

	<h1>Offer and Acceptance</h1>		<b>State of Arizona</b> <b>State Procurement Office</b> 100 N. 15 <sup>th</sup> Ave. Suite 201 Phoenix, AZ 85007		
	SOLICITATION NO.: ADSP016-00005912 Request for Qualifications: 2016 Annual Professional Services List		PAGE 1		
Offeror: <u>Wilson &amp; Company, Inc</u> <u>Engineers &amp; Architects</u>		OF 1			

**OFFER**

**TO THE STATE OF ARIZONA:**  
 The Undersigned hereby offers and agrees to furnish the material, service or construction in compliance with all terms, conditions, specifications and amendments in the Solicitation and any written exceptions in the offer. Signature also certifies Small Business status.

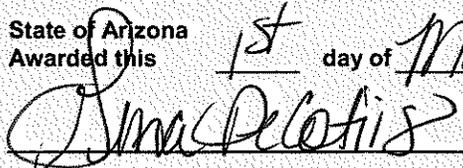
Wilson & Company, Inc., Engineers & Architects  
 Company Name  
410 N. 44th Street, Suite 460  
 Address  
Phoenix                      AZ                      85008  
 City                                      State                                      Zip  
dan.marum@wilsonco.com  
 Contact Email Address

Daniel F. Marum  
 Signature of Person Authorized to Sign Offer  
Daniel F. Marum  
 Printed Name  
Associate Vice President, Southwest Transportation Planning Manager  
 Title  
 Phone: 602-283-2702  
 Fax: 602-273-1230

- By signature in the Offer section above, the Offeror certifies:
- The submission of the Offer did not involve collusion or other anticompetitive practices.
  - The Offeror shall not discriminate against any employee or applicant for employment in violation of Federal Executive Order 11246, State Executive Order 2009-9 or A.R.S. §§ 41-1461 through 1465.
  - The Offeror has not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant in connection with the submitted offer. Failure to provide a valid signature affirming the stipulations required by this clause shall result in rejection of the offer. Signing the offer with a false statement shall void the offer, any resulting contract and may be subject to legal remedies provided by law.
  - The Offeror certifies that the above referenced organization  IS/  IS NOT a small business with less than 100 employees or has gross revenues of \$4 million or less.

**ACCEPTANCE OF OFFER**

The Offer is hereby accepted.  
 The Contractor is now bound to sell the materials or services listed by the attached contract and based upon the solicitation, including all terms, conditions, specifications, amendments, etc., and the Contractor's Offer as accepted by the State.  
 This Contract shall henceforth be referred to as Contract No. ADSP016-00005912  
 The effective date of the Contract is March 1 2016  
 The Contractor is cautioned not to commence any billable work or to provide any material or service under this contract until Contractor receives purchase order, contract release document or written notice to proceed.

State of Arizona  
 Awarded this 1<sup>st</sup> day of March 2016  
  
 Procurement Officer



ATTACHMENT I – General Qualifications  
ANNUAL REQUEST FOR QUALIFICATIONS AND EXPERIENCE NO:  
ADSP016-00005912

STATE PROCUREMENT OFFICE  
Department of Administration  
100 North 15<sup>th</sup> 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:	Wilson & Company, Inc., Engineers & Architects
b. FIRM (OR BRANCH OFFICE) STREET:	410 N. 44 <sup>th</sup> Street, Suite 460
c. FIRM (OR BRANCH OFFICE) CITY:	Phoenix
d. FIRM (OR BRANCH OFFICE) STATE:	Arizona
e. FIRM (OR BRANCH OFFICE) ZIP CODE:	85008-7605

f. YEAR ESTABLISHED:	2002 (founded in 1932)
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(g1). OWNERSHIP - TYPE:	S-Corporation
(g2). OWNERSHIP - SMALL BUSINESS STATUS:	N/A

h. POINT OF CONTACT NAME AND TITLE:	Dan Marum, Associate Vice President Southwest Transportation Planning Manager
i. POINT OF CONTACT TELEPHONE NUMBER:	602-283-2702
j. POINT OF CONTACT E-MAIL ADDRESS:	<a href="mailto:Dan.marum@wilsonco.com">Dan.marum@wilsonco.com</a>

k. NAME OF FIRM (If block 1a is a branch office):	Wilson & Company, Inc., Engineers & Architects
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**2. EMPLOYEES BY DISCIPLINE**

a. Discipline Title	b. Function: Primary (P) or Secondary (S)	c. No. of Employees - Firm	d. No. of Employees - Branch
Admin	(P)	74	1
Architect	(P)	8	
CAD Technician	(P)	38	2
Civil Engineer	(P)	125	4
Construction Inspector	(P)	35	
Electrical Engineer	(P)	7	
Environmental Scientist	(P)	2	
GIS Specialist	(P)	2	
Geologist	(P)	1	
Hydrographic Surveyor	(P)	0	
Land Surveyor	(P)	37	3
Marketing	(S)	11	1
Mechanical Engineer	(P)	4	
Photogrammetrist	(P)	8	
Planner: Urban/Regional	(P)	7	4
Remote Sensing Specialist	(P)	1	
Structural Engineer	(P)	11	
Transportation Engineer	(P)	9	4
ROW Specialist	(P)	6	
Railroad Expert	(P)	7	
Other Employees	(P)	15	
<b>Total</b>		<b>408</b>	<b>18</b>





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

a. NAME <b>Daniel Marum</b>	b. ROLE IN THIS CONTRACT <b>Principal-in-Charge</b>	c. YEARS EXPERIENCE		
		1. TOTAL	<b>32</b>	2. WITH CURRENT FIRM
d. LOCATION <i>(City and State)</i> <b>Wilson &amp; Company, Inc., Engineers &amp; Architects 410 N. 44<sup>th</sup> Street, Suite 460, Phoenix, AZ 85008</b>				
e. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> <b>BS, Business Administration/Urban Geography, University of Arizona, 1981</b>			f. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)	
g. OTHER PROFESSIONAL QUALIFICATIONS <i>(Organizations, Awards, etc.)</i> <b>Institute of Transportation Engineers (ITE) Transportation Planners Council American Planning Association (APA)</b>				

**H. RELEVANT PROJECTS**

1.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Arizona Strategic Highway Safety Plan Implementation &amp; Evaluation - Arizona Department of Transportation</b>	(2) YEAR COMPLETED	Professional Services <b>On-Going</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Project Principal to guide the development of the Arizona SHSP. Following adoption of the SHSP in 2014, Wilson & Company entered into the second phase of the work program to support ADOT in the implementation and evaluation of the safety plan. Responsible for coordination of quarterly work sessions for multiple emphasis area teams. Cost: \$558,972.		<input checked="" type="checkbox"/>	Check if project performed with current firm
2.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>City of Phoenix Downtown Transit Study, Phoenix, AZ</b>	(2) YEAR COMPLETED	Professional Services <b>2014</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Dan was the Project Principal for this project. The study involved investigation of application of several strategies to improve multimodal mobility in the focused area of the downtown core of Phoenix to determine the feasibility of implementing road diets, one-way to two-way streets conversions, and complete street conversions to incorporate bicycle and parking within available right-of-way. Cost: \$274,000		<input checked="" type="checkbox"/>	Check if project performed with current firm
3.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>San Diego Complete Boulevard Concept Design, San Diego, California</b>	(2) YEAR COMPLETED	Professional Services <b>2014</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE The City of San Diego, California is contracting with Wilson & Company, to conduct a Complete Boulevard Study and Preliminary Engineering for a segment of El Cajon Blvd., a 6-lane arterial roadway that travels through several municipalities in the region. The study is a multimodal focused effort to improve safety for all travel modes, create linkages to the new Bus Rapid Transit on the corridor, and create a distinct sense of place in this portion of the corridor. This section is also referred to as "Little Saigon" so restoring pride in the local culture is critical as part of enhancing the urban design and place making aspects of the effort. To accomplish this, extensive public and stakeholder engagement is planned including a walk audit of the corridor, community workshops and charrettes. Cost \$210,000		<input checked="" type="checkbox"/>	Check if project performed with current firm
4.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Maricopa Area Transportation Plan Phase II, Maricopa, Arizona</b>	(2) YEAR COMPLETED	Professional Services <b>2015</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Project Manager for development of a multi-phase effort to identify future roadway, transit, pedestrian, and bicycle facility needs. Following completion of the 2015 Area Transportation Plan, Wilson & Company initiated work on Phase II of the Work Plan. Serving as Project Manager for Phase II, which includes two corridor improvement feasibility studies, development impact program review, area wide drainage review and design guidelines updates. Total Cost: \$577,000		<input checked="" type="checkbox"/>	Check if project performed with current firm
5.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Interstate 10 (I-10)/Interstate 17 (I-17) Spine Corridor Master Plan, Phoenix Arizona</b>	(2) YEAR COMPLETED	Professional Services <b>On-Going</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Wilson & Company's Project Manager responsible for oversight of all travel demand and capacity analysis associated with existing and forecast year network performance in the I-10/I-17 corridor through central Phoenix, and generation of various performance measures for assessment of alternatives. Project includes extensive coordination with stakeholder working groups to adequately vet project assumptions, findings, and recommendations.		<input type="checkbox"/>	Check if project performed with current firm



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

a. NAME <b>Alan Ferreira, PE</b>	b. ROLE IN THIS CONTRACT <b>Project Manager</b>	c. YEARS EXPERIENCE		
		1. TOTAL	<b>18</b>	2. WITH CURRENT FIRM
d. LOCATION <i>(City and State)</i> <b>Wilson &amp; Company, Inc., Engineers &amp; Architects 410 N. 44<sup>th</sup> Street, Suite 460, Phoenix, AZ 85008</b>				
e. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> <b>Additional graduate courses in Transportation Engineering, California State University, 1995-97 Bachelor of Science, Civil Engineering, Arizona State University, 1995</b>			f. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) <b>Professional Engineer Arizona #41700 Professional Engineer California #61719</b>	
g. OTHER PROFESSIONAL QUALIFICATIONS <i>(Organizations, Awards, etc.)</i> <b>Member of American Society of Highway Engineers (ASHE), American Council of Engineering Companies (ACEC) American Public Works Association (APWA) Training: Leadership in Engineering Administration Program (LEAP) 2007, ACEC; Road Safety Audits and Road Safety Audits Reviews (NHI Course 380069); FHWA and National Highway Institute; Designing and Implementing Roundabouts, Barry Crown, ADOT Technical Workshop</b>				

**H. RELEVANT PROJECTS**

1.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Arizona Strategic Highway Safety Plan Implementation &amp; Evaluation - Arizona Department of Transportation</b>	(2) YEAR COMPLETED	
		Professional Services <b>On-Going</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE After Wilson & Company developed and updated the Arizona SHSP in 2013-14, ADOT contracted us to implement the plan and evaluate its implementation for the first 2 years of the 5-year safety plan. Cost: \$558,972 Role: Project Manager	<input checked="" type="checkbox"/> Check if project performed with current firm	
2.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Deer Valley Trailhead – Peoria, Arizona</b>	(2) YEAR COMPLETED	
		Professional Services <b>On-Going</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE This project will provide final plans, specifications, and estimates for the trailhead that will provide a connection to the existing New River Multi-use Path on the south side of Deer Valley Road and east of 77th Avenue, and that includes a shade structure, benches, water fountains, and limited parking access, a rest stop, and park and ride site for path users and bicycle commuters. Cost: \$159,872. Role: Project Manager	<input checked="" type="checkbox"/> Check if project performed with current firm	
3.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Signal Butte Road, Apache to University, Maricopa County DOT</b>	(2) YEAR COMPLETED	
		Professional Services <b>On-Going</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE The project includes the development of a Scoping Letter and 30% plans for the ½ mile segment of Signal Butte Road, including a various technical memorandums, Right-of-way identification and coordination with adjacent developments, jurisdictions and utility companies. Cost: \$157,450 Role: Project Manager	<input checked="" type="checkbox"/> Check if project performed with current firm	
4.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>New River Multi-Use Path – Peoria, Arizona</b>	(2) YEAR COMPLETED	
		Professional Services <b>On-Going</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE As the Project Manager and Engineer of Record, final signing and striping plans were developed to reflect the preferred layout selected by City staff resulting from a complete streets workshop for the 5-mile corridor. The project's length was selected as a pilot corridor for a complete streets makeover due to the maintenance scheduling for roadways resurfacing and coinciding half street improvements within the 5 miles. The project cost for the development of the final plans was \$43,000. Role: Project Manager	<input checked="" type="checkbox"/> Check if project performed with current firm	
5.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>E. Florence Blvd/N. Florence Blvd Roundabout Concept</b>	(2) YEAR COMPLETED	
		Professional Services <b>On-Going</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE The purpose of this study is to provide a high-level conceptual plan view layout of a two-lane roundabout at the existing intersection of N. Florence Street and E. Florence Street in the City of Casa Grande, to create a new entrance into historic part of Casa Grande. Cost: \$3,260 Role: Project Manager/Roadway Designer	<input checked="" type="checkbox"/> Check if project performed with current firm	



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

a. NAME <b>Amy Moran</b>	b. ROLE IN THIS CONTRACT <b>Transportation Engineer</b>	c. YEARS EXPERIENCE		
		1. TOTAL	<b>21</b>	2. WITH CURRENT FIRM
d. LOCATION <i>(City and State)</i> <b>Wilson &amp; Company, Inc., Engineers &amp; Architects 410 N. 44<sup>th</sup> Street, Suite 460, Phoenix, AZ 85008</b>				
e. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> <b>BS, Civil Engineering, Cornell University, 1993</b>		f. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)		
g. OTHER PROFESSIONAL QUALIFICATIONS <i>(Organizations, Awards, etc.)</i> <b>Institute of Transportation Engineers (ITE)</b>				

**H. RELEVANT PROJECTS**

1.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Arizona Long Range Transportation Plan Update</b>	(2) YEAR COMPLETED	<b>On-Going</b>
		Professional Services <b>2015</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Wilson & Company PM overseeing development of non-highway components of the statewide plan update, including current state of the system, deficiencies, and needs; conduct of stakeholder outreach, including a series of visioning workshop at the various state COG/MPO regions; and plan documentation. Cost: \$322,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
2.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Interstate 10 (I-10)/Interstate 17 (I-17) Spine Corridor Master Plan, Phoenix Arizona</b>	(2) YEAR COMPLETED	<b>On-Going</b>
		Professional Services <b>2014</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Wilson & Company's Deputy PM responsible for oversight of all travel demand and capacity analysis associated with existing and forecast year network performance in the I-10/I-17 corridor through central Phoenix, and generation of various performance measures for assessment of alternatives. Project includes extensive coordination with stakeholder working groups to adequately vet project assumptions, findings, and recommendations. Cost: \$350,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
3.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>City of Maricopa Area Transportation Plan, Maricopa, Arizona</b>	(2) YEAR COMPLETED	<b>On-Going</b>
		Professional Services <b>2014</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Deputy PM for development of a multi-phase effort to identify future roadway, transit, pedestrian, and bicycle facility needs. The effort included a Transportation Master Plan (TMP) that focused on multimodal needs over the next 25 years to respond to forecasted growth in population and employment; developed standards to ensure that future transportation infrastructure will support the needs of all modes of travel (car, transit, bicycling, walking); established priorities for the Transportation Improvement Program (TIP); provide input to MAG's NextGen Regional Transportation Plan; and inform the Circulation Element for the City's next General Plan Update. The second effort is a Regional Connectivity Plan that examines connectivity needs associated with the regional roadway network for a long-range growth scenario associated with buildout of the City and surrounding communities in accordance with their General Plan land uses. It examines the roadway network to assure functions and capacity match projected growth and provides Long Term Guidance, Design Standards, ROW requirements for regional facilities. Cost: \$577,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
4.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>SR-189 DCR/EA, Nogales, AZ</b>	(2) YEAR COMPLETED	<b>On-Going</b>
		Professional Services <b>2011</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Wilson & Company PM responsible for oversight of all traffic analyses associated with identification of existing and future deficiencies and needs, and assessment of corridor and interchange alternatives for this key corridor connecting the Mariposa Port of Entry to Interstate 19 and points east. Analysis included forecasts of travel volumes, and VISSIM assessment of forecast peak hour operations associated with multiple improvement options. Efforts will culminate in 2016 with preparation of a Traffic Operations Report and Change of Access Report. Cost: \$379,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
5.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>City of Albuquerque Parking Study, Albuquerque, NM</b>	(2) YEAR COMPLETED	<b>On-Going</b>
		Professional Services <b>2014</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Task Leader responsible for the assessment of current parking utilization rates, identification of reserve capacity, calculation of additional anticipated parking demand associated with future redevelopment projects, and recommendation for implementation of potential parking solutions/opportunities to address future deficiencies. \$109,000	<input type="checkbox"/>	Check if project performed with current firm



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

a. NAME <b>Tricia Brown, PE</b>	b. ROLE IN THIS CONTRACT <b>Project Manager</b>	c. YEARS EXPERIENCE		
		1. TOTAL	<b>23</b>	2. WITH CURRENT FIRM
				<b>&lt;1</b>
d. LOCATION ( <i>City and State</i> ) <b>Wilson &amp; Company, Inc., Engineers &amp; Architects 410 N. 44<sup>th</sup> Street, Suite 460, Phoenix, AZ 85008</b>				
e. EDUCATION ( <i>DEGREE AND SPECIALIZATION</i> ) <b>MBA, University of Phoenix, 2013; BS, Civil Engineering, Arizona State University, 1992</b>		f. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) <b>Professional Engineer Arizona #33415</b>		
g. OTHER PROFESSIONAL QUALIFICATIONS ( <i>Organizations, Awards, etc.</i> ) <b>American Society of Civil Engineers, American Public Works Association American Society for Highway Engineers Phoenix Sonoran Section 57th AASHTO National Transportation Management Conference</b>				
<b>H. RELEVANT PROJECTS</b>				
1.	(1) TITLE AND LOCATION ( <i>City and State</i> ) <b>16<sup>th</sup> Place and Violet Drive Storm Drainage Improvements, City of Phoenix (Phoenix, Arizona)</b>	(2) YEAR COMPLETED		
		Professional Services <b>On-Going</b>	Construction (if applicable)	
	(3) BRIEF DESCRIPTION ( <i>Brief scope, size, cost, etc.</i> ) AND SPECIFIC ROLE Project Manager for storm drain improvement project, valley gutter installation, new paving at sump locations to relieve neighborhood flooding. The new storm drain is approximately 1,000 feet in length. Utility relocations will consist of relocating a water line, underground telephone, and two overhead power poles. Current construction cost estimate is \$700,000. Construction is scheduled to begin March 2016.	<input checked="" type="checkbox"/>	Check if project performed with current firm and	
2.	(1) TITLE AND LOCATION ( <i>City and State</i> ) <b>US 93 / US 60 Corridor Profile Study, Arizona Department of Transportation (Northwestern Arizona)</b>	(2) YEAR COMPLETED		
		Professional Services <b>On-Going</b>	Construction (if applicable)	
	(3) BRIEF DESCRIPTION ( <i>Brief scope, size, cost, etc.</i> ) AND SPECIFIC ROLE Project Manager for evaluation and preparation of working papers in support of a Corridor Profile Study on US 93 and US 60. The study is focused on compiling performance based data for bridge, pavement, freight, mobility, and safety to evenly evaluate and prioritize projects for comparison with corridors throughout the state. Cost: \$100,000	<input checked="" type="checkbox"/>	Check if project performed with current firm	
3.	(1) TITLE AND LOCATION ( <i>City and State</i> ) <b>Maricopa Association of Governments – I-10/Estrella Parkway DDI design concept</b>	(2) YEAR COMPLETED		
		Professional Services <b>On-Going</b>	Construction (if applicable)	
	(3) BRIEF DESCRIPTION ( <i>Brief scope, size, cost, etc.</i> ) AND SPECIFIC ROLE As an on-call assignment, Wilson & Company conducted an analysis to evaluate potential existing and future benefits of converting the existing diamond interchange to a diverging diamond interchange (DDI) and prepared conceptual layouts to determine the geometric feasibility of the DDI conversion. Cost: \$12,000	<input checked="" type="checkbox"/>	Check if project performed with current firm the	
4.	(1) TITLE AND LOCATION ( <i>City and State</i> ) <b>Arizona Department of Transportation Supplemental Services</b>	(2) YEAR COMPLETED		
		Professional Services <b>On-Going</b>	Construction (if applicable)	
	(3) BRIEF DESCRIPTION ( <i>Brief scope, size, cost, etc.</i> ) AND SPECIFIC ROLE Project Manager responsible for statewide and local public agency projects. Project management includes monitoring scope, schedule, budget, and federal processes necessary for project delivery and advertisement. Cost: \$100,000	<input checked="" type="checkbox"/>	Check if project performed with current firm	
5.	(1) TITLE AND LOCATION ( <i>City and State</i> )	(2) YEAR COMPLETED		
		Professional Services	Construction (if applicable)	
	(3) BRIEF DESCRIPTION ( <i>Brief scope, size, cost, etc.</i> ) AND SPECIFIC ROLE	<input type="checkbox"/>	Check if project performed with current firm	



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

a. NAME <b>Vanessa Spartan, AICP</b>	b. ROLE IN THIS CONTRACT <b>Transportation Planner</b>	c. YEARS EXPERIENCE		
		1. TOTAL	<b>9</b>	2. WITH CURRENT FIRM
d. LOCATION <i>(City and State)</i> <b>Wilson &amp; Company, Inc., Engineers &amp; Architects 410 N. 44<sup>th</sup> Street, Suite 460, Phoenix, AZ 85008</b>				
e. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> <b>BA, Urban Planning and Design, Minor – Environmental Science, University of Missouri-Kansas City, 2006 Urban Planning Coursework, Columbia University</b>		f. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)		
g. OTHER PROFESSIONAL QUALIFICATIONS <i>(Organizations, Awards, etc.)</i> <b>American Planning Association (Chapter Membership: Kansas, Missouri, New Mexico, Arizona, Former KC Metro Section Member-at-Large Representative), UMKC Arts &amp; Sciences Alumni Board, KC Center for Architecture &amp; Design Board, UMKC Department of Architecture Urban Planning and Design Advisory Board, 2014 UMKC Department of Architecture Urban Planning and Design Alumni Honoree</b>				

**H. RELEVANT PROJECTS**

1.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>MPO &amp; COG Guidelines and Procedures Manual - Arizona Department of Transportation</b>	(2) YEAR COMPLETED Professional Services <b>2012-2015</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Project Planner. Wilson & Company is the project manager on a multi-year statewide initiative to research, draft and develop a State guidelines and procedures manual for effective coordination between the Arizona Department of Transportation (ADOT) and the State's many Transportation Management Areas (TMA), Metropolitan Planning Organizations (MPO) and Council of Governments (COG). This project process required multi-tiered project coordination between the many departments within ADOT as well as their federal planning partners including FHWA and FTA, among others and was developed in cooperation with TMAs, MPOs, and COGs within Arizona. Cost: \$496,000 (initial contract), \$50,000 (update)	<input checked="" type="checkbox"/>	Check if project performed with current firm
2.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Maricopa Association of Governments (MAG), Designing Transit Accessible Communities - Maricopa County, Arizona</b>	(2) YEAR COMPLETED Professional Services <b>2011-2012</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Project Planner. The study aimed at furnishing member agencies with additional and guidelines to promote better accessibility for pedestrians and bicyclists. Vanessa served as project planner on this study and produced pedestrian shed analyses for key transit locations to determine the walkability and bikeability of a 2.0 mile radius surrounding these transit transfer locations. The final report includes a description of the project process including categorization of all bus stops across a metropolitan area, review of best practice Cost: \$150,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
3.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>ADOT, Coolidge Transportation Feasibility Study - Coolidge, Arizona</b>	(2) YEAR COMPLETED Professional Services <b>2010-2012</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Project Planner. The Coolidge Transportation Feasibility Study was an update of a transportation plan that attempts to coordinate multiple studies in the area while planning for a new transit system, a new North/South freeway, a new East/West freeway, and a high amount of anticipated population growth which will cause for phasing transportation improvements overtime. Vanessa served as the project planner on this study and helped to produce key parts of the document including graphics and helped to produce public meeting presentation materials. implementation process of this Study. Cost: \$225,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
4.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>City of Maricopa Area Transportation Plan – Maricopa, Arizona</b>	(2) YEAR COMPLETED Professional Services <b>2015</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Senior Planner. Vanessa served as a Senior Planner on the transportation plan update for the City of Maricopa, Arizona. Vanessa served as the Task Lead on the multimodal components of the project including the creation of a Complete Streets Chapter. Additionally, Vanessa provided task support on key deliverables throughout the project process as well as public involvement activities. The City of Maricopa has retained Wilson & Company for a "Phase 2" contract involving Cost: \$577,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
5.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>E ADOT, McCartney Road and Eleven Mile Corner Road Planning and Environmental Linkages (PEL) Study – Coolidge, AZ</b>	(2) YEAR COMPLETED Professional Services <b>2013-2014</b>	Construction (if applicable)
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Senior Planner. Vanessa served as the Senior Planner on a corridor study considered the "next step" in implementation of the Comprehensive Transportation Feasibility Study. The Study included identifying corridor alignment and right-of-way needs at a planning level as well as conducting Planning and Environmental Linkages (PEL) processes to development environmental documentation for future design efforts in support of Federal approval processes. Cost: \$225,000	<input checked="" type="checkbox"/>	Check if project performed with current firm



**ATTACHMENT I – General Qualifications**

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ADSP016-00005912**

**STATE PROCUREMENT OFFICE  
Department of Administration  
100 North 15<sup>th</sup> Avenue, Suite 201  
Phoenix, Arizona 85007**

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

a. NAME <b>Jim Townsend, AICP</b>		b. ROLE IN THIS CONTRACT <b>Project Manager</b>		c. YEARS EXPERIENCE		
				1. TOTAL	<b>22</b>	2. WITH CURRENT FIRM
						<b>10</b>
d. LOCATION <i>(City and State)</i> <b>Wilson &amp; Company, Inc., Engineers &amp; Architects 410 N. 44<sup>th</sup> Street, Suite 460, Phoenix, AZ 85008</b>						
e. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> <b>BS, Urban &amp; Regional Planning, California State Polytechnic University, 1993</b>				f. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) <b>American Institute of Certified Planners</b>		
g. OTHER PROFESSIONAL QUALIFICATIONS <i>(Organizations, Awards, etc.)</i> <b>American Planning Association, AZ, OK, MO, KS Chapters</b>						

**H. RELEVANT PROJECTS**

	(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED	
		Professional Services	Construction (if applicable)
1.	<b>Arizona Strategic Highway Safety Plan Implementation &amp; Evaluation - Arizona Department of Transportation</b>	<b>On-Going</b>	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Wilson & Company is assisting the ADOT in developing an update to the SHSP. SHSP is a data-driven, comprehensive, multidisciplinary plan that integrates the "4 E's" of transportation safety: Engineering, Education, Enforcement and Emergency Services. It establishes statewide performance measures, goals and objectives; identifies emphasis areas; and provides strategies to improve safety on all public roadways. This statewide safety strategy document will guide Arizona's highway safety planning and programming processes and facilitate implementation of recommended safety strategies and countermeasures. The goal of the SHSP update is to assure state-of-the-art practices are adopted to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. Role: Quality Control/Planner   Cost: \$558,972	<input checked="" type="checkbox"/>	Check if project performed with current firm <span style="float: right;">The</span>
2.	<b>Central Phoenix Transportation Framework Study</b>	<b>2014</b>	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Jim was the Quality Control/Quality Assurance Task Manager and the Existing Conditions Assessment Task Project Manager for this study aimed at identifying potential multi-modal enhancements to the transportation network required to serve anticipated "Buildout" conditions in Downtown core areas and urban activity centers of Phoenix, Glendale, Peoria, Scottsdale, Tempe, and Chandler. Cost \$1.6 Million	<input checked="" type="checkbox"/>	Check if project performed with current firm
3.	<b>McCartney Road / Eleven Mile Corner Road Corridor Studies, City of Coolidge, Arizona</b>	<b>2014</b>	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE As a next step to the recently completed Comprehensive Transportation Feasibility Plan, the City is now conducting two corridor studies on the most pressing facilities: McCartney Road and Eleven Mile Corner Road. The goal of both studies is to identify corridor alignment and right-of-way needs at a planning level and conduct Planning and Environmental Linkages processes to develop environment documentation for future design efforts and in support of federal approvals. Role: Quality Control/Quality Assurance Task Manager   Cost: \$225,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
4.	<b>MAG Designing Transit Accessible Communities Arizona</b>	<b>2013</b>	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Wilson & Company Project Manager to the Maricopa Associations of Governments (MAG) to conduct a study aimed at furnishing MAG member agencies with additional tools and guidelines to promote better accessibility for pedestrians and bicyclists to transit stops and stations. The effort included inventorying and categorizing more than 7,000 transit stops in the MAG region. The resulting product is a set of measures and strategies for local governments to create transit accessible and livable neighborhoods. \$ Cost 150,000	<input checked="" type="checkbox"/>	Check if project performed with current firm
5.	<b>Arizona Department of Transportation MPO &amp; COG Procedures &amp; Guidelines Manual</b>	<b>2014</b>	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Project Manager to develop a collaborative manual that documents and describes administrative processes for COG and MPO functions and interaction / reporting to ADOT. The manual covers responsibilities, programs, programming, schedules, modes and special programs available for project and program development. . Cost: \$496,000 (initial contract), \$50,000 (update)	<input type="checkbox"/>	Check if project performed with current firm



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**Department of Administration**  
**100 North 15<sup>th</sup> Avenue, Suite 201**  
**Phoenix, Arizona 85007**

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

a. NAME <b>Jothan Samuelson</b>	b. ROLE IN THIS CONTRACT <b>Transportation Analyst</b>	c. YEARS EXPERIENCE		
		1. TOTAL	<b>7</b>	2. WITH CURRENT FIRM
d. LOCATION <i>(City and State)</i> <b>Wilson &amp; Company, Inc., Engineers &amp; Architects</b> <b>410 N. 44<sup>th</sup> Street, Suite 460, Phoenix, AZ 85008</b>				
e. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> <b>Masters in Transportation Engineering, Arizona State University, May, 2011</b> <b>B.S. in Civil Engineering, Arizona State University, Dec 2008</b>			f. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) <b>Engineer in Training Arizona #1137</b>	
g. OTHER PROFESSIONAL QUALIFICATIONS <i>(Organizations, Awards, etc.)</i> <b>AZ Institute of Transportation Engineers</b> <b>Intelligent Transportation Systems Arizona</b>				

H. RELEVANT PROJECTS				
	(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED		
		Professional Services	On-Going	
1.	<b>Arizona Strategic Highway Safety Plan Implementation &amp; Evaluation - Arizona Department of Transportation</b>	<b>2013</b>	Construction (if applicable)	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Wilson & Company has assisted the Arizona Department of Transportation in developing the 2014 update to the Arizona Strategic Highway Safety Plan (SHSP). Wilson & Company is continuing to support the Implementation Phase of the state SHSP. Jothan's role has been as task lead for data analysis related task during both development and implementation. Current Implementation Cost: \$558,972. Role: Task Leader	<input checked="" type="checkbox"/>	Check if project performed with current firm	
2.	<b>Advanced Traveler Information Services On-call – Maricopa County, Arizona</b>	<b>2015</b>	Construction (if applicable)	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Subconsultant on Arterial Road Closure/Restriction project where Jothan lead coordination and survey of local agency transportation departments to identify opportunities to integrate closure/restriction information on arterial roadways. Cost: 35,491. Role: Subconsultant Lead	<input type="checkbox"/>	Check if project performed with current firm	
3.	(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED		
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE		Construction (if applicable)	
4.	(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED		
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE		Construction (if applicable)	
5.	(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED		
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE		Construction (if applicable)	



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Phoenix, Arizona 85007**

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

a. NAME <b>Nathan Gardner</b>	b. ROLE IN THIS CONTRACT <b>Transportation Analyst</b>	c. YEARS EXPERIENCE		
		1. TOTAL	<b>7</b>	2. WITH CURRENT FIRM
d. LOCATION <i>(City and State)</i> <b>Wilson &amp; Company, Inc., Engineers &amp; Architects 410 N. 44<sup>th</sup> Street, Suite 460, Phoenix, AZ 85008</b>				
e. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> <b>B.A.S, Technology Management, Northern Arizona University, 2012, Graduated summa cum laude A.A.S., Network Administration, Pima Community College, 2011 A.A.S., Network Security, Pima Community College, 2013</b>		f. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) <b>Professional Surveyor Arizona #36786 (2001)</b>		
g. OTHER PROFESSIONAL QUALIFICATIONS <i>(Organizations, Awards, etc.)</i> <b>Arizona Professional Land Surveyors Association, National Society of Professional Surveyors, International Right of Way Association</b>				

**H. RELEVANT PROJECTS**

1.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Flood Control District Maricopa County</b>	(2) YEAR COMPLETED <b>On-Going</b>
		Professional Services <b>2015</b>
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Survey Manager for mapping control and supplemental surveying for a variety of projects. Tasks included are ground topographic surveys to supplement current mapping, ground control for aerial mapping, ground support for aerial LIDAR and Fema elevation certificates in support of FCDMC activities. Cost: \$408,000		<input checked="" type="checkbox"/> Check if project performed with current firm
2.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>Cathodic Protection Site Surveys</b>	(2) YEAR COMPLETED <b>On-Going</b>
		Professional Services <b>2015</b>
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Survey Manager for the surveys on Cathodic Protection Sites (CPS) throughout Arizona. Tasks involved locating primary, secondary and neighboring gas lines, utilities, existing site features. Draft map for installation of new CPS location, easements when necessary, documents to assist with getting easements with Arizona State Land Department. Cost: \$115,000		<input checked="" type="checkbox"/> Check if project performed with current firm
3.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>US Central Federal Lands, Federal Highways Division</b>	(2) YEAR COMPLETED <b>On-Going</b>
		Professional Services <b>2015</b>
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Survey Manager for topographic surveys and right of way location and determination. The deliverables ranged from topographic maps to preliminary and finished right of way plans. Cost: \$123,000		<input checked="" type="checkbox"/> Check if project performed with current firm
4.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>US Army Corps of Engineers, Arizona Border Work, Southern Arizona</b>	(2) YEAR COMPLETED <b>2015</b>
		Professional Services <b>2015</b>
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Survey Manager for boundary surveys and property descriptions and access roads. These surveys were for property transactions, permanent and temporary easements and access road alignments. Multiple tasks were performed in 2015 with approximately 200 separate descriptions and easements, in addition to 48 miles of access roads surveyed and described. Cost: \$710,000		<input checked="" type="checkbox"/> Check if project performed with current firm
5.	(1) TITLE AND LOCATION <i>(City and State)</i> <b>City of Tempe Waterline Surveying, Tempe, Arizona</b>	(2) YEAR COMPLETED <b>2013</b>
		Professional Services <b>2013</b>
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE Survey Manager for mapping control and supplemental surveying to be combined with mapping information. This project was to collect information on waterlines and utilities and combine that with mapping data for the creation of a base map for several old neighborhoods. This base map will be used by design firms for the replacement of old water lines and installation of additional water lines. Cost: \$70,400		<input type="checkbox"/> Check if project performed with current firm



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**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.)*

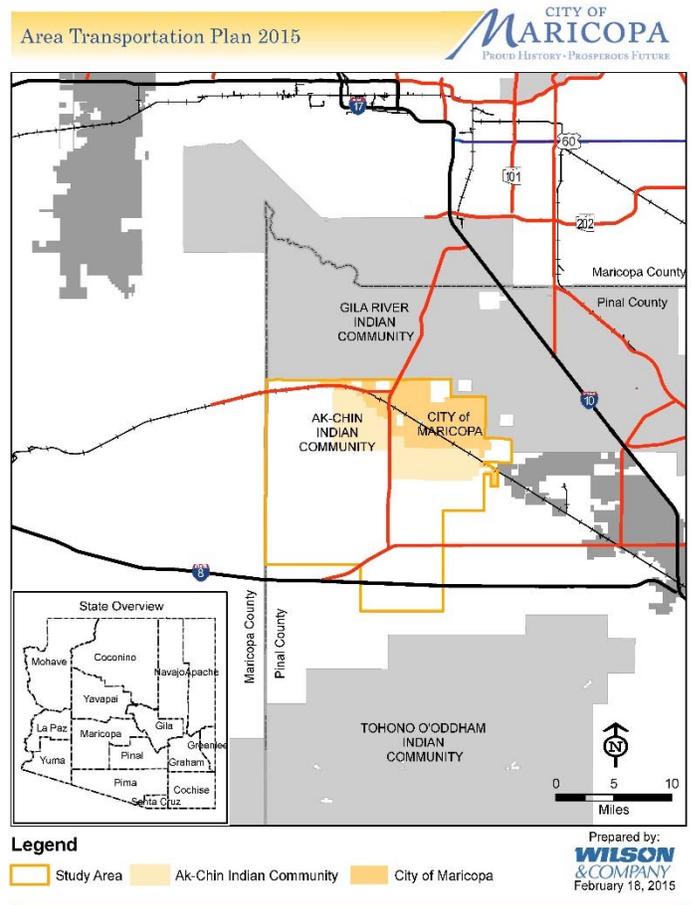
<p>a. TITLE AND LOCATION <i>(City and State)</i></p> <p><b>City of Maricopa Area Transportation Plan , City of Maricopa, Arizona</b></p>	<p>b. YEAR COMPLETED</p> <table border="1"> <tr> <td data-bbox="982 453 1252 562"> <p>PROFESSIONAL SERVICES <b>2015 – On-Going</b></p> </td> <td data-bbox="1252 453 1554 562"> <p>CONSTRUCTION <i>(If applicable)</i></p> </td> </tr> </table>		<p>PROFESSIONAL SERVICES <b>2015 – On-Going</b></p>	<p>CONSTRUCTION <i>(If applicable)</i></p>
<p>PROFESSIONAL SERVICES <b>2015 – On-Going</b></p>	<p>CONSTRUCTION <i>(If applicable)</i></p>			

**23. PROJECT OWNER'S INFORMATION**

<p>c. PROJECT OWNER</p> <p><b>City Of Maricopa</b></p>	<p>d. ORIGINAL BUDGET/NTE AMOUNT OF PROJECT</p> <p><b>\$577,000</b></p>	<p>e. TOTAL COST OF PROJECT</p> <p><b>On-Going</b></p>
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f. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)

Wilson & Company is assisting the City of Maricopa with this effort to identify future roadway, transit, pedestrian, and bicycle facility needs. The study will consist of three separate efforts that will guide the development of these future transportation facilities. The first effort is a Transportation Master Plan that focuses on needs within the City limits and Municipal Planning Area over the next 25 years. It will define existing and future deficiencies in the transportation network; identify needed improvements to the roadway, transit, pedestrian, and bicycle network to respond to forecasted growth in population and employment; develop standards to ensure that future transportation infrastructure will support the needs of all modes of travel (car, transit, bicycling, walking); establish priorities for the Transportation Improvement Program (TIP); provide input to MAG's NextGen Regional Transportation Plan; and inform the Circulation Element for the City's next General Plan Update. The second effort is a Regional Connectivity Plan that examines connectivity needs associated with the regional roadway network for a long-range growth scenario associated with buildout of the City and surrounding communities. It will examine the roadway network to assure functions and capacity match projected growth if the City and surrounding communities were to develop to the full potential of their General Plan land uses; plan for multimodal connections with other Pinal and Maricopa County communities; and provide Long Term Guidance, Design Standards, and Right of Way requirements for regional facilities. The third effort, though not currently under contract, is Plan Implementation Support. For this potential future effort, a series of supporting efforts will be conducted to provide support for implementation of the ATP, including research on development funding for transportation projects; more detailed assessment of the potential alignment of identified future high-priority, high-capacity corridors; defining opportunities to bring certain Character Areas into compliance with City standards; and integration of requirements for transportation related drainage infrastructure.



In a related effort, Wilson & Company was also contracted to develop signing and striping plans for the Honeycutt Road corridor to reflect potential for implementation of Complete Street principals being developed in conjunction with the ATP.



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**Phoenix, Arizona 85007**

**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.)*

b. TITLE AND LOCATION <i>(City and State)</i> <b>2014 Arizona Strategic Highway Safety Plan, Arizona</b>	b. YEAR COMPLETED	
	PROFESSIONAL SERVICES <b>2013 – On-Going</b>	CONSTRUCTION <i>(If applicable)</i>

**23. PROJECT OWNER'S INFORMATION**

c. PROJECT OWNER <b>Arizona Department of Transportation</b>	d. ORIGINAL BUDGET/NTE AMOUNT OF PROJECT <b>\$1.3M both phases</b>	e. TOTAL COST OF PROJECT <b>On-Going</b>
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**g. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)**

Wilson & Company assisted the Arizona Department of Transportation (ADOT) in developing an update to the Arizona Strategic Highway Safety Plan (SHSP). An SHSP is a data-driven, comprehensive, multidisciplinary plan that integrates the “4 E’s” of transportation safety: Engineering, Education, Enforcement and Emergency Services. It establishes statewide performance measures, goals and objectives; identifies emphasis areas; and provides strategies to improve safety on all public roadways. The 2014 SHSP Update is a statewide safety strategy document that will guide Arizona’s highway safety planning and programming processes for the next five years and facilitate implementation of recommended safety strategies and countermeasures.

The project involved a data-driven, collaborative approach with the State’s many safety partners. The resulting 2014 SHSP Update can be used to modify current planning processes and, over time, stimulate adoption and institutionalize of the new safety culture of the State. The goal of the 2014 SHSP Update was to assure state-of-the-art practices were identified, defined, and incorporated to create a safety framework that will achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

The project established a new Vision Statement to focus the State’s safety efforts. A Safety Launch was undertaken that brought together federal, state, local and tribal transportation safety stakeholders from across Arizona. The Safety Launch provided a unique forum for examining critical safety issues impacting multimodal transportation in the State and identifying opportunities to improve safety on all public roadways in Arizona. A subsequent Safety Summit was conducted to address Emphasis Areas (EAs) identified during the SHSP development process and discuss potential strategies and countermeasures for improvement in fatality and incapacitating injury rates.

The EAs included restraint usage, speeding, young drivers, impaired driving, lane departures, intersections, and other areas of concern for which the data supported a needed action or response. Other areas addressed included: trucking operations, senior drivers, pedestrian and pedestrian awareness, motorcycles, and critical issues associated with the increasing mobility of the State’s residents and population growth. The Safety Summit also was used to heighten awareness among stakeholders of the need to improve data collection, analysis, and implementation of the strategies and countermeasures. The intent of the Update process was to create a comprehensive SHSP that is sufficiently flexible to allow its implementation by agencies at all levels of state and local government.

**WILSON & COMPANY** discipline | integrity | collaboration | shared ownership | solutions

**Updating the Arizona Strategic Highway Safety Plan**  
 Project Location: Statewide

- State Leadership: ADOT, Arizona State Police, Arizona Department of Transportation
- Federal Coordination and Guidance: U.S. Department of Transportation, NHTSA
- More than 300 participants statewide
- 30 stakeholder roundtable meetings
- More than 2,400 hours of stakeholder outreach
- 2 major statement stakeholder events
- 120 proposed strategies and 450 action steps
- 12 jurisdictions
- 57 tribal nation judges
- Government of 17 total agencies

Ten different Task Forces participated in three rounds of workshops in conjunction with the Plan Update.

The SHSP established an executive-level partnership between four state and three federal agencies. These Directors continue to be committed to the implementation of the Plan.

The analysis of eight years of crash data (2005-2012) identified the total number of fatal and serious injury crashes and related them to six categories that described specific attributes of the crashes including: geography, geometry, person type, behavior, vehicle, and environment.

Over 300 people attended the Safety Summit in November, 2014.

**Client Name**  
 Arizona Department of Transportation  
 205 S. 17th Avenue  
 Phoenix, AZ 85007

**Firm Location**  
 410 N. 44th Street, Suite 460  
 Phoenix, AZ 85008

**SHSP**  
 The 2014 Arizona Strategic Highway Safety Plan Update (SHSP) is a data-driven, comprehensive, and multidisciplinary plan that integrates the 4 E's of transportation safety: Engineering, Education, Enforcement and Emergency Medical Services. It establishes statewide performance measures, goals and objectives; identifies Emphasis Areas (EAs); and provides strategies to improve safety on all public roadways. The SHSP will guide Arizona's highway safety planning and programming processes for the next five years and facilitate implementation of recommended safety strategies and countermeasures.

**ARIZONA**  
 2014 Strategic Highway Safety Plan



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**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.)*

c. TITLE AND LOCATION <i>(City and State)</i>  <b>San Diego Complete Boulevard Concept Design, San Diego, California</b>	b. YEAR COMPLETED	
	PROFESSIONAL SERVICES <b>2015 – On-Going</b>	CONSTRUCTION <i>(If applicable)</i>

**23. PROJECT OWNER'S INFORMATION**

c. PROJECT OWNER  <b>City of San Diego</b>	d. ORIGINAL BUDGET/NTE AMOUNT OF PROJECT  <b>\$210,000</b>	e. TOTAL COST OF PROJECT  <b>On-Going</b>
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h. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)



The City of San Diego, California is contracting with Wilson & Company, to conduct a Complete Boulevard Study and Preliminary Engineering for a segment of El Cajon Blvd., a 6-lane arterial roadway that travels through several municipalities in the region. The study is a multimodal focused effort to improve safety for all travel modes, create linkages to the new Bus Rapid Transit on the corridor, and create a distinct sense of place in this portion of the corridor. This section is also referred to as "Little Saigon" so restoring pride in the local culture is critical as part of enhancing the urban design and place making aspects of the effort. To accomplish this, extensive public and stakeholder engagement is planned including a walk audit of the corridor, community workshops and charrettes. This will provide a solid foundation for the corridor concept and preliminary engineering efforts.





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**Phoenix, Arizona 85007**

**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.)*

e. TITLE AND LOCATION <i>(City and State)</i>  <b>Multimodal Level of Service Study, Arizona</b>	b. YEAR COMPLETED	
	PROFESSIONAL SERVICES <b>2013</b>	CONSTRUCTION <i>(If applicable)</i>

**23. PROJECT OWNER'S INFORMATION**

c. PROJECT OWNER <b>Maricopa Association of Governments</b>	d. ORIGINAL BUDGET/NTE AMOUNT OF PROJECT <b>\$40,000</b>	e. TOTAL COST OF PROJECT <b>On-Going</b>
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j. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (include scope, size, and length of project)

*Maricopa Association of Governments*

## Multimodal Level of Service Study



Wilson & Company is a key team member on this first-of-its-kind study. The consultant team is currently working with the Maricopa Association of Governments and its member jurisdictions to examine the use of Multimodal Level of Service (MMLoS) software to assess pre-build and post-build conditions for Complete Street corridors. The eight phase project process will include (1) identification of a regional complete street network, (2) prioritization of that network, (3) selecting the highest priority complete street corridors for analysis, (4) analyzing those corridors, (5) recommending multi-modal improvements, (6) analyzing the recommended improvements, (7) conducting stakeholder training/workshops, and (8) preparing a final report including a guidebook and toolkit. The guidebook and toolkit will be used to educate staff on when and how to use the software and will include regionally-accepted "work-arounds" to address issues where the software is not accurately measuring the improvements.

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 CHEN + RYAN



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6. ADDITIONAL INFORMATION

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

*Wilson & Company excels when the entire team shares ownership in the outcome, and we collaborate to bring out the best ideas. Intensity to exceed expectations and discipline to keep focused on details result in solutions that set a new standard for success.*

The Wilson & Company team brings a wealth of expertise in civil engineering and related services, ranging from conceptual to final design. With staff that blends public (City and DOT) and private sector backgrounds, we utilize innovation, context sensitive design, and value engineering to guide the decision making process and develop out-of-the-box ideas and approaches to provide workable solutions.

Founded in 1932, Wilson & Company is an engineering, architecture, surveying, mapping, environmental, and planning firm employing staff throughout 20 offices in 13 states. Our staff of nearly 450 professionals includes civil, mechanical, electrical and structural engineers; architects; planners; biologists; surveyors; mappers; GIS specialists; construction managers; and inspectors. We provide services to federal and municipal governments, public transportation agencies, railroad companies, industrial and commercial corporations, private developers, institutional, primary and secondary education, healthcare, and energy companies. The cornerstone of our success is Higher Relationships, standards in Shared Ownership; Collaboration; Intensity, Discipline and Solutions.

Wilson & Company has been meeting the needs of Arizona communities since 1982. In 2004, we extended our capacity to serve local markets by enhancing our transportation planning and engineering division, and currently have 17 Arizona employees. We develop and maintain solid relationships with all clients, ultimately earning their trust and respect. Satisfied clients include: the Arizona Department of Transportation (ADOT), Maricopa Association of Governments (MAG), Maricopa County Department of Transportation (MCDOT), Central Arizona Governments (CAG), Navajo County Department of Transportation, Navajo Nation Department of Transportation, and the following communities throughout the State of Arizona: Avondale, Buckeye, Casa Grande, Chandler, Coolidge, Glendale, Goodyear, Holbrook, Maricopa, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Sedona, Snowflake, Surprise, Tempe, Taylor, Tucson, Wickenburg, and Yuma.

The Wilson & Company team has the experience, staff, and resources to perform the large variety of projects that ADOA member agencies may need. We understand the critical nature of project task schedules, and our team members make a personal commitment to meet agency demands. This commitment is combined with a proven track record of delivering projects on time, on budget, and with consistent quality across multiple active

Client Service Commitment

Delivering excellent and reliable service comes from top management's commitment to client service. Regular and frequent contact ensures optimal understanding of your needs and concerns. Our commitment includes:

- Internal deadlines to keep your projects on schedule.
- Systematic approaches in standards and procedures to ensure predictable quality.
- Strong teams committed to project continuity and follow-through.

Four specific elements drive our project approach:

Accuracy

Wilson & Company has high internal standards for service delivery. Simply, our clients deserve our best effort and product. A simple error can have little or huge consequences, depending upon what it is and when it is discovered. Our professional response to the discovery of an error is to seek an open and objective evaluation of the cause of the mistake. Quality client relationships and sound solutions result when we share client needs and long-term goals.

Dependability

Your project manager and his team are responsible for understanding your expectations and putting them into a documented form including schedule, budget project description, scope of services, task assignments, and any other items required internally for the execution and monitoring of our services. The team will provide immediate notification in advance of potential problem situations.

Competence

To gain competence, individuals must grow and reach beyond their present knowledge or past experiences. We continually rely on the judgment of our lead practitioners and managers to make the call on their own level of competence and that of others. An important measure of a true professional is the judgment to recognize when outside expertise may be needed. Our collaborative approach encourages all team members to solicit help both within the organization and among selected specialty subconsultants when needs arise.

Responsiveness

Our staff is not too busy to accept telephone calls, return calls, or initiate contact with clients when we know we should. Getting our attention should not be and is not a barrier for clients. We welcome constructive criticism, and you can be assured that your concerns will be met with owner-level decision-making authority.

projects. We believe the strength of our company lies in the following:

- Dedicated staff who work closely with clients to understand their goals, objectives and issues
- Extensive and successful history of completing projects relevant to ADOA members



- Professional staff members with working knowledge of federal, state and local requirements and agency deadlines

A large pool of experienced professional in all facets of work available for staff augmentation that can manage an entire project from start to finish or work side by side with agency personnel to augment their existing staff  
A strong Quality Assurance/Quality Control team State-of-the-art equipment and software accessible to our experienced staff

## Areas of Expertise

### Transportation

Wilson & Company's Transportation services include:

- Land Use/Socioeconomic Evaluations
- Growth Forecasting
- Travel Demand Modeling
- Regional/Sub Area Transportation Planning Studies
- Circulation System Planning
- Access Management Planning
- Corridor Improvement Feasibility Studies
- Concept Design
- Simulation Modeling
- Value Pricing Studies
- Public Involvement
- Geographic Information Systems

**Freeway Interchange Geometry:** Conceptual alignment of freeway interchange ramps and junctions is key to developing a successful design. Early decisive actions -- value engineering and sensitivity analysis -- define the project's potential for success. Value engineering and context-sensitive thinking allows for consideration of atypical solutions and, thus, maximizes the chance of reaching an optimal solution. Sensitivity analysis ensures that refinement or fine-tuning the conceptual design leads to a superior design. In conjunction with our work on CPHX, we analyzed and developed conceptual alternative configurations to assess the feasibility of future improvements along Interstate 10, Interstate 17, and the future SR-202L and SR-30 freeways. Conceptual layouts for potential future Direct High-Occupancy Vehicle (DHOV) Ramp interchanges and Diverging Diamond Interchange (DDI) conversions throughout the core freeway network are also being developed. Wilson & Company also completed the I-5 North Coast Corridor Project for Caltrans District 11, which defined intersection geometry and lane configurations for 27 interchanges and evaluation of six proposed Direct Access Ramps to HOV lanes.



*Arizona Parkway conceptual design*

**Arterial Intersection Design Analysis:** Successful intersection design takes into consideration interactions with upstream and downstream intersections, surrounding land uses, as well as transit, pedestrian, and bicycle needs. Design speeds, sight distance evaluation, utilities, grades, and traffic control all play an important role in defining the best-suited design. However, for capacity-constrained intersections, innovative approaches must be evaluated that address the specific operational and physical attributes. While studying indirect-left turn parkways for the Maricopa County Department of Transportation, Wilson & Company developed the concept for the Parkway-Grade Separated Intersection, which occupies a smaller footprint than traditional grade-separations while maintaining the efficiencies of two-phase signal operation. Technical memorandum developed in conjunction with the CPHX study documents the potential integration of this grade-separation treatment and others, such as the grade-separated queue jumps in an urban setting.

Other recent design proposals prepared by Wilson & Company included one-way couplet treatments, two-phase intersection operations (e.g. continuous flow intersection and ParaFlow intersections), roundabouts, and indirect Michigan left-turn treatments. Such non-traditional intersection design treatments have proven effective under the proper conditions and Wilson & Company has a proven history of developing unique and innovative solutions for client consideration. Additionally, through our recent Designing Transit Accessible Communities (DTAC) study conducted for MAG, we developed strategies to improve access to transit for pedestrians and bicycles, which should be considered in the design of arterial intersections.

**Design Concept Report Review:** Wilson & Company team members have extensive experience in "Peer Reviews" and have been on-call consultants to a number of jurisdictions to perform report reviews on behalf of the



agencies. Some Wilson & Company key staff members are ex-City engineers and ex-DOT engineers, who have conducted numerous report reviews for their respective jurisdictions.

**Alternatives Analysis Review and Supplemental Concept Development:** Wilson & Company uses a comparative analysis approach to guide the design process and identify for decision makers the trade-offs involved in reaching an informed decision. Recent studies and concept design evaluations by Wilson & Company, in conjunction with a number of freeway interchange design projects in the midwest and western United States, have led to the construction of innovative geometric treatments, including DDIs, SPUIs and ramp junctions as roundabouts, as opposed to traditional signalized intersections. The comparative analysis process used to arrive at the recommended solution relied upon a matrix of criteria (safety, congestion relief, multimodal compatibility, cost, etc.) to define the attributes of each alternative.

**Construction, Right-of-Way (ROW), Design and/or Operations Cost Analysis:** Cost is heavily influenced by design parameters. Therefore, Wilson & Company utilizes value engineering to improve the design at the concept stage. On recent projects, Wilson & Company assessed the sensitivity of alternative ramp alignments and roadway grades to a number of critical design criteria, including: right-of-way acquisition, bridge size, retaining wall needs, utility impacts, construction duration and cost, compatibility with maintenance operations, as well as the effect of on ramp meter operations and queuing, sight distances, and access to adjacent properties.

### Bridge Engineering

Understanding our client's needs as well as the physical properties of building materials and the forces that act upon them both is the hallmark of our structural engineers. They understand that customer service, budgets, and deadlines are just as important as the technical aspects of beams, columns, and foundations. Our structural team understands the special requirements of a contract in terms of coordination, timely response, budgetary constraints, community involvement, and technical requirements. Our team's structural professionals have learned what works best both in the preparation of the design and what will work best over the life of the structure and our structural engineers believe that close attention to detail and coordination with all team members pays off in long-lasting and trouble-free facilities.

### Transportation Planning

Team members are well-versed in the development of framework, corridor, and area studies. Successful plans require accurate definition of planned study area land uses in combination with an understanding of programmed or planned transportation improvements to provide a foundation for the definition of future transportation needs. Often, flexibility is required to test various "what-if" scenarios before defining a preferred scenario and associated implementation program. Buy-in from affected agencies, stakeholders, and community members is crucial in developing plans that can be supported by responsible jurisdictions, local businesses, and area residents.

Relevant projects include:

- Central Phoenix Transportation Framework Study, Maricopa Association of Governments
- Germann Road Corridor Improvement Study, Arizona Department of Transportation
- Greenway Parkway Corridor Feasibility Study, Maricopa County Department of Transportation
- Casa Grande Downtown Traffic Circulation Study and UPRR Grade Separation, City of Casa Grande
- McCartney Road/Eleven Mile Corner Road Corridor Planning and Environmental Linkages Study, Arizona Department of Transportation
- US-60/Grande Avenue Corridor Optimization, Access Management Plan, and System Study, Maricopa Association of Governments
- Designing Transit Accessible Communities, Maricopa Association of Governments
- City of Coolidge Comprehensive Transportation Plan, City of Coolidge
- Regional Transportation Plan, Central Arizona Governments
- Arizona-Sonora Border Master Plan, Arizona Department of Transportation
- Transportation Needs Study for the Yuma Foothills and Mesa del Sol Areas, Arizona Department of Transportation
- Hassayampa Framework Study for the Wickenburg Area, Maricopa Association of Governments
- White & Parker Major Investment Study, City of Maricopa
- MPO & COG Guidelines & Procedures Manual, Arizona Department of Transportation

### Specific Area Comprehensive Transportation Plans:

Wilson & Company has prepared numerous Comprehensive Transportation Plans, including most recently for the City of Coolidge, Yuma County Foothills



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and Mesa Del Sol areas, Town of Buckeye, City of Maricopa, and City of Casa Grande. We are finalizing the first Planning and Environmental Linkages (PEL) study for the City of Coolidge. We are also currently preparing the very first Regional Transportation Plan for the Central Arizona Governments, comprised of Pinal and Gila counties. Our team members have extensive experience in refining land use assumptions, translating socioeconomic and transportation network data for use in regional modeling efforts, interpreting and analyzing model generated data, and presenting analysis conclusions in a manner that is understandable to the public and key decision makers. During conduct of the CPHX study, we developed analysis methods that focus on improving person mobility, rather than the traditional vehicle mobility. The methods included outline analyses that accounted for both vehicle and transit capacity, and travel time comparisons between key origin-destination pairs that focused on person travel time, incorporating all modes of travel.

**Corridor Major Investment Studies:** Wilson & Company staff have managed several recent corridor studies, including the US-60 Access Management Plan (SR-303L to SR-74); US-60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS); the McCartney Road/ Eleven Mile Corner Road Corridor Studies; the Greenway Parkway Feasibility Study; the Germann Road Corridor Improvement Study; and the White & Parker Major Investment Study. We have also participated in past studies, including the Bell Road, Maricopa/Casa Grande Highway, Van Buren Street, Patton Road/Jomax Road, El Mirage Road, and Turner Parkway Corridor Studies. These corridor studies require a greater level of focused analysis. Output from a regional model often provides foundational data for more detailed definition of peak period corridor characteristics, allowing for focused analysis of facility cross-sections and associated right-of-way requirements; intersection design and performance; integration of transit, bicycle, and, pedestrian facilities; and effects of access management strategies.

**Complete Streets:** Complete Streets including sidewalks, bicycle facilities, landscaping, transit stops and wayfinding information, are all key components of creating a transportation corridor that is supportive of the land use and development context. They may also feature unique design concepts for street lights, transit stops, signage and banners, creating what urban design professionals call “placemaking,” which builds a sense of place and arrival. Shade, visitor information, access to drinking water and restroom facilities (whether public or

within the corridor’s retail businesses), as well as seating can all be a part of developing a complete corridor.

**Alternative Transportation:** Active, vibrant communities have alternative mode choices, which enhance and support local economies, and improve the livability of the areas they serve. Alternative mode planning in the WFRC region is critical to identifying comprehensive transportation solutions for an already overburdened transportation network. The challenge is to define future opportunities to integrate alternative travel modes (e.g. fixed-route bus, express bus, bus-rapid transit, light-rail transit (LRT), commuter rail, as well as pedestrian traffic and bicycles) into both existing and planned transportation corridors. Our recent work on Designing Transit Accessible Communities Study for the Maricopa Association of Governments, Phoenix’s MPO, along with City of Casa Grande, Arizona Downtown Traffic Study, Peoria, Arizona Sports Complex, and the Goodyear, Arizona Downtown/Sports Complex resulted in recommendations of modified roadway cross-sections and intersection treatments to enhance pedestrian, bicycle, and transit access and safety.

**Healthy Communities:** Many communities are not just promoting walking and biking for recreation or a means of transportation; they are promoting these activities to improve the health and livability of the community. Wilson and Company is working closely with Colby, Kansas in conducting their first ever Pedestrian and Bicycle Facilities Plan. The project includes a thorough analysis of roadway inventory to identify candidate streets for bicycle and pedestrian improvements. These identified streets will create a network for improved pedestrian and bicycle mobility throughout the community, connecting people to destinations throughout their community. Furthermore, this planning process provides a great opportunity for the City to engage its citizens and provide a direction forward on improving multimodal transportation in the community. Initiatives like, Walking School Bus, Bike to School Day, as well as several other programs, are signs the people of Colby value their health and believe adding transportation infrastructure that supports active living is a fundamental part of a healthy community.

### Transportation Operations

Team members are well versed in the application of various operational software applications, such as TransCAD/TransModeler, HCS, Synchro, VISSIM, and CORSIM.



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Relevant projects include:

- Central Phoenix Transportation Framework Study, Maricopa Association of Governments
- Germann Road Corridor Improvement Study, Arizona Department of Transportation
- Casa Grande Downtown Traffic Circulation Study and UPRR Grade Separation, City of Casa Grande
- SR-347 Design Concept Report & Traffic operations Analysis, Arizona Department of Transportation
- US-60/Grande Avenue Corridor Optimization, Access Management Plan, and System Study, Maricopa Association of Governments
- Transportation Needs Study for the Yuma Foothills and Mesa del Sol Areas, Arizona Department of Transportation
- White & Parker Major Investment Study, City of Maricopa
- SR-189 Design Concept Report and Traffic Operations Analysis, Arizona Department of Transportation

**Data Collection and Traffic Analysis:** Wilson & Company is experienced with all phases of traffic analysis and data collection. We have the hardware capabilities in-house to perform 9-hour vehicle turning movement counts and 48-hour tube counts on intersections and roadways for relevant data collection needed for traffic impact analysis, safety studies and intersection analysis. We have in-house software available, such as Synchro and SimTraffic for traffic signal analysis and progression; PetraPro for traffic data analysis; and TraxPro for traffic data collection. We also have familiarity and practice with parking studies, pedestrian studies, accident summaries, and origin-destination studies.

**Traffic Data Review and Analysis:** Team members are available to assist agency staff in the compilation of additional data that may be required to support interpretation, analysis, and presentation of data in a manner that provides meaningful performance statistics. Our team possesses capabilities at all levels of data review and analysis, ranging from broad based cut-line and segment v/c analysis to GIS-based analysis to sophisticated 3-D multi-modal simulation analysis. We are currently conducting an extensive GIS-based analysis of crash data trends in support of update of the Arizona Strategic Highway Safety Plan (SHSP).

Our library houses key publications such as the *Highway Capacity Manual*, *Manual on Uniform Traffic Control Devices*, *ITE Traffic Engineering Handbook*, *Manual of Traffic Engineering Studies*, *Trip Generation*, *Parking*

*Generation*, *AASHTO Green Book*, *FHWA Guidance*, *I*, and *Manual of Traffic Signal Design*, and many other trade publications. Moreover, our staff has extensive training and experience in their applications.

**Travel Demand Model Results for Specific Areas or Corridors:** Wilson & Company team members have conducted numerous studies requiring the use of travel demand model data and/or post processing of data to produce detailed estimates of corridor and area-specific performance measures. We are well-equipped to translate and analyze data generated by the TransCad model, as well as integrate the data into meaningful displays. In previous studies, Wilson & Company has developed GIS and spreadsheet tools to evaluate model output data.

**Operations Model Result Reports for Specific Areas or Corridors:** The procedures recommended in the NCHRP 255 are the preferred method for translating model generated volume data into peak-period turn volumes for use in detailed operations analysis. The team is skilled in the application and interpretation of results of multiple operations model platforms, including Synchro, VISSIM, and TransModeler. Most recently, we have conducted detailed simulation analysis of the White & Parker Road and SR-189 corridors in Arizona, as well as various design-build pursuits in other midwest and western states.

**Specific Area Operation Assessment Study and Recommendations:** Wilson & Company team members are well-versed in the review and use of data generated with travel demand and analysis models to produce operational statistics for intersection, corridor, or area-based assessment. We are skilled in the interpretation of such data for use in defining qualitative and quantitative evaluation criteria for establishing recommended transportation improvement strategies.

### **Highways; Streets; Airfield Paving; Parking Lots**

Wilson & Company brings extensive insight about state and federal highway needs. Department of Transportation (DOT) clients include the states of Arizona, Colorado, Kansas, Missouri, Nebraska, New Mexico, Oklahoma, Texas, Utah and Wyoming. We have also worked with the Navajo Nation DOT and the Federal Highway Administration.

Our team recognizes budget constraints that DOTs face, and we partner with clients to find alternative solutions to accommodate needs without sacrificing service or quality. We collaborate to develop innovative ways to provide sufficient data that meets your goals and requirements.



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We recently completed an Accelerated Bridge Construction (ABC) project for Colorado DOT that minimized construction impacts to the public and maximized design and construction efficiency with a nearby bridge farm.

Our Survey and Mapping team recently used alternative LiDAR platforms for 3R projects that acquires the level of data needed for the project in the most cost efficient manner.

**Drainage:** Our team has completed numerous drainage assessments, preliminary and final drainage reports in the Southwest, as well as drainage facility designs for Native American tribes, municipalities, counties, state and federal entities. These include both rural and urban studies, and coordination with agencies in Arizona. Our staff is trained in the latest drainage software including HEC-1, HEC-HMS, AHYMO, HEC-RAS, Culvert Master, Flow Master, HydraCalc, and Hydraflow. Our staff also has the in-house expertise to prepare plans for and provide NPDES and Storm Water Pollution Prevention Plan design services.

**FEMA:** As our communities develop both publicly and privately, storm water management becomes more important. Our staff specializes in storm water system analysis and design in compliance with the full range of storm water regulations now in effect for communities and the construction industry. We have many years of experience in hydrologic analysis and hydraulic design associated with municipal storm water improvements and determining waterway openings for railroad, roadway, and bridge design. If Best Management Practices (BMPs) are required for projects, we can work with your staff to develop a system that best suits the needs of the community. We stay current on United States Corps of Engineers, Federal Emergency Management Agency, and Environmental Protection Agency regulations as they apply to stream crossings, construction within the flood plain, and storm water runoff during construction.

Wilson & Company is experienced in Floodplain Management and Federal Emergency Management Agency (FEMA) floodplain mapping and map revisions. We have several Certified Floodplain Managers (CFMs), certified by the Association of State Floodplain Managers as qualified to administer the rules and regulations of the FEMA Flood Insurance program.

## Policy and Finance

The Wilson & Company team offers experienced personnel with policy and financial analysis skills, who understand that transportation investment decisions are

made in an interdisciplinary context that requires a flexible approach. Because an agency's transportation needs often exceed its funding resources, efficient use of available funding is key, which can include: having projects ready to fund for fast-track, stimulus-type opportunities; programming projects in a timely manner to avoid loss of obligation authority; and identifying exempt projects available to utilize funds in case of a conformity lapse.

Relevant projects include:

- US-60/Grande Avenue Corridor Optimization, Access Management Plan, and System Study, Maricopa Association of Governments
- Designing Transit Accessible Communities, Maricopa Association of Governments
- Regional Transportation Plan, Central Arizona Governments
- Arizona-Sonora Border Master Plan, Arizona Department of Transportation
- White & Parker Major Investment Study, City of Maricopa
- Arizona Strategic Highway Safety Plan, Arizona Department of Transportation
- MPO & COG Guidelines & Procedures Manual, Arizona Department of Transportation

**Public Private Partnership (PPP) Implications and Recommendations:** Innovative program delivery approaches, such as design-build-maintain agreements, may be necessary in the future to deliver some major projects on time or even at all. They may be especially appropriate to expedite "illustrative" corridors, where the choice is toll road or no road. The Federal Highway Administration (FHWA) encourages involvement of the private sector to bring creativity, efficiency, and capital to address complex transportation needs and funding issues.

**Analysis of CIP/TIP/RTP Programs:** Financial accountability is important for agencies funding partners, and the general public. There is a need to look both forwards and backwards at the costs of delivering transportation systems that have been promised to, and approved by, the electorate. The current freeway program deficit outlook makes it clear that future public support will be needed for new or extended revenue streams. Support will be forthcoming only if there is solid financial information available regarding past expenditures and future needs.

**Potential Impacts Related to Future Transportation Policy Decisions:** Transportation policy decisions at the federal, state, and regional level all need to be identified



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and analyzed expeditiously within the regional planning process. For example, with introduction of Moving Ahead for Progress in the 21st Century (MAP-21), new federal surface transportation legislation brings numerous new objectives and program orientations, which will likely overhaul the magnitude, structure, and conditions of funding availability.

### Transportation Revenues and Expenditures

**Analysis:** All aspects of the regional transportation planning process mentioned above are highly dependent on forecasts of future revenues, which, logically, would rely on and benefit from a spreadsheet-based application that permits “what if” scenarios. Analysis of expenditures adds key information about the accuracy of previous cost estimates and also provides the scorecard necessary for assessing the equitable distribution of certain types of funds among agencies. Maintaining expenditure data in a database format facilitates complex queries and GIS-compatibility to support the provision of reliable and accurate information needed by regional decision makers.

### Public Involvement

The team understands our role on potential assignments will may not only be to lead public outreach efforts, but also to assist agency staff in analyzing data, determining appropriate courses of action, and preparing materials that translate technical findings in a manner that is understandable by stakeholders and community members.

**Stakeholder Materials:** Team members are available to provide assistance in developing working papers, executive summaries, newsletters, etc. for use in disseminating pertinent project-related data to affected stakeholders.

**Stakeholder Feedback:** Team members are experienced in developing and maintaining stakeholder databases; developing, conducting, reviewing and responding to stakeholder survey data; and tracking stakeholder feedback.

**Maps, Figures, Graphics, and/or Charts:** Translation of technical data is an important component of all of our past projects. Team members are skilled in the use of GIS, CAD, Adobe Illustrator, Sketch-up, and Excel for creating a variety of graphical displays of analysis results and recommendations in a manner suitable for inclusion in reports, website applications, and public presentation materials.

**Presentation Materials for Staff:** Our team is proficient in utilizing CAD and GIS to produce technical images, and recommends the use of Adobe Illustrator to enhance these images or produce new graphics for public presentation. Work on past projects has provided us with the necessary experience and expertise to produce materials that present technical materials in a format that is easily interpreted by stakeholders and community members.

**Surveys and Data Analysis:** Our team has conducted numerous stakeholder and public surveys. Most recently, surveys were conducted to gauge public opinion of connectivity to transit services at various locations throughout the valley to support MAG’s Designing Transit Accessible Communities Study.

**Multimedia Materials:** Team members have developed marketing materials in various formats, including radio, television, You-Tube, and web pages. We have also developed detailed simulation models and related video simulations using VISSIM to facilitate the presentation of various improvement strategies to local officials, stakeholders, and the public.

**Branding, Marketing, and Public Involvement:** Many projects involve some level of project branding, marketing, and defining opportunities for public involvement. Team members have developed similar materials for multiple projects, ranging from project logos to project documentation images to website design. We have also implemented various strategies for public involvement, including traditional public meetings, geographically-based dialogues, and focus area workshops.

### Construction Management

In this final phase of project completion, Wilson & Company ensures that the project is constructed per the design plans and specifications. Our construction management team is well versed in specifications, DOT and FP-03 Standard Specifications for Highway and Bridge Construction, Arizona Standard Specifications for Public Works Construction, APWA Specifications for Public Works Construction, Uniform Building Code, International Building Code, Uniform Plumbing Code, OSHA, EPA, and SWPPP. Our inspectors have certifications from the National Institute for Certification in Engineering Technologies (NICET), American Concrete Institute (ACI), and for nuclear densometers.



## Railroad

Relevant regional projects include:

- Santa Teresa Terminal Fueling Facility, Block Swap Yard & Intermodal Facility, Santa Teresa, New Mexico

Our expertise in creating logistic solutions is derived from working closely with railroads, transportation agencies, freight and air carriers, ports, and trucking companies. We create increasingly efficient rail networks, bringing added value to the most environmentally-friendly mode of transportation. Our focus includes:

- Capacity and Infrastructure Improvements
- Facility Design
- Trackwork Engineering
- Grade Separation Planning
- Structures
- Public Projects
- Construction Management

## Design-Build

We have worked on significant design-build (DB) projects as an owner's representative and as the lead designer or team member. Successful design-build projects require quality relationships; where government agencies, private industries and the DB team share intensity, focus and commitment to common goals. We have experience in all alternative delivery processes including design-build; construction management/general contractor; construction management at risk; engineering, procurement, and construction; and job order contracting.

## Land Surveying

Relevant local clients include:

- Arizona Department of Transportation
- USDA Forest Service
- Flood Control District of Maricopa County
- Central Area Association of Governments
- Pima County Regional Flood Control District
- Union Pacific Railroad
- Pima County
- BNSF
- City of Chandler
- Various local engineering and construction firms

Wilson & Company's history demonstrates our ability to routinely complete submittals to the satisfaction of our clients. Our staff is experienced and has specialized expertise in successfully completing Surveying, Geospatial, and Remote Sensing projects. Many staff members have professional certifications in their areas of expertise reinforcing and certifying their quality skill sets. We have over 20 fully equipped survey crews who are

monitored by survey task leaders via weekly scheduling calls and the Internet, which gives us flexibility to meet project schedules and includes quality control checks.

Wilson & Company is able to respond and be flexible to our client's schedules and expectations through our 20 office locations, distributed survey crews, planes and dedicated flight crews, and our highly available and skilled staff.

Our survey teams have specialized experience and technical competence in all of the following types of surveying and related services:

- Boundary / Cadastral Surveys
- Right of Way Surveys
- Alignment / Location Surveys
- Topographic Surveys
- Terrestrial LiDAR Surveys
- Hydrographic and Bathymetric Surveys
- Geodetic Network Control Surveys
- Construction Layout and Staking
- Engineering Surveys
- Rapid Response Emergency Surveys
- Photogrammetric Mapping Control
- American Land Title (ALTA) Surveys

### *Bathymetric Surveying*

Wilson & Company has the tools and experience to perform bathymetric survey services. This survey is used to map existing underwater conditions for design and construction and to scan the bottoms of water bodies to develop hydrographic maps for later correlation with shore mapping. Our Tracker Marine Pro 16-foot boat is equipped with SonarMite Echo Sounder equipment. Our staff uses HYPACK Hydrographic Survey Software to process the data.

### *Terrestrial LiDAR*

Surveys that require high definition such as bridges, rock escarpments, retaining walls, HVAC ductwork, conduits, piping inside buildings, power plants, electrical substations, or areas of busy highway traffic are all suited for terrestrial LiDAR. Wilson & Company provides terrestrial LiDAR scanning utilizing our Riegl VZ 400<sup>TM</sup> terrestrial scanner. Using this equipment in high traffic areas can eliminate the need for traffic control. Bridge openings and clearances are easily obtained. Terrestrial scanning allows the creation of survey basemap and a highly accurate .DTM. This is especially beneficial when designing ADA ramps and other features at busy street intersections.



## Geospatial Capabilities

Wilson & Company has established a reputation for providing quality professional photogrammetry and geospatial mapping services to many federal, local and regional government, and private clients.

Our staff has specialized experience in:

- Project Planning
- Analytical Aerial Triangulation
- Airborne and Terrestrial LiDAR
- Photogrammetric Mapping
- Digital Orthophotography
- Geodatabase Development
- Metadata Population
- Application of CADD and GIS Data Standards
- Plan and Profile, Structure, and Cross Section files
- Submittal of CADD and Digital Image Files in File Formats Specific to Client's Requirements

### *Photogrammetry and Stereo Extraction*

Our geospatial extraction team uses digital photogrammetric workstations (softcopy) for collection of planimetric and topographic features. Digital mapping data are routinely compiled to specifications for a diverse client base in a wide variety of 2-D and 3-D vector; and digital raster formats. Our softcopy workstations are equipped with user interfaces for collection of geospatial data directly into geodatabases, ESRI files, or CADD files. Each workstation can be customized to individual client requirements since they are all equipped with direct input menus for feature attribution, levels, and symbology.

The acquisition and integration of a variety of geospatial datasets into a comprehensive CADD or GIS file structure is regularly provided by Wilson & Company for our wide client base.

Items regularly incorporated into our photogrammetric data include field survey data, existing photogrammetric mapping, terrestrial LiDAR data, and airborne LiDAR data. Wilson & Company collects and refines most of this data in-house, but we also utilize datasets from a variety of other sources. Our Certified Photogrammetrists review, update, and edit this data directly in the stereo environment of our softcopy workstations. Our geospatial extraction team is highly skilled in merging these complex datasets into a final format for delivery to our *clients*.

### *Geographic Information Systems (GIS)*

Wilson & Company provides GIS consulting, development, and production services for a variety of government and private clients. Our GIS Project

Manager, Specialists, and Analysts provide the following services:

- Geodatabase Design
- GIS Strategic Planning
- GIS Needs Analysis
- Geodatabase Development and Population
- SDSFIE Geodatabase Population
- Georeferencing of Scanned Documents and/or Legacy Data
- GIS Data Maintenance
- GIS Staff Augmentation
- Geospatial Visualization
- Webmap Hosting
- Webmap Development
- Metadata compilation

## Remote Sensing Capabilities

### *Digital Imagery*

Wilson & Company provides aerial imagery in a direct digital format utilizing our Zeiss/Intergraph (Z/I) Digital Mapping Camera (DMC) and Rockwell Commander twin-turbine aircraft to acquire project data. The DMC is one of the most advanced and popular digital imaging sensor in use by photogrammetric mapping professionals. This sensor captures very high resolution metric imagery in a digital format; simultaneously acquiring 12-bit panchromatic, color, and color infrared for each photo mission. During aerial image acquisition, the Litton Inertial Measuring Unit (POS AV510 PCS with IMU LN200) is used to measure each image's precise exterior orientation. It is capable of recording orientation information at 200Hz.

## Quality Assurance/Quality Control Processes

The Wilson & Company team is committed to achieving high standards of quality in all services and deliverables that will be provided. We will set in motion the Quality Assurance/Quality Control (QA/QC) functions for the team's collective efforts and ensure that qualified experts from each firm independently review draft deliverables prior to submittal to member agencies and other stakeholders. Our QA/QC Program includes:

- QA/QC Team Members;
- Project Controls (Cost, Schedule);
- Monitoring Procedures;
- Documentation;
- Defined Milestone Reviews;
- Scheduled Set Asides for Reviews;
- Submittal Checklists; and
- Client Monitoring Requirements



## Quality Control

We believe that quality control must be carried through the entire duration of the project. Our Quality Management Policy setting quality guidelines for all project activities.

- **Drawings:** All formal submittals are reviewed before submittal to the client, whether interim or final drawings. The review process includes a method to clearly document who performed the review and the date completed, who addressed the comments, and when the drawings were updated. To close out the process, the documentation indicates who reviewed the revised drawings to verify the comments were appropriately and accurately addressed. Typically, review comments are made in colored pencil/pen, the changes highlighted when incorporated into the drawings, and another distinct color/highlight used to verify the changes.
- **Calculations:** Whether performed by hand, spreadsheet or some other computer program, all important design calculations include who completed them and the date, and who checked them along with the date. If possible, design updates/revisions that include changes to the design calculations should be tracked in a similar manner.
- **Quantities/Cost Estimates:** Quantities and cost estimates are treated in a similar manner as design calculations. The name of the originator and checker, along with the date completed, are included on each quantity calculation and/ or summary page, as well as cost estimates.
- **Technical Reports/Studies:** These documents are reviewed for technical accuracy and completeness as well as editorial reviews for grammar and formatting. The technical review is completed by an individual(s) with the appropriate background and experience necessary to evaluate the findings and recommendations contained in the document. Editorial reviews for grammar and formatting are completed by staff with expertise in document/graphics preparation. The review process clearly identifies the reviewer, reviser and verifier, and includes the dates when these steps were completed.
- **Specifications:** These documents are reviewed for applicability, accuracy and completeness, and for conflicts with the design. Also these are reviewed using a process to clearly identify the reviewer, reviser and verifier, and include the dates when these steps were completed.
- **Documentation:** The process described above is targeted for completion and documentation of internal reviews. All quality review documents are

stored in a clearly identified quality folder. Color scanning and electronic storage of drawings, calculations and other documents is preferred, but hard copy storage is acceptable.

- **Professional Engineering Services:** Client and/or third party review comments are documented as well, along with a response on how the comments were addressed. The preferred method of documenting review comments by the client, outside agencies and internal interdisciplinary and senior level technical reviewers is through the use of a Comment Resolution Form (CRF). The CRF is typically a spreadsheet that contains comments by reviewers, page #/drawing #, review type (preliminary, final, XX%) and date. The CRF indicates the status and final resolution of comments. All comments must be documented as being resolved before the final version of the document is released to the client.

## Maintaining Schedules

Wilson & Company teams are dedicated to meeting clients' needs. We find innovative solutions to meet the most time-sensitive projects, and projects are not only done in time, they are also done well! We expect the unexpected and are poised to overcome various project proponents that affect timeliness such as funding sources and procedures, environmental findings, public involvement and tribal agencies review. We use Microsoft Project and Primavera to develop and track project schedules. To ensure that clients' expectations are met, a preliminary project schedule is submitted prior to execution of the contract and updated monthly in collaboration with all team members.

## Cost Control

The most important step in consultant cost control is development of a complete and detailed scope of services and work-hour estimates for each task. A monthly budget summary and progress report is provided as part of progress invoicing process. This summary includes funding authorizations to date, prior payments, overall percent complete, and remaining appropriations for each key work element. Invoices are clear, detailed, and identify team members, actual hours expended, hourly rates, and percent complete. Each invoice request is supported with a written summary of accomplishments completed in the preceding month.

Cost control must be a prime objective from a project's beginning to its completion. The most important factors in achieving this are time management and clear communication about the client's expectations. As delay is the most frequent case for cost overruns, we carefully



## ATTACHMENT I – General Qualifications

ANNUAL REQUEST FOR QUALIFICATIONS AND EXPERIENCE NO:  
ADSP015-00004729

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

manage schedules and costs. We listen carefully to your needs and concerns, and create scoping documents that provide the framework for a sound, thorough and comprehensive project.

During the design process, internal project cost control is achieved through a detailed review of project progression in comparison to the budget expended. We conduct cost and technical reviews at project milestones as part of our Total Quality Management commitment. These reviews enhance productivity and service to our client.

### Cost Estimating Techniques

We know that clients want reliable cost estimates throughout the design phase, and engineer's estimates that are realistic and competitive with the final bid amount. Our staff provides reliable cost evaluations and uses our in-house cost history system, published unit bid prices, RS Means cost data, and independent third party professional estimators.

When it appears the project budget will be exceeded, the client's project manager is immediately contacted to discuss alternatives, such as deducting items of work, phasing the project, or providing a cost-benefit comparison analysis of lower-cost methods or equipment. As our history shows, our goal is to produce a clear and concise set of construction documents so that bidders know what is expected of them during construction and they can prepare a bid that contains a minimum number of contingency costs.

### Engineering and CADD Software

As part of Wilson & Company's Computer-Aided Design and Drafting (CADD) system, staff utilizes Bentley Microstation/Inroads and AutoCAD/Civil 3D. We also currently use Bentley ProjectWise as our standard document management system. Currently, we are running the following traffic related software packages on our system: Various database management programs, HCS, SIDRA, AAP, TransCad, PASSER II-90, Transyt-7F, PASSER 3, ITRAF Family of Software, ALADAN (Street Lighting Analysis Software), LUXICON (Street Lighting Analysis Software), SYNCHRO, TRANPLAN, TMODEL2, VISSIM, TransModeler, ArcGIS, SignCAD, and AutoTurn. In addition, we use HEC-RAC, HEC-HMS, TR-20, TR-55, FloMaster, HydroFlo Culvert Master, and several other types of drainage modeling software.

### Project Tracking

Wilson & Company primarily uses Microsoft Project to prepare a schedule of the critical work elements. These schedules identify major tasks, provide a detailed work breakdown structure, and can be used to demonstrate the critical path of the work in progress.

The Project Manager is responsible for day-to-day communication with staff throughout planning, design, and construction phases. Task Managers are given the resources by the Project Manager to coordinate other necessary internal disciplines, scheduling, and cost controls. In addition, staff supervises internal quality management programs, including bid ability and constructability reviews. Progress meetings are held with Client staff at intervals determined for each project. If needed, contact is made with area residents and/or property owners to obtain community input. Also, presentations are made to certain special interest groups at project milestones to ensure that the design team is meeting client needs.



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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:	43%
b. Percentage of Total Work Attributable to Non-Government Work:	57%

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

Signature: Daniel F. Marum Date: 12/14/2015

Name: Daniel F. Marum Title: Southwest Transportation Planning Manag