

Statement of Qualifications for

PREDESIGN (PHASE 1)

Site Development Alternatives for the Payson Courthouse Complex

Prepared for:

Prepared by:



Kimley»Horn

Expect More. Experience Better.

RFQ No. 060916 | August 19, 2016

August 19, 2016

Betty Hurst, Contracts
Gila County
1400 East Ash Street
Globe, AZ 85501

>> Kimley-Horn
1129 Iron Springs Road
Prescott, AZ 86305
T: (928) 458-7121

RE: Statement of Qualifications for Predesign (Phase 1) - Site Development Alternatives for the Payson Courthouse Complex, RFQ No. 060916

Dear Ms. Betty Hurst and Members of the Selection Committee.

Kimley-Horn is pleased to submit our qualifications to provide Predesign (Phase 1) - Site Development Alternatives for the Payson Courthouse Complex for Gila County (County). We will communicate and coordinate with your staff, engage the diverse stakeholders and users who will be impacted by this project, and produce quality results delivered on-time and within budget.

We operate with the core principle that municipal improvements must be designed and implemented in accordance with the unique goals, objectives, and history of every client. **As a comprehensive engineering design firm with a 30-year history in Arizona, Kimley-Horn has the local experience and multidisciplinary expertise required to develop preliminary site alternatives that not only meet your specific project objectives, but also advance the County's long-term visions for the broader community.** We encourage you to consider the following points:

- **Multidisciplinary Resources.** As a full-service engineering and environmental consulting firm, we have the in-house capabilities to perform the full scope of site civil, traffic, drainage, and electrical engineering; landscape architecture; and utility coordination associated with this preliminary project, supplemented by all support services that may be necessary to cover every facet of this project. In fact, Kimley-Horn offers team members who have worked together for years to seamlessly deliver cross-disciplinary projects to Arizona's public sector. We are set apart by our ability to leverage the diverse range of experiences and expertise of staff to provide a balanced, multidisciplinary team to our clients—all working together for maximum effect.
- **Comprehensive Scope of Service.** Kimley-Horn's capabilities span from the pre-planning and design phases through project construction and completion. Team members understand the long-term implications of design decisions

made today for both the Courthouse Complex, Town of Payson, and your many end-users. We will work with you to provide practical and creative alternatives that work for many years to come because we approach projects from a broad perspective while diligently focusing on the details.

- **Local Presence.** Kimley-Horn offers the County the individual, personal service you can expect from a local company coupled with the resources of a national engineering firm. Andrew Baird, P.E., will serve as the project manager and your single point of contact. Located in our Prescott office, Andrew has over 11 years of experience specifically focusing on Northern and Eastern Arizona. Andrew has the ability, availability, and dedication to be on-site at a moment's notice should the need arise. We have proven this commitment through our successful work on the Oak Creek Bridge, Gila County Transportation Study, and numerous Arizona Department of Transportation (ADOT) studies, design, and construction administration projects.

We have thoroughly read the Request for Qualifications (RFQ) and will meet all requirements stipulated therein. We received Addenda 1 – 3 dated August 4, 8, and 11 2016 (respectively). A copy of the Response Certification Form can be found in the appendix. **Please contact Andrew Baird at andrew.baird@kimley-horn.com or (928) 458-7121 or with any questions.**

Sincerely,
Kimley-Horn


Andrew Baird, P.E.
Project Manager


David J. Leistiko, P.E.
Senior Vice President

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Payson Courthouse Complex

INTRODUCTION

Established in 1967, Kimley-Horn is a full-service consulting firm offering expert design, engineering, and planning services in fields including civil infrastructure; transportation and traffic; land-use planning; water resources; utility systems; environmental services; parking; landscape architecture; and design for the urban, suburban, and rural environments. We have successfully worked with Arizona's public agencies such as Gila County (County) since our firm was established in the state three decades ago, and we have specific experience working on public facilities such as courthouses in Arizona and across the country.

