



ATTACHMENT I – General Qualifications
ANNUAL REQUEST FOR QUALIFICATIONS AND EXPERIENCE NO:
ADSP015-00004729

STATE PROCUREMENT OFFICE
Department of Administration
100 North 15th Avenue, Suite 201
Phoenix, Arizona 85007

(If a firm has branch offices, complete for each specific branch office seeking work.)

1. Annual Request for Qualifications

a. FIRM (OR BRANCH OFFICE) NAME:	United Civil Group Corporation
b. FIRM (OR BRANCH OFFICE) STREET:	2803 North 7 th Avenue
c. FIRM (OR BRANCH OFFICE) CITY:	Phoenix
d. FIRM (OR BRANCH OFFICE) STATE:	Arizona
e. FIRM (OR BRANCH OFFICE) ZIP CODE:	85007
f. YEAR ESTABLISHED:	1997
(g1). OWNERSHIP - TYPE:	Corporation
(g2) OWNERSHIP - SMALL BUSINESS STATUS:	Small Business
h. POINT OF CONTACT NAME AND TITLE:	Sarah Simpson, PhD, PE
i. POINT OF CONTACT TELEPHONE NUMBER:	602-265-6155
j. POINT OF CONTACT E-MAIL ADDRESS:	sarah@unitedcivilgroup.com
k. NAME OF FIRM (If block 1a is a branch office):	N/A



ATTACHMENT I – General Qualifications

ANNUAL REQUEST FOR QUALIFICATIONS AND EXPERIENCE NO:
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Phoenix, Arizona 85007

2. EMPLOYEES BY DISCIPLINE

a. Discipline Title	b. Function: Primary (P) or Secondary (S)	c. No. of Employees - Firm	d. No. of Employees - Branch
Transportation Engineer	(P)	4	
Technician/Analyst	(P)	3	
Other	(P)	2	
Total		9	

4. Resumes of Key Personnel Proposed for this Contract (Complete one Section 4 for each key person.)

a. NAME Sarah Simpson, PhD, PE	b. ROLE IN THIS CONTRACT Project Principal	c. YEARS EXPERIENCE	
		1. TOTAL 21	2. WITH CURRENT FIRM 15
d. LOCATION (City and State) Phoenix, Arizona			
e. EDUCATION (DEGREE AND SPECIALIZATION) BS, MS Civil Engineering – Transportation PhD Civil Engineering – Traffic Engineering (minor transportation planning)		f. PROFESSIONAL TRAINING - REGISTRATIONS AZ PE #32850	
g. OTHER PROFESSIONAL QUALIFICATIONS (Organizations, Awards, etc.)			

