-Horn team successfully completed a DCR, environmental, and final design of this \$100M project to provide additional GPLs for 8 miles on I-10, reducing congestion, enhancing mobility, and improving access. It involved reconstructing two existing TIs to DDIs, preparing phasing and MOT plans, and coordinating utility relocations. Extensive public involvement was implemented, including 3D visualizations, model displays, and consultations with the City Council, public, Homeowner Association (HOA), and businesses.
- ★ **ADOT, I-10 Jackrabbit Trail TI DCR and Environmental Clearance, Buckeye, AZ — Environmental Scientist.** Kimley-Horn evaluated alternatives to reconstruct the I-10/ Jackrabbit Trail interchange and widen Jackrabbit Trail to six lanes from Van Buren Street to McDowell Road to mitigate congestion and improve traffic operations and safety. We completed a DCR and environmental documents and are currently preparing design and bid documents. Extensive coordination with City of Buckeye, Flood Control District, utilities and businesses/stakeholders is required including a relocation of Chevron gas station.
- ★ **ADOT, SR 347 and Riggs Road TI DCR and Environmental Documents, Chandler, AZ — Environmental Scientist.** Kimley-Horn evaluated alternatives to provide a new TI at SR 347 and Riggs Road and prepared a DCR and Environmental documents. We are coordinating with key stakeholders including GRIC, BIA, City of Maricopa, and MCDOT. We are currently preparing final design and bid documents.
- ★ **ADOT, I-10, Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Tucson, AZ — Environmental Scientist.** The I-10 Gap project is a 4-mile-long reconstruction project along I-10 that provides four lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. In order to meet funding deadlines, the project was designed on an accelerated 16-month schedule. Jennifer led the environmental team in preparation of scoping letters, a BESF for geotech/potholing; a BE Re-evaluation for the overall project; a PISA and testing for asbestos/lead; noise and air analysis; substantial cultural resources work including a Highway Planning Technical Program (HPTP), and Phase 1 and 2 testing and data recovery; Section 404/401 delineations and permitting; Section 408 permitting; and the EA Re-evaluation.
- ★ **ADOT, US 95, Rifle Range Road to Wellton-Mohawk Canal Roadway Widening, Yuma, AZ — Environmental Scientist.** Kimley-Horn completed final design to widen 3 miles of US 95 from Rifle Range Road to Wellton-Mohawk Canal. The purpose of this project was to add capacity, enhance traffic operations, and improve safety. Other services included bridge design, traffic and construction phasing, environmental, utility and railroad coordination, stakeholder coordination, and project management.

**From:** ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>

**Sent:** Monday, September 29, 2025 10:56 AM

**To:** Alvarez, Melissa <melissa.alvarez@kimley-horn.com>

**Cc:** contractorcompliance@azdot.gov

**Subject:** Bidders List for Kimley-Horn & Associates, Inc.

**Kimley-Horn & Associates, Inc.**, AZUTRACS Number: [10608](#) has submitted a Bidder/Proposer list for **2026-003** on 09/29/2025 at 10:56 AM MST (UTC - 07:00).

**Bidders/Proposers for this firm include:**

Firm Name	Address	Ethnicity	Gender	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
<a href="#">Cooper Aerial</a>	11402 N Cave Creek Road Phoenix, AZ 85020	Caucasian	M	10+ years	\$2 million to \$5 million	Non-DBE	541370
<a href="#">Desert Archaeology, Inc.</a>	3975 N. Tucson Blvd. Tucson, AZ 85716	Caucasian	F	10+ years	\$2 million to \$5 million	DBE	541720
<a href="#">Ethos Engineering, LLC</a>	9180 South Kyrene Rd Tempe, AZ 85284	Hispanic American	M	10+ years	\$1 million to \$2 million	DBE	541330
<a href="#">Newton Environmental Consulting, LLC</a>	9859 East Winchcomb Drive Scottsdale, AZ 85260	Caucasian	F	8-10 years	Less than \$500,000	DBE	541620
<a href="#">Point Engineers, LLC</a>	7600 N. 16th Street, Suite 202 Phoenix, AZ 85020	Caucasian	M	10+ years	\$1 million to \$2 million	Non-DBE	541330

**CONSULTANT INFORMATION PAGES (CIP)**

CONTRACT NO.: 2026-003

CONTACT PERSON: Sam Grombacher, PE

E-MAIL ADDRESS: sam.grombacher@kimley-horn.com

TITLE: Project Manager

CONSULTANT FIRM: Kimley-Horn and Associates, Inc.

ADDRESS: 1661 East Camelback Road, Suite 400

CITY, STATE, ZIP: Phoenix, AZ 85016

TELEPHONE: 623.473.6208

FAX NUMBER: 602.944.7423

UNIQUE ENTITY ID# (FROM SAM WEBSITE): V8PKGG6NLKV6

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

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
POINT Engineers, LLC	Roadway, Structures, Utility Coord	No
Ethos Engineering, LLC	Pavement, Geotech	Yes
Cooper Aerial Surveys Co.	Survey & Mapping	No
Newton Environmental Consulting, LLC	Noise, Air, Asbestos, Lead	Yes
Desert Archaeology, Inc.	Cultural Resources	Yes

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

**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	POINT Engineers, LLC
CONTACT PERSON:	Brian Riley, PE
E-MAIL ADDRESS:	briley@pointengineers.com
TITLE:	Sr. Vice President
ADDRESS:	7600 N. 16th Street, Suite 202
CITY, STATE ZIP:	Phoenix, AZ 85020
TELEPHONE:	602.814.0652
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	VK5BKQCMCS69

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

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

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

**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Cooper Aerial
CONTACT PERSON:	Dennis Harmon
E-MAIL ADDRESS:	dennis@cooperaerial.com
TITLE:	Survey Manager
ADDRESS:	8337 N 7th St
CITY, STATE ZIP:	Phoenix, Arizona 85020
TELEPHONE:	253.344.9864
FAX NUMBER:	602.678.5228
UNIQUE ENTITY ID #:	ZKNMTNFPGM57

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

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

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**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Desert Archaeology, Inc.
CONTACT PERSON:	Patricia Castalia
E-MAIL ADDRESS:	pcastalia@desert.com
TITLE:	Operations Director/Project Manager
ADDRESS:	3975 N. Tucson Blvd.
CITY, STATE ZIP:	Tucson, AZ 85716
TELEPHONE:	520.881.2244
FAX NUMBER:	520.881.0325
UNIQUE ENTITY ID #:	K7QMPKYDZGE7

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

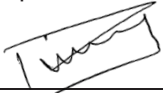
**NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The CIP is not evaluated by the Selection Panel but is used by Engineering Consultants Section for administrative purposes.**

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**DBE GOAL ASSURANCE/DECLARATION**

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

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

  
\_\_\_\_\_  
Signature

Raj Christian, PE  
\_\_\_\_\_  
Printed Name

9/30/25  
\_\_\_\_\_  
Date

Senior Vice President/Authorized Signer  
\_\_\_\_\_  
Title

**SOQ SUBMITTAL CHECKLIST**

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

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

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