

May 13, 2026

**Arizona Department of Transportation (ADOT)**

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

**Kimley»Horn**

1661 E. Camelback Road  
Suite 400  
Phoenix, Arizona 85016

**RE: Statement of Qualifications for Lower Buckeye Road:  
Litchfield Road to 107th Avenue Roadway Widening, Contract Number 2026-015**

Dear Members of the Selection Committee:

Kimley-Horn is excited to present our qualifications for the Lower Buckeye Road: Litchfield Road to 107th Avenue Roadway Widening project. We understand that ADOT is seeking final design services to address growing traffic demands in Maricopa County, an effort crucial for promoting safety, operational reliability, and multimodal connectivity within the City of Avondale (City). This project, which includes widening, incorporating raised and striped medians, and integrating bicycle lanes and stormwater infrastructure, aligns directly with our core strengths in delivering complex roadway improvements that support community growth and transportation network resilience.


Kimley-Horn is uniquely positioned to partner with ADOT, offering the following benefits:

 **ADOT and Local Public Agency (LPA) Project Delivery Acumen:**


Our team possesses extensive experience with both ADOT and municipal projects, including those for Avondale and West Valley communities. Our local Project Manager, **Chris Woolery, PE**, brings a wealth of experience in similar roadway widening projects and proven leadership on complex infrastructure projects. **Chris has more than 30 years of experience managing the design and construction of complex Valley arterial street improvements. He has managed large multi-mile, ADOT Local Public Agency (LPA) projects such as Pima Road from McDowell Road to Talking Stick Way (5 miles), Chandler Heights Road from Arizona Avenue to Val Vista Drive (5 miles), and Lindsay Road from Hunt Highway to Ocotillo Road (3 miles).** We have extensive knowledge of ADOT's project delivery processes and have a proven track record of delivering successful projects through the LPA program for local municipal agencies.

 **Fresh Perspective and Innovative Design:**

As a firm not involved in the Design Concept Report (DCR) for this project, we offer a creative and objective perspective on final design. **As you read our Project Understanding and Approach, you will find multiple innovative design ideas to improve delivering these proposed improvements that will reduce the overall project budget and help with expediting the project schedule.** This includes ideas for creating efficient typical street sections and realignment of centerline alignments to reduce and even avoid expensive and time-consuming impacts such as full property acquisitions and relocation of Salt River Project (SRP) irrigation infrastructure within SRP easements. Our team is adept at identifying opportunities for innovation and delivering constructable solutions that enhance long-term operational effectiveness and maximize community value.

 **Robust Environmental and Resource Capacity:**


Kimley-Horn has assembled a strategic team with significant environmental expertise, complemented by our subconsultant, TYPASA, who brings valuable experience from their work on the ADOT Environmental On-Call. Furthermore, **Kimley-Horn's and TYPASA's combined resources and staff enable our team to manage demanding workloads and adhere to tight schedules,** confirming timely and high-quality deliverables throughout the project lifecycle.

 **Detailed Understanding of the Project Area and Issues:**

Kimley-Horn was responsible for half-street improvements along the Lower Buckeye Road project limits and prepared the revised effective hydraulic model and Letter of Map Revision (LOMR) just upstream of the Lower Buckeye Road/Agua Fria River crossing. **Our insight and detailed technical knowledge of the project area will simplify and save ADOT and the City time coordinating issues impacting this Lower Buckeye Road project.**

Kimley-Horn looks forward to the opportunity to further discuss how our team can contribute to the success of this vital infrastructure improvement. **We commit the key personnel identified in this SOQ to the extent necessary to meet ADOT's schedule and quality expectations.** Our Project Manager and team members have significant availability to work on your project. Kimley-Horn wants to be selected for this project, and we know that we have the right team to successfully deliver for ADOT. Our key point of contact is Project Manager Chris Woolery, PE, who can be reached at 602.216.1224 or at [chris.woolery@kimley-horn.com](mailto:chris.woolery@kimley-horn.com). Kimley-Horn is not a Disadvantaged Business Enterprise (DBE).

Sincerely,  
**KIMLEY-HORN**

  
**Chris C. Woolery, PE (#33464)**  
Project Manager/Authorized Signer

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



## Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2026-015

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: 5/13/2026



# FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Infrastructure Delivery and Operations

## 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 E. Camelback Road, Ste. 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

# Evaluation Criteria

## 1. Project Understanding and Approach

Lower Buckeye Road is a vital link in the West Valley regional transportation network as it provides essential connectivity to major community and regional assets, including the future State Route (SR) 30 freeway, MC-85 near the Phoenix-Goodyear Airport, Festival Fields Regional Park, the Central Avenue Historic Corridor, and the recreational activities enjoyed along the Agua Fria River. This area has experienced significant growth over the years, spurring development, including new data centers such as Stack Avondale, as well as more commercial, retail, and residential developments (e.g., Marketplace at Tres Rios) under construction or in the permitting phase of their developments. This rapid development is increasing traffic demand on Lower Buckeye Road.

This project will bring Lower Buckeye Road, from Litchfield Road to 107th Avenue, to its ultimate width per the City's Transportation Master Plan, providing two travel lanes in each direction with a center median, bicycle lanes, Americans with Disabilities Act (ADA)-compliant sidewalks and multi-use paths, as well as install new landscape, street lighting, and stormwater infrastructure.

The project will also include new or upgraded traffic signal infrastructure and construct a complete Intelligent Transportation Systems (ITS) infrastructure to enhance traffic operations and safety. These proposed improvements will require significant right-of-way (ROW) acquisition, utility relocations, and permitting, which will ultimately control project schedule and cost if not addressed early in design. Our approach focuses on refining the 2026 DCR design during early stages to reduce these impacts while maintaining the intended level of service and operations improvements. **Key objectives (denoted by the 🟡 icon in this section) include:**

- 🟡 **Minimizing property impacts and utility relocations**
- 🟡 **Bringing the project into alignment with the programmed budget**
- 🟡 **Protecting the project schedule**

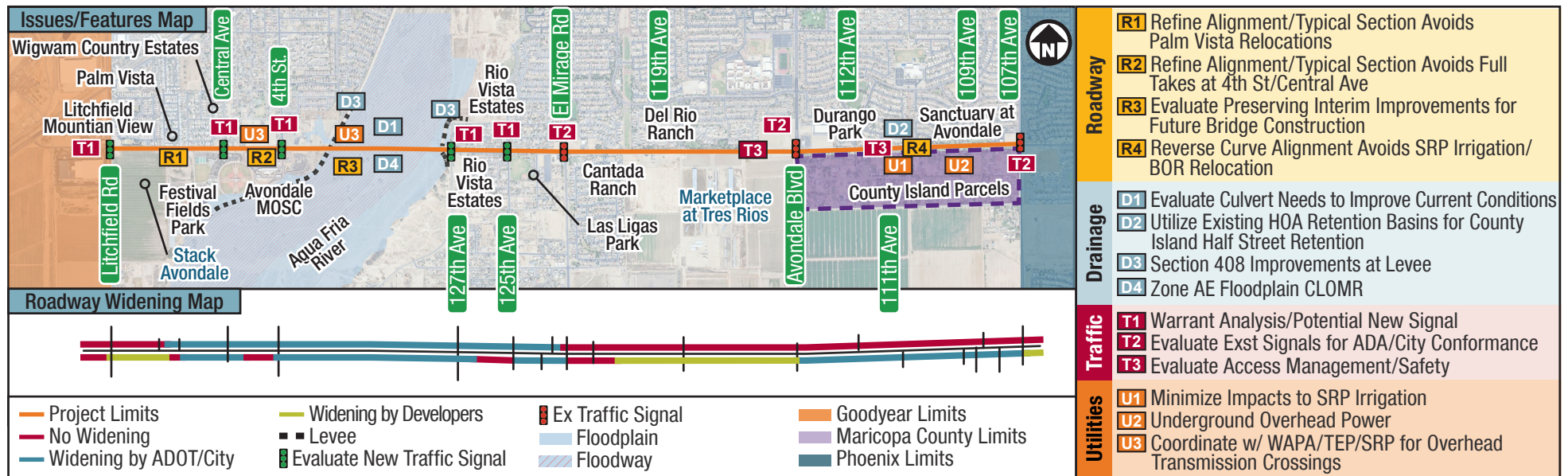
## Tasks, Technical/Institutional Elements, and Special Issues

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

- Engage ADOT, City, and stakeholders
- Perform survey, utility locating, and geotechnical investigations
- Prepare and implement a Public Involvement Plan (PIP)
- Evaluate and apply Performance-Based Practical Design (PBPD) measures
- Identify and implement updates to the completed DCR
- Obtain Conditional Letter of Map Revision (CLOMR), Section 408, and floodplain use permit approvals
- Support City with ROW acquisition services
- Obtain environmental, utility, and ROW clearances
- Prepare plans, specifications, and cost estimates (PS&E)
- Prepare technical reports (traffic, drainage, materials/pavement design, geotechnical, earthwork, utility, and noise analysis)
- Support development of Intergovernmental Agreements (IGAs)
- Support ADOT Contracts and Specifications (C&S) with bid advertisement preparation
- Implement Quality Control/Quality Assurance (QC/QA) procedures

**Figure 1 displays many of the issues and features our team identified** through site visits, record drawing reviews, study of the 2026 DCR, and meetings with key stakeholders, including ADOT, the City, Maricopa County Department of Transportation (MCDOT), the Flood Control District of Maricopa County (FCDMC), SRP, and adjacent development.

Figure 1: Issues and Features Map



## Approach to Tasks and Special Issues

### Roadway

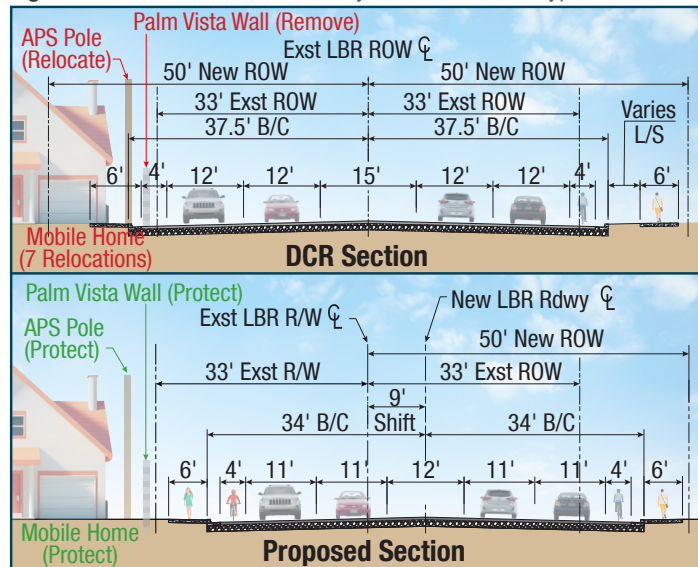
**Issue:** The programmed project budget is approximately \$36M, while the DCR-recommended design exceeds \$46M. The DCR generally follows the existing alignment with limited variation to the centerline or typical section, resulting in significant property impacts and higher construction costs.

**Approach:** We evaluated targeted adjustments to the roadway alignment and typical section to reduce impacts while maintaining capacity and operations.

One key cost-saving opportunity is adjacent to the Palm Vista Manufactured Home community, where the DCR alignment requires relocation of seven mobile homes. **By shifting the roadway approximately 9 feet south and slightly narrowing lane widths (see Figure 2), the revised alignment avoids impacts to the community and eliminates any ROW and mobile home relocations** while remaining within previously identified ROW needs on the Hickman's Egg Farms property to the south. **Based on DCR estimates, this could reduce acquisition costs by approximately \$1M.**

Another example is near the Central Avenue intersection where the DCR concept impacts the existing northwest corner parcel and requires a full parcel take with significant schedule impacts. **Minor centerline shifts and a reduced roadway section allow the westbound right-turn lane to be maintained without impacting Parcel 500-56-024E, avoiding relocation and approximately \$500K in acquisition and demolition costs.** Applying these targeted adjustments throughout the project limits will result in several million dollars in potential savings and reduce ROW acquisition duration while maintaining the intended level of service.

**Figure 2:** Palm Vista DCR vs. Kimley-Horn Alternative Typical Sections



### Agua Fria River Improvements

**Issue:** Lower Buckeye Road crosses the Agua Fria River within a Federal Emergency Management Agency (FEMA) floodplain and floodway with certified levees on both banks. The existing low-water crossing has limited culvert capacity, resulting in periodic road closures. Improvements will require floodplain revisions and US Army Corps of Engineers (USACE) Section 408 approval, both expected to be critical path items. The City's long-term plan includes a future bridge crossing, creating potential for rework if interim improvements are not coordinated.

**Approach:** Our team will evaluate improving crossing reliability while minimizing permitting risk and future reconstruction.

**Crossing Improvements.** Increase culvert capacity at the existing crossing by strategically placing new culverts and minimizing roadway profile changes to maximize the use of existing culverts to better route low flows through the culverts before overtopping Lower Buckeye Road. Our team completed an initial model using observed storm events at the stream gauge in the Agua Fria River at Buckeye Road. Preliminary results of this solution are shown in Figure 3.

**Permitting Strategy.** Advance CLOMR and Section 408 approvals early due to their schedule impact. Our team recently completed an Agua Fria River LOMR upstream of the project and has delivered multiple Section 408 permits in Arizona with FCDMC as the lead agency, supporting efficient coordination and review.

**Interim vs. Ultimate Coordination.** To reduce costs and avoid overbuilding improvements that would be removed for a future bridge, we recommend evaluating a reduced typical section within the Agua Fria River. The DCR shows a 78-foot roadway section through the crossing; however, by eliminating the striped median, buffered bike lanes, and new curb, the interim section can be reduced to approximately 60 feet, while still providing two lanes and a bike lane in each direction. **This refinement is anticipated to reduce costs by approximately \$500K as well as reduce the length of culverts.**

During design, we will evaluate ultimate bridge concepts including location, span arrangement, and profile to confirm tie-in elevations and identify opportunities to preserve portions of the interim crossing during future bridge construction.

*On the I-10 and SR 387 Traffic Interchange (TI) project for ADOT, we applied a similar approach by designing for future widening to minimize reconstruction.*

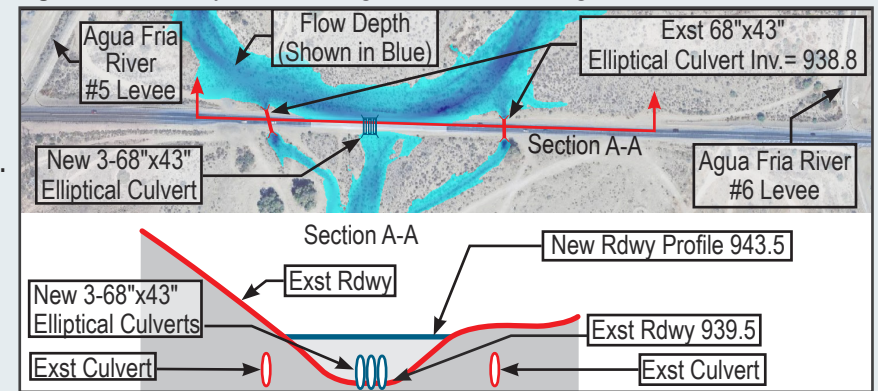
### Street Drainage Retention

**Issue:** Lower Buckeye Road includes a mix of developed segments with curb, gutter, and drainage infrastructure, and undeveloped segments where runoff sheet flows onto adjacent properties. Widening the roadway will require stormwater conveyance and outfall locations; however, many adjacent parcels do not have the ability to accept additional discharge.

**Approach:** Our team will focus on minimizing new outfall requirements by utilizing available upstream and offsite capacity. This includes coordinating use of Festival Fields and Las Ligas Parks, evaluating available capacity within existing homeowners' association (HOA) retention basins, exploring opportunities to outfall into the Agua Fria River, and implementing new temporary retention basins where needed. **This strategy reduces the need for additional property acquisition and supports the project goal of minimizing ROW impacts and bringing project costs closer to the budget.**

*As part of our Chandler Heights Road project, our team utilized an existing basin at a nearby City-owned park to avoid additional property acquisition on 11 County Island residential parcels, saving the City significant construction cost and schedule risk.*

**Figure 3:** Preliminary Solution for Agua Fria River Crossing



## Traffic

**Issue:** Lower Buckeye Road is transitioning from a mix of uncontrolled intersections and low-capacity segments to a continuous minor arterial, increasing the need for coordinated signal operations, improved access management, and a consistent ITS backbone. Existing crash patterns (primarily rear-end, angle, and left-turn collisions) are influenced by high-access density and frontage road interactions. Construction staging will be challenging due to limited alternate routes, constrained ROW, and the need to maintain access for residents, businesses, and emergency services.

**Approach:** Our approach improves operations and safety while maintaining flexibility for future growth and minimizing construction impacts.

**Traffic Operations, Signalization, and ITS.** We will complete a traffic analysis using existing conditions and 2050 Maricopa Association of Governments (MAG) forecasts to evaluate intersection performance, signal warrants, and turn lane needs. Where warrants are not met, we will design underground signal infrastructure to allow future installation without reconstruction. A coordinated ITS plan will support signal communication, HAWK crossings, and a consistent corridor backbone across multiple jurisdictions.

**Access Management and Safety.** We will evaluate access spacing, median openings, and turn movements to reduce conflict points contributing to existing crash patterns. Improvements may include access consolidation, directional median openings, and targeted turn-lane modifications to improve safety and traffic flow while maintaining reasonable access for adjacent properties.

**Existing Signal Modifications.** Existing signals at El Mirage Road, Avondale Boulevard, and 107th Avenue will be evaluated for capacity, ADA compliance, and consistency with City standards, with a focus on maintaining progression along the corridor.

**Maintenance of Traffic (MOT).** Construction will be phased to maintain one lane in each direction for most of the project. Early work will focus on utilities and outside improvements, followed by traffic shifts to new lanes, with median and final paving completed under controlled conditions. In constrained areas (frontage road segments and the Agua Fria River crossing), temporary alignments or short-term closures may be required. MOT planning will prioritize access continuity, ADA-compliant pedestrian routing, and coordination with emergency services.

## Utilities

**Issue:** Utility coordination is one of the biggest cost and schedule drivers on this corridor. There are more than 15 utility owners in the project limits, including irrigation and high voltage facilities. Relocations, especially irrigation structures, waterline alignments, and power poles, can become costly and critical path items if agreements, design, and licensing are not advanced early. The Agua Fria River is the service boundary between Arizona Public Service (APS) and SRP, and a north-south transmission corridor near the river adds additional clearance requirements required by Tucson Electric Power (TEP) and Western Area Power Administration (WAPA).

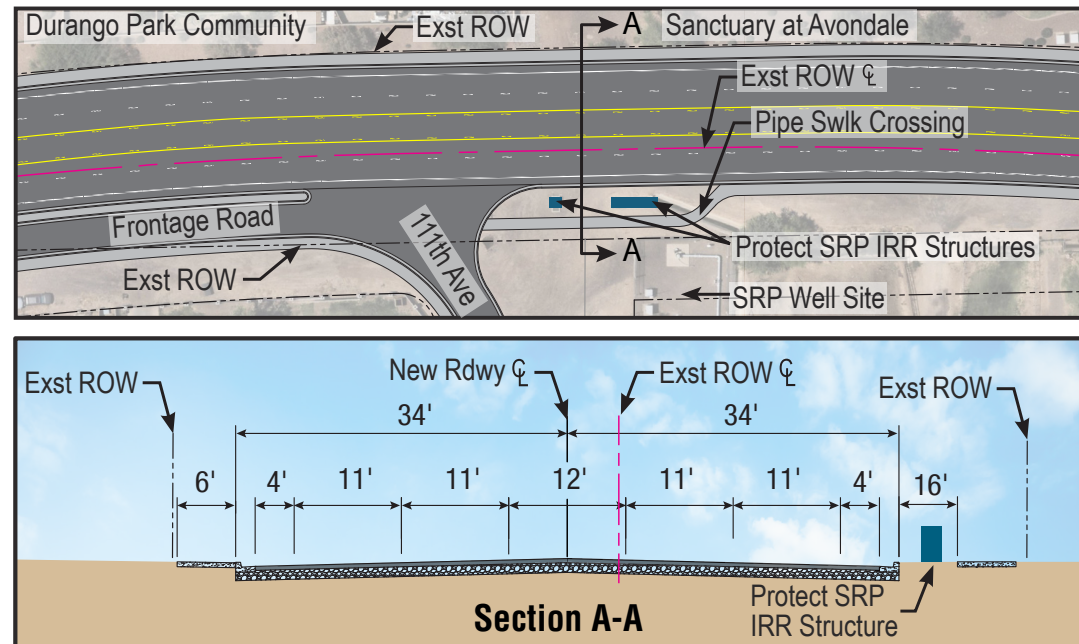
**Approach:** Our team has an established utility coordination process, working relationships with providers in the project limits, and experience delivering utility clearance documentation on roadway projects. We confirm record information early, complete Level B designating with survey, pothole key conflicts, meet early with each utility to confirm requirements and prior rights, and track each utility action so agreements and relocations stay ahead of design. Below are some key items that can help minimize construction budget and protect the tight project schedule.

**Use Early SUE and Profile Control.** The DCR concept identifies 24 vertical adjustments at storm drain crossings of the 16-inch City waterline, with an estimated construction cost approaching \$900K. We will confirm waterline depth through potholing and refine profiles early to reduce the number of adjustments. **✔ If even half can be avoided, the project could realize savings of \$500K+.**

**Irrigation and Prior Rights.** SRP easements are present and irrigation facilities will have prior rights. We will confirm prior right and easement constraints early so they guide design decisions. Near the 111th Avenue intersection, the DCR concept impacts multiple SRP irrigation structures and crossings and requires multiple SRP power pole relocations. We evaluated a small north shift of the roadway alignment to avoid the SRP irrigation features as shown in Figure 4. While this option requires reconstruction of about 1,000 feet of curb, gutter, and sidewalk on the north side, it avoids impacts to two major irrigation structures. **✔ We estimate this alternative has a net savings of about \$500K and avoids the SRP land exchange process that could add more than 12 months to the schedule.**

**Reduce APS and SRP Pole Relocations with Design Refinement.** Along segments with overhead facilities, such as APS overhead on the north side of the roadway between the Palm Vista Community and 4th Street, the roadway modifications discussed in the Roadway section can also eliminate APS pole relocations. **✔ The 111th Avenue example previously discussed can also eliminate several SRP pole relocations identified in the DCR between 111th Ave and 107th Ave, reducing relocation costs and coordination with SRP.**

Figure 4: 111th Avenue Shift to Miss SRP Irrigation Structures



## ROW

**Issue:** ROW and easement acquisition from adjacent residents and businesses is unavoidable and represents the primary risk to project schedule and budget. Condemnation and relocation of single-family or mobile homes will be sensitive for City leadership. In County Island areas along the south side, condemnation typically requires Maricopa County to restart the acquisition process, which could delay construction beyond ADOT's Fiscal Year 2028 target.

**Approach:** We will combine early design refinement, targeted public involvement, and proactive acquisition coordination to reduce impacts and avoid schedule delays. Key strategies include:

### Reduced Impacts Through Design.

Refinements to the roadway alignment and drainage approach can avoid relocation of two single-family homes and seven mobile homes and reduce reliance on private retention.

✔ **Utilizing adjacent basins (HOAs, parks, Agua Fria River) avoids more than \$2M in ROW costs and reduces relocation-related schedule risk.**

**Public Involvement Plan (PIP).** Our public involvement team will integrate design concepts into early outreach, focusing on groups with similar concerns. Outreach will address common issues such as access, screening, and construction impacts, while highlighting benefits such as undergrounding utilities and improved drainage to build support.

**ROW Acquisition Phase.** We will coordinate closely with Consultant Engineering, Inc. (CEI) during the PIP phase to align communication and advance tasks such as title research and appraisals prior to clearance. ✔ **To address County Island risks, we will evaluate an IGA with Maricopa County to allow the City to complete acquisitions and avoid restarting the process if condemnation occurs.**

We used a similar approach for the City of Chandler with successful results. Exhibits and renderings will be used to clearly communicate property impacts to owners.

## Environmental

**Issue:** An Individual Categorical Exclusion (CE) is anticipated for National Environmental Policy Act (NEPA) clearance. Early clearance may be required to support geotechnical investigations and utility potholing, making environmental coordination a key schedule driver.

**Approach:** We will coordinate with ADOT Environmental Planning (EP) to confirm environmental documentation requirements and advance clearance efficiently, focusing on the following key resources:

**Air Quality.** The project is located within a particulate matter 10 (PM10) nonattainment area and will require conformity coordination. We will initiate early coordination with ADOT's Air Quality Group to confirm documentation requirements, align with Environmental Protection Agency (EPA) review timelines, and integrate any required public involvement. ✔ **Early coordination will help avoid delays during final submittal.**

## Additional Tasks

**Street Lighting.** The corridor includes segments without existing lighting. We will perform a photometric analysis and develop a layout meeting local standards while leveraging existing infrastructure where feasible. Design will incorporate full-cutoff LED fixtures and shielding to minimize glare and light trespass to adjacent properties.

**Geotechnical.** We will prepare a Field Investigation Plan (FIP) for ADOT/City review as well as early environmental clearance. Based on known geology within this area, we anticipate the new roadways will be supported on generally native finer-grained alluvial soils and coarser-grained soils in the Agua Fria River.

**Pavement.** We will work with the City/ADOT for development of pavement section recommendations, including alternatives to the City's standard 5-inch asphalt concrete pavement over 10-inch aggregate base course (ABC). The DCR estimated 12 inches of ABC without geotechnical investigations.

✔ **Based on existing soils information, 10 inches of ABC should be adequate, resulting in approximately \$500K reduction from the DCR construction cost. We will also evaluate alternatives with cement-treated base or geogrid to reduce the pavement section and pavement costs further, a significant portion of the project budget.**

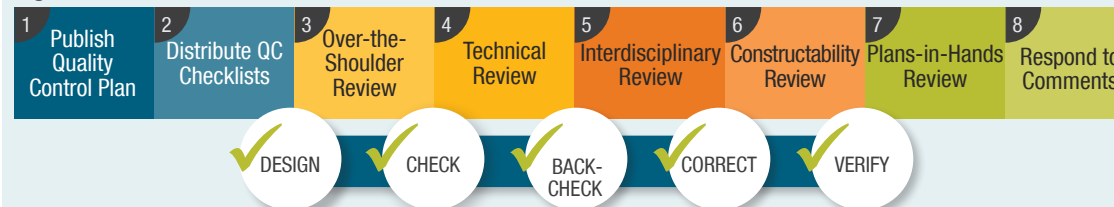
**Landscape/Aesthetics.** Median improvements at major intersections provide opportunities for context-sensitive design consistent with City themes. The design will address restoration of impacted landscaping and may include enhancements such as privacy walls and screening of utilities adjacent to residential areas. Opportunities for gateway features will also be evaluated given the project's proximity to Phoenix and Goodyear.

**Public Involvement.** We will develop and implement an ADOT-compliant PIP focused on early, targeted engagement with adjacent residents and businesses. Outreach will include small group and community meetings to gather feedback and address access, construction impacts, and design features. Our team is experienced with ADOT PIP requirements, including Title VI, language access, and demographic-based outreach.

**Cost Estimating.** Design refinements identified through the DCR review are expected to help address the current \$10M funding gap. ✔ **We will also track adjacent development constructing half-street improvements to remove those costs from the project budget where applicable.**

**Quality.** Our team will apply established QC/QA procedures to maintain quality and reduce rework throughout design.

Figure 5: QC/QA Process



**Noise.** Because the project adds traffic capacity, a noise analysis will be completed in accordance with ADOT's policy. Our approach focuses on efficient data collection and evaluation of practical mitigation measures, including alternatives to traditional noise walls where appropriate, to balance cost, effectiveness, and community context.

**Cultural.** Although much of the corridor is developed, sensitive resources may be present in undeveloped areas. Previous studies are outdated and identified a prehistoric canal within the project area. We will complete a records review and Class III cultural survey consistent with current requirements. Because cultural clearance may be required prior to geotechnical and utility potholing work, survey timing will be coordinated to support early field activities and avoid rework.

Environmental clearance will be initiated early and tracked closely to maintain alignment with critical path items, including Section 408 permitting and ROW acquisition.

## 2. Project Risks and Schedule

### Schedule

The duration and functional relationship of major tasks and key events are shown in Figure 6. Chris Woolery will keep the project moving by tracking critical path items, regularly reporting project status, keeping Workfront up to date, and applying these proven strategies to avoid and make up schedule slippage:

- Confirm design approach and coordinate early with ADOT, City, utilities, and stakeholders to avoid downstream delays
- Identify and actively manage critical path items, risks, and schedule integration
- Break down internal deadlines and hold focused coordination/interdisciplinary reviews (IDRs) to resolve issues early
- Engage permitting agencies and utilities early to maintain clearances and coordination
- Apply QC/QA processes to avoid rework and maintain schedule reliability
- Adjust staffing as needed to recover from schedule slippage

### Risk Register and Mitigation Strategies

The risk register in Figure 7 will be monitored, updated, and reviewed with the project team at monthly progress meetings or more frequently, if necessary.

Figure 6: Project Schedule

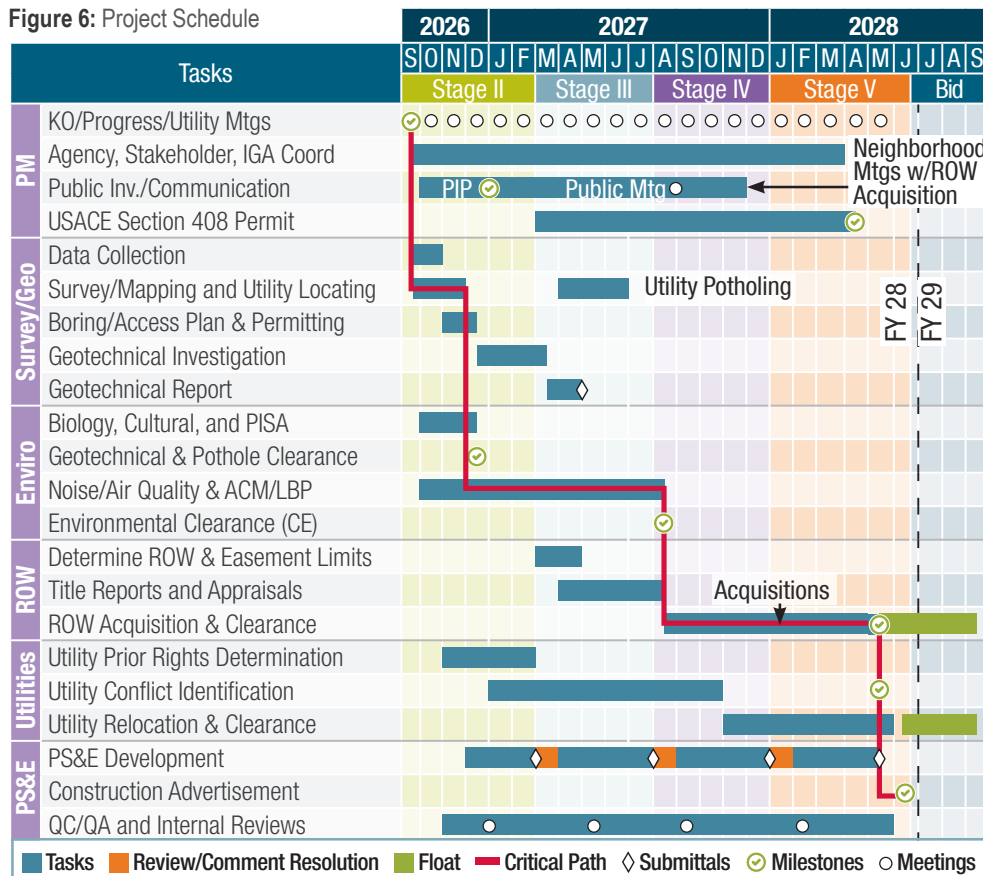


Figure 7: Risk Register

Pre-Mitigation Risk Severity	Post-Mitigation Risk Severity
Risks	Mitigation Strategy
<b>ROW acquisition</b> —particularly where the County retains jurisdiction east of Avondale Blvd.—can result in delays, increased condemnation, and public opposition if acquisition needs are not minimized and authority is unclear.	Refine DCR assumptions early (centerline shifts and/or modified typical sections) to minimize full acquisitions and clearly justify impacts. Coordinate and execute the Maricopa County IGA early in design to establish City condemnation authority and avoid delays during ROW acquisition.
Relocation of <b>SRP irrigation facilities</b> located within <b>SRP easements</b> causes significant delays.	Consider roadway realignment and/or modified typical street section options to reduce the impacts to SRP irrigation facilities and avoid relocation beyond existing SRP easements.
<b>City is unable to get additional funding for current \$10M budget shortfall</b> between current project budget and DCR cost estimate.	Revisit DCR design to develop alternative designs to avoid costly impacts such as full acquisitions or major utility relocations. Also, confirm schedule of adjacent development expected to construct their portion of the half-street improvements and remove from the construction cost estimate.
Installation of <b>2- to 10-year storm event culverts and Portland cement concrete pavement improvements within the Agua Fria River</b> are washed out when a severe storm event occurs.	Design the low-flow crossing as a controlled overtopping facility with hardened pavement and erosion protection, supported by storm monitoring, advance closure protocols, and compatibility with the future bridge footprint.
<b>Interim low-flow improvements must be partially or fully reconstructed</b> when the ultimate bridge is funded, creating throw-away costs.	Advance ultimate vertical and horizontal design to define permanent limits during final design.
<b>Delays in obtaining Environmental Clearance</b> could then delay any needed 408 permitting and ROW acquisition.	Develop realistic deliverable schedules with contingencies for agency review. Coordinate early with ADOT and other agencies, prioritize high-risk studies, ensure consistent communication, limit late scope changes, and establish conservative impact limits to avoid reapplication during construction.
<b>FEMA CLOMR approval delays</b> critical path progress for low-flow and ultimate bridge conditions within the floodplain.	Conduct early over-the-shoulder (OTS) reviews with FCDMC/FEMA and submit phased CLOMR packages.
There is not enough real estate or there is lack of HOA agreement to <b>add additional retention volume to existing retention basins</b> .	Meet with the HOAs early to negotiate agreements for the additional retention volume.
<b>Air quality</b> schedule creep causes delays.	Meet early with ADOT Air Quality staff to confirm available data and PM hot-spot methodology. Coordinate early placement on EPA's review schedule and limit late-stage design changes.

### 3. Project Team Experience and Availability

**Chris Woolery, PE (#33464) | Project Manager**

**Availability/Commitment: 70%**

**Experience: 32 Years | Corporate Title: Principal/  
Senior Vice President | Project Experience: ① ② ③ ④**



Chris will serve as Kimley-Horn's Project Manager for this project. He has 32 years of experience delivering major arterial street improvement projects across Metro Phoenix. **Since 2014, Chris has managed the design of more than 100 miles of arterial streets in the Phoenix area, including over 10 federally funded major street improvements projects, requiring ADOT/Federal Highway Administration (FHWA) compliance, for local agencies like Chandler, Mesa, and Salt River Pima-Maricopa Indian Community (SRPMIC). His ADOT LPA experience, coupled with his technical background in roadway design and utility coordination, makes him ideally suited for this complex project.**

Chris will oversee pre-design and final design to ensure compliance with ADOT and City requirements. He will also lead coordination of key issues, including ROW acquisition, utility coordination, and property owner and developer coordination.

Chris has significant availability to commit to this project. **His current and potential time commitments include: Indian School Rd (10%) and Chandler Boulevard (10%).**

#### Team's Relevant Project Experience

**① Pima Road: McDowell Road to Talking Stick Way | Prime | \$4.41M.** Chris Woolery and Kimley-Horn led design for this \$60M+ multi-agency arterial and stormwater project, funded through FHWA. The project included more than 5 miles of roadway improvements, regional drainage infrastructure, seven traffic signals, utility relocations (including overhead to underground conversion), and substantial ROW acquisition. Work involved coordination with ADOT and Maricopa County, NEPA clearance, frontage road improvements, a major waterway crossing, and public involvement.

**② Chandler Heights Road: Arizona Avenue to Val Vista Drive | Prime | \$4.25M.** Led by Chris Woolery, Kimley-Horn delivered two federally funded ADOT LPA widening projects totaling 5 miles. Design included pavement widening/rehabilitation, drainage and detention, traffic signals, lighting, ITS, utilities, landscaping, and striping. The project required NEPA clearance and included major utility relocations, ROW acquisition, residential property impacts, development coordination, and public involvement.

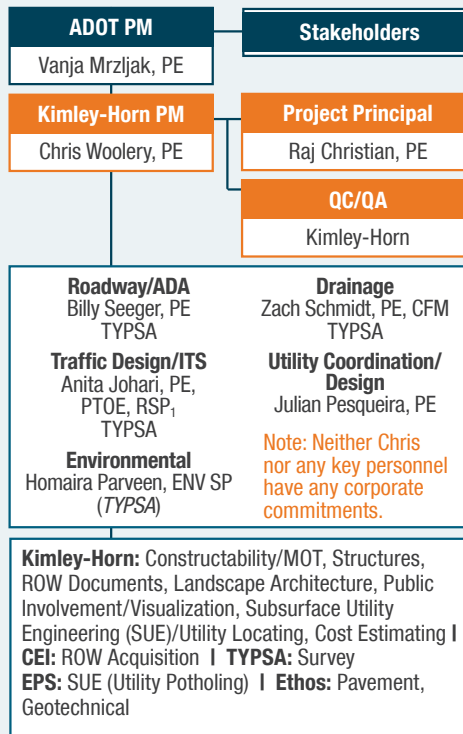
**③ 107th Avenue/McDowell Road and McDowell Road/Dysart Road Intersections | Prime | \$807K.** Kimley-Horn designed intersection improvements for the City of Avondale, including dual left-turn lanes, added through/right-turn lanes, medians, bike lanes, and ADA pedestrian facilities. Work included complex drainage, utility relocations, ROW acquisition, and coordination with adjacent development. Services included roadway, traffic signal/ITS, drainage, utilities, landscape, and permitting.

**④ Lindsay Road: Hunt Hwy. to Ocotillo Road | Prime | \$1.88M.** Led by Chris Woolery, we completed design for this 3-mile ADOT LPA roadway widening, bridging gaps between previously developed segments. Improvements included four lanes, a median, sidewalks, bike lanes, lighting, signals, and ITS. The project involved significant utility relocations; close coordination with ADOT, Maricopa County, and adjacent developers; and ROW acquisition and public involvement.

#### Key Personnel

Our Organization Chart is below and key personnel are summarized in Figure 9.

Figure 8: Organization Chart



#### Subconsultants

**TYPASA** will lead environmental and survey, and support roadway, drainage, and traffic design for Lower Buckeye Road between Litchfield Road and the Dysart Road alignment. Their team is experienced with ADOT and municipal standards, including service as an ADOT Environmental On-call consultant.

**CEI** will provide ROW services including title research, appraisal oversight, acquisition, and relocation. They bring local experience supporting ADOT and Avondale projects with federal compliance.

**Ethos** will lead geotechnical and pavement design. They are a frequent Kimley-Horn partner with recent experience on Avondale transportation projects.

**EPS Group** will provide utility potholing (SUE) services, bringing extensive local experience through their recent addition of KC Locate.

Figure 9: Key Personnel Matrix

Key Personnel	Value to ADOT and Stakeholders
<b>Billy Seeger, PE (AZ #78980)</b> Roadway/ADA Lead   Experience: 7 years Corporate Title: Associate Availability: 70%   Projects: ① ② ③ ④	Specializes in roadway design and major arterial improvements, with recent Avondale experience. Partnered with Chris Woolery on numerous multi-mile street improvement and ADOT LPA projects.
<b>Anita Johari, PE (AZ #48127), PTOE, RSP1</b> Traffic Design/ITS   Experience: 25 years Corporate Title: Associate Availability: 50%   Projects: ① ② ③ ④	Traffic Lead on 10+ ADOT projects and multiple recent Avondale efforts. Experienced in traffic operations, signing and marking, signal design, ITS, work zone control, and safety.
<b>Homaira Parveen, ENV SP (TYPASA)</b> Environmental   Experience: 20 years Corporate Title: Environmental Planner Availability: 40%   Projects: ⑤	Extensive ADOT experience, consistently delivering efficient, compliant environmental clearances. Connects fieldwork and project management, guiding complex projects from scoping through construction.
<b>Zach Schmidt, PE (AZ #50959), CFM</b> Drainage   Experience: 20 years Corporate Title: Vice President Availability: 50%   Projects: ① ② ③ ④	Expertise in hydrology and hydraulics, regional channels, culvert crossings, storm drains, and basin design. Drainage lead for numerous ADOT and West Valley LPA projects.
<b>Julian Pesqueira, PE (AZ #11713)</b> Utility Coordination/Design   Experience: 12 years Corporate Title: Associate Availability: 50%   Projects: ① ② ③ ④	Expertise in private utility coordination and construction-phase services. Communicates effectively with operations and maintenance staff, coordinating multiple utilities to efficiently complete relocations.

**⑤ Northern Parkway: Agua Fria River to 99th Avenue, Maricopa County (TYPASA) | Subconsultant | \$186K.** Led by Environmental Lead Homaira Parveen, TYPASA provided environmental support for a 2.5-mile parkway buildout. Services included Environmental Identification Memoranda, EA reevaluations, noise monitoring, GIS mapping, and technical studies.



# CHRIS WOOLERY, PE

PROJECT MANAGER

## 32 Years of Experience 14 Years with Kimley-Horn

### Credentials

- BS, Civil Engineering, University of Arizona
- PE in AZ (#33464)

### Affiliations

- American Public Works Association
- American Society of Civil Engineers
- American Society of Highway Engineers

### Corporate Title

- Principal/Senior Vice President

### Availability and Commitment

- 70% Availability | 70% Project Commitment

### Why Chris?

- Specializes in major arterial street improvements
- Thorough understanding of ADOT/FHWA compliance requirements
- Significant experience with ADOT LPA projects
- More than three decades of local industry experience

Chris will serve as Kimley-Horn's Senior Project Manager for this Lower Buckeye Road project. He has dedicated the majority of his 32-year career successfully delivering the design and construction of major arterial street improvements projects across Metro Phoenix. **Since 2014, Chris has managed the design of more than 100 miles of arterial streets in the Phoenix area, including over 10 federally funded major street improvements projects, requiring ADOT/FHWA compliance,** for local agencies like Chandler, Mesa, Phoenix, and SRPMIC, to name a few. **His ADOT LPA experience, coupled with his technical background in roadway design and utility coordination, makes him ideally suited for this complex Lower Buckeye Road project.**

As Senior Project Manager, Chris will oversee the development of pre-design and final design construction documents to ensure compliance with ADOT and City goals and objectives. In addition to these duties, Chris will take an active role in overseeing and coordinating key issues such as ROW acquisition, utility coordination, and interfacing with property owners and future development.

Chris will be the primary point of contact for design, and he will be responsible for monitoring the schedule and budget along with ensuring that all work meets quality standards. He will ensure that both ADOT's Project Manager, Vanja Mrzljak, and the City's Project Manager, Suneel Garg, are always informed of the project status and any new issues as they arise.

### Project Experience

- **Pima Road from McDowell Road to Talking Stick Way, Scottsdale, AZ** — Project Manager. Chris Woolery and Kimley-Horn led the design for this multi-agency \$60M+ major street and stormwater improvements project. Funded through a FHWA grant, this project included the planning, design, and construction of more than 5 miles of arterial street improvements and several miles of new regional storm drain infrastructure. The project included more than seven traffic signals, irrigation relocation, overhead to underground power conversion, and substantial ROW acquisition. This multi-agency project included significant coordination with ADOT and Maricopa County as well as NEPA environmental clearance, frontage roads improvements, a major waterway crossing, development coordination, and significant public involvement.
- **Chandler Heights Road: Arizona Avenue to Val Vista Drive, Chandler, AZ** — Project Manager. Led by Chris Woolery, Kimley-Horn was the prime design consultant for these consecutive federally funded ADOT LPA projects that widened 5 miles of Chandler Heights Road from Arizona Avenue to Val Vista Drive. Kimley-Horn was responsible for design of pavement widening/rehabilitation, storm drain/detention basins, traffic signals, street lighting, ITS, water/sewer, landscaping, and signing/pavement marking. The project required NEPA environmental clearance and included many similar features such as land impacts to Maricopa County residential properties, major utility relocations, ROW acquisition, development coordination, and public involvement.
- **107th Avenue/McDowell Road and McDowell Road/Dysart Road Intersections, Avondale, AZ** — Principal. Kimley-Horn has successfully been responsible for the engineering design services for the City of Avondale's 107th Avenue/McDowell Road and McDowell Road/Dysart Road intersection improvement projects. Improvements include widening to provide dual left-turn lanes, adding additional through and right-turn lanes, raised medians, bike lanes, and ADA-compliant pedestrian sidewalk and ramps. These intersection improvements included complex drainage improvements, major utility relocations, ROW acquisition, and development coordination. Kimley-Horn's services included traffic signal and ITS improvements, roadway design, utility coordination, drainage, landscape architecture, and permitting.
- **Lindsay Road from Hunt Highway to Ocotillo Road, Chandler, AZ** — Project Manager. Kimley-Horn, led by Chris Woolery, completed design for this 3-mile roadway widening ADOT LPA project, completing gaps in Lindsay Road left between areas previously completed by development along this corridor. The roadway was improved to include four lanes, a raised median, sidewalks, bicycle lanes, street lighting, traffic signals, and ITS. The project required substantial utility relocations including overhead to underground power conversion and irrigation relocation. Kimley-Horn coordinated with multiple agencies, including ADOT and Maricopa County. Other services included roadway design, traffic engineering/studies, drainage engineering, landscape architecture, ROW acquisition, public involvement, and significant property owner/developer coordination, including Maricopa County residential properties.



# BILLY SEEGER, PE

Roadway/ADA Lead

## 7 Years of Experience 7 Years with Kimley-Horn

### Credentials

- BS, Civil Engineering, University of Nebraska, Lincoln
- PE in AZ (#78980)

### Affiliations

- American Society of Civil Engineers (ASCE)
- American Public Works Association (APWA)
- American Society of Highway Engineers (ASHE)

### Corporate Title

- Associate

### Availability and Commitment

- 70% Availability | 70% Project Commitment

### Why Billy?

- Specializes in roadway design and design management of major arterial street improvements
- Firsthand familiarity with Avondale and West Valley
- Effective coordination on multidisciplinary design efforts

Billy has 7 years of experience in roadway design and design management of major arterial street improvements for local municipalities including Avondale, Goodyear, Mesa, and Glendale. He is currently the Project Manager for the Dysart Road and McDowell Intersection Final Design, and he is part of the Design-Build team for the Historic Avondale Phase 1 Improvements. He is proficient in the latest version of AutoCAD/Civil 3D and has extensive knowledge of American Association of State Highway and Transportation Officials (AASHTO) and MAG design standards. His roadway design experience includes the design of curb ramps and driveways compliant with ADA standards, plan production, cost estimates, utility coordination, grading, and modeling. Billy's construction management experience includes providing construction inspections and daily project reports and working with contractors to keep projects on schedule. Billy will lead the roadway design for this project.

### Project Experience

- **Pima Road from McDowell Road to Talking Stick Way, Scottsdale, AZ** — Project Engineer. Kimley-Horn led the design for this multi-agency \$60M+ major street and stormwater improvements project. Funded through a FHWA grant, this project included the planning, design, and construction of more than 5 miles of arterial street improvements and several miles of new regional storm drain infrastructure. The project included more than seven traffic signals, irrigation relocation, overhead to underground power conversion, and substantial ROW acquisition. This multi-agency project included significant coordination with ADOT and Maricopa County as well as NEPA environmental clearance, frontage roads improvements, a major waterway crossing, development coordination, and significant public involvement.
- **Chandler Heights Road: Arizona Avenue to Val Vista Drive, Chandler, AZ** — Project Engineer. Kimley-Horn was the prime design consultant for these consecutive federally funded ADOT LPA projects that widened 5 miles of Chandler Heights Road from Arizona Avenue to Val Vista Drive. Kimley-Horn was responsible for design of pavement widening/rehabilitation, storm drain/detention basins, traffic signals, street lighting, ITS, water/sewer, landscaping, and signing/pavement marking. The project required NEPA environmental clearance and included many similar features such as land impacts to Maricopa County residential properties, major utility relocations, ROW acquisition, development coordination, and public involvement.
- **107th Avenue/McDowell Road and McDowell Road/Dysart Road Intersections, Avondale, AZ** — Project Engineer. Kimley-Horn has successfully been responsible for the engineering design services for the City of Avondale's 107th Avenue/McDowell Road and McDowell Road/Dysart Road intersection improvement projects. Improvements include widening to provide dual left-turn lanes, adding additional through and right-turn lanes, raised medians, bike lanes, and ADA-compliant pedestrian sidewalk and ramps. These intersection improvements included complex drainage improvements, major utility relocations, ROW acquisition, and development coordination. Kimley-Horn's services included traffic signal and ITS improvements, roadway design, utility coordination, drainage, landscape architecture, and permitting.
- **Lindsay Road from Hunt Highway to Ocotillo Road, Chandler, AZ** — Project Engineer. Kimley-Horn completed design for this 3-mile roadway widening ADOT LPA project, completing gaps in Lindsay Road left between areas previously completed by development along this corridor. The roadway was improved to include four lanes, a raised median, sidewalks, bicycle lanes, street lighting, traffic signals, and ITS. The project required substantial utility relocations including overhead to underground power conversion and irrigation relocation. Kimley-Horn coordinated with multiple agencies, including ADOT and Maricopa County. Other services included roadway design, traffic engineering/studies, drainage engineering, landscape architecture, ROW acquisition, public involvement, and significant property owner/developer coordination, including Maricopa County residential properties.
- **Avondale, Historic Avondale Phase 1 Improvements Design-Build, Avondale, AZ** — Project Engineer. Kimley-Horn is providing roadway improvements, utility coordination, and drainage analysis for the Historic Avondale Phase I project area. This project is the first in a six-phase, multi-year program intended to address the reconstruction of roads and upgrades to water and sewer facilities in the Historic Avondale, Cashion, and Las Ligas neighborhoods. This project includes the removal and replacement of asphalt pavement; the installation of sidewalk, ramp, and driveway improvements as necessary to conform to ADA guidelines; the relocation of existing utility poles in conflict with the sidewalk; and the upgrade of water and sewer facilities.



# ANITA JOHARI, PE, PTOE, RSP<sub>1</sub>

Traffic Design/ITS/Phasing Lead

## 25 Years of Experience 3 Years with Kimley-Horn

### Credentials

- MS, Civil Engineering, Wayne State University
- BE, Civil Infrastructure Engineering, Malaviya National Institute of Technology, India
- PE in AZ (#48127)
- Professional Traffic Operations Engineer (#2096)
- Road Safety Professional 1 (#994)

### Corporate Title

- Associate

### Availability and Commitment

- 50% Availability | 50% Project Commitment

### Why Anita?

- Specializes in traffic engineering with firsthand ADOT experience
- Understands both ADOT, local, and MAG specifications to streamline the process
- Understands the local area traffic flows, land uses, and user behavior to effectively develop the MOT

Anita has 25 years of traffic engineering, planning, and design experience. She has served as Project Manager or Lead Engineer on several ADOT LPA, Highway Safety Improvement Program (HSIP)-funded projects. She has also served as the project manager for ADOT traffic engineering and ADOT traffic safety projects. Her technical expertise includes roadway/intersections modifications to improve traffic operations, circulation, and safety; pedestrian/bicycle safety enhancements; access management; traffic signal design; pavement marking; signing; street lighting; ITS; and work zone traffic control. Anita's experience with the ADOT LPA projects has provided her familiarity with ADOT's Project Delivery process. Anita has delivered quality projects and responded proactively to stakeholders, and through this experience, she has established key relationships and an in-depth understanding of ADOT processes and federal requirements, while satisfying the local agency's needs.

### Project Experience

- **Pima Road from McDowell Road to Talking Stick Way, Scottsdale, AZ** — Project Engineer. Kimley-Horn led the design for this multi-agency \$60M+ major street and stormwater improvements project. Funded through a FHWA grant, this project included the planning, design, and construction of more than 5 miles of arterial street improvements and several miles of new regional storm drain infrastructure. The project included more than seven traffic signals, irrigation relocation, overhead to underground power conversion, and substantial ROW acquisition. This multi-agency project included significant coordination with ADOT and Maricopa County as well as NEPA environmental clearance, frontage roads improvements, a major waterway crossing, development coordination, and significant public involvement.
- **Chandler Heights Road: Arizona Avenue to Val Vista Drive, Chandler, AZ** — Project Engineer. Kimley-Horn was the prime design consultant for these consecutive federally funded ADOT LPA projects that widened 5 miles of Chandler Heights Road from Arizona Avenue to Val Vista Drive. Kimley-Horn was responsible for design of pavement widening/rehabilitation, storm drain/detention basins, traffic signals, street lighting, ITS, water/sewer, landscaping, and signing/pavement marking. The project required NEPA environmental clearance and included many similar features such as land impacts to Maricopa County residential properties, major utility relocations, ROW acquisition, development coordination, and public involvement.
- **107th Avenue/McDowell Road and McDowell Road/Dysart Road Intersections, Avondale, AZ** — Project Engineer. Kimley-Horn has successfully been responsible for the engineering design services for the City of Avondale's 107th Avenue/McDowell Road and McDowell Road/Dysart Road intersection improvement projects. Improvements include widening to provide dual left-turn lanes, adding additional through and right-turn lanes, raised medians, bike lanes, and ADA-compliant pedestrian sidewalk and ramps. These intersection improvements included complex drainage improvements, major utility relocations, ROW acquisition, and development coordination. Kimley-Horn's services included traffic signal and ITS improvements, roadway design, utility coordination, drainage, landscape architecture, and permitting.
- **Lindsay Road from Hunt Highway to Ocotillo Road, Chandler, AZ** — Project Engineer. Kimley-Horn completed design for this 3-mile roadway widening ADOT LPA project, completing gaps in Lindsay Road left between areas previously completed by development along this corridor. The roadway was improved to include four lanes, a raised median, sidewalks, bicycle lanes, street lighting, traffic signals, and ITS. The project required substantial utility relocations including overhead to underground power conversion and irrigation relocation. Kimley-Horn coordinated with multiple agencies, including ADOT and Maricopa County. Other services included roadway design, traffic engineering/studies, drainage engineering, landscape architecture, ROW acquisition, public involvement, and significant property owner/developer coordination, including Maricopa County residential properties.
- **Dysart Rd at McDowell Rd, Avondale, AZ** — Project Principal. Kimley-Horn is providing design for intersection improvements, including dual left-turn lanes, and right-turn lanes at all approaches with buffered bike lanes. The project includes access management, ROW acquisition, utility coordination, drainage improvements, installation of sidewalk, ramp, and signal modification. The project will be constructed as a job-order-contract in two phases. Phase 1 will include intersection and signal modifications while Phase 2 will include modifications to the east-leg including ROW acquisition. Kimley-Horn is working closely with the contractor as part of post-design services.



# HOMAIRA PARVEEN, ENV SP (TYP SA)

ENVIRONMENTAL LEAD

**20 Years of Experience**  
**9 Years with TYP SA**

## Credentials

- MS, Global Health, Arizona State University
- BS, Anthropology, Wayne State University
- Envision Sustainability Professional (ENV SP)
- Burrowing Owl Survey Protocol Certification (Arizona Game and Fish Department)

## Affiliations

- Arizona Association of Environmental Professionals (AZ AEP)
- National Association of Environmental Professionals (NAEP)
- Institute for Sustainable Infrastructure (ISI)

## Corporate Title

- Environmental Planner/Project Manager

## Availability and Commitment

- 40% Availability | 40% Project Commitment

## Why Homaira?

- Deep experience navigating ADOT processes, with a track record of successfully delivering environmental clearances
- End-to-end environmental leadership

Homaira brings more than 20 years of environmental experience in the Southwest, with a multidisciplinary background in natural and cultural resource management. Her breadth of work spans from field work to project management, with a focus on directing projects through local, state, and federal compliance. Homaira has completed numerous environmental clearances—the majority of which were through ADOT, making her highly proficient in ADOT’s processes and procedures. Homaira’s technical expertise includes preparing various environmental documents including CEs, Environmental Overviews (EOs), Environmental Identification Memos (EIMs), Environmental Assessments (EAs) and reevaluations, Environmental Impact Statement (EIS) reevaluations, and contributing to Tiered EIS. She has conducted data collection and analysis for Title VI/Environmental Justice (EJ), visual resources, farmland impacts, Section 4(f) and 6(f), and various other environmental resource areas. Homaira serves as a key liaison for governmental agencies and project stakeholders, and has developed standards and protocols for construction activities. Her field experience includes cultural flagging, monitoring and data recovery work, Section 404 investigations, noise monitoring, burrowing owl and migratory bird surveys, and native plant inventories. She has trained management and field staff in environmental compliance and is proficient in ArcMap for GIS-based impact analysis and map production.

## Project Experience

- **Northern Parkway: Agua Fria River - 99th Avenue, Maricopa County, AZ** — Environmental Planner. TYP SA provided environmental support for the buildout of a 2.5-mile segment of Northern Parkway to its ultimate configuration. In her role, Homaira prepared both the initial and final EIM and contributed extensively to technical analyses and documentation. Her work included conducting noise monitoring and traffic counts, developing GIS mapping, and completing socioeconomic and EJ analyses. She also performed Section 4(f) and Section 6(f) evaluations, as well as assessments of Prime and Unique Farmlands, Visual Resources, and Land Use. In addition, Homaira prepared draft and final EA reevaluations.
- **Northern Parkway: 99th Avenue - 87th Avenue, Maricopa County, AZ** — Environmental Planner. TYP SA provided environmental support for this roadway widening study. Homaira drafted the Environmental Reevaluation to ADOT’s standards for this MCDOT project. She provided analyses for Section 4(f) resources, Land Use, Title VI/EJ, and Public Scoping.
- **Northern Parkway: Loop 101 to Grand Avenue, Maricopa County, AZ** — Environmental Planner. TYP SA provided environmental support for this roadway widening study. Homaira prepared the draft and final EIM. She provided analyses for Section 4(f) and 6(f) resources, Prime and Unique Farmlands, Land Use, Visual Resources, and Title VI/EJ.
- **ADOT On-Call Environmental Services, Statewide, AZ** — Lead Environmental Planner. Homaira frequently coordinates with ADOT EP staff to define project-specific environmental requirements and develop deliverable schedules that work to define the environmental approach to meet those project timeframes and remain within budget. She functions as a project point person and provides technical oversight to successfully guide projects through the environmental process. Homaira has drafted and distributed agency and public scoping letters in accordance with ADOT’s most recent 2025 scoping guidance; developed professional graphics via GIS; and conducted detailed research and impacts assessments. Her analysis has addressed Section 4(f), Floodplain, Title VI/EJ, Farmland, and Visual Resource outcomes. As a lead planner, she manages multidisciplinary teams (biologist, archaeologists, hazardous materials technicians, air/noise analysts) and coordinates with engineers, planners, and construction staff.
- **ADOT, I-40, Pineveta Draw Bridge, Yavapai County, AZ** — Lead Environmental Planner. This bridge rehabilitation and scour protection project also included guardrail replacement along I-40 at MP 138.47. TYP SA was tasked with agency scoping, biological and hazardous materials site visits, a Biological Evaluation (BE) Short Form (SF), PISA, Asbestos-Containing Materials (ACM) and Lead-Based Paint (LBP) sampling and report, a Preliminary Jurisdictional Delineation (PJD), and a Pre-Construction Notification (PCN) form for use of RGP 96. Homaira took the lead in drafting the project scope of work for ADOT’s approval to quickly begin the NEPA scoping process. During the project, Homaira recognized the RGP 96 would expire prior to construction and quickly revised the 404 permitting from an RGP 96 to a Nationwide Permit (NWP).



# ZACH SCHMIDT, PE, CFM

Drainage Lead

## 20 Years of Experience 19 Years with Kimley-Horn

### Credentials

- BS, Civil Engineering, Michigan Technological University
- PE in AZ (#50959)
- CFM #US-07-02739

### Affiliations

- Arizona Floodplain Management Association
- Association of State Floodplain Managers

### Corporate Title

- Vice President

### Availability and Commitment

- 50% Availability | 50% Project Commitment

### 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

Zach has 20 years of experience in the planning and design of major drainage infrastructure improvement projects. This includes several recent West Valley improvement projects such as Estrella Pkwy, Indian School Rd, and the Goodyear Recreation Center. He brings a helpful combination of experience with both ADOT and West Valley municipal projects. These projects involved roadway drainage systems that include retention basins, inlets, storm drains, culvert crossings, junction structures, regional drainage channels, and erosion control measures. Zach is proficient in the preparation of construction documents for flood control-related projects that include plan and profiles, special provisions, special details, and detailed opinions of probable costs. Zach has also prepared numerous floodplain revisions according to FEMA regulations. He will lead our drainage design for this project.

### Project Experience

- **Pima Road from McDowell Road to Talking Stick Way, Scottsdale, AZ** — Drainage Engineer. Kimley-Horn led the design for this multi-agency \$60M+ major street and stormwater improvements project. Funded through a FHWA grant, this project included the planning, design, and construction of more than 5 miles of arterial street improvements and several miles of new regional storm drain infrastructure. The project included more than seven traffic signals, irrigation relocation, overhead to underground power conversion, and substantial ROW acquisition. This multi-agency project included significant coordination with ADOT and Maricopa County as well as NEPA environmental clearance, frontage roads improvements, a major waterway crossing, development coordination, and significant public involvement.
- **Chandler Heights Road: Arizona Avenue to Val Vista Drive, Chandler, AZ** — Drainage Engineer. Kimley-Horn was the prime design consultant for these consecutive federally funded ADOT LPA projects that widened 5 miles of Chandler Heights Road from Arizona Avenue to Val Vista Drive. Kimley-Horn was responsible for design of pavement widening/rehabilitation, storm drain/detention basins, traffic signals, street lighting, ITS, water/sewer, landscaping, and signing/pavement marking. The project required NEPA environmental clearance and included many similar features such as land impacts to Maricopa County residential properties, major utility relocations, ROW acquisition, development coordination, and public involvement.
- **107th Avenue/McDowell Road and McDowell Road/Dysart Road Intersections, Avondale, AZ** — Drainage Engineer. Kimley-Horn has successfully been responsible for the engineering design services for the City of Avondale's 107th Avenue/McDowell Road and McDowell Road/Dysart Road intersection improvement projects. Improvements include widening to provide dual left-turn lanes, adding additional through and right-turn lanes, raised medians, bike lanes, and ADA-compliant pedestrian sidewalk and ramps. These intersection improvements included complex drainage improvements, major utility relocations, ROW acquisition, and development coordination. Kimley-Horn's services included traffic signal and ITS improvements, roadway design, utility coordination, drainage, landscape architecture, and permitting.
- **Lindsay Road from Hunt Highway to Ocotillo Road, Chandler, AZ** — Drainage Engineer. Kimley-Horn completed design for this 3-mile roadway widening ADOT LPA project, completing gaps in Lindsay Road left between areas previously completed by development along this corridor. The roadway was improved to include four lanes, a raised median, sidewalks, bicycle lanes, street lighting, traffic signals, and ITS. The project required substantial utility relocations including overhead to underground power conversion and irrigation relocation. Kimley-Horn coordinated with multiple agencies, including ADOT and Maricopa County. Other services included roadway design, traffic engineering/studies, drainage engineering, landscape architecture, ROW acquisition, public involvement, and significant property owner/developer coordination, including Maricopa County residential properties.
- **ADOT, I-10, SR 85 to Verrado Way DCR and Final Design, Buckeye, AZ** — Drainage Engineer. This project provided an additional General Purpose Lanes 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. The Kimley-Horn team completed the DCR and environmental documents. Public involvement including a public meeting and a Value Engineering (VE) study were also completed. Zach led the onsite and offsite drainage design.



# JULIAN PESQUEIRA, PE

Utility Coordination/Design Lead

12 Years of Experience  
11 Years with Kimley-Horn

## Credentials

- BS, Civil Engineering, Arizona State University
- PE in AZ (#65836)

## Affiliations

- American Water Works Association (AWWA)
- American Society of Civil Engineers (ASCE)

## Corporate Title

- Associate

## Availability and Commitment

- 50% Availability | 50% Project Commitment

## Why Julian?

- Excels at private utility coordination
- Established relationships with utility companies in Arizona
- Manages utility relocations to avoid unnecessary impacts to the project schedule

Julian has more than a decade of experience in planning, design, and construction of water and sewer infrastructure projects. His water/wastewater experience includes creating hydraulic computer models; preparation of preliminary engineering/assessment reports; final design of pipeline, booster station, and treatment infrastructure; construction observation of major water/wastewater improvements; and development of construction documents, including design plans, technical specifications, and project estimates. Julian's strengths include not only water/wastewater infrastructure planning and design, but also private utility coordination, communicating with operations and maintenance staff and construction phase services. Julian has efficiently coordinated with multiple utilities to complete relocations in a short time frame and without affecting the overall project schedule.

## Project Experience

- **Pima Road from McDowell Road to Talking Stick Way, Scottsdale, AZ** — Utilities. Kimley-Horn led the design for this multi-agency \$60M+ major street and stormwater improvements project. Funded through a FHWA grant, this project included the planning, design, and construction of more than 5 miles of arterial street improvements and several miles of new regional storm drain infrastructure. The project included more than seven traffic signals, irrigation relocation, overhead to underground power conversion, and substantial ROW acquisition. This multi-agency project included significant coordination with ADOT and Maricopa County as well as NEPA environmental clearance, frontage roads improvements, a major waterway crossing, development coordination, and significant public involvement.
- **Chandler Heights Road: Arizona Avenue to Val Vista Drive, Chandler, AZ** — Utilities. Kimley-Horn was the prime design consultant for these consecutive federally funded ADOT LPA projects that widened 5 miles of Chandler Heights Road from Arizona Avenue to Val Vista Drive. Kimley-Horn was responsible for design of pavement widening/rehabilitation, storm drain/detention basins, traffic signals, street lighting, ITS, water/sewer, landscaping, and signing/pavement marking. The project required NEPA environmental clearance and included many similar features such as land impacts to Maricopa County residential properties, major utility relocations, ROW acquisition, development coordination, and public involvement.
- **107th Avenue/McDowell Road and McDowell Road/Dysart Road Intersections, Avondale, AZ** — Utilities. Kimley-Horn has successfully been responsible for the engineering design services for the City of Avondale's 107th Avenue/McDowell Road and McDowell Road/Dysart Road intersection improvement projects. Improvements include widening to provide dual left-turn lanes, adding additional through and right-turn lanes, raised medians, bike lanes, and ADA-compliant pedestrian sidewalk and ramps. These intersection improvements included complex drainage improvements, major utility relocations, ROW acquisition, and development coordination. Kimley-Horn's services included traffic signal and ITS improvements, roadway design, utility coordination, drainage, landscape architecture, and permitting.
- **Lindsay Road from Hunt Highway to Ocotillo Road, Chandler, AZ** — Utilities. Kimley-Horn completed design for this 3-mile roadway widening ADOT LPA project, completing gaps in Lindsay Road left between areas previously completed by development along this corridor. The roadway was improved to include four lanes, a raised median, sidewalks, bicycle lanes, street lighting, traffic signals, and ITS. The project required substantial utility relocations including overhead to underground power conversion and irrigation relocation. Kimley-Horn coordinated with multiple agencies, including ADOT and Maricopa County. Other services included roadway design, traffic engineering/studies, drainage engineering, landscape architecture, ROW acquisition, public involvement, and significant property owner/developer coordination, including Maricopa County residential properties.
- **Avondale Historic Avondale Phase 1 Improvements Design-Build, Avondale, AZ** — Project Engineer. As the design lead for this Design-Build project with Haydon Building Corp, Kimley-Horn provided roadway improvements, utility coordination, and drainage analysis for the Historic Avondale Phase 1 and Phase 2 project areas. These were the first phases of a six-phase, multi-year program intended to address the reconstruction of roads, and upgrades to water and sewer facilities in the Old Town Avondale, Cashion, and Las Ligas neighborhoods. This project includes removal and replacement of asphalt pavement; installation of ADA sidewalk, ADA ramp, and driveway improvements as necessary to conform to ADA guidelines; street lighting relocation of existing utility poles in conflict with the sidewalk; and new 8" waterline.

**From:** [ADOT Business Engagement and Compliance Office](#)  
**To:** [Alvarez, Melissa](#)  
**Cc:** [contractorcompliance@azdot.gov](mailto:contractorcompliance@azdot.gov)  
**Subject:** Bidders List for Kimley-Horn and Associates, Inc.  
**Date:** Monday, May 11, 2026 10:19:02 AM

**Kimley-Horn and Associates, Inc.**, AZUTRACS Number: [10608](#) has submitted a Bidder/Proposer list for **2026-015** on 05/11/2026 at 10:18 AM MST (UTC - 07:00).

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

Firm Name	Address	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
<a href="#">CA Group Arizona, Inc.</a>	8433 N. Black Canyon Highway, Suite 120 Phoenix, AZ 85201	10+ years	\$10 million to \$50 million	Non-DBE	541330
<a href="#">Consultant Engineering, Inc.</a>	10625 N. 25th Avenue, Suite. 200 Phoenix, AZ 85029	10+ years	\$10 million to \$50 million	Non-DBE	96866
<a href="#">EPS Group, Inc</a>	1130 N Alma School Road Ste 120 Mesa, AZ 85201	10+ years	\$10 million to \$50 million	Non-DBE	238910
<a href="#">Ethos Engineering, LLC</a>	9180 South Kyrene Rd Tempe, AZ 85284	10+ years	\$2 million to \$5 million	Non-DBE	541330
<a href="#">Mobility Matrix, LLC</a>	4617 E Mountain Sage Dr Phoenix, AZ 85044	1-3 years	Less than \$500,000	DBE	541330
<a href="#">TYPASA, Inc.</a>	501 N. 44th Street Phoenix, AZ 85008	10+ years	\$10 million to \$50 million	Non-DBE	541620

**Date:** May 5, 2026  
**TO:** ALL INTERESTED PARTIES  
**SUBJECT:** AMENDMENT NUMBER 01  
**REFERENCE:** REQUEST FOR QUALIFICATIONS  
CONTRACT NUMBER: 2026-015  
CONTRACT DESCRIPTION: LOWER BUCKEYE ROAD: LITCHFIELD ROAD  
TO 107<sup>th</sup> AVENUE ROADWAY WIDENING

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

SECTION XX, RFQ page 16 in the RFQ package referenced above has been revised as follows:

To access the ADOT Forced Labor of Ethnic Uyghurs Ban – Consultant Certification Form use the link below:

<https://azdot.gov/sites/default/files/2025-10/Forced-Labor-of-Ethnic-Uyghurs-Ban-Certification-Form.pdf>

*Dana Hohl*  
Dana Hohl  
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.**

Kimley-Horn and Associates, Inc.

\_\_\_\_\_  
CONSULTANT NAME

  
\_\_\_\_\_  
SIGNATURE

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

**CONSULTANT INFORMATION PAGES (CIP)**

CONTRACT NO.: 2026-015

CONTACT PERSON: Chris Woolery, PE

E-MAIL ADDRESS: chris.woolery@kimley-horn.com

TITLE: Principal/Senior Vice President/Project Manager

CONSULTANT FIRM: Kimley-Horn and Associates, Inc.

ADDRESS: 1661 E. Camelback Road, Ste. 400

CITY, STATE, ZIP: Phoenix, Arizona 85016

TELEPHONE: 602.216.1224

FAX NUMBER: N/A

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)
TYP SA	Environmental, Roadway, Traffic, Survey	No
EPS Group	SUE/Utilities	No
Ethos Engineering, LLC	Geotechnical/Pavement	No
Consultant Engineering, Inc.	Land Acquisition	No

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

**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	TYPSA
CONTACT PERSON:	Mark Gilliland, PE
E-MAIL ADDRESS:	MGilliland@typsa.com
TITLE:	Senior Project Manager
ADDRESS:	501 N. 44th Street, Ste. 300
CITY, STATE ZIP:	Phoenix, AZ 85008
TELEPHONE:	602.454.0402
FAX NUMBER:	602.454.0403
UNIQUE ENTITY ID #:	F8UEAZAM19A3

SUBCONSULTANT FIRM NAME:	EPS Group, Inc.
CONTACT PERSON:	Greg Froehlich, PE
E-MAIL ADDRESS:	greg.froehlich@epsgroupinc.com
TITLE:	Department Manager, Public Works
ADDRESS:	1130 N. Alma School Road, Ste. 120
CITY, STATE ZIP:	Mesa, AZ 85201
TELEPHONE:	480.503.2250
FAX NUMBER:	480.503.2258
UNIQUE ENTITY ID #:	EZWLV7JU9Y6

**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:	Ethos Engineering, LLC
CONTACT PERSON:	Daniel Frechette, PhD, PE
E-MAIL ADDRESS:	dfrechette@ethosengineers.com
TITLE:	Principal/Senior Geotechnical Engineer
ADDRESS:	9180 S. Kyrene Rd., #104
CITY, STATE ZIP:	Tempe, AZ 85284
TELEPHONE:	602.989.1742
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	QQGVC86EHVA5

SUBCONSULTANT FIRM NAME:	Consultant Engineering, Inc.
CONTACT PERSON:	Clark Hochstein
E-MAIL ADDRESS:	chochstein@cei-az.com
TITLE:	Vice President and Designated Broker
ADDRESS:	10625 N. 25th Avenue, Ste. 200
CITY, STATE ZIP:	Phoenix, AZ 85029
TELEPHONE:	480.201.8646
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	MCMTJJ9YMDB8

**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

5/13/2026  
 \_\_\_\_\_  
 Date

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

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.**