H. RELEVANT PROJECTS

1.	(1) TITLE AND LOCATION (City and State) <i>FMS - SR202 (Santan) - Dobson Rd to Ray Rd – Chandler/Gilbert, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2015 - Projected	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Sarah was the project manager for the project assessment and is currently the Principal overseeing UCG's ADOT Loop 202 FMS design project which will implement all of the planned FMS devices through the corridor as determined through the project assessment. This includes evaluating existing conduit and pull box integrity and the design and implementation of eight Dynamic Message Signs (DMS), ten closed circuit television cameras (CCTV), six ramp meters, seven mainline detector stations, and communications connections to five existing pump stations. \$460	<input checked="" type="checkbox"/>	Check if project performed with current firm
2.	(1) TITLE AND LOCATION (City and State) <i>Wrong Way Freeway Ramp Vehicle Detection – Phoenix, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2011	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Sarah was the Project Manager and lead researcher in the Wrong Way Detection Program for which she evaluated various vendor wrong way detector systems. ADOT's goal in this project was to evaluate wrong way detector systems and develop plan details and specifications for installation on the statewide freeway system. When installed, the detector system will immediately notify DPS and the TOC of potentially fatal collisions when a driver crosses the detector station. \$19K	<input checked="" type="checkbox"/>	Check if project performed with current firm
3.	(1) TITLE AND LOCATION (City and State) <i>Havasupai Tribe Long Range Transportation Plan – Havasupai, AZ</i>	(2) YEAR COMPLETED	
		Professional Services Current	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE This LRTP will provide a framework for the Tribe to make decisions about its transportation system. Two significant factors the Tribe faces regarding the integrity of the transportation system and its remoteness are: tourism and deliveries into Supai. Sarah is addressing the study objective that will achieve the goal of developing a meaningful Havasupai Indian Tribe Long Range Transportation Plan that guides Tribal Leaders by identifying priorities for developing an efficient transportation system and improvements for 5-, 10- and 20 year periods. \$216K	<input checked="" type="checkbox"/>	Check if project performed with current firm
4.	(1) TITLE AND LOCATION (City and State) <i>MAG Traffic Signal Optimization – Maricopa County, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2009	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Sarah was the Project Manager in charge of two TSOP projects for MAG. The first, Indian School Road, involved collecting turning movement counts at the 19 signalized intersections along Indian School Road Optimization between SR 101L and SR 303L, reviewing the current signal timing plans, and optimizing a coordination plan along the corridor. The project also included field implementation of the signal plans and fine tuning of the coordination plans for optimum results. As a result, signal progression on Indian School Road has been significantly improved across 5 different jurisdictional boundaries.	<input checked="" type="checkbox"/>	Check if project performed with current firm
5.	(1) TITLE AND LOCATION (City and State) <i>Expert Testimony – Attorney General – Phoenix, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2013-Present	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Sarah currently provides expert reports and services to the Arizona Attorney General's office. The work entails research efforts, data review, crash analyses and expert opinion. Over the last year, UCG has reviewed over 3,000 police records and developed easy to understand illustrations and tables that portray the magnitude of various types of crashes. \$35K (average)	<input checked="" type="checkbox"/>	Check if project performed with current firm

4. Resumes of Key Personnel Proposed for this Contract (Complete one Section 4 for each key person.)

a. NAME David Kinnear, PE	b. ROLE IN THIS CONTRACT Project Manager	c. YEARS EXPERIENCE	
		1. TOTAL 13	2. WITH CURRENT FIRM 12
d. LOCATION (City and State) Phoenix, Arizona			
e. EDUCATION (DEGREE AND SPECIALIZATION) BS Civil Engineering – Transportation		f. PROFESSIONAL TRAINING - REGISTRATIONS AZ PE #45640	
g. OTHER PROFESSIONAL QUALIFICATIONS (Organizations, Awards, etc.)			

H. RELEVANT PROJECTS

1.	(1) TITLE AND LOCATION (City and State) <i>Pima Road Signal and Lighting Design – Scottsdale/SRPMIC, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2010	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Dave completed three new traffic signal designs, two existing traffic signal modifications, and street lighting plans along Pima Road between Indian Bend Road and Via De Ventura for the roadway improvements for the new Arizona Diamondbacks Spring Training Center - Salt River Fields at Talking Stick. Both the City of Scottsdale and the Salt River Pima Maricopa Indian Community (SRPMIC) had a stake in the review and implementation. \$34K	<input checked="" type="checkbox"/>	Check if project performed with current firm
2.	(1) TITLE AND LOCATION (City and State) <i>MCDOT Signal Timing – Maricopa County, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2014	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE As part of our MCDOT On-Call Traffic Signal Timing Support Services contract, UCG collected peak-hour and mid-day turning movement counts at 54 signalized intersections located throughout the county. David used this data was to update the signal-timing base plans of each intersection to conform to the current MUTCD standards. Additionally, he field-measured crosswalk lengths, intersection lengths, and pedestrian ramp geometry at each location. \$46K	<input checked="" type="checkbox"/>	Check if project performed with current firm
3.	(1) TITLE AND LOCATION (City and State) <i>Tombstone Highway Enhancements for Safety Report – Tombstone, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2011	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE This HES study evaluated the need for pedestrian safety elements on SR80 from 3rd Street to 6th Street in Tombstone, Arizona and was comprised of major data collection efforts, analyses, and recommendations to make SR80 safer. For this project, David was responsible for all signing and marking designs along SR80. \$95K	<input checked="" type="checkbox"/>	Check if project performed with current firm
4.	(1) TITLE AND LOCATION (City and State) <i>Signal, Signing, and Marking Design – El Mirage Road Roadwork: Northern Avenue to Cactus Road – El Mirage, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2013	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE David was one of the lead engineers tasked with designing signing and pavement marking plans, 3 traffic signal plans, 1 signal modification plan, and ITS plans on El Mirage Rd from Cactus Rd to just south of Butler Rd as well as half a mile on Olive Ave. \$106K	<input checked="" type="checkbox"/>	Check if project performed with current firm
5.	(1) TITLE AND LOCATION (City and State) <i>Red River Ranch Traffic Study – Casa Grande, AZ</i>	(2) YEAR COMPLETED	
		Professional Services 2009	Construction (if applicable)
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Dave conducted a traffic impact analysis for the Red River Ranch development—a site containing 2,178 acres of sing-family homes, 206 acres of 8-pack homes, 520 acres of adult active homes, 263 acres of commercial development, 44 acres of school sites, 40 acres of parks, 42 acres of recreation centers, 101 acres of multi-family homes, and 308 acres of open space. The development is located on the southeast corner of SR347 and Teel Road. \$25K	<input checked="" type="checkbox"/>	Check if project performed with current firm

4. Resumes of Key Personnel Proposed for this Contract (Complete one Section 4 for each key person.)

a. NAME David Riley, PE, PTOE	b. ROLE IN THIS CONTRACT Project Manager	c. YEARS EXPERIENCE	
		1. TOTAL 12	2. WITH CURRENT FIRM 12
d. LOCATION (City and State) Phoenix, Arizona			
e. EDUCATION (DEGREE AND SPECIALIZATION) BS Civil Engineering – Transportation		f. PROFESSIONAL TRAINING - REGISTRATIONS AZ PE #46547 CO PE #43640	
g. OTHER PROFESSIONAL QUALIFICATIONS (Organizations, Awards, etc.)			

H. RELEVANT PROJECTS			
1.	(1) TITLE AND LOCATION (City and State) <i>Ramp Meter Evaluation – Phoenix-Metro, AZ</i>	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE David performed a complete assessment of the current ramp metering system in the urbanized Phoenix-metropolitan area. One portion of this project included evaluating all existing ramp meter components and implementing new timings into the ramp meter controllers, whose capabilities were being under-utilized. David performed before and after travel time studies employing our BlueToad (Bluetooth technologies) devices at select ramp meter locations to evaluate the improvements made due to his recommendations. \$317K	Professional Services 2013	Construction (if applicable)
		<input checked="" type="checkbox"/> Check if project performed with current firm	
2.	(1) TITLE AND LOCATION (City and State) <i>Freeway Congestion Mitigation – I-10 at 32nd St., 40th St., Broadway Rd. and Baseline Rd. – Phoenix, AZ</i>	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE During the course of this project Dave created various solutions to mitigate the severe reoccurring congestion experienced on the freeway mainline, interchanges, exit-ramps, and entrance-ramps at the project location. Signal timing at the interchanges were changed to include a flashing yellow left-turn arrow, new phasing, and fine-tuned split times. Additionally, one ramp meter was deactivated. As a result bottleneck congestion at the interchanges was dramatically reduced. Queues of traffic, which previously resulted in stopped traffic on the freeway, were eliminated. \$70K	Professional Services 2011	Construction (if applicable)
		<input checked="" type="checkbox"/> Check if project performed with current firm	
3.	(1) TITLE AND LOCATION (City and State) <i>Douglas Port of Entry Queuing Study and Improvement Plans – Douglas, AZ</i>	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Because wait times in excess of one hour were occurring within the City of Douglas for travelers crossing the US/Mexico border, UCG was tasked to perform a queuing study at the United States/Mexico border port of entry on US 191 in the City of Douglas, Arizona. At the start of the project, aerial photographs showing the characteristics of traffic heading to the Port of Entry were collected by UCG along with on-the-ground traffic data collection. Using this data, David analyzed queue length, travel time, vehicle speed, vehicle classification, and arrival frequency at the Border. Working alongside ADOT, the City of Douglas, and the U.S. Department of Homeland Security, David conceived of three alternatives to mitigate the traffic gridlock created as a result of the queues and ultimately designed improvement plans for the study area. The alternative selected incorporated signing and pavement marking modifications along with checkpoint lane meters to store the excessive queue and improve the traffic situation at the checkpoint. David tested and then provided custom signal timing for the checkpoint lane meters using standard traffic signal equipment and Econolite ASC controller for ease of future maintenance and operations. \$53K	Professional Services 2013	Construction (if applicable)
		<input checked="" type="checkbox"/> Check if project performed with current firm	
4.	(1) TITLE AND LOCATION (City and State) <i>Signal, Signing, and Marking Design – El Mirage Road Roadwork: Northern Avenue to Cactus Road – El Mirage, AZ</i>	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE David was one of the lead engineers tasked with designing signing and pavement marking plans, 3 traffic signal plans, 1 signal modification plan, and ITS plans on El Mirage Rd from Cactus Rd to just south of Butler Rd as well as half a mile on Olive Ave. \$106K	Professional Services 2013	Construction (if applicable)
		<input checked="" type="checkbox"/> Check if project performed with current firm	
5.	(1) TITLE AND LOCATION (City and State) <i>Reay Lane and US70 Signal Design – Thatcher, AZ</i>	(2) YEAR COMPLETED	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE David was lead engineer in charge of the design of a traffic signal at the intersection of Reay Lane and US70. The intersection was originally designed in the 1950s when US70 was a two-lane dirt road with limited right-of-way. David was able to create a modern design that had no impact on the surrounding park or existing businesses and only a minor amount of right-of-way was necessary. Other issues David encountered included: larger curb returns with updated crosswalk ramps, storm drain inlet adjustments, the need to avoid over-head electric conflicts while providing good nighttime intersection lighting, and the development of specifications for LED countdown pedestrian modules to be used for this traffic signal and all future state-owned traffic signals. \$28K	Professional Services 2011	Construction (if applicable)
		<input checked="" type="checkbox"/> Check if project performed with current firm	

4. Resumes of Key Personnel Proposed for this Contract (Complete one Section 4 for each key person.)

a. NAME Keith Winney, PE	b. ROLE IN THIS CONTRACT Project Manager	c. YEARS EXPERIENCE	
		1. TOTAL 12	2. WITH CURRENT FIRM 10
d. LOCATION (City and State) Phoenix, Arizona			
e. EDUCATION (DEGREE AND SPECIALIZATION) BS Civil Engineering – Transportation		f. PROFESSIONAL TRAINING - REGISTRATIONS AZ PE #50259	
g. OTHER PROFESSIONAL QUALIFICATIONS (Organizations, Awards, etc.)			

H. RELEVANT PROJECTS

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		Professional Services	Construction (if applicable)
1.	FMS - SR202 (Santan) - Dobson Rd to Ray Rd – Chandler/Gilbert, AZ	2015 - Projected	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Keith assisted with the project assessment and is currently UCG's project manager for the ADOT Loop 202 FMS design project which will implement all of the planned FMS devices through the corridor as determined through the project assessment. This includes evaluating existing conduit and pull box integrity and the design and implementation of eight Dynamic Message Signs (DMS), ten closed circuit television cameras (CCTV), six ramp meters, seven mainline detector stations, and communications connections to five existing pump stations. \$460	<input checked="" type="checkbox"/>	Check if project performed with current firm
2.	Intel Fab42 Dobson Road Traffic Signal Design and ITS integration – Chandler, AZ	2011	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE This project consisted of the design of traffic signals and signing/pavement marking plans at two separate intersections on Dobson Road at the location of the new Intel fabrication plant. Included in the traffic signal designs were the use of video vehicle detection, emergency vehicle pre-emption detection, PTZ (point-tilt-zoom) cameras, and integrating the new signals into the existing City of Chandler fiber optic network. Due to the urgency of the project and expedited City of Chandler reviews, Keith had to closely coordinate with the owner, construction company, civil plans designer, and City staff, to provide updated final plans on a tight schedule. \$74K	<input checked="" type="checkbox"/>	Check if project performed with current firm
3.	Interstate 17 Sign Rehabilitation, SR169 to Rocky Park, Northern Arizona	2012	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Keith worked as project manager for this Arizona Department of Transportation project which included sign rehabilitation for approximately 37 miles of Interstate 17 in Northern Arizona, including the freeway mainline and all crossroad interchanges. The sign rehabilitation updated the existing project corridor signage by removing, replacing, or designing for new signs, posts, foundations, offsets and mounting heights in accordance with the 2009 MUTCD and ADOT standards. The project plans included the signing plan sheets, sign summary sheets, and sign format sheets, to go along with the project Special Provisions and Engineer's Cost Estimate. \$171K	<input checked="" type="checkbox"/>	Check if project performed with current firm
4.	MAG Traffic Signal Optimization – Maricopa County, AZ	2009	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Keith was the lead engineer involved in the signal timing and coordination plans for 20 signals on Indian School Road from Loop 101 to Loop 303. This project required communication and coordination between five governmental agencies to optimize the corridor's signal timing and coordination plans. \$28K	<input checked="" type="checkbox"/>	Check if project performed with current firm
5.	On-Call Traffic Impact Mitigation Analysis Reports – Scottsdale, AZ	Varied/On-Call	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Keith was the project manager for this on-call contract to conduct traffic impact and mitigation analysis (TIMA) studies for the City of Scottsdale's Traffic and Transportation Department. Keith has completed several studies for a wide range of developments and their associated zoning change and/or conditional use permit requests. The studies include: trip generation analyses, crash history analyses, traffic signal warrant analyses, and roadway improvement recommendations.	<input checked="" type="checkbox"/>	Check if project performed with current firm

5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present no more than five (5) projects. Complete one Section 5 for each project.)

a. TITLE AND LOCATION <i>(City and State)</i> FMS - SR202 (Santan) - Dobson Rd to Ray Rd	b. YEAR COMPLETED	
	PROFESSIONAL SERVICES September 2015 - <i>Projected</i>	CONSTRUCTION <i>(If applicable)</i>

23. PROJECT OWNER'S INFORMATION

c. PROJECT OWNER Arizona Department of Transportation	d. ORIGINAL BUDGET/NTE AMOUNT OF PROJECT \$460,205	e. TOTAL COST OF PROJECT \$460,205
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f. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)

This project is a continuation of a series of phased field implementation ADOT FMS projects in the Phoenix Metropolitan area and is referred to as Phase 14B. The project is located on the State Route (SR) 202 Loop (202L) Santan Freeway from Dobson Road to Ray Road. This project will be designed to reduce traffic congestion, improve motorist safety, and provide dynamic driver guidance. These improvements will be achieved by utilizing the existing trunk line conduit and pull box infrastructure coupled with the installation of new closed circuit television (CCTV) cameras, dynamic message signs (DMS), ramp meters, and mainline loop detector stations.

The scope of work for this project consists of the following:

- Installation of new CCTV cameras and associated support poles on the SR 202L at approximate one-mile intervals;
- Installation of new DMS along the eastbound and westbound SR 202L at approximate two to four mile intervals;
- Installation of new ramp meters at the SR 202L eastbound and westbound entrance ramps, where warranted.
- Installation of new conduit and pole foundations for future ramp meters where new ramp meters are not currently warranted;
- Application of new pavement marking at all ramp meter locations, no existing striping removal is anticipated;
- Installation of mainline loop detector stations along the eastbound and westbound SR 202L at approximate one-mile intervals;
- Connection of existing pump stations to the FMS fiber optic communications system;
- Connection of existing traffic signals at the SR 202L interchanges to the FMS fiber optic communications system;
- Installation of new trunkline Single Mode Fiber Optic (SMFO) cable for the length of the project on both the eastbound and westbound sides of the SR 202L mainline utilizing existing empty conduit;
- Repair of damaged existing conduit;
- Installation of new conduit, SMFO cable, and pullboxes to connect the trunkline conduit and SMFO cable to new and existing devices;
- Replacement of existing pull boxes as necessary; and
- Minor drainage improvements as necessary.

The project is currently scheduled to be advertised in mid-September of 2015 and is anticipated to last one year. All funds will be secured through the Federal Highway Administration. Construction will be administered by ADOT's Phoenix District.

5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present no more than five (5) projects. Complete one Section 5 for each project.)

a. TITLE AND LOCATION <i>(City and State)</i> On-Call Traffic Signal Timing Support Services	b. YEAR COMPLETED	
	PROFESSIONAL SERVICES Ongoing/On-Call	CONSTRUCTION <i>(If applicable)</i>

23. PROJECT OWNER'S INFORMATION

c .PROJECT OWNER Maricopa County Department of Transportation	d .ORIGINAL BUDGET/NTE AMOUNT OF PROJECT \$250,000 – Total Contract Amount	e. TOTAL COST OF PROJECT N/A
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f. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)

As part of our 2013 MCDOT On-Call Traffic Signal Timing Support Services contract, UCG performed four tasks that include Signal Timing, the development of MCDOT's Signal Operations and Maintenance Program, and the signal timing and delay of the temporary signal at Tuthill Bridge.

UCG collected peak-hour and mid-day turning movement counts at 97 signalized intersections located throughout the county. UCG field-measured crosswalk and intersection lengths and pedestrian ramp geometry at each location. This data was then used by UCG engineers to update the signal-timing base plans of each intersection to conform to the current MUTCD standards.

Also under this on-call contract, UCG is preparing the MCDOT Traffic Signal Management, Operations and Maintenance Program. UCG is working with MCDOT traffic engineering staff to develop a Traffic Signal Program that reviews the current practices within MCDOT and develops an objectives-driven traffic signal program that addresses shortcomings and encourages coordination and interaction with the public. The program will also evaluate achievement objectives and strive to develop an outreach strategy for policy makers.

During the construction of the Tuthill Bridge, UCG developed signal timing and projected delay to inform motorists of possible delays at the bridge due to limited detour routes at the area.

5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present no more than five (5) projects. Complete one Section 5 for each project.)

a. TITLE AND LOCATION <i>(City and State)</i> Signal, Signing, and Marking Design – El Mirage Road Roadwork: Northern Avenue to Cactus Road	b. YEAR COMPLETED	
	PROFESSIONAL SERVICES 2013	CONSTRUCTION <i>(If applicable)</i>

23. PROJECT OWNER'S INFORMATION

c. PROJECT OWNER Maricopa County Department of Transportation	d. ORIGINAL BUDGET/NTE AMOUNT OF PROJECT \$106,000	e. TOTAL COST OF PROJECT \$106,000
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f. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)

From 2011 through 2013 UCG worked closely with the City of El Mirage in providing traffic engineering design services for the major capital improvement project to widen and improve El Mirage Road from Northern Avenue to Cactus Road. Traffic flow improvements were designed for several signalized and unsignalized intersections within the 3-mile corridor. Conduit for fiber optic cable to control the City's future intelligent transportation system was designed. Signing and Marking plans were designed to safely transition traffic between existing and future phases of construction.

The project area was so large that the El Mirage Road Project affected 4 different on-going projects which were in various states of design and construction. UCG proactively reached out the other project teams to coordinate traffic-related issues such as tie-in points for the fiber optic conduits, traffic control during construction, and depicting on the plans the state of improvements of other projects the El Mirage Road contractor will encounter during construction.

This project presented an issue which is becoming commonplace as agencies become more creative in funding projects. The plans, specifications, and estimate were prepared to be bid and administered by MCDOT, but the actual improvements were designed according to COEM standards. This was sometimes challenging for MCDOT to review plans that were designed according to another agencies standards. As a result of coordination and active participation in comment resolution meetings *the project remained on-time and on-budget*. UCG's experience with cost-sharing projects funded in this manner was essential to this projects success.

5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present no more than five (5) projects. Complete one Section 5 for each project.)

a. TITLE AND LOCATION <i>(City and State)</i> Tombstone Highway Enhancements for Safety Report	b. YEAR COMPLETED	
	PROFESSIONAL SERVICES 2011	CONSTRUCTION <i>(If applicable)</i>

23. PROJECT OWNER'S INFORMATION

c .PROJECT OWNER Arizona Department of Transportation	d .ORIGINAL BUDGET/NTE AMOUNT OF PROJECT \$103,069	e. TOTAL COST OF PROJECT \$95,265
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f. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)

From 2009 to 2011, United Civil Group completed this comprehensive Highway Enhancement Pedestrian Safety Analysis at the request of the ADOT. The purpose of this analysis was to evaluate the safety of pedestrians crossing SR80 in Tombstone, Arizona, and to recommend improvements. Additionally, the areas surrounding SR80 were studied so that influencing factors outside the primary study area could be considered in the analysis. The report was broken down into seven specific and individual studies which include: an intersection sight distance study, a speed study, a crash study, a pedestrian crosswalk study, a pedestrian origin/destination study, a parking study, and a roadway lighting study.

With regards to the *Crash Study*, UCG evaluated the most recent five-year available crash data along SR80. The objectives of this study were to:

- determine the existing crash history within the study area
- identify the contributing factors and the manner of the crashes
- identify patterns or high occurrences of similar crashes
- calculate benefit/cost information

Once completed, UCG recommended improvements to the corridor that included eliminating on-street parking, reducing the speed limit, restriping parking and through lanes, constructing a continuous sidewalk, and improving roadway lighting.

For the *Roadway Lighting Study* UCG collected illuminance readings on SR80 from 3rd Street to 6th Street to determine if the lighting levels were adequate and met current standards. Because neither light levels nor uniformity were met, UCG recommended immediate improvements to add three new street lights to the existing system. Interim improvements included the installation of a continuous street light system that uniformly provides light and meets current illumination standards within the study area.

UCG also prepared signing and pavement marking plans—including custom route signing plans; special street lighting plans to enhance pedestrian visibility and safety as well as respect the character of historic Tombstone; and special event/pedestrian/traffic control design plans.

5. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present no more than five (5) projects. Complete one Section 5 for each project.)

a. TITLE AND LOCATION <i>(City and State)</i> On-Call Traffic Impact Mitigation Analysis Reports	b. YEAR COMPLETED PROFESSIONAL SERVICES 2002-2012 – On-Call		CONSTRUCTION <i>(If applicable)</i>
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23. PROJECT OWNER'S INFORMATION

c .PROJECT OWNER City of Scottsdale	d .ORIGINAL BUDGET/NTE AMOUNT OF PROJECT Varied – On-Call	e. TOTAL COST OF PROJECT N/A
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f. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)

Under the direction of Mr. Phil Kercher PE, UCG successfully prepared and obtained approval of 25 Traffic Impact Mitigation Analysis Reports (TIMAs) for the City of Scottsdale from 2002 to 2012. UCG prepared these reports in their entirety, using our in-house traffic data collection division for all of our traffic count needs. Sarah Simpson, PhD, PE served as Project Manager on these TIMA studies while Keith Winney, PE or David Kinnear, PE performed the Project Engineer duties. UCG understands the TIMA process completely and most importantly, knows that funding for these TIMA studies are directly retained from the developer. Therefore, UCG strives to bring the best value to the City of Scottsdale by keeping the costs low while maintaining superior quality because these projects directly reflect on the City. As requested by City staff, the TIMA process also requires the consultant to be prepared to present TIMA study recommendations and answer questions at Planning and Zoning Commission and City Council Meetings. UCG prepared PowerPoint presentations for each of these TIMA studies and attended the Planning and Zoning Commission and City Council Meetings alongside the City of Scottsdale planning and traffic engineering staff.



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Phoenix, Arizona 85007

6. ADDITIONAL INFORMATION

a. PROVIDE ANY ADDITIONAL INFORMATION YOU FEEL MAY BE NECESSARY TO DESCRIBE YOUR FIRMS QUALIFICATIONS. (ATTACH ADDITIONAL SHEETS AS NEEDED.)

United Civil Group is registered with the Arizona Department of Transportation, the City of Phoenix, and the City of Tucson as a Disadvantaged Business Enterprise, DBE registration #3027. This registration complies with 49 CFR Part 26 of Federal Eligibility standards. As a DBE, UCG can fulfill the federal DBE participation minimum goals, however, we have been race-neutrally selected and gained years of experience as a prime consultant on many on-call contracts and projects, large and small.

7. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

a.	Percentage of Total Work Attributable to State, Federal and Municipal Government Work:	73%
b.	Percentage of Total Work Attributable to Non-Government Work:	27%

8. AUTHORIZED REPRESENTATIVE. The foregoing is a statement of facts.

Signature: Sarah Simpson Date: 12/23/2014
Name: Sarah Simpson Title: President