Our portfolio of public facilities has resulted in a broad range of experience in planning, design, construction, and operation/maintenance, coupled with the expertise to provide clear, intelligent, and viable solutions.

This experience, along with engineering consultation services on educational, medical, mixed-use, and office park facilities, gives us a thorough understanding of the unique issues that the Payson Courthouse Complex may face; strategies to overcome even the most complex challenges; and familiarity with the specific funding, operational, and safety and security requirements that must be taken into consideration during the Phase I predesign process.

EXPERIENCE OF THE DESIGN FIRM

Arizona Licenses

All personnel proposed for this project hold current licenses applicable to their fields; registration numbers are included in the summary of staff qualifications starting on page 6 and on the resumes in the appendix.

Kimley-Horn is registered with the State of Arizona Board of Technical Registration for engineering and landscape architecture (no. 10272).

References

Kimley-Horn is familiar with the unique conditions of the Payson Courthouse Complex and understands the opportunities and constraints of the project site. The following projects exemplify our ability to complete this scope of work and are highlighted because:

- ▀ Members of the proposed project team successfully worked on these types of projects.
- ▀ We performed the specific services required for this project including site planning, traffic engineering, transportation planning, landscape architecture, stakeholder involvement, utility coordination, and civil and electrical engineering.
- ▀ We provide significant coordination with client staff, councils, the public, property owners, adjacent projects, utility companies, and proposed development.
- ▀ The project met or exceeded aggressive schedule expectations.



Payson Courthouse Complex

Gila County Transportation Study – Gila County, AZ

The Gila County Transportation Study identified the most critical transportation infrastructure needs within Gila County and recommended a program of improvement projects to address these needs. The study served as a guide for community development, project funding applications, and project implementation. The study identified transportation needs for the following elements: roadway, safety, pavement management, bicycle and pedestrian facilities, and recommended and prioritized specific projects and implementation strategies and their associated costs that address identified needs over the next five, 10, and 20 years.



KEY TEAM MEMBERS

- Michael Grandy, Project Manager
- Dave Leistiko, Quality Assurance/Quality Control (QA/QC)

REFERENCE

Steve Sanders, Public Works Director
Gila County
Tel: (928) 402-8530 | E: ssanders@gilacountyaz.gov

SIMILARITIES

Transportation study included the detailed gathering of information and recommendations from the public and key agency stakeholders—the first step required for this project.

Pima County Downtown Courts Complex – Tucson, AZ

Kimley-Horn provided landscape architecture and streetscape design for the highly visible Stone Avenue/Toole Avenue intersection, a marquee gateway into downtown Tucson.



Project components included a courthouse tower, an entry plaza, mixed-use retail and parking garage, streetscape with water harvesting elements, and a naturalistic non-irrigated park space. The Stone and Toole avenues streetscapes will be pedestrian friendly with an emphasis on pedestrian comfort.

Kimley-Horn provided planting, irrigation, paving and hardscape design; rainwater harvesting details; and streetscape elements. The planting design and materials are contextual to the existing materials and methods found in downtown Tucson.

KEY TEAM MEMBERS

- Karen Furenlid, Landscape Architect
- Adam Perillo, QA/QC

REFERENCE

Carter Volle, Architectural Manager
Pima County Facilities Management
New Buildings Design & Construction
Tel: (520) 724-3303 | E-mail: Carter.Volle@pima.gov

SIMILARITIES

Final design for a downtown court complex. Experience from the concepts developed will be used to generate alternatives for this project.

Cottonwood Oak Creek School District Site Improvements – Cottonwood, AZ

The Cottonwood Oak Creek Elementary School District selected Kimley-Horn to provide design services to improve site circulation, bus lanes, parent pick-up/drop-off locations, ADA compliance, and drainage at five District sites. Kimley-Horn led charrette sessions during the schematic design phase to develop site circulation concepts before design development and the production of final construction documents. The final design was completed in late spring 2016 with a portion of construction completed in summer 2016. The remainder is scheduled for completion in summer 2017.



KEY TEAM MEMBER

- Andrew Baird, Project Manager

REFERENCE

Trent Murray
Cottonwood School District
Tel: (928) 300-3352 | E: trent.murray@sodexho.com

SIMILARITIES

Alternatives for each site were produced within three weeks through a series of site meetings and concept iterations. Kimley-Horn presented preliminary drawing and costs to stakeholders such as school principals and crossing guards. Alternatives were chosen and the project moved into final design.

Payson Courthouse Complex

Flagstaff Meadows Unit 1 Pavement Evaluation – Flagstaff, AZ

Kimley-Horn prepared a preliminary pavement evaluation report including recommendations for pavement and drainage improvements for a local subdivision. The team then prepared and completed the final design construction documents for the improvements to this phase of the subdivision. Kimley-Horn coordinated extensively with the City of Flagstaff, County staff, residents, and the Job Order Contractor (JOC).



KEY TEAM MEMBERS

- Andrew Baird, QA/QC
- Joel Varner, Project Engineer

REFERENCE

James Guidotti, Capital Projects Manager
Coconino County
Tel: (928) 606-9367 | E: JGuidotti@coconino.az.gov

SIMILARITIES

This multi-phased project included pavement alternative analysis and selection which moved into final design. The project team provided specific details to address the removal of poor backfill material above the existing utilities. **Utilities must be considered when choosing various pavement alternatives for the County Complex.**

Maricopa County Downtown Courts Electrical Upgrades – Maricopa County, AZ

This project consisted of an electrical site assessment, evaluation, and design of six buildings. The design included site assessment of the existing conditions, infrared scanning of equipment, 72-hour load studies, and construction documents upgrading the existing system. This project required electrical analysis including energy use, life-cycle evaluation, and code analysis of the existing facilities. Final construction documents included phasing plans, new standards for county projects, under load and overload evaluations, consolidation recommendations, and safety recommendations for proper use of the facility.



KEY TEAM MEMBERS

- David Haines, Project Engineer

REFERENCE

Joe Lisiewski II, Senior Project Manager
Maricopa County Facilities Management
Tel: (602) 506-4319 |
E: JosephLisiewski@mail.maricopa.gov

SIMILARITIES

Electrical upgrades for the site included communications to various buildings—a **task that is anticipated for this project based on discussions during the site visit.**

Additional Project Experience

In addition to our five featured projects, Kimley-Horn has provided consulting services for a variety of municipal buildings throughout the Southwest.

TABLE 1. ADDITIONAL EXPERIENCE

PROJECT	CLIENT
Apache Junction Fire Station No. 265, Apache Junction, AZ	City of Apache Junction
Santa Cruz County Administrative and Criminal Justice Complex, Nogales, AZ	Santa Cruz County
Dilkon District Court Multipurpose Facility, Dilkon, AZ	Navajo Nation
North Metro Fire Rescue Training Facility, Northglenn, CO	North Metro Fire Rescue District
San Luis II Port of Entry Master Plan and Final Design, San Luis, AZ	ADOT Southwest District
Broomfield Municipal Complex, Broomfield, CO	City of Broomfield
City Hall and Recreation Center Impact Analysis, North Richland Hills, TX	City of North Richland Hills
Federal Justice Center, Las Vegas, NV	Langdon-Wilson (Architect)
Casa Grande Historic City Hall Redevelopment, Casa Grande, AZ	City of Casa Grande
Los Gatos Police Services Building Traffic Evaluation, Los Gatos, CA	Town of Los Gatos
Tucson Police Department Crime Lab, Tucson, AZ	City of Tucson
Clark County Water Reclamation District (CCWRD) 646-PO1 – Visitor Entrance and Truck Scale, NV	CCWRD
Pima County Parks and Recreation Headquarters, Tucson, AZ	Pima County
San Luis Regional Detention Center, San Luis, AZ	Grace and Hebert (Architect)

QUALIFICATIONS OF THE DESIGN TEAM

Staff Knowledge

Kimley-Horn's professionals provide consulting services for every phase of a project's development, from site evaluation and selection to final engineering and construction observation. Typical project elements include long-term planning, visibility, access, scheduling, safety and security, sustainability, stormwater management, Americans with Disabilities Act (ADA) compliance, and utility infrastructure. Our team was assembled to provide expertise in all required disciplines to ensure a well-thought-out Preliminary Engineering Report.

The following section provides an overview of the qualifications of the specific team members proposed to provide engineering design services for the Payson Courthouse Complex with additional details provided on the resumes in the appendix. Our Project Organizational Chart (Figure 1) is provided on page 9.

Key Personnel

ANDREW BAIRD, P.E. – PROJECT MANAGER/UTILITIES



License No.: P.E. in AZ (No. 48841) and NV

Andrew is a multidiscipline project manager with over 11 years in both the public and private sector. His experience includes the management and design of paving, drainage, and utility projects for states, counties, cities, and private development. Over the last five years Andrew worked primarily on public works projects varying in size and delivery method. This included civil on-call contracts, alternative delivery municipal roadway projects, and utility coordination/design on Arizona Department of Transportation (ADOT) projects. Andrew works in the Kimley-Horn Prescott office with a focus on Northern and Eastern Arizona projects. He is currently managing on-call contracts in the City of Prescott, Coconino County, towns of Chino Valley and Pinetop/Lakeside, and Lake Havasu City. **Andrew will be the primary point of contact for this project and is available to start immediately.**



DAVE LEISTIKO, P.E. – QUALITY ASSURANCE/QUALITY CONTROL (QA/QC)

License No.: P.E. in AZ (No. 37422), CA, CO, ID, KS, MO, NV, NC, TX, and UT

Dave has more than 23 years of engineering and construction experience, including serving as project manager, structural design engineer, and QA/QC Manager on multidisciplinary infrastructure projects for the counties of Gila, Graham, and Maricopa; cities of Coolidge and Phoenix; ADOT; and many other agencies in the state and across the country. He specializes in the design of vehicular and pedestrian bridges and other various structures such as retaining walls, sign and lighting structures, shade pedestrian shelters, drainage structures, and building elements. Dave served as the project manager for the Oak Creek Bridge project which developed alternatives, provided 404 permitting and environmental services, and coordinated with the Federal Highway Administration, U.S. Forest Service (USFS), and ADOT to replace four 48-inch-diameter corrugated metal pipes (CMPs) with a two-span bridge and re-align 1,500 linear feet of roadway. **With this experience, Dave is well qualified to work with the County to develop a project-specific QA/QC plan to ensure this project is delivered on-time, compliant with the scope determined at the inception of the project, and in a manner that achieves your expectations.**

RELEVANT EXPERTISE

- /// Pre-development services
- /// Land planning and entitlements
- /// Site development planning and design
- /// Site civil engineering
- /// Permitting and approvals
- /// Landscape architecture
- /// Project scheduling
- /// Utility design/coordination
- /// Sustainable and low-impact design
- /// Stormwater management
- /// Transportation planning
- /// Traffic engineering
- /// Parking planning and design
- /// Geographic Information Systems
- /// Environmental services
- /// Public involvement
- /// Site and street lighting
- /// Site security
- /// Construction administration and observation

Statement of Qualifications for **Payson Courthouse Complex****MICHAEL GRANDY, P.E. – PEDESTRIAN AND VEHICULAR TRAFFIC**

License No.: P.E. in AZ (No. 43294)

Michael is a registered engineer with 14 years transportation experience including corridor studies, pedestrian/safety studies,

roundabout studies, access management plans, accident analysis, and various other transportation-related projects. Michael understands how traffic and land use impact each other; he has experience working with property owners to find solutions that promote safe and efficient traffic operations while also providing adequate access to adjacent properties. **Michael was responsible for the Gila County Transportation Study** which identified the most critical transportation infrastructure needs within the County and recommended a program of improvement projects to address those needs.

ZACH SCHMIDT, P.E., CFM – DRAINAGE

License No.: Registered P.E. in AZ (No. