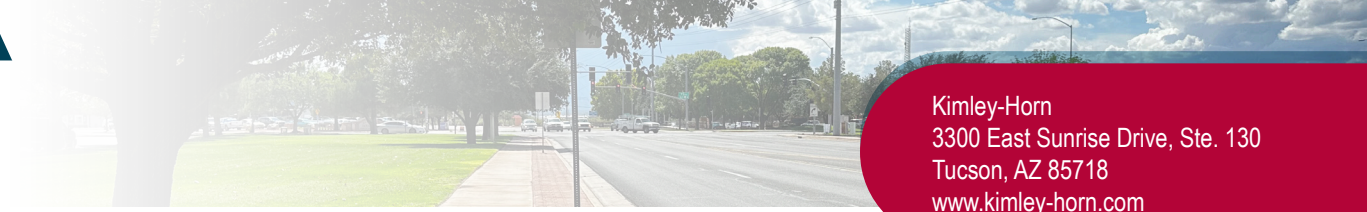


Kimley-Horn
3300 East Sunrise Drive, Ste. 130
Tucson, AZ 85718
www.kimley-horn.com

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

RE: Statement of Qualifications for Downtown Street Improvements; City of Douglas, Contract No. 2026-021 | Project No. T0710 01D

Dear Members of the Selection Committee:

The Arizona Department of Transportation (ADOT) is investing in the long-term vitality of Douglas where downtown corridors serve residents, pedestrians, and cross-border travelers. The City of Douglas (City) Downtown Street Improvements project (T0710) is more than pavement rehabilitation—it must deliver Americans with Disabilities Act (ADA)-compliant pedestrian facilities, drainage improvements, signal upgrades, and a 20-year pavement service life, while aligning with Port of Entry (POE) improvements and the City's Safe Streets and Roads for All (SS4A) Complete Streets Study. **Success requires a consultant with ADOT experience, federal-aid delivery knowledge, and the ability to coordinate across active project boundaries. Kimley-Horn is that team!**

Our multidisciplinary team brings direct ADOT/City experience, with proven design capability, and the technical depth to deliver every aspect of this project, including pavement reconstruction, drainage, construction phasing, High-intensity Activated CrossWalK (HAWK) signals, ADA assessment and design, environmental, and utility coordination. Key strengths include:

Experienced and Available Project Manager. **Kim Carroll, PE, PTOE** will serve as Project Manager and brings direct experience delivering ADOT-administered complex roadway projects throughout southern Arizona, including federally funded Local Public Agency (LPA) projects requiring coordination with multiple agencies, utilities, property owners, and stakeholders. She is available and 100% committed to focus on T0710. She is supported by a strong technical team, including **TYPSA** (roadway, drainage, traffic, environmental), **J2 Design** (complete streets/aesthetics support), **Ethos** (geotechnical and pavement design), **Safe Site** ([Subsurface Utility Engineering [SUE] designation, potholes) and **Tierra Right of Way** (right-of-way [R/W] investigation). Our team's relevant ADOT-administered experience in southern Arizona demonstrates our ability to deliver these improvements in constrained urban corridors under federal-aid requirements.

POE and Border Community Expertise. Kimley-Horn has delivered POE engineering studies for ADOT across Arizona, including traffic circulation, drainage, lighting, and coordination with Customs and Border Protection. We understand border corridor operations and have the experience to proactively coordinate with the POE improvement consultant while maintaining clear scope boundaries for T0710.

Bilingual Team with SS4A and Complete Streets Expertise. Our team offers a bilingual team to appropriately communicate with City officials and public when necessary. Our bilingual team also brings a depth of SS4A and complete street studies (CSS) expertise. In support of SS4A mitigation measures, we have completed hundreds of Highway Safety Improvement Projects (HSIP), including pedestrian crossings, shared-use paths, HAWK, lighting, and roadway/intersection improvements. Our CSS experience includes study through final design with improvements, such as lane reductions for pedestrian/bike lane accommodations, signing and marking, bulb-outs to enhance pedestrian crossing and accommodate on-street parking, median channelization, and aesthetics.

Delivery of Federally Funded Projects. Kimley-Horn has completed more than 125 task orders under the ADOT Statewide and Local Government Project Development On-Call (PDOC) contract, including LPA projects requiring full federal-aid compliance. Our team incorporates documentation, controls critical timelines, and agency coordination milestones from the start to help T0710 move efficiently through ADOT's process.

Environmental Clearance and Documentation. Kimley-Horn's team has supported ADOT on environmental clearance efforts statewide, including agency scoping, biological evaluations, preliminary initial site assessments (PISAs), cultural, and coordination with tribal and federal agencies. Our environmental and design teams work together throughout the process, reducing risk and supporting a predictable clearance timeline, and are well known by ADOT Environmental Planning (EP) for getting clearance in the prescribed timeline.

Local Douglas Presence. Kimley-Horn has delivered civil engineering, airport, and utility design services for the City, giving our team familiarity with local infrastructure, utilities, and agency relationships. This local knowledge supports efficient scoping, more accurate cost estimating, and early identification of constraints.

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

We appreciate the opportunity to support ADOT and the City on T0710 and are confident our team has the experience and commitment to deliver a successful project. If you have questions or need additional information, please contact Project Manager Kim Carroll, PE, PTOE at 520.740.0707 or kim.carroll@kimley-horn.com.

Sincerely,
KIMLEY-HORN

Kimberly Carroll, PE (AZ #34570), PTOE
Sr. Project Manager/Authorized Signer

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: 2026-021 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 **at least 51%** of the contract value, shall be completed by the Consultant unless otherwise specified in the SOQ or contract.
10	No Federally appropriated funds have been paid or shall be paid, by or on behalf of the Consultant for the purpose of lobbying.
11.	The Consultant understands that it is required to have a compliant accounting system, in accordance with Generally Accepted Accounting Principles (GAAP), Federal Acquisition Regulation (FAR) of Title 48, Code of Federal Regulations (CFR)-Part 31, applicable Cost Accounting Standards (CAS), and ADOT Advance Agreement Guideline.
12.	If project is funded with Federal Aid funds, the Consultant affirmatively ensures that in any subcontract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award, in accordance with Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations.
13.	The Consultant shall utilize all Project Team members, subconsultants and DBE firms, if applicable, submitted in the SOQ, and shall not add other Project Team members or subconsultants, unless the Consultant has received prior written approval from ADOT.
14.	The Consultant shall either meet its DBE goal commitment and any other DBE commitments or make Good Faith Efforts to meet the DBE goal commitments as stated in its SOQ proposal or Cost Proposal and shall report on a timely basis its DBE utilization as detailed in the contract.
15.	If selected, the Consultant is committed to satisfactorily carry out the Consultant's commitments as detailed in the contract and its SOQ proposal.

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

Print Name: Kimberly Carroll, PE, PTOE Title: Vice President/Senior Project Manager/Authorized Signer

Signature: Kimberly Carroll Date: 5/20/2026

Revised 2/11/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2026-021

This Certification is required in response to legislation enacted to prohibit the State from contracting with companies currently engaged in a boycott of Israel. To ensure compliance with A.R.S. §35-393, this form must be completed and returned with any response to a solicitation (SOQ), Contract Cost Proposals, and Contract Time Extensions. The Consultant understands that this response will become public record and may be subject to public inspection.

Please note that if any of the following apply to this Solicitation, Contract, or Contractor, then the Offeror shall select the "Exempt Solicitation, Contract, or Contractor" option below:

- The Solicitation or Contract has an estimated value of less than $100,000;
- Contractor is a sole proprietorship;
- Contractor has fewer than ten (10) employees; OR
- Contractor is a non-profit organization.

Pursuant to A.R.S. §35-393.01, public entities are prohibited from entering into contracts "unless the contract includes a written certification that the company is not currently engaged in, and agrees for the duration of the contract to not engage in, a boycott of goods or services from Israel."

Under A.R.S. §35-393:

1. "Boycott" means engaging in a refusal to deal, terminating business activities or performing other actions that are intended to limit commercial relations with entities doing business in Israel or in territories controlled by Israel, if those actions are taken either:

   (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
   (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.

2. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.

…

5. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

The certification below does not include boycotts prohibited by 50 United States Code Section 4842 or a regulation issued pursuant to that section. *See* A.R.S. §35-393.03.

In compliance with A.R.S. §§35-393 *et seq*., all offerors must select one of the following:

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

☐ The Company submitting this Offer **does** participate in a boycott of Israel as described in A.R.S. §§35-393 *et seq*.

☐ **Exempt Solicitation, Contract, or Contractor.**
Indicate which of the following statements applies to this Contract:
☐ Solicitation or Contract has an estimated value of less than $100,000;
☐ Contractor is a sole proprietorship;
☐ Contractor has fewer than ten (10) employees; and/or
☐ Contractor is a non-profit organization.

Kimley-Horn and Associates, Inc. Company Name	Kimberly Carroll Signature of Person Authorized to Sign
3300 East Sunrise Drive, Suite 130 Address	Kimberly Carroll, PE, PTOE Printed Name
Tucson AZ 85718 City State Zip	Vice President/Senior Project Manager/Authorized Signer 5/20/2026 Title Date

Infrastructure Delivery and Operations

FORCED LABOR OF ETHNIC UYGHURS BAN
Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

1. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.

   (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
   (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.

2. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

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

☒	The Company submitting this Offer does not use, and agrees not to use during the term of the contract, any of the following: • Forced labor of ethnic Uyghurs in the People's Republic of China; • Any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China; or • Any Consultants, Subconsultants, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China.
☐	The Company submitting this Offer **does** participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
☐	**Exempt Consultant.** Indicate which of the following statements applies to this Consultant (may be more than one): ☐ Consultant is a sole proprietorship; ☐ Consultant has fewer than ten (10) employees; and/or ☐ Consultant is a non-profit organization.

Kimley-Horn and Associates, Inc.
Company Name

Kimberly Carroll
Signature of Person Authorized to Sign

3300 East Sunrise Drive, Suite 130
Address

Kimberly Carroll, PE, PTOE
Printed Name

Tucson | AZ | 85718
City | State | Zip

Vice President/Senior Project Manager/Authorized Signer
Title

1. Project Understanding and Approach

Project Understanding

In June 2024, the City received a $23.5 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to improve 1st Street, 3rd Street, F Avenue, Pan America Avenue (PAA), Chino Road, 10th Street, 15th Street, 16th Street, and Washington Avenue. Customs Avenue was originally included but has since been removed because the work will be completed as part of the Raul H. Castro (RHC) POE expansion. The grant supports the City's commitment to improving infrastructure in advance of the new Commercial POE and expansion of the existing RHC POE. **Based on our meetings and investigation, we have developed a clear understanding of tasks, technical/institutional elements, and special issues.**

Technical/Institutional Elements and Special Issues

The technical/institutional elements and special issues are summarized below and illustrated in **Figure 1 – Features Map** on **Page 6**.

1 The design-build contract for the new Commercial POE and expansion of the existing RHC POE is underway. The Commercial POE will be located approximately 5 miles west of the project limits, while the RHC POE expansion will tie into the southern limit of PAA and the western limit of 1st Street. **Construction of the RHC POE is currently anticipated to begin in 2028 and aligns with T0710 construction.**

2 The City has selected a consultant to prepare a citywide SS4A and CSS for the RAISE grant corridors using SS4A funding. The CSS is expected to define and estimate improvements. This project will coordinate closely with that consultant and incorporate applicable improvements. **Once the CSS is complete, the T0710 scope will be reevaluated to address City priorities and update the scope of work, as needed.**

3 The public has voiced concerns about several proposed Complete Streets improvements, including organized petitions opposing specific elements. This is coupled with several properties having impacts to driveways and fencing. **Maintaining access and minimizing impacts will be critical to the project's success. As part of the CSS effort, the City will lead public involvement and engagement activities.**

4 An Intergovernmental Agreement (IGA) between the City and ADOT has been executed **with funding allocated** as follows:

- FY26 Design Funds = $2.85M
- FY27 Construction Fund = $20.68M

5 Successful completion depends on obligation for construction by Fiscal Year (FY) 2028.

6 Federal Highway Administration (**FHWA) reporting by the local government will be required.** If the City is unable to perform this reporting, the project team may need to include that effort in the scope.

7 At a minimum, the T0710 design scope will address pavement structural section evaluation I design, ADA assessment, infill sidewalk, upgrades to non-compliant ramps, sidewalks, and driveways, pavement marking and signing, traffic control, stakeholder coordination, environmental, utility locating, and conflict mitigation. **Given the robust design budget, we expect design funds will be reserved to accommodate the City's priority improvements.**

8 Additional corridor-specific improvements, illustrated in **Figure 1** on **Page 6**, may include targeted drainage improvements, such as valley gutters, aprons, and inlets/basins; on-street parking or a cell lot; bulb-outs; new pedestrian crossings; HAWK crossings; signal timing and operational improvements; and truck turning evaluation and design.

9 Planned pavement improvements across the project are expected to use most of the available construction budget. The additional corridor-specific elements will only increase construction costs. **This creates both budget risk and a need for close coordination with the City.** Our goal is to meet ADOT and City objectives while delivering the highest-value scope within the available funding.

10 Based on our meeting with ADOT EP and review of the Project Environmental Data Sheet (PEDS), **three critical areas—Section 404 permitting, hazardous materials, and historic resources—will be central to the clearance process** and are discussed in more detail on **Page 9**. Our teaming partner, TYPSA, completed an environmental clearance for Chino Road Phases I and II and understands the corridor's unique environmental considerations, including hazardous materials.

11 **Lack of City and private utility records, including water/sewer locations and depths, present conflict risk with proposed improvements**, including pavement structural section. Early environmental clearance will be important to support potholing and conflict mitigation.

12 Right-of-way acquisition and temporary construction easements (TCEs) are not currently anticipated or funded. We also understand that the City does not have an internal R/W group. **If R/W becomes necessary, the City would need to fund and secure the professional services required to complete that work.**

13 Staged deliverables will include ADA Assessment and Stage II roll plots and parametric estimates, followed by Stage III through final Plans, Specifications, and Estimates (PS&Es) submittals.

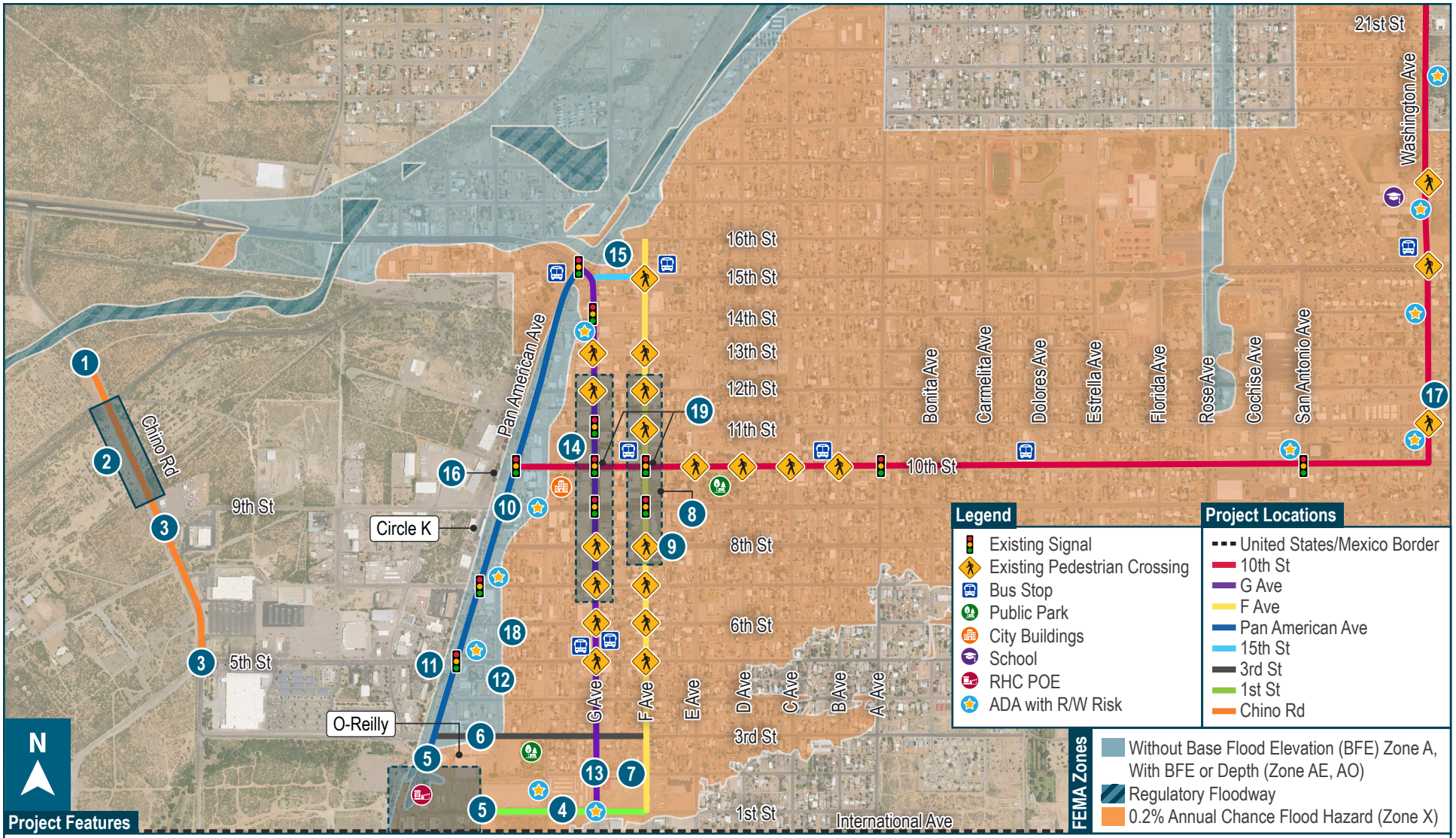
14 During our field investigations, we observed significant pedestrian activity across all age groups, along with non-compliant or missing sidewalks and ramps, fencing or block walls immediately behind sidewalks, substantial variation in curb heights, drainage inlets within curbs and valley gutters, numerous commercial and residential driveways, and lighting or utility conflicts within pedestrian paths.

Key Tasks to Address the Institutional Elements and Special Issues

Below is a list of technical, institutional elements, and special key issues that present risk to the project. Our approach is described in more detail beginning on **Page 7**:

- Project Management and Control
- Project Scoping and Cost Estimating
- Stakeholder Input and Coordination
- Roadway/ADA/Drainage
- Maintenance of Traffic (MOT)
- Project Clearance
  - Environmental
  - Utility Conflicts and Mitigation
  - R/W

Figure 1. *Features Map*



1. Widen paved shoulder
2. Hazardous material removal
3. Evaluate truck turning radii
4. ADA compliance/cross slopes
5. RHC POE improvement connection/coordination
6. 3rd St - Drainage and on-street parking design improvements
7. F Ave - Roadway cross slope, bulb outs for pedestrian crossings, and angled parking
8. F Ave - Crosswalk drainage 8th to 12th St
9. Missing curb
10. 9th St - Proposed HAWK crossing
11. 5th St - Signal timing/operations evaluation design new pedestrian crossing (south side)
12. FEMA floodplain east side of Pan American Ave
13. Sidewalk infill
14. G Ave - 9th to 12th St streetscape plans completed
15. Curb, gutter, sidewalk, and ADA ramp
16. Existing multi-use path west side of Pan American Ave
17. West side of Washington Ave sidewalk/ramp R/W constraints
18. PAA (east side) drainage inlets vary from in gutter, in curb return radii, and along tangent curb sections near ADA ramp improvement locations
19. Address drainage at the raised intersection/crosswalks

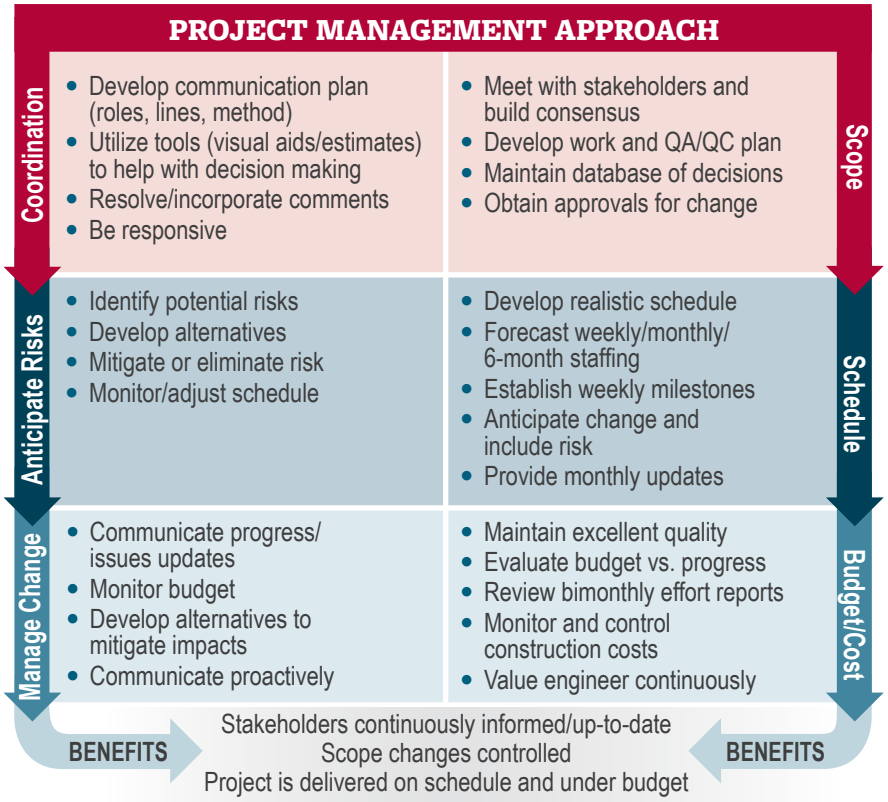
Approach to Dealing with Tasks and Issues

This section provides a clear overview of our approach to the elements identified on **Page 5** (#).

Project Management and Control (2) (4) (5) (7) (10) (11) (12) (13)

This project requires an experienced ADOT project manager with strong federal compliance expertise and the ability to manage scope, stakeholders, risk, schedule, and budget. We have assigned Kim Carroll, who brings extensive experience leading ADOT and LPA projects, managing complex stakeholder environments, and addressing project-specific risks. She has also developed a project schedule, shown on **Page 12** that reflects the critical path and key complexities of this assignment and is proficient in maintaining Workfront. Her project management approach is illustrated in **Figure 2** below.

Figure 2. *Project Management Approach*



Project Scoping and Cost Estimating (2) (7) (8) (9)

We understand that rescoping may be necessary to align with City CSS priorities. Our Project Manager, Kim Carroll, recognizes this likelihood and has built a proactive approach and schedule to align the coordination, minimize rescoping, and deliver within the prescribed timeline.

Kim expects the City will have preliminary priorities to share when the project begins, and following selection, she will involve the City early in scoping to help define goals and objectives. Her approach includes:

- Keep the City and CSS consultant engaged through progress meetings and active coordination. Our objective is to understand their evolving priorities early and incorporate them into the project.
- Prepare a scope of work through Stage II roll plots and estimates that includes the project-wide survey, environmental, utility mapping/designation, and R/W investigation. This approach allows ADOT and the City to manage design funds effectively, obtain the data needed to make informed decisions, maintain the project schedule, and minimize rework and risk at later design stages.
- Although the Request for Qualifications (RFQ) indicates that CSS items would be incorporated beginning at Stage III, we recommend developing two Stage II roll plot and estimate alternatives through the coordination approach described above. The first alternative would reflect the project limits and cost estimate identified in the RFQ and discussed with ADOT. The second would incorporate the City's initial CSS priorities. Benefits of this approach include:
  - Providing transparency to the City regarding its priorities and how they align with the available construction budget
  - Supporting early decision-making and alignment between this project and the CSS effort, including potential refinement of roadway segment limits and intersection improvements
  - Helping the City communicate clearly with the public during the CSS process about what can reasonably be delivered and resolve impacts with property owners
  - Minimizing rework before starting final design Stage III efforts
  - Allow the team to identify additional risks earlier and incorporate them into the project schedule

Stakeholder Input and Coordination (1) (2) (3) (6) (7) (8) (9)

Effective coordination among the key stakeholders shown to the right will be critical to successful project delivery and will support the following:

- Reach timely agreement on project improvements.
- Support timely decision-making.
- Coordinate overlapping design and construction activities. between the RHC POE improvements.
- Share files and design information to ensure alignment.
- Invite key stakeholders to all meetings.
- **Maintain and track requirements and changes through a stakeholder engagement log. This tool will help the ADOT Project Manager document decisions, responsibilities, and time-sensitive actions, including agency and team responsibilities, construction phasing, corridor-specific improvements, and decision-making timeframes.**
- Support the City with FHWA reporting, if necessary.

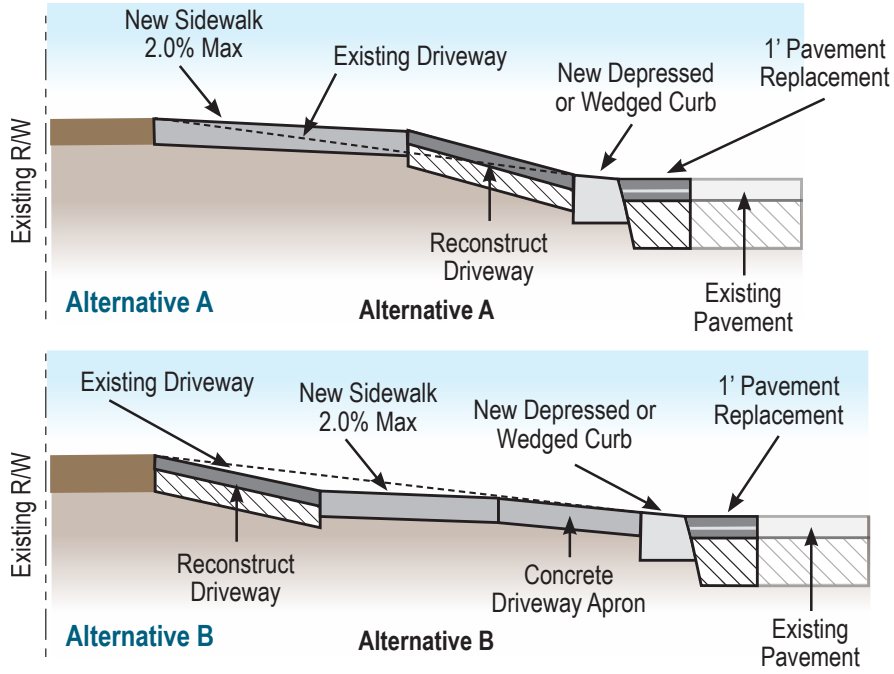
Project Stakeholders
ADOT
FHWA
City of Douglas
POE GSA Design-build Team
Cochise County
Property Owners

Roadway/ADA/Drainage 3 9 11 12 14

Successful delivery of this project will depend on practical design approaches that address the technical challenges, including pavement rehabilitation, ADA ramp and sidewalk improvements within constrained R/W, signal considerations, utility conflicts, and drainage. Our approach includes the following:

Survey and Data Collection: We will pursue efficient methods to collect the information needed for ADA assessment, drainage evaluation, and corridor mapping. **Our approach combines corridor-wide photogrammetry with LiDAR and targeted supplemental ground surveys to support design-level accessibility and drainage analysis**. Aerial photogrammetry with LiDAR will be performed to establish comprehensive existing conditions throughout the multi-street corridor, including topography, pavement geometry, sidewalk limits, curb ramps, drainage features, and other surface characteristics needed for network-level ADA assessment and base mapping. **Where ADA deficiencies or proposed improvements are identified, supplemental field measurements will be collected using a Trimble SX12 scanner and robotic total station**. These targeted surveys will capture precise spot elevations, cross slopes, running slopes, curb ramp geometry, landings, above-ground utility features, and other accessibility elements requiring higher accuracy. This combined approach provides efficient corridor-wide coverage while delivering survey-grade precision in areas requiring ADA compliance evaluation and improvement design.

Figure 3. *ADA Alternatives*



ADA, Sidewalk, Ramp, and Adjacent Driveway Design: Our team has extensive experience in ADA compliance, data collection, conditions assessment, and development of customized ramp details to address constraints, such as limited R/W and utility conflicts. Our approach includes the following:

- Use aerial mapping, LiDAR, and our custom ramp inventory checklists to assess and document existing curb ramps, sidewalk repair needs, gaps in accessible routes, obstructions within pedestrian paths, and locations where sidewalks are less than 5 feet wide.
- Conduct field reviews to supplement survey data and capture items such as pedestrian device compliance, including push-button placement and height, at signalized intersections.
- Develop retrofit ramp, sidewalk, and driveway design alternatives that minimize impacts to adjacent fencing, walls, private R/W, drainage, and utilities. Examples may include retrofitting driveways constrained by R/W, providing 5-foot by 5-foot passing spaces at intervals not exceeding 200 feet to meet Public Right-of-Way Accessibility Guidelines (PROWAG) requirements, and using adjacent compliant driveways as passing spaces. See **Figure 3** for an example of driveway retrofit strategies.
- Develop practical signal retrofit solutions, such as 4-foot by 4-foot landings at existing push buttons to meet reach requirements without relocating poles or devices, and add pedestrian posts and buttons where needed to support accessibility while minimizing signal modifications and cost.
- **Complete the ADA assessment by Stage II to support development of a matrix of targeted improvements, potential impacts, and associated costs. This tool will help the project team prioritize ADA items within the available construction budget. Benefits include cost-effective retrofit designs that preserve existing facilities, reduce utility and R/W impacts, and support early decision-making.**

Geotechnical Investigation and Pavement Design: To understand existing pavement conditions, our approach includes the following:

- Develop a Field Investigation Plan (FIP) identifying pavement and geotechnical boring locations to support early geotechnical clearance.
- Perform a geotechnical evaluation using a combination of visual assessment and collected cores and borings. Existing pavement will be evaluated to determine section thickness and suitability for reuse. Full reconstruction may be required depending on traffic volumes, subgrade conditions, and design life requirements.
- Evaluate cost-saving alternatives, including maintenance treatments or rehabilitation options, such as mill and replace with asphalt concrete rather than full reconstruction. **Recommendations will be shared early to assist with estimating and support in scope decision making.**
- Prepare the Pavement Design Summary (PDS) and Materials Design Report (MDR) to satisfy project materials requirements.

Roadway and Drainage: Chino Road, PAA, 1st Street, 3rd Street, and 10th Street all connect directly to the RHC POE projects and are expected to be high-priority corridors for the City.

- **PAA Improvements** present Federal Emergency Management Agency (FEMA) floodplain and drainage considerations. Our roadway and drainage approach will maintain existing storm drain capture capacity by adjusting inlet locations as needed based on the proposed design. The design will incorporate the existing 3rd Street drainage design and evaluate opportunities to improve roadway conveyance and reduce maintenance needs. **The primary objective of the drainage design is to support the proposed roadway, ADA, and pedestrian improvements while minimizing FEMA floodplain impacts and reporting requirements.**
- **Chino Road:** Our subconsultant, TYPSA, has experience working along the Chino Road corridor. As part of Phase 1, a 4.5-foot overexcavation below finished grade was implemented as a cost-conscious mitigation measure. Subsequent roadway performance has confirmed the geotechnical concerns, with continued settlement and pavement distress in localized areas. The T0710 project presents an opportunity to reconstruct the affected segment of Chino Road. Considerations during design include cost-overrun risk from subsurface variability/quantity uncertainty (overexcavation, landfill area) and account for the cost associated with hauling off and disposal of unsuitable material.
- **G Avenue, 9th Street to 12th Street:** Complete street design was completed but construction costs made it prohibitive for the City to construct. There is opportunity incorporate this design, federalize, and construct with minimal design costs to the project.
- **10th Street On-Street Parking:** Look to incorporate bulb out design with the required ADA corner ramp improvements. Resulting in cross benefits, which include ADA-compliant ramps (required by the project), shorter/enhanced pedestrian crossings, and protection on-street parking.

Traffic Congestion to POE

Traffic and MOT 2 3 7 8 14

Pedestrian HAWK Crossing Near Circle K: We will coordinate with the City to understand pedestrian activity near the 9th Street intersection with PAA and develop a conceptual plan for a HAWK crossing that improves pedestrian safety. The concept will consider pedestrian and vehicle operations, impacts to existing infrastructure and utilities, cost implications, and future plans such as the City's Smart City Telecom Roadmap. Results will be presented to the City at Stage II to assist with making informed decisions and direction before proceeding forward with Stage III design and submittals.

5th Street Signal Operations and Crossing: We will evaluate signal operations at 5th Street and PAA for potential timing and operational improvements. This effort will include obtaining current timing plans and traffic counts from the City, developing a Synchro model of existing conditions, and testing potential timing modifications. We will coordinate with City SS4A/CSS consultant to define and implement the proposed safety mitigation measures. We will also assess enhancements to the existing video detection system, including opportunities for additional advance pulse detection.

Maintenance of Traffic: Many project improvements can be completed with minimal traffic control, such as shoulder closures or pedestrian detours. Other improvements will require lane closures that maintain pedestrian routes and accessibility. We will coordinate with the City, the adjacent POE project, ADOT, and stakeholders to identify allowable closure durations and time periods that give the contractor sufficient access while minimizing impacts to pedestrians, vehicles, property owners, and businesses. Our MOT approach will account for the space needed to maintain safe pedestrian access during construction and preserve operations along key routes, such as Chino Road, that are critical to safe and efficient access to the POE.

Project Clearances 10 11 12

Environmental: Our team met with the ADOT EP Lead Planner to discuss environmental clearance requirements for this project. Although the work is largely within City R/W and previously disturbed areas, three key environmental considerations require focused attention:

- **Section 404 Permitting:** Potential Waters of the U.S. (WOTUS) within the project limits may require use of ADOT's Regional General Permit 96. TYPSA will evaluate these drainages and confirm whether they meet the definition of WOTUS and/or cross the international border, which could trigger permitting requirements. **The design team will limit permanent WOTUS impacts to less than 0.10 acre where feasible to qualify for non-notifying permit status and reduce the risk of delay**. If the US Army Corps of Engineers (USACE) notification is required, we will complete the Preliminary Jurisdictional Delineation (PJD) as early as practical and submit the Pre-Construction Notification within 2 weeks of the Stage III (60%) design submittal. **To improve efficiency and control costs, the PJD site visit will be coordinated with the biological field review.**
- **Hazardous Materials:** We will work with the ADOT EP Hazardous Materials Lead to identify soil sample locations and determine whether additional mitigation will be required during construction. Lead and asbestos testing will also be performed for all segments. Our team

understands that portions of Chino Road required remediation related to waste materials previously found on the property.

- **Historic Resources:** Although the PEDS identifies minimal cultural work, we have identified several historic features within downtown Douglas. TYPSA's Architectural History Group will work closely with the design team to avoid adverse effects on the historic integrity of these properties, support efficient Section 106 compliance, and avoid Section 4(f) use where possible.

Right-of-Way: We anticipate risk associated with the R/W. Our R/W approach includes the following:

- Delineate existing R/W using recorded data available from the City and Cochise County.
- Develop designs that address constrained R/W conditions and avoid the need for both permanent R/W acquisition and TCEs wherever possible.
- Maintain design budget flexibility for ADOT and City to address the potential risk of R/W acquisition and/or TCEs.
- By Stage II, define the R/W risks and make decisions how to proceed with the project team. Options include reallocating budget to account for R/W at the locations needed or completely removing the locations that require R/W needs.
- We have built a team, that when and if necessary can assist ADOT/City in estimating the cost to complete required R/W services, including legal descriptions and exhibits, title reports, appraisal, and acquisition.

Utility Coordination and Clearance: Utility investigation, coordination, and clearance will be critical to successful project delivery. Because visible utility conflicts exist within sidewalks and underground utility data is limited, we will use the following approach to reduce risk:

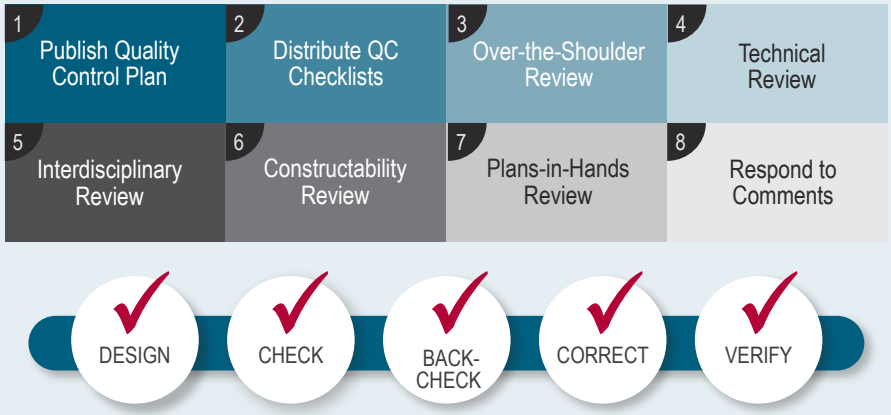
- Use topographic survey to document visible utility features and obtain pipe elevations to assist with underground pipe sizes and depth.
- Perform horizontal locating to define existing underground utility alignments.
- Obtain early pothole clearance to support potholing.
- After Stage II scope confirmation with ADOT and the City, define required pothole locations and complete the work before Stage III.
- Submit utility packages by Stage II to establish ownership and engage utility stakeholders early.
- Resubmit at each design stage and mitigate conflicts through practical design adjustments, such as routing sidewalks around obstructions where appropriate.

Our schedule, shown on **Page 12**, reflects this approach.

Quality Control Approach

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 4. *QA/QC Process*



Utility Conflicts within Pedestrian Paths/Ramps

2. Project Risks and Schedule

Risk Register and Mitigation Strategies

Our team has completed a comprehensive review of the project, identifying specific risks with proposed mitigations shown in **Figure 5**. This risk register will be utilized during design scoping, at kick off, and revisited during progress meetings. Kim will lead the team to monitor, control, and define mitigation measures as risks get identified.

Project Schedule

Major tasks and milestones are shown in the project schedule, **Figure 6**. The schedule illustrates two critical paths to deliver. One illustrates the path without risk and one illustrates path with risk. Kim Carroll developed the schedule to account for the following risks:

- Coordinate with the City to approve the Stage II scope and improvement features
- Prepare the Stage II contract modification to advance Stages III through final design
- Include float for potential 404 permitting and R/W risks

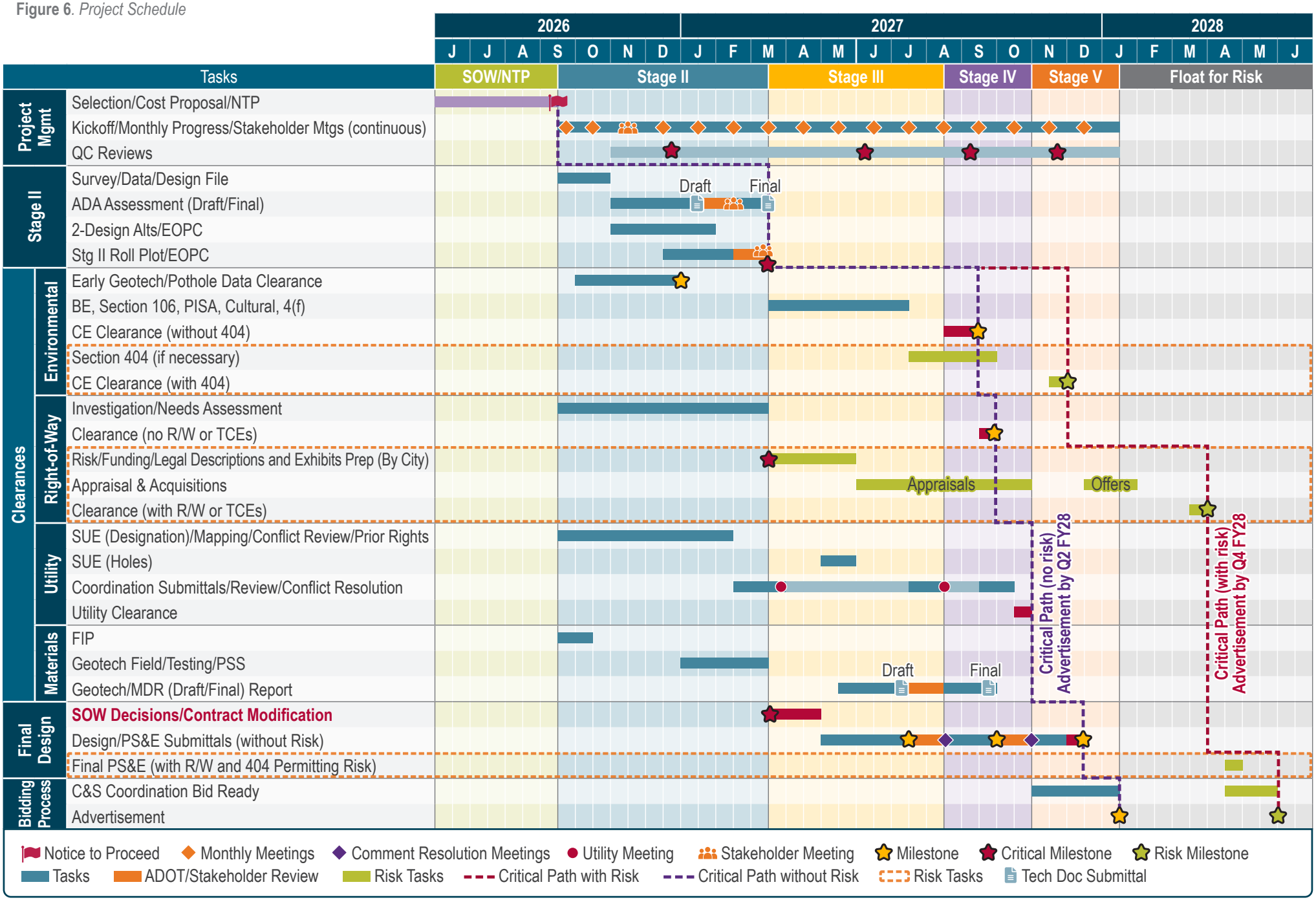
Kim will manage the schedule through stakeholder approvals at key milestones, regular status reporting, Workfront updates, and the following strategies to prevent or recover from delays:

- Confirm the design approach and coordinate early with ADOT, the City, utilities, and stakeholders
- Track critical path items, risks, and schedule integration
- Set internal deadlines and hold focused interdisciplinary reviews to resolve issues early
- Engage permitting agencies and utilities early to maintain coordination and clearances
- QA/QC processes at the milestone stages to avoid rework and keep the schedule on track
- Adjust staffing as needed to recover schedule

Figure 5. *Risk Register*

Pre-Mitigation Risk Severity	Post-Mitigation Risk Severity
Risks	**Mitigation Strategy**
Construction Budget: The proposed improvements are expected to exceed the construction funding available. Risk to scope and budget. — High	Stage II, ADA assessment, and Estimate of Probable Cost (EOPC) will set the stage for early decision making with the City. Project scope revisions may include reducing and/or removing roadway segments. **We expect to develop a scope with the ADOT/City that will fit within the funding available.** — Low
Design Scope Changes: Scope changes are expected to address City CSS priorities, environmental (404 permitting), R/W and TCEs, and unforeseen (POE) improvements. — High	Initial Statement of Work (SOW) to include data collection (survey, R/W, utility); environmental to clear the entire limits; early clearance for geotechnical/potholing; ADA assessment; completion of Stage II roll plot, EOPC; and City/stakeholder meetings to make decisions. A contract modification will be prepared, following Stage II, for development of PS&Es of the priority improvements. **Benefits include: scope what is absolutely necessary, environmentally clear the full project and mitigate the risk of changes made over the life of the project, eliminate unnecessary production of plans, and allow ADOT/City to control the engineering funds.** — Low
Maintenance of Traffic: Pedestrian safety and access to residential/City facilities/ business are complex throughout the project limits. We also expect RHC POE expansion construction and contractor to overlap with this project. — High	Suggest construction phasing be initiated with Stage II process to assist with making clearer decision on MOT SOW at final design. We expect the complexities of this project to warrant detailed cost estimating of MOT items vs lump sum MOT costs. **Benefits include: detailed cost for MOT, aligns the traffic control costs with the project, and controls the traffic control construction costs.** — Med
R/W and TCEs needs are anticipated and have a significant impact on project budget and schedule. — High	**Option 1:** By Stage II determine if priority improvements warrant the need to fund R/W and/or TCEs. Reallocate design funds for R/W acquisition process. Set environmental limits to account for risk. Build the schedule to account for the potential risk. **Option 2:** Consider elimination of any improvements that have a R/W and/or TCE impact to keep the project budget and schedule on track. — Med
Utility Conflict and Relocations: City data is limited presenting risk to fully understanding the conflicts and mitigating and obtaining clearance. — High	Scope and schedule builds in the utility designation (horizontal) and environmental clearance for potholes. The number of holes to be determined following Stage II. **Benefits include: defining the utility alignments, minimizing SOW budget impacts, and providing the data necessary to mitigate conflicts.** — Med
Drainage: FEMA floodplain along PAA could require need for Conditional Letter of Map Revision (CLOMR) and schedule risk. — Med	Project team is aware and will develop solutions to mitigate impacts to FEMA mapped floodplains to eliminate the risk. — Low
Environmental: Federal reviews requiring additional environmental work. — Med	Our team has experience with similar projects and working with ADOT/City. We understand and have built float into the schedule to complete any federal reviews. — Low

Figure 6. *Project Schedule*



3. Project Team Experience and Availability

Kim Carroll, PE (AZ #34570), PTOE

Project Manager

Experience: 33 Years

Corporate Title: Vice President

Availability/Commitment: 75%/100%

Kim brings more than 33 years of managing complex roadway/intersection projects ranging from $6.0M to greater than $25M in construction costs. She is located in Tucson and focused on Southern Arizona, including experience in Cochise County. Her experience includes:

- Serving as Project Manager on ADOT/LPA linear roadway projects (8+ miles)
- Managing federally funded, including scoping, PS&E, and clearances (utility, environmental, R/W, and materials)
- Managing and controlling multiple/complex stakeholders (utility, federal, statewide, county, and public)
- Proactively manages schedules, including critical paths, and risk
- Thorough understanding of ADOT processes, design practices, administration, including Workfront ownership/maintenance
- Extensive safety, complete streets, roadway, and construction phasing experience

Relevant Experience:

ADOT, T0427 Moson Road — *Project Manager*
ADOT, I-10: Ina Road to Ruthrauff Road — *QA/QC*

Current Project Commitments:

ADOT MPD, I-10: Cortaro Road to Marana Road – 10% | ADOT, Moson Road – 10% | Avenue G and County 11th, Post Design – <5% | Ruthrauff Road and Romero Road Post Design – <5%

Key Personnel

Our key personnel's qualifications, including AZ PE #, corporate titles, years of experience, availability for this project, and relevant project experience are summarized in the Key Personnel biographies beginning on this page followed by the Organizational Chart (**Figure 7**), and brief overviews of our subconsultants. Detailed resumes for key personnel are included in the Appendix. *Neither Kim nor any of the following key personnel have any corporate commitments.*

Vanessa Rodriguez, PE (AZ #69633)

Roadway/ADA Lead | **Experience:** 12 yrs.
Corp. Title: Associate | **Availability:** 70%

- Experienced roadway design lead on ADOT/LPA
- Specializes in pedestrian/bike facilities, crossings, and ADA ramp/sidewalk compliance and design
- Bilingual (fluent in Spanish and English)
- Experience with POE agencies in southern Arizona
- 150 miles of pavement preservation and rehabilitation projects

Experience: Tucson, Proposition 101 and 409 Road Recovery and Rehabilitation; Tucson, Bilby Road Complete Streets; ADOT, T0556, Multi-use Path

Jeffrey Callicott, PE (AZ #67270)

Roadway/ADA | **Experience:** 28 yrs.
Corp. Title: Sr. Roadway Lead | **Availability:** 50%

- Extensive ADOT experience, including roadway geometrics, drainage coordination, utility coordination, MOT, specifications, and final design delivery
- Direct Douglas project experience supporting transportation improvements associated with the Douglas POE and regional mobility needs

Experience: ADOT, Chino Road Extension; ADOT, US 191B Realignment Design Concept Report (DCR) and Environmental Assessment (EA)

Eric Kocher, PE (AZ #68040)

Traffic and MOT Lead | **Experience:** 12 yrs.
Corp. Title: Associate | **Availability:** 50%

- Recent experience delivering ADOT/LPA projects
- Extensive construction phasing with attention on pedestrian/bike safety and maintenance of access
- More than a decade of design and construction experience working directly with contractors and suppliers

Experience: ADOT, T0427 Moson Road; ADOT, Mule Pass Tunnel Safety Improvements

Jeremiah Hsu, PE (AZ #81203)

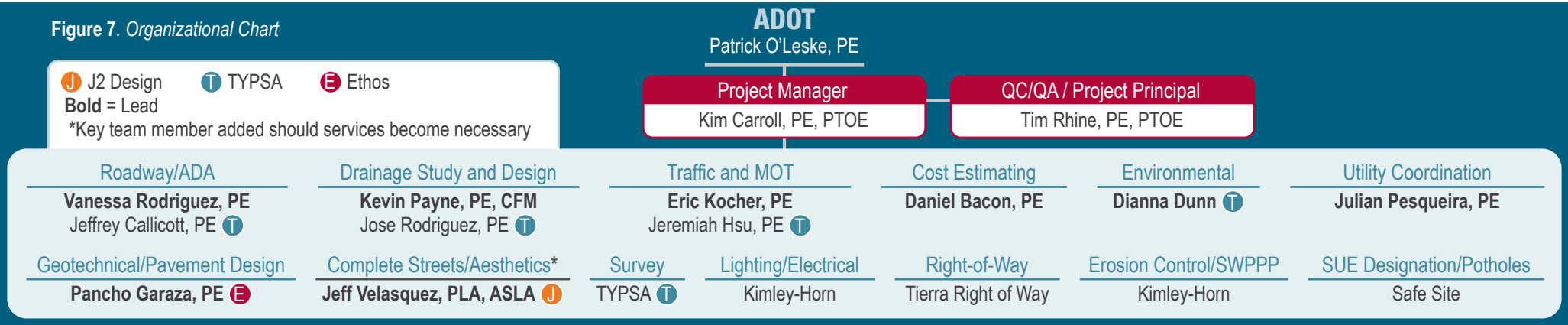
Traffic and MOT | **Experience:** 12 yrs.
Corp. Title: Traffic Engineer | **Availability:** 40%

- Experience includes traffic signing, marking, lighting, pedestrian enhancements MOT for experience for ADOT and municipal agencies
- Experience supporting POE agencies like San Luis and Douglas

Experience: ADOT, Chino Road Extension; ADOT, Cesar Chavez Blvd Improvements

Figure 7. *Organization Chart*

J J2 Design T TYPSA E Ethos
Bold = Lead
*Key team member added should services become necessary



Kevin Payne, PE (AZ #51478), CFM

Drainage Study and Design Lead | **Experience:** 19 years
Corp. Title: Associate | **Availability:**45%

- Specializes in roadway drainage and flood control design
- Direct ADOT and Cochise County experience in hydrology modeling, hydraulic analysis, and drainage improvements alongside pavement rehab
- Designs drainage solutions with long-term operations and maintenance in mind, addressing existing deficiencies for lasting corridor performance

Experience: ADOT, T0427 Moson Road; ADOT, I-10: Ina Rd to Ruthrauff Rd

Daniel Bacon, PE (AZ #69335)

Cost Estimating Lead | **Experience:** 11 years
Corp. Title: Associate | **Availability:** 35%

- Extensive experience with ADOT pay items, cost estimating from scoping through final design, and specifications
- Extensive experience in urban roadway, drainage, and pedestrian/bike facility designs

Experience: ADOT, I-10: Ina Rd to Ruthrauff Rd; City of Tucson, Prop 101 and 409 Rd Recovery and Rehabilitation

Julian Pesqueira, PE (AZ #65836)

Utility Coordination Lead | **Experience:** 13 years
Corp. Title: Associate | **Availability:** 40%

- Manages multi-utility coordination on complex ADOT corridors, including agreements, prior rights review, relocation plans, and clearance letters
- Efficiently coordinates relocations across multiple utilities without impacting overall project schedule

Experience: ADOT, SR 101L: I-17 to Pima; ADOT, I-10 Jackrabbit TI

Tim Rhine, PE (AZ #60430), PTOE

QA/QC / Project Principal | **Experience:** 15 years
Corp. Title: Vice President | **Availability:** 80%

- Experience delivering federally funded ADOT pavement rehabilitation and ADA upgrade projects
- Expertise leading multimodal and Complete Streets projects
- Committed to quality and schedule, with deep expertise in stakeholder engagement and QA/QC oversight

Experience: Tucson, Prop 101 and 409 Road Recovery and Rehabilitation; Tucson HAWK packages; ADOT, I-10: Ina to Ruthrauff Rd

Jose Rodriguez, PE (AZ #76380)

Drainage Study and Design | **Experience:** 8 years
Corp. Title: Drainage Grp. Mgr. | **Availability:** 50%

- Brings a strong background in transportation drainage design, hydrologic and hydraulic analysis, and stormwater infrastructure for major roadway and freeway projects
- ADOT experience includes drainage improvements requiring complex onsite and offsite hydraulic analysis, storm drain design, retention basin sizing, and floodplain coordination

Experience: ADOT, Chino Rd Extension; Surprise, 163rd Avenue: Santa Fe to Happy Valley Rd

Diana Dunn | *Environmental Lead*

Experience: 20 years | **Corp. Title:** SW Environmental Planning Grp. Mgr. | **Availability:** 50%

- Currently serves as PM for ADOT's EP On-Call
- Extensive ADOT environmental planning experience for corridor improvement, highway, bridge, and Traffic Interchange (TI) projects
- Supported border community projects with federal, tribal, and local agency coordination, including Douglas and Cochise County

Experience: ADOT, Chino Rd Extension; ADOT, Environmental On-Call Contract

Pancho Garza, PE (AZ #47676)

Geotech/Pavement Design | **Experience:** 23 years
Corp. Title: President | **Availability:** 40%

- Extensive experience in analysis, design, and recommendations for pavement, roadways, bridges, retaining walls, and dams
- ADOT experience includes supervising geotechnical field and laboratory investigations, soil nail wall design, pavement design, slope stability analysis, landslide instrumentation monitoring, and geotechnical and foundation design reports

Experience: ADOT, T04727 Moson Rd; ADOT PDOC, including Parker ADA,Various AZ POEs, SR 80 Shared-use Path

Jeff Velasquez, PLA (#35538), ASLA

Complete Streets/Aesthetics | **Experience:** 32 years
Corp. Title: Principal | **Availability:** 20%

- Planning, design of district and downtown revitalization projects, including Douglas
- Urban completed streets and pedestrian/bike improvements
- Sustainable green system/low-impact development design

Experience: Douglas, Downtown Streetscape Master Plan; Casa Grande, Florence Blvd Streetscape Master Plan

Subconsultants

Kimley-Horn maintains excellent working relationships with each of our subconsultants. These firms have partnered with us on multiple current and past ADOT contracts and bring specialized expertise in their respective disciplines.

TYPSA will provide roadway, traffic, drainage, and environmental services for this project. They were chosen for this team because they offer ADOT a strong combination of technical excellence, local knowledge, and proven delivery on complex transportation projects for ADOT, including the Chino Road Extension and US 191B Realignment DCR and EA in Douglas.

J2 Design (DBE) was chosen to provide drainage support and lead aesthetics for this project, if necessary. They bring valuable experience having delivered the Douglas Downtown Streetscape Master Plan and the G Avenue Streetscape Improvements, giving them direct knowledge of the project.

Ethos was chosen for their extensive geotechnical and pavement design experience with ADOT and their extensive work supporting Kimley-Horn. They provided geotechnical services on Moson Road and have worked on more than 125 ADOT PDOC projects since 2021.

Safe Site Utility Services was chosen to provide SUE designating and pothole support. They bring extensive experience working on ADOT projects and supporting Kimley-Horn for utility locating. They provided SUE on T0377, T0378, and numerous other projects for Kimley-Horn throughout southern Arizona.

Tierra Right of Way will provide R/W investigation services. If R/W acquisition becomes necessary, Tierra bring direct experience performing these service for Douglas. We have the ability to add R/W appraisal and acquisition services to the contract, if necessary. Tierra has served in a similar role on the T0427 Moson Road project.

Relevant Firm Experience

T0427 Moson Road Corridor Improvement, Cochise County, AZ

ADOT | Prime | $1.7M (Design)

Kimley-Horn is leading the design of 7.8 miles of Moson Road from SR 90 to Hereford Road in Cochise County, Arizona. Improvements include paved shoulders, pavement rehabilitation, widening four intersections for turn lanes, drainage improvements, and roadway reprofiling to improve sight distance and all-weather access. The corridor includes 91 driveway turnouts, 33 intersecting county roads, four major intersections, more than 40 drainage crossings, and 7.8 miles of parallel drainage. Services included project scoping R/W and drainage easement definition for more than 100 parcels, geotechnical investigation, Stage II corridor plans, cost estimates, final design and PS&Es for spot improvements, bridge selection reports for three major wash crossings, and utility locating and relocation. **Relevance:** ***Pavement design, environmental work, utility coordination, budget monitoring, rescoping and reallocation of design funds, and prioritizing improvements within available construction funding.***

Proposition 101 and 409 Road Recovery and Rehabilitation, Tucson, AZ

City of Tucson | Prime | $4M

Since 2014, Kimley-Horn has assisted the City with the design of over 130 centerline miles of pavement rehabilitation associated with the 101 and 409 Bond packages. The program included pavement rehabilitation, ADA upgrades, turn lane evaluations, improved shoulders, and other corridor upgrades delivered under accelerated schedules and budget constraints. Kimley-Horn helped the City implement practical rehabilitation innovations, including specifications for stress absorbing membrane interlayer (SAMI), fiber-reinforced asphaltic concrete, emulsified recycled asphalt base treatment, and geogrid pavement reinforcement systems. The Proposition 101 packages have also included buffer bike lanes and road diets, where Kimley-Horn has helped develop City best practices for buffer treatment standards and provided comments for these bike lanes in the City Street Design Guide. **Relevance:** ***Performance Based Practical Design, Pavement Rehabilitation, Turn Lane Evaluations, ADA assessment and ramp/sidewalk reconstruction.***

Bilby Road Complete Streets, Tucson, AZ

City of Tucson | Prime | $1.2M

Kimley-Horn was selected to provide design engineering for the first Proposition 411 Complete Streets project along 3-miles of Bilby Road between 12th Avenue and Country Club Road. The scope includes full-depth pavement reconstruction, new curb ramps, sidewalk gap closures, enhanced bicycle lanes, and lighting. Kimley-Horn is also coordinating with utilities and stakeholders, including the Union Pacific Railroad (UPRR) and Arizona Corporation Commission (ACC), for at-grade sidewalk crossings, and evaluating existing sidewalks and curb ramps to ensure ADA compliance.

Additional services include a drainage assessment for new curb feasibility and placement, a traffic analysis to evaluate removing the center turn lane along part of the corridor, and a waterline depth review to confirm Tucson Water's minimum three-foot cover requirement or identify needed utility modifications. **Relevance:** ***ADA assessment curb ramp/sidewalk design; signal upgrades; pavement reconstruction; restriping for bike facilities; major stakeholder and public involvement, including bilingual communications.***

SR 80: Bisbee Shared-use Path (SUP) West and East Segments, Bisbee, AZ

ADOT | Prime | $400K (Design)

This SUP project is located along SR 80 in the city of Bisbee: MP 341.45 to MP 342.80 which extends from the Queen Mine Tour entrance to Old Bisbee and goes under and along SR 80 until Erie Street. The project includes SUP along the south side of the roadway and provides barrier separation with a road diet of SR 80 to allocate the necessary space. This project included roadway reconfiguration, pavement preservation, restriping, and integration of a 1.4-mile SUP within a constrained state highway corridor. The project required close coordination with ADOT, the City of Bisbee, Bisbee Bikeways, and utility companies to align design decisions, maintain project momentum, and address corridor constraints. **Relevance:** ***Pavement preservation, guardrail design, signing evaluation.***

Downtown Douglas Streetscape CE, Douglas, AZ

City of Douglas | Prime | $50K

The City prepared streetscape design improvements along G Avenue between 9th Street and 12th Street to increase pedestrian access and improve walkability for all users. Kimley-Horn provided support services to assist the City with Housing and Urban Development's (HUD) environmental review process to determine compliance with federal regulations at 24 CFR Part 58. Leading the environmental review, the Kimley-Horn team developed a project narrative in accordance with HUD guidelines, performed an impact analysis, partnered with a subconsultant on cultural resources and a Phase I Environmental Site Assessment (ESA), and prepared a CE compliant with HUD's guidelines. **Relevance:** ***Environmental experience within the project limits.***

Additional Arizona POE Experience

- ADOT, Douglas POE II Connector Road DCR and EA, Douglas, AZ
- ADOT, Sanders/Chambers POE Project Assessment and Final Design, Chambers, AZ
- ADOT, Various POE Sign Replacements, Statewide, AZ
- ADOT, Arizona 2013 POE Study, Statewide, AZ
- ADOT, POE Improvements RAISE Grant, Statewide, AZ
- ADOT, San Luis II POE Master Plan and Final Design, San Luis, AZ
- ADOT, Topock POE Scoping Study and Final Design, Topock, AZ
- ADOT, POE 2019 Study Update, Statewide, AZ

Kim Carroll, PE, PTOE

PROJECT MANAGER

33 years of experience • 12 years with Kimley-Horn

Kim is located in Tucson and will manage this project from our Tucson office. She understands ADOT seeks a project manager that thoroughly understands project design/delivery expectations, funding, cost estimating, can effectively manage stakeholder expectations, and proactively addresses critical path issues. Kim has more than 33 years of traffic and roadway engineering design experience. She brings ADOT over 26 years of managing complex projects, including roadway/intersection, ADA assessments/design, complete street improvements, complex drainage, structures, traffic studies/design, pavement investigation/design, utility locating and relocations, environmental, multiple R/W acquisitions, and multiple complex stakeholders. Her experience includes delivery of projects ranging from as small as $6M to greater than $25M in construction costs. Her delivery experience includes design-bid-build, Construction Manager at Risk (CMAR), and Design-Build. She understands the importance of having quality deliverables and brings direct experience working in southern Arizona, including Cochise County. She has served as project manager on various ADOT projects for over 23 years. Her ADOT management experience includes LPA projects delivering federally funded projects from PA through construction. Kim is highly proficient in ADOT policies and processes related to construction documents, specifications and special provisions, and construction cost estimating. Her technical capabilities, combined with her local knowledge, extensive experience in project management, and ADOT expertise, make Kim uniquely qualified to manage and lead this project.

Professional Credentials

- BS, Civil Engineering, University of Arizona
- PE in AZ (#34570)
- PTOE (#1452)

Professional Affiliations

- American Public Works Association (APWA)
- Institute of Transportation Engineers (ITE)
- National Society of Professional Engineers (NSPE)

Corporate Title

- Vice President/Senior Project Manager

Availability

- 75% Availability | 1000% Project Commitment

Why Kim?

- Experience managing complex ADOT/LPA projects spanning more than 8 miles
- Experienced delivering federally funded projects, including clearances, from scoping through final design and post-design services
- Effective communicator with ability to balance competing interests to reach stakeholder consensus
- Thorough understanding and performance of ADOT processes, design practices, and administration (including Workfront)
- Proactively manages project schedules and understands how each project task fits into the “bigger” picture for delivery

Project Experience

ADOT, Moson Road Corridor Improvement, Cochise County, AZ — *Project Manager.* Kimley-Horn is leading the design of Moson Road, from SR 90 to Hereford Road, in Cochise County, Arizona. The project consists of designing 7.8 miles of Moson Road for paved shoulders, pavement rehabilitation, widening of four intersections for left-/right-turn lane improvements, parallel and cross drainage improvements, and roadway reprofiling to improve sight distance and promote all-weather access. The project limits included 91 driveway turnouts, 33 intersecting county roadways, four major intersections, over 40 drainage crossings, and 7.8 miles of parallel drainage. The project delivery included project scoping; environmental clearance; hydrology analysis using PC-Hydro, HEC-HMS, FlowMaster, CulvertMaster, and HEC-RAS 1D/2D to convey the 10-year discharge; addressing sedimentation; defined R/W and drainage easements (D/Es) for over 100 parcels; geotechnical investigation for drainage; as well as pavement design, stage II plans for the entire corridor, cost estimating at each stage, final design and PS&Es for spot improvement location, bridge selection reports for three major wash crossings, and utility locating and relocation in the spot improvement location. Key relevancy to the Douglas project includes pavement design for more than 7 miles of roadway, environmental, utility locating, monitoring the construction budget, and prioritizing project improvements to fit within the available construction funding.

ADOT MPD, I-10: Cortaro Road to Marana Road, Marana, AZ — *Project Manager.* This project consists of planning, modeling, and 15%-level scoping of 11 miles of I-10, from Cortaro Road to Marana Road. The project also includes evaluation of six traffic interchanges/crossroads (Cortaro Road, Twin Peaks Road, Avra Valley Road, Tangerine Road, Future Moore Road, and Marana Road) and 11 miles of frontage roads. The project includes transportation modeling; traffic circulation/evaluation; safety evaluation/mitigation; developing preferred alternative for I-10 mainline, crossroad/traffic interchanges, and frontage roads; implementation plan; cost estimating; and major stakeholder (ADOT, Town of Marana, Pima Association of Governments [PAG], Pima County, Union Pacific Railroad [UPRR], Arizona State Land Department [ASLD], utilities, and major developments). Key relevancy to the Douglas project includes major stakeholder coordination, complex cost estimating, and prioritizing improvements.

ADOT/Chandler LPA, Chandler Boulevard Bike Lanes, from I-10 to 54th Street, Chandler, AZ — *Project Manager.* The project consisted of widening improvements to accommodate bike lanes along 2 miles of Chandler Boulevard. Project included stakeholder coordination, roadway widening, intersection widening, ADA assessment, sidewalk/ramp improvements, drainage, traffic signing/marking, traffic control, lighting, intelligent transportation system improvements, defining R/W needs, and utility relocations and agreements. This successful completion of environmental (CE) clearance allowed for collection of pothole data needed for utility design relocation/conflict resolution and gave an early start to the R/W acquisition process and clearances to remain on track for obligation. Key relevancy to the Douglas project includes LPA project, multimodal street improvements (transit/pedestrian/bike), ADA assessment and design, environmental, traffic signal design, utility locating/relocations, cost estimating, PS&Es, R/W investigation, cost estimating, and prioritizing improvements.

Sierra Vista Metropolitan Planning Organization (SVMPO), Cochise County Road Design and Construction Standards and Specifications Update, Cochise County, AZ — *Project Manager.* The project consists of updating Cochise County roadway design manual, construction standard details, and specifications. Work includes review of documents, revising and creating new standards/details, and creating standalone documents for Roadway Design Manual, Construction Standard Detail, and Supplement Specification. Work also includes coordination with technical departments for feedback and resolution. Key relevancy to the Douglas project includes local design standards.

City of Mesa, Traffic Calming Improvements, Mesa, AZ — *Project Manager.* Kimley-Horn is evaluating 10 roadway segments within the City of Mesa for traffic calming analysis. Kimley-Horn conducted national research, including Federal Highway Administration (FHWA) Speed Management programs and tools, as well as information developed by other agencies, in the evaluation and development of a traffic calming toolbox of traffic calming measures.

***ADOT, SR 87, from SR 287 to Hunt Hwy, GRIC, Pinal County, AZ —** *Project Manager.* The project was a 26-mile spot safety improvement project through Gila River Indian Community (GRIC), Pinal County, and City of Coolidge. The project included PA/Stage II through Final PS&Es. Work included clearing the northern 16 miles from roadside obstructions. The southern 10 miles included shoulder widening; exclusive left-turn lanes at various intersections; sign rehabilitation; and centerline and shoulder ground in rumble strips. Challenges included multiple stakeholders, four tribal districts, extension of San Carlos Irrigation District (SCID) facilities, and limited R/W for grading and improvements. This project was Highway Safety Improvement Program (HSIP) funded requiring all the necessary clearances for construction.

***City of Avondale, Central Avenue, from Van Buren to Western Traffic Study and Complete Streets, Avondale, AZ —** *Project Manager.* Kim was responsible collection of traffic and pedestrian crossing data, existing condition traffic evaluation, year 2040 build versus no build traffic analysis, alternative development associated with converting a five-lane section to a three-lane complete street project, decorative versus standard street lighting evaluation, preparation of traffic study, construction phasing evaluation, cost estimates, and scoping documentation. Work also included supporting Avondale in the preparation of the PA required as part of the ADOT Local Government process. Final design included installation of video detection at two existing signalized intersections, pavement marking to accommodate on-street parallel parking and bike lanes, traffic control to satisfy the ADOT local government approval process, infill street lighting, and ultimate design and infrastructure for future lighting.

City of Avondale, Historic Avondale Phase 1 and 2 Improvements Design-Build, Avondale, AZ — *Project Manager.* Kimley-Horn provide roadway reconstruction design improvements, utility coordination, waterline and sewer design, and drainage analysis for the Historic Avondale. The project included the removal and replacement of asphalt pavement; ADA assessments; reconstruction 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. The project delivery method included progressive Design-Build in Phase 1 and Design-Bid-Build for Phase 2.

City of Tucson, 5th/6th Street Pedestrian Safety and Walkability, Tucson, AZ — *QA/QC.* Kimley-Horn is currently working closely with City staff to deliver this Proposition 407 project to enhance the pedestrian experience along 5th/6th Street between Campbell Avenue and Alvernon Way by providing ADA-compliant sidewalks, curb ramps, new HAWK crossings, landscaping, and lighting improvements. This project overlaps two other Kimley-Horn-led projects with parallel construction schedules to bundle Proposition 101 Rehabilitation Package 5 and Tucson Water main replacements along the 4-mile stretch of 5th Street from Country Club Road to Wilmot Road. Between these combined projects, Kimley-Horn will design close to 200 ADA-compliant curb access ramps. This project showcases Kimley-Horn's in-house capabilities to provide seamless coordination and quality design for multidisciplinary improvement projects.

**Prior to Kimley-Horn*

Tim Rhine, PE, PTOE

QA/QC / PROJECT PRINCIPAL

15 years of experience • 15 years with Kimley-Horn

Tim is a Tucson native with 15 years of experience who has led a variety of pavement rehabilitation and ADA upgrade projects in Southern Arizona. Through this experience, he has become familiar with ADOT standards and federal ADA requirements, which will be key in the quality control and oversight of this project. Tim's Southern Arizona project experience includes public roadways, intersections, traffic signals, freeways, pavement rehabilitation, site civil, signing, and striping. He also has experience in bicycle pathway, linear trails, parks, drainage, and flood control projects. As past president of the American Society of Civil Engineers (ASCE) Southern Arizona Branch and recipient of the 2017 Southern Arizona Young Engineer of the Year Award, Tim understands the leadership demands of the project and is dedicated to serve ADOT in achieving success.

Professional Credentials

- BS, Civil Engineering, University of Arizona
- PE in AZ (#60430)
- PTOE (#4158)

Professional Affiliations

- ASCE

Corporate Title

- Vice President/Associate

Availability

- 80% Availability | 30% Project Commitment

Why Tim?

- Highly familiar with the processes and requirements necessary to ensure successful delivery of a federally funded project within ADOT standards
- Extensive experience managing programs of pavement rehabilitation projects with complex ADA upgrades and the latest PROWAG guidance to provide the necessary QA/QC
- Brings expertise in a jack of all trades around ADA upgrades at traffic signals, understanding latest federal requirements for such features

Project Experience

ADOT, I-10: Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Marana, AZ — *Project Engineer.* This 4-mile reconstruction of I-10 added four portland cement concrete pavement (PCCP) lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. Work included four bridges: reconstruction of the Orange Grove Road and Sunset Road TIs for increased capacity, vertical clearance, and improved traffic operations; a "flipped" Sunset Road overcrossing for a future UPRR span; and reconstructed bridges at Cañada del Oro Wash and Rillito River. The project also covered drainage, lighting, freeway management system (FMS), and landscape architecture, plus 3D renderings, fly-through visualizations, and public meeting materials. Tim led design, QA/QC, and applied his federal funding scheduling experience to anticipate and manage schedule constraints.

ADOT, SR 77: Jct I-10 to River Road (Genematas Drive), Tucson, AZ — *Deputy Project Manager.* Kimley-Horn delivered this National Highway Performance Program (NHPP)-funded pavement rehabilitation project through milling and paving to extend pavement life and improve safety. Scope included an ADA feasibility report, a PA, and Stage III–V PS&E, with all clearances acquired. As deputy project manager and engineer of record on key submittals, Tim led overall production and coordinated the project for bidding alongside an adjacent project to achieve cost savings.

City of Tucson, Prop 101 and 409 Road Recovery and Rehabilitation, Tucson, AZ — *Project Manager.* Since 2014, Kimley-Horn has supported the City with design of more than 150 centerline miles of pavement rehabilitation under the 101, 409, and 1997 Bond packages. Work has included buffer bike lanes, road diets, and development of City best practices for buffer treatment standards, with input provided to the Complete Street Design Guide. Tim has managed ADA upgrade design integrated with the Proposition 101 packages to confirm federal mandate compliance.

ADOT MPD, I-10: Cortaro Road to Marana Road, Marana, AZ — *Project Engineer.* This project consists of planning, modeling, and 15%-level scoping of 11 miles of I-10, from Cortaro Road to Marana Road. The project also includes evaluation of six TIs/crossroads (Cortaro Road, Twin Peaks Road, Avra Valley Road, Tangerine Road, Future Moore Road, and Marana Road) and 11 miles of frontage roads. The project includes transportation modeling; traffic circulation/evaluation; safety evaluation/mitigation; developing preferred alternative for I-10 mainline, crossroad/traffic interchanges, and frontage roads; implementation plan; cost estimating; and major stakeholder (ADOT, Town of Marana, PAG, Pima County, UPRR, ASLD, utilities, and major developments). Key relevancy to the Douglas project includes major stakeholder coordination, complex cost estimating, and prioritizing improvements.

Vanessa Rodriguez, PE

ROADWAY/ADA LEAD

12 years of experience • 12 years with Kimley-Horn

Vanessa is a Southern Arizona native that offers 12 years of experience in roadway, transportation, safety, and complete streets design for projects with ADOT and local agencies throughout the state. Her experience includes roadway widening, roadway reconstruction, pavement rehabilitation, TI design, ADA evaluation and design, 3D modeling, earthwork balancing, cost estimation, and specifications. Vanessa brings extensive expertise on multimodal roadway improvement projects, specializing in new roadway construction, multi-use paths (MUPs), pedestrian and cyclist safety improvements, and intersection design improvements along local and state corridors. Vanessa is bilingual, fluent in Spanish and English, and has used her bilingual proficiencies as part of community outreach efforts and transportation data collection at border crossing for POE projects and studies. Vanessa's personal understanding of ADOT and the City of Douglas/Cochise County construction standards, preferences, and familiarity with the growing local traffic demands will be key during design of this project.

Professional Credentials

- BS, Civil Engineering, University of Arizona
- PE in AZ (#69633)

Professional Affiliations

- ASCE
- ITE

Corporate Title

- Associate

Availability

- 70% Availability | 50% Project Commitment

Why Vanessa?

- Leads multimodal and Complete Streets projects specializing in pedestrian safety, ADA ramp design, and pavement rehabilitation
- Experienced navigating federal project delivery requirements including environmental clearances, utility coordination, and R/W acquisitions for ADOT and local agencies

Project Experience

City of Tucson, Bilby Road Complete Streets, Tucson, AZ — *Project Manager.* Vanessa managed the Complete Streets design for a 3-mile segment of Bilby Road from 12th Avenue to Country Club Road. The project included pavement reconstruction, ADA curb ramps, sidewalk infill, bicycle lane enhancements, drainage improvements, traffic signal upgrades, and new lighting. The team coordinated with UPRR, the Arizona Corporation Commission (ACC), and Tucson Water to address clearance requirements and at-grade crossings, and provided drainage and traffic analyses, waterline depth verification, and design modifications related to curb placement and center-turn lane impacts.

City of Tucson, Prop 101 and 409 Road Recovery and Rehabilitation, Tucson, AZ — *Project Engineer.* Vanessa had a critical role in the design of more than 150 centerline miles of pavement rehabilitation, which included implementation of road diets, buffered bike lanes, and design of over 200 ADA curb access ramps. She also assisted in adding bike lanes through pavement marking design.

ADOT, 32nd Street Shared-Use Path, Yuma, AZ — *Deputy Project Manager.* Kimley-Horn is designing a 4.6-mile at-grade shared-use path along the south side of 32nd Street from Avenue 3E to Avenue 7½ E in Yuma, Arizona. The project will connect existing pathways, cross seven signalized intersections, and include ADA-compliant pedestrian curb ramps consistent with ADA and American Association of State Highway and Transportation Officials (AASHTO) guidelines. Federally funded through the Transportation Alternatives program, the project will follow all required federal processes and clearances, including National Environmental Protection Act (NEPA) environmental clearance and a CE checklist and will be administered through ADOT.

SVMPO, Cochise County Road Design and Construction Standards and Specifications Update, Cochise County, AZ — *Project Engineer.* The project includes updating Cochise County's roadway design manual, construction standard details, and specifications through document review, revision, and development of new standards. Work also involves preparing standalone manuals and coordinating with technical departments to incorporate feedback and resolve comments.

ADOT, SR 77: Jct I-10 to River Road (Genematas Drive), Tucson, AZ — *Project Engineer.* Kimley-Horn designed this NHPP-funded project to provide pavement rehabilitation by milling and paving the existing roadway to extend pavement life and improve smoothness and safety. Kimley-Horn prepared an ADA feasibility report with a PA and Stage III, IV, and V PS&E and acquired all clearances.

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Jeffrey Callicott, PE

ROADWAY/ADA

TYPSA Group

28 years of experience • 20 years with TYPSA

Jeffrey has more than 28 years of roadway engineering and transportation design experience supporting complex highway, interchange, and roadway improvement projects throughout Arizona and the Southwest. His extensive ADOT experience includes freeway, interchange, corridor, and local government projects involving roadway geometrics, drainage coordination, utility coordination, MOT, specifications, and final design delivery. Jeff brings direct Douglas project experience through his work on the Chino Road Extension Final Design and the US 191B Realignment DCR and EA, both supporting transportation improvements associated with the Douglas POE and regional mobility needs. In his role as Lead Roadway Engineer/Project Engineer, Jeff provides technical leadership, roadway design oversight, interdisciplinary coordination, and proactive communication with ADOT, local agencies, and project stakeholders to support efficient project delivery and development of constructable, cost-effective transportation solutions.

Professional Credentials

- BS, Civil Engineering, Northern Arizona University
- PE in AZ (#37270)

Corporate Title

- Sr. Roadway Technical Leader

Availability

- 50% Availability | 100% Project Commitment

Why Jeffrey?

- Direct Douglas experience through the Chino Road Extension Final Design and the US 191B Realignment DCR and EA supporting the Douglas POE and regional transportation improvements
- Extensive ADOT experience on major transportation projects involving roadway geometrics, drainage coordination, maintenance of traffic, utility coordination, specifications, and final design delivery
- Proven ability to lead multidisciplinary roadway design efforts, coordinate with stakeholders and regulatory agencies, and deliver technically sound and constructable solutions

Project Experience

ADOT, Chino Road Extension Phase 2, Douglas, AZ — *Lead Roadway Engineer.* This LPA project includes final design and project clearances to bring the original shelved construction documents from 2014 up to current ADOT standards for advertisement. This project will realign almost 1 mile of Chino Road to tie into the existing signalized intersection of SR 80 and US 191, to improve traffic flow and safety. TYPSA recommended and the Team agreed to advance directly to the Stage IV submittal to minimize design budget and schedule.

ADOT, Chino Road Extension Final Design, Douglas, AZ — *Project Engineer.* This project was assigned through an On-Call. This task was for the final design to widen and extend Chino Road from 5th Street south to the proposed POE connection point, approximately 475 feet north of the International Border. The approximate 1,400 feet of roadway improvements consisted of a 40-foot-wide rural section, including 12-foot-wide lanes and 8-foot-wide shoulders. This Local Governments project was coordinated through ADOT for Douglas.

ADOT, US 191B Realignment DCR and EA, Chino Road to US191, Douglas, AZ — *Lead Roadway Engineer.* This task was assigned through an On-Call. The purpose of the DCR and EA was to examine realignment alternatives of US 191B to handle truck traffic, improve operations, and provide safe and efficient transportation with regional purpose and limited access from the proposed International POE expansion to the existing intersection of SR 80 and US 191. Additional study efforts included design-level mapping, an initial geotechnical report, two public meetings, an initial traffic report, utility coordination, and an initial drainage report.

City of Phoenix, Black Mountain Boulevard, Phoenix AZ — *Roadway Engineer.* TYPSA prepared a Predesign Scoping Report and EA that evaluated multiple options for a new 5-mile arterial corridor. TYPSA completed the final design of this federal-aid/CMAR project while coordinating closely with ADOT, the City of Phoenix, and numerous agency stakeholders to address ramp geometry, ramp bridge designs, roundabout design, traffic circulation, and pedestrian safety. TYPSA also created and executed the public involvement plan that included developing a project-specific website, managing public comments, and hosting over 30 public and agency stakeholder meetings. Jeff developed the specifications for the bid package.

Town of Gilbert, Higley Road: East Maricopa Floodway (EMF) to 1370-feet North, Gilbert, AZ — *Lead Roadway Engineer.* This project included design to improve the existing roadway to the Town's major arterial section consisting of a 94-foot-wide urban street section with three lanes and a 5.5-foot bike lane in each direction separated by a 16-foot-wide raised median. Widenings were designed for both the EMF and Roosevelt Water Conservation District (RWCD) Canal bridges and provided off-site and on-site drainage analysis/design, street lighting, and traffic signals; signing; marking; geotechnical; landscaping; R/W services; environmental clearance and 404 permits; and utility coordination.

Eric Kocher, PE

TRAFFIC AND MOT LEAD

12 years of experience • 7 years with Kimley-Horn

Eric is a transportation design engineer and project manager with a full range of transportation design experience. Working out of Kimley-Horn's Phoenix office, Eric has experience managing ADOT projects that are both ADOT-led and LPA projects. He has successfully delivered several recent projects for ADOT, including F0771 POE Sign Replacements, T0500 Mohave County Connected Vehicle Deployment, T0354 Mohave County Curve Warning Signs, and F0394 SR 80 Mule Pass Tunnel Lighting Improvements. On these projects he worked directly with ADOT PMG, District, Regional Traffic, Construction Group, C&S, and local agency staff to provide design solutions that meet the needs of the project while complying with requirements for state and federal funding. Eric is intimately familiar with the ADOT project development process and is highly proficient in ADOT processes related to construction documents, specification and special provision development, and construction cost estimating.

Professional Credentials

- BS, Civil Engineering, University of Kansas
- PE in AZ (#68040)

Professional Affiliations

- ITE

Corporate Title

- Associate

Availability

- 50% Availability | 50% Project Commitment

Why Eric?

- Extensive recent experience delivering LPA projects with federal and non-federal funding
- More than a decade of design and construction experience working directly with contractors and suppliers to ensure projects are constructable

Project Experience

ADOT, Moson Road Corridor Improvement, Cochise County, AZ — *Project Engineer.* The Moson Road project added paved shoulders, drainage improvements, and roadway reprofiling to improve sight distance and promote all-weather access. Eric led the design of the traffic elements including MOT, which will maintain traffic and access throughout construction of the project.

ADOT SOI (F0394 01D): Mule Pass Tunnel Safety Improvements, Bisbee, AZ — *Project Manager.* Eric managed this HSIP-funded project to replace the tunnel lighting system and re-stripe the lanes through the Mule Pass Tunnel. Eric and the project team successfully delivered a bid-ready package in less than 1 year while meeting the needs of all project stakeholders by slightly revising the scope of work, yet maintaining federal funding eligibility.

Mohave County (LPA), Mohave County Curve Warning Systems, Mohave County, AZ — *Project Manager.* Eric managed this HSIP-funded project to install curve warning signs and light-emitting diode raised pavement markers at multiple locations throughout the county. The project team worked closely with ADOT and County staff to revise the scope as needed during design to meet funding constraints. This project was advertised as a fixed-price, variable scope bid and was the first ever ADOT project to use this advertising method that ensures the project stayed within the allotted funding.

Mohave County (LPA), Mohave County Connected Vehicle Deployment, Mohave County, AZ — *Project Manager.* Eric is managing this ATTAIN grant-funded project to install connected-vehicle-to-everything (CV2X) powered safety systems throughout rural Mohave County. Due to the innovative nature of this project technology, substantial coordination was needed with equipment providers, utility companies, local County staff, ADOT PMG, FHWA, and the Federal Communications Commission (FCC).

ADOT, I-10: SR 85 to Verrado Way General Purpose Lanes (GPL), Buckeye, AZ — *Project Engineer.* Kimley-Horn provided DCR, environmental, and final design services for this project to widen 8 miles of I-10 including reconstruction of two TIs to Diverging Diamond Interchanges (DDIs) at Miller Rd and Watson Rd, which are gateway to the City of Buckeye. Access control was one of the major issues due to grandfathered accesses at both TIs, including a major Love's Truck stop and Days Inn hotel driveways within few hundred feet of the exit ramp at Miller Rd TI. Kimley-Horn collaborated with ADOT and City, prepared alternatives, and assisted discussions with businesses to design and construct alternate routes and access driveways avoiding acquisitions. Eric coordinated internal reviews of the phasing and MOT with constructability partners and ADOT staff to determine feasible and appropriate construction durations and associated liquidated damages. He also assisted ADOT in acquiring innovation funding from FHWA to deploy a complex queue warning system to alleviate congestion during construction.

Jeremiah Hsu, PE

TRAFFIC AND MOT

TYPSA Group

8 years of experience • 7 years with TYPSA

Jeremiah has 8 years of experience supporting transportation projects throughout Arizona, with a strong focus on traffic engineering, lighting design, signing and marking, MOT, and roadway coordination for ADOT and municipal clients. His ADOT project experience includes freeway widening, interchange improvements, roadway reconstruction, pedestrian improvements, and corridor enhancement projects delivered through design-bid-build and design-build methods. Jeremiah has supported transportation improvements in southern Arizona communities, including work in Douglas and San Luis, providing valuable experience coordinating with local agencies and multidisciplinary design teams on complex transportation corridors.

Professional Credentials

- BS, Civil Engineering, Arizona State University
- PE in AZ (#81203)

Professional Affiliations

- ITE

Corporate Title

- Traffic Project Engineer

Availability

- 40% Availability | 100% Project Commitment

Why Jeremiah?

- Strong ADOT experience supporting freeway widening, interchange, pedestrian improvement, and corridor enhancement projects throughout Arizona
- Proven ability to coordinate with multidisciplinary teams, local agencies, and stakeholders to develop efficient and constructable traffic engineering solutions
- Hands-on experience preparing MOT plans, lighting design, signing and marking packages, specifications, and cost estimates in accordance with ADOT standards and requirements

Project Experience

ADOT, Chino Road Extension Phase 2, Douglas, AZ — *Traffic Engineer.* This LPA project includes final design and project clearances to bring the original shelved construction documents from 2014 up to current ADOT standards for advertisement. This project will realign almost 1 mile of Chino Road to tie into the existing signalized intersection of SR 80 and US 191, to improve traffic flow and safety. TYPSA recommended and the Team agreed to advance directly to the Stage IV submittal to minimize design budget and schedule.

ADOT, Cesar Chavez Boulevard Improvements, San Luis, AZ — *Traffic Engineer.* The Cesar Chavez Boulevard roadway improvement project is 4.9 miles in length with a 2-mile urban roadway section between Escondido Street/San Luis Plaza Drive to 10th Avenue and a 2.9-mile rural roadway section from 10th Avenue to just east of Avenue E. The planned improvements to Cesar Chavez Boulevard include widening the existing roadway from a two-lane to a four-lane facility, with a continuous median and a one-lane roundabout at Escondido Street/San Luis Plaza Drive. As a major subconsultant, TYPSA's technical efforts include designing the roundabout including the roadway, drainage, signing, striping, and lighting, traffic/MOT, retaining walls, SUE/potholing, constructability review, and environmental support. Jeremiah's duties include MOT design, lighting design, multidiscipline and firm coordination, and specifications and estimates.

ADOT, Delaware Pedestrian Improvements, Apache Junction, AZ — *Traffic Engineer.* The Delaware Drive Pedestrian Improvement Project Involved adding bike lanes, a two-way left-turn lane, roadway lighting, curb and gutter, and converting an open channel to a closed pipe system on Delaware Drive from Broadway Avenue to 16th Avenue. The on-call project included a critical scoping document phase to establish the overall limits and identify necessary utility relocations to resolve in order to receive the Utility clearance on schedule during final design. The configuration of the proposed pipe system was also established and verified to be compatible with the existing systems being tied into on either end of the project. Added benefits to the local project owners included TYPSA designing traffic components that the City of Apache Junction would be able to maintain, while still meeting federal funding requirements. Jeremiah was responsible for scoping documents, roadway design, reports, and production, as well as specifications and estimates.

ADOT, SR 202L (Santan Freeway): Val Vista to SR101L Final Design, Gilbert, AZ — *Traffic Engineer.* This project added one GPL on SR202L in each direction from Val Vista Drive to Gilbert Road and add two GPLs from Gilbert Road to SR 101L. Key elements of the project included freeway widening, widening crossroad overpasses, retaining walls, extending the drainage system, traffic design, traffic analysis, traffic control, geotechnical and pavement design, landscape and aesthetics, construction cost estimating, and environmental documents. Jeremiah was responsible for signing and marking design and production, MOT production, interdisciplinary coordination, and estimates.

Kevin Payne, PE, CFM

DRAINAGE STUDY AND DESIGN LEAD

20 years of experience • 13 years with Kimley-Horn

Kevin has 20 years of civil engineering and project management experience specializing in drainage and flood control design and analysis, including hydrology and hydraulics, as well as erosion and sedimentation. His experience includes drainage analysis and design for public roadways, parks, and linear trails, along with private, residential, commercial, industrial, and institutional land development. Kevin is also experienced in the processing of CLOMRs and Letters of Map Revision (LOMRs) through FEMA.

Professional Credentials

- BS, Civil Engineering, University of Arizona
- PE in AZ (#51478)
- CFM (#US-14-07674)

Corporate Title

- Associate

Availability

- 45% Availability | 45% Project Commitment

Why Kevin?

- Develops innovative solutions that consider future needs, including operations and maintenance of drainage structures and facilities
- Specializes in drainage and flood control analysis and infrastructure design
- Highly experienced with local municipalities and standards including multi-use paths along watercourses

Relevant Experience

ADOT, Moson Road Corridor Improvement, Sierra Vista, AZ — *Drainage.* The Moson Road project added paved shoulders, drainage improvements, and roadway reprofiling to improve sight distance and promote all-weather access. We identified over 40 drainage crossings through aerial imagery, topography review, and site visits, then conducted hydrology analysis using PC-Hydro, HEC-HMS, FlowMaster, CulvertMaster, and HEC-RAS 1D/2D to convey the 10-year discharge, address sedimentation, and determine right-of-way and environmental clearance limits. Modeling outputs were integrated into OpenRoads, and the project concluded with 30% construction documents for the full corridor.

ADOT, I-10: Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Marana, AZ — *Project Engineer.* Kevin led the bridge hydraulics to include both HEC-RAS and SRH-2D models, scour analysis and calculations for evaluation of existing infrastructure, and design of the bridge piers for the Rillito River and CDO Wash bridge replacements. Kevin also led the USACE coordination and Section 408 submittal.

Pima County, Sunset Road: Santa Cruz River to River Road, Tucson, AZ — *Drainage.* Kevin led the drainage team which completed riverine bridge hydraulics for the new bridge over the Rillito River, scour calculations for the design of the bridge piers, and the localized roadway drainage for the new roadway. Kevin also led the FEMA coordination and CLOMR submittal, as well as USACE coordination and Section 408 submittal.

City of Tucson, Prop 101 and 409 Road Recovery and Rehabilitation, Tucson, AZ — *Project Manager.* Since 2014, Kimley-Horn has supported the City with design of over 150 centerline miles of pavement rehabilitation under the 101, 409, and 1997 Bond packages. Work has included buffer bike lanes, road diets, and development of City best practices for buffer treatment standards, with input provided to the Complete Street Design Guide.

ADOT, I-10, Ina Road Traffic Interchange, Tucson, AZ — *Project Engineer.* This project completely reconstructed the I-10/Ina Road TI to grade separate Ina Road with the UPRR. To accomplish this, the 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. As a major subconsultant, Kimley-Horn was responsible for the design of the reconstruction of Ina Road and local streets, including the Ina Road bridges over I-10 and UPRR, pavement drainage, signage, and pavement marking. Kevin provided constructability review and value engineering for drainage infrastructure on the project.

Jose Rodriguez, PE

DRAINAGE STUDY AND DESIGN

TYPSA Group

8 years of experience • 8 years with TYPSA

Jose is an experienced drainage engineer with a strong background in transportation drainage design, hydrologic and hydraulic analysis, and stormwater infrastructure for major roadway and freeway projects throughout Arizona. His ADOT experience includes freeway widening projects, system interchanges, bridge crossings, and regional drainage improvements requiring complex onsite and offsite hydraulic analysis, storm drain design, retention basin sizing, and floodplain coordination. Jose has supported projects involving challenging utility conflicts, aggressive schedules, and multidisciplinary coordination, while utilizing industry-standard modeling software including HEC-RAS, HEC-HMS, CivilStorm, and StormCAD. Through his experience on statewide ADOT transportation corridors and regional infrastructure projects, he brings a strong understanding of drainage challenges applicable to border-region communities, such as Douglas.

Professional Credentials

- BS, Civil Engineering, Arizona State University
- PE in AZ (#76380)

Corporate Title

- Drainage Group Manager

Availability

- 50% Availability | 100% Project Commitment

Why Jose?

- Strong technical expertise in hydrologic and hydraulic analysis, storm drain systems, retention/detention basin design, floodplain coordination, and drainage modeling using HEC-RAS, HEC-HMS, CivilStorm, and StormCAD
- Familiar with regional transportation corridor drainage challenges and infrastructure needs applicable to southern Arizona and border-region communities, such as Douglas
- Successfully supported high-profile ADOT projects including SR 202L Santan Freeway, I-17/SR 303L TI, and SR 303L corridor improvements, demonstrating strong understanding of ADOT drainage criteria and project development requirements

Project Experience

ADOT, Chino Road Extension Phase 2, Douglas, AZ — *Lead Drainage Engineer.* This LPA project includes final design and project clearances to bring the original shelved construction documents from 2014 up to current ADOT standards for advertisement. This project will realign almost 1 mile of Chino Road to tie into the existing signalized intersection of SR 80 and US 191, to improve traffic flow and safety. TYPSA recommended and the Team agreed to advance directly to the Stage IV submittal to minimize design budget and schedule.

City of Surprise, 163rd Avenue: West Santa Fe Drive to Happy Valley Road, Surprise, AZ — *Lead Drainage Engineer.* Prepared final design plans for improving 163rd Avenue from W. Santa Fe Drive to Happy Valley Road. This project started as a design-bid-build and transition to CMAR due to the City of Surprise prioritizing the corridor. The project included widening 163rd Avenue to provide three lanes in each direction, major utility relocations and associated coordination, traffic signal design, lighting, drainage, ADA improvements, signing and marking, and R/W identification and acquisition. Drainage improvements included scuppers, catch basins, and retention basins while being attentive to the City's needs due to the growing community exposure to the project.

ADOT, SR202L Santan Freeway: Val Vista to SR101L, Chandler and Gilbert, AZ — *Drainage Engineer.* This project will add one GPL on SR 202L in each direction from Val Vista Drive to Gilbert Road and will add two GPLs from Gilbert Road to SR 101L. Key elements of the project include freeway widening, widening crossroad overpasses, retaining walls, extending the drainage system, traffic design, traffic analysis, traffic control, geotechnical and pavement design, landscape and aesthetics, construction cost estimating and environmental documents. Jose performed hydrologic and hydraulic calculations for the onsite drainage system, including complex Environmental Protection Agency (EPA) Storm Water Management Model (SWMM) modeling within CivilStorm.

ADOT, SR 303L: 51st and 43rd Avenues TIs, Phoenix, AZ — *Drainage Designer.* This high-profile project constructed two new diamond interchanges, SR 303L mainline, and a southbound frontage road. The project delivered access to a quickly developing area of north Phoenix including the Taiwanese Semiconductor (TSMC) plant (under construction). The freeway project included major drainage improvements for new box culverts and channelization. As the lead drainage designer, Jose led this fast-paced design project schedule for drainage tasks including supporting CLOMR submittals for the Upper Buchanan Wash channel.

Daniel Bacon, PE

COST ESTIMATING

10 years of experience • 10 years with Kimley-Horn

Daniel, a Tucson native, is a civil engineer in Kimley-Horn's Tucson office, with 10 years of experience. His experience includes roadway geometric design, drainage design, and pedestrian facilities. Daniel has prepared quantity reports and cost estimates using current market costs. He is fluent in AutoCAD Civil3D, MicroStation, and InRoads. Daniel has led design efforts for a variety of recent roadway and ADA rehabilitation projects for multiple jurisdictions throughout Arizona including Pima County, the City of Tucson, and ADOT. Through his experience, Daniel has become familiar with current ADOT, PAG, and ADA design standards. Daniel's experience includes performing field visits to verify existing pedestrian facilities meet current ADA design standards. He verifies this using Smart Level technology to accurately measure slopes and then formulate construction documents to correct uncompliant areas, all while keeping the jurisdiction's goals in mind. For all final design projects, he has prepared quantity reports and cost estimates using current market costs.

Professional Credentials

- BS, Civil Engineering, University of Arizona
- PE in AZ (#69335)

Corporate Title

- Associate

Availability

- 35% Availability | 50% Project Commitment

Why Daniel?

- Extensive experience with ADOT pay items, cost estimating from scoping through final design, and specifications
- Extensive experience in urban roadway, drainage, and pedestrian/bike facility designs
- Experience delivering federally funded projects
- Pavement rehabilitation, ADA assessment and reconstruction design, sidewalk/ramp design, and multi-use path expertise

Project Experience

ADOT, I-10: Ina Road TI to Ruthrauff Road TI Final Design (I-10 Gap), Marana, AZ — *Project Engineer.* This 4-mile reconstruction of I-10 added four PCCP lanes in each direction, including auxiliary lanes and dual-lane entrance and exit ramps. Work included four bridges: reconstruction of the Orange Grove Road and Sunset Road TIs for increased capacity, vertical clearance, and improved traffic operations; a "flipped" Sunset Road overcrossing for a future UPRR span; and reconstructed bridges at Cañada del Oro Wash and Rillito River. The project also covered drainage, lighting, FMS, and landscape architecture, plus 3D renderings, fly-through visualizations, and public meeting materials.

ADOT, SR 77: Jct I-10 to River Road (Genematas Drive), Tucson, AZ — *Project Engineer.* Kimley-Horn delivered this NHPP-funded pavement rehabilitation project through milling and paving to extend pavement life and improve safety. Scope included an ADA feasibility report, a PA, and Stage III–V PS&E, with all clearances acquired. Daniel....

City of Tucson, Prop 101 and 409 Road Recovery and Rehabilitation, Tucson, AZ — *Project Engineer.* Since 2014, Kimley-Horn has supported the City with design of over 150 centerline miles of pavement rehabilitation under the 101, 409, and 1997 Bond packages. Work has included buffer bike lanes, road diets, and development of City best practices for buffer treatment standards, with input provided to the Complete Street Design Guide. .

Pima County, Sunset Road: Santa Cruz River to River Road, Tucson, AZ — *Project Engineer.* Kevin led the drainage team which completed riverine bridge hydraulics for the new bridge over the Rillito River, scour calculations for the design of the bridge piers, and the localized roadway drainage for the new roadway.

ADOT, 32nd Street Shared-use Path, Yuma, AZ — *Deputy Project Manager.* Kimley-Horn is designing a 4.6-mile at-grade shared-use path along the south side of 32nd Street from Avenue 3E to Avenue 7½ E in Yuma, Arizona. The project will connect existing pathways, cross seven signalized intersections, and include ADA-compliant pedestrian curb ramps consistent with ADA and AASHTO guidelines. Federally funded through the Transportation Alternatives program, the project will follow all required federal processes and clearances, including NEPA environmental clearance and a CE checklist and will be administered through ADOT.

Julian Pesqueira, PE

UTILITY COORDINATION LEAD

13 years of experience • 11 years with Kimley-Horn

Julian has 13 years of experience in utility coordination and public/private irrigation design. He has provided utility coordination services on municipal, county, and ADOT roadway widening and TI projects. Julian is proficient in communicating extensively with multiple utilities to obtain clearances and ensure any needed relocations do not delay the project schedule. Julian obtained timely utility clearance for the I-10, SR 85 to Verrado Way project with complex utility relocations. He played an important role coordinating with APS to avoid their major underground structures relocations and rerouting their new facilities. He collaborates frequently with Kimley-Horn's roadway and transportation professionals to effectively coordinate with utility companies and railroads for major projects throughout Arizona. As utility coordination lead, Julian will be responsible for utility submittals, coordination, and obtaining clearance.

Professional Credentials

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

Corporate Title

- Associate

Availability

- 40% Availability | 40% Project Commitment

Why Julian?

- Utility coordination expertise and construction phase service experience
- Efficiently communicates with private utility owners to help them understand the impacts of the project improvements to complete relocations
- Understands and coordinates with the design team the private utility owner's concerns so that they are considered during design

Project Experience

ADOT, SR 101L: I-17 to Pima Utility Coordination, Phoenix, AZ — *Utility Coordination.* Kimley-Horn provided utility coordination, structural design for Miller Road, roadway lighting, a lighting design report, and a conduit in the Miller Road bridge for future lighting. Kimley-Horn was also responsible for coordination to convert load centers in Segment 2 from unmetered to metered. This project included monthly coordination meetings, weekly progress reports, coordinating utility agreements, reviewing prior rights, utility designation, reviewing utility relocation plans, coordinating utility clearance to/from utilities, and preparing utility clearance letters for ADOT.

ADOT I-10 Jackrabbit TI Final Design, Buckeye, AZ — *Utility Coordination.* Kimley-Horn provided DCR and final design services for the reconstruction and widening of Jackrabbit Trail and the I-10 interchange in Buckeye. Final design widened Jackrabbit Trail from two lanes to an ultimate six-lane arterial, redesigned interchange ramps and bridge configurations, and added signage, traffic signals, lighting, and pedestrian and bicycle facilities. Major utility relocations included overhead power relocations with APS, overhead conversions for Lumen, and Southwest Gas relocations. Kimley-Horn was able to obtain utility clearance without impacts to the design and construction schedule.

ADOT, I-10: Dirk Lay Road to SR 387, Chandler, AZ — *Project Engineer.* Kimley-Horn was selected by ADOT, in coordination with the Maricopa Association of Governments (MAG), to provide design services for widening more than 6 miles of I-10 between Phoenix and Casa Grande. Major relocations included overhead power relocations and the relocation of a sub-station that belonged to the Gila River Indian Community Utility Authority (GRICUA).

ADOT, I-10: SR 85 to Verrado Way GPLs, Buckeye, AZ — *Project Engineer.* Kimley-Horn provided DCR, environmental, and final design services for this project to widen 8 miles of I-10 including reconstruction of two TIs to DDIs at Miller Rd and Watson Rd, which are gateway to the City of Buckeye. Access control was one of the major issues due to grandfathered accesses at both TIs, including a major Love's Truck stop and Days Inn hotel driveways within few hundred feet of the exit ramp at Miller Rd TI. Kimley-Horn collaborated with ADOT and City, prepared alternatives, and assisted discussions with businesses to design and construct alternate routes and access driveways avoiding acquisitions.

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Francisco "Pancho" Garza, PE

GEOTECHNICAL/PAVEMENT DESIGN

Ethos Engineering, LLC

23 years of experience • 8 years with Ethos

Pancho is an Arizona-registered professional engineer with extensive experience involving analysis, design and recommendations on projects for pavement, roadways, bridges, retaining walls, and dams. His primary focus has been geotechnical investigations for transportation-related projects, and he has been involved with more than 250 roadway projects mainly with ADOT. Pancho's ADOT experience includes working on more than 125 ADOT PDOC projects since 2021 supervising geotechnical field and laboratory investigations, soil nail wall design, pavement design, slope stability analysis, landslide instrumentation monitoring and geotechnical & foundation design report preparation.

Professional Credentials

- MS, Civil Engineering, Arizona State University
- BSE, Civil and Environmental Engineering, University of Michigan

Professional Affiliations

- American Council of Engineering Companies (ACEC)
- American Society of Highway Engineers (ASHE)

Corporate Title

- President

Availability

- 40% Availability | 25% Project Commitment

Why Pancho?

- Strong working relationship with Kimley-Horn with over 40 projects in the last 3 years
- Masters degree with classes specifically on pavement design and rehabilitation
- Worked on 125 ADOT PDOC projects since 2021

Project Experience

ADOT, Town of Duncan, Various Streets, Duncan, AZ — *Geotechnical Project Manager/Sr. Engineer.* Pancho provided evaluation of physical properties of the existing pavement/subgrade conditions to establish engineering criteria for the final design and construction of the planned roadway improvements.

ADOT, Moson Road: SR 90 to Hereford Road, Cochise County, AZ — *Geotechnical Project Manager.* This project consists of adding paved shoulders along the 7.8-mile project, replacing cross-drain structures, widening in some sections to add turning lanes, and improving drainage and sight distance safety by reprofiling, considering pavement overlay, spot repairs, or full replacement along Moson Road. Project included evaluation of subsurface soils, drilling for roadway with flagmen closures, and recommendations for new drainage structures and roadway pavement. Pavement recommendations include a combination of full replacement with standard Asphalt Concrete (AC) and Aggregate Base (AB), and an overlay section with a chip seal interlayer.

ADOT, Project Development On-Call, Statewide, AZ — *Geotechnical PM/Sr. Engineer*. Pancho is responsible for the geotechnical investigations of roadways, bridges, retaining walls, drainage conveyance systems, and pavement life extensions associated with the state highway system. Some of these projects include:

- Town of Parker ADA Improvements, Parker AZ
- Pavement Life Extension – Southcentral, Northeast, Northwest, and Northcentral Districts
- Port of Entries – San Simon, Yuma, Topock, Page, and Sanders
- SR 80 Shared-Use Path, Bisbee, AZ
- Young Road, Gila County, AZ
- Finnie Flat Road, SR 260 to Main Street, Camp Verde, AZ
- County 11th Street at Avenue G, Yuma County, AZ
- Avenue C at US 95, Yuma County, AZ
- County 14th Street and Avenue E Intersection Improvements, Yuma County, AZ
- County 19th Street & Avenue G Rumble Strips, Yuma County, AZ
- B Canal Bridge on Avenue 4E – Scoping; Yuma County, AZ

ADOT, West Willcox Traffic Interchange, Willcox, AZ — *Geotechnical PM/Sr.* Engineer. Pancho worked on this project to develop geotechnical investigation to rehabilitate existing bridge over I-10. Borings included drilling of two borings to investigate subsurface corrosion potential on steel piles and two hand pits to evaluate topsoil. Drill setup required lane closure with flagmen and included recommendations for pavement, and corrosion potential.

Diana Dunn

ENVIRONMENTAL

TYPSA Group

20 years of experience • 20 years with TYPSA

Diana brings more than 20 years of environmental planning and NEPA experience supporting transportation and infrastructure projects throughout Arizona. She currently serves as Project Manager for ADOT's Environmental Planning On-Call Contract, where she oversees task order management, environmental clearances, agency coordination, QA/QC, and technical staff support for statewide transportation projects. Her extensive ADOT experience includes preparing categorical exclusions, Section 4(f) evaluations, public involvement coordination, environmental permitting, and multidisciplinary environmental compliance for highway, bridge, interchange, and corridor improvement projects. Diana has also supported projects in border-region communities and transportation corridors requiring coordination with federal agencies, tribal governments, and local jurisdictions, providing valuable experience applicable to work in Douglas and Cochise County. In her role as Environmental Planner, she will provide senior-level environmental oversight, lead coordination with ADOT and regulatory agencies, guide NEPA documentation and permitting efforts, and support project delivery through proactive communication, technical expertise, and comprehensive knowledge of ADOT environmental processes and requirements.

Project Experience

ADOT, Chino Road Extension Phase 2, Douglas, AZ — *Senior Environmental Planner.* This LPA project includes final design and project clearances to bring the original shelved construction documents from 2014 up to current ADOT standards for advertisement. This project will realign almost 1 mile of Chino Road to tie into the existing signalized intersection of SR 80 and US 191, to improve traffic flow and safety. TYPSA recommended and the Team agreed to advance directly to the Stage IV submittal to minimize design budget and schedule. The updated environmental clearance included biological evaluation, hazardous materials testing and PISA, Section 106 consultation, Section 404 assessment memo, and agency scoping letters. Diana also coordinated with the design team for the updated 104.16 environmental specifications to match the EPIC sheet.

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

ADOT, Project Development On-Call, Statewide, AZ — *Senior Environmental Planner.* TYPSA holds an on-call contract with ADOT Statewide Project Development for providing engineering and environmental services throughout the state. Diana had been the lead environmental planner for 10 projects under this contract. Four of the 10 were environmental clearances for local government projects. Overall environmental efforts included public and agency scoping, Section 4(f) research, analysis of constructive/temporary uses, floodplain research/coordination, and preparation of CE clearance.

Professional Credentials

- MA, Applied Archaeology, Northern Arizona University
- BA, Anthropology (Archaeology), Northern Arizona University

Professional Affiliations

- National Association of Environmental Professionals
- Arizona Chapter Association of Environmental Professionals
- Women in Transportation (WTS)

Corporate Title

- Southwest Region Environmental Planning Group Manager

Availability

- 50% Availability | 100% Project Commitment

Why Diana?

- Serves as the Project Manager for ADOT's Environmental Planning On-Call Contract
- Brings more than 20 years of environmental planning, NEPA documentation, permitting, and agency coordination experience throughout Arizona
- Extensive experience supporting projects in southern Arizona and border-region communities, including work within Cochise County and coordination with federal, tribal, and local stakeholders

Jeff Velasquez, PLA, ASLA

COMPLETE STREETS/AESTHETICS

J2 Design

32 years of experience • 24 years with J2

Jeff is a Principal Landscape Architect with 32 years of public works experience in the fields of landscape architecture and urban design. His wide variety of project experience has included planning, design, and construction of award-winning District and Downtown revitalization projects. His expertise includes placemaking, public involvement, sustainable green systems/low-impact development (LID) design, signage and wayfinding systems, road diets (also known as road "right-sizing"), urban design and pedestrian/multimodal improvements, complete streets, transportation projects, multi-use trail systems, and regional, community and neighborhood park design. Jeff is a proven leader who has specialized in helping small to mid-size communities statewide revitalize their downtown areas. His attention to detail, ability to achieve consensus, and focus on long-term economic development opportunities have become trademarks of Jeff's work and the proven J2 system of Downtown Revitalization. Jeff has been a featured speaker at the ASLA National Convention and many of his high-profile projects have been published nationally.

Professional Credentials

- BS, Landscape Architecture, California State Polytechnic University
- PLA in AZ (#35538)

Professional Affiliations

- American Society of Landscape Architects (ASLA)
- Arizona Parks and Recreation Association (APRA)
- Arizona Association for Economic Development (AAED)

Corporate Title

- Principal Landscape Architect

Availability

- 20% Availability | 20% Project Commitment

Why Jeff?

- Wide variety in award-winning District and Downtown revitalization projects
- Specializes in helping small to mid-size communities statewide
- He has recent successful experience with the City of Douglas, having recently completed the Downtown Streetscape Master Plan in 2024 and the G Avenue Improvements in 2025

Project Experience

City of Douglas, Downtown Streetscape Master Plan, Douglas, AZ — *Project Manager.* The City of Douglas was seeking the development of a comprehensive planning and implementation document to be titled the Douglas Downtown Streetscape Design Master Plan (Streetscape Plan). The development of the plan involved determining and designing suitable projects that enhance the streetscape of the Douglas downtown area focused along G Avenue between Pan American Boulevard and 5th Street. Jeff was the project manager and led the development of the master plan.

City of Casa Grande, Florence Boulevard Streetscape Master Plan, Casa Grande, AZ — *Project Principal.* The City of Casa Grande was seeking the development of conceptual design work for the Florence Boulevard corridor. The development of the plan involves determining and designing suitable improvements that enhance the streetscape and function of the corridor from Pinal Avenue to I-10. Jeff served as the project principal to deliver a DCR.

City of San Luis, San Luis Streetscape Master Plan, San Luis, AZ — *Project Manager.* The goal of this project was to revitalize a "blighted" downtown area directly adjacent to a designated border crossing between Mexico and the United States. Specific goals included providing a sustainable development and implementation of City identity, economic stimulation, updating the downtown area to reflect the vision of the City, vehicular, pedestrian, and bicycle circulation enhancement, and creating a sense of place for City festivals, events, and gatherings that the community can utilize for decades to come. Jeff was the project manager and led the development of the master plan.

City of Tempe, Mill Avenue Streetscape, Rio Salado to University Drive, Tempe, AZ — *Project Manager.* The City of Tempe has made a commitment to improving Mill Avenue between University Drive and Rio Salado Parkway. J2 completed conceptual design and a DCR with cost estimates for this exciting urban corridor revitalization study. J2 was later selected for the final design of the streetscape improvements, which were just completed in April, 2026. Jeff served as the project for the master plan and final design of this project.

From: ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>
Sent: Wednesday, May 20, 2026 9:20 AM
To: Alvarez, Melissa <melissa.alvarez@kimley-horn.com>
Cc: contractorcompliance@azdot.gov
Subject: Bidders List for Kimley-Horn and Associates, Inc.

Kimley-Horn and Associates, Inc., AZUTRACS Number: 10608 has submitted a Bidder/Proposer list for **2026-021** on 05/20/2026 at 9:19 AM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	Address	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	10+ years	$2 million to $5 million	Non-DBE	541330
J2 Engineering & Environmental Design, LLC	4649 E Cotton Gin Loop Phoenix, AZ 85040	10+ years	$5 million to $10 million	DBE	541320
Safe Site Utility Services	7623 N. 73rd Drive Glendale, AZ 85303	10+ years	$5 million to $10 million	Non-DBE	541360
Tierra Right of Way Services, Ltd.	1575 E. River Road, Suite 201 Tucson, AZ 85718	10+ years	$5 million to $10 million	Non-DBE	541611
Toole Design Group, LLC	8484 Georgia Avenue Silver Spring, MD 20910	10+ years	$50 million to $100 million	Non-DBE	541320
TYPSA, Inc.	501 N. 44th Street Phoenix, AZ 85008	10+ years	$10 million to $50 million	Non-DBE	541330

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2026-021

CONTACT PERSON: Kim Carroll, PE, PTOE

E-MAIL ADDRESS: kim.carroll@kimley-horn.com

TITLE: Project Manager

CONSULTANT FIRM: Kimley-Horn and Associates, Inc.

ADDRESS: 3300 East Sunrise Drive, Ste. 130

CITY, STATE, ZIP: Tucson, AZ 85718

TELEPHONE: 520.740.0707

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)
TYPSA Group	Roadway, Traffic, Drainage, Environmental, Survey	No
J2 Design	Aesthetics	Yes
Ethos Engineering	Geotechnical/Pavement Design	No
Safe Site Utility Services	SUE Designating/Potholes	No
Tierra Right of Way Services	Right-of-Way	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 Group
CONTACT PERSON:	Mark Gilliland
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:	N/A
UNIQUE ENTITY ID #:	F8UEAZAM19A3

SUBCONSULTANT FIRM NAME:	J2 Design
CONTACT PERSON:	Jeff Velasquez
E-MAIL ADDRESS:	jvelasquez@j2design.us
TITLE:	Principal Landscape Architect
ADDRESS:	4649 E Cotton Gin Loop, Ste. B2
CITY, STATE ZIP:	Phoenix, AZ 85040
TELEPHONE:	602.438.2221
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	FPF9FEV1HKC5

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
CONTACT PERSON:	Francisco “Pancho” Garza
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

SUBCONSULTANT FIRM NAME:	Safe Site Utility Services
CONTACT PERSON:	Dawn Alexander
E-MAIL ADDRESS:	dawna@safesitellc.com
TITLE:	Accounts Manager
ADDRESS:	7623 N. 73rd Drive
CITY, STATE ZIP:	Glendale, AZ 85303
TELEPHONE:	602.606.8882
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	K1XKALYWWK15

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Tierra Right of Way Services
CONTACT PERSON:	Myrlene Francis
E-MAIL ADDRESS:	mfrancis@tierra-row.com
TITLE:	Project Manager, Arizona Right of Way
ADDRESS:	1575 E River Rd, Suite 201
CITY, STATE ZIP:	Tucson, AZ 85718
TELEPHONE:	520.330.9547
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	HXM9CGRXH958

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

5/20/2026
Date

Kimberly Carroll, PE, PTOE
Printed Name

Vice President/Project Manager/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:

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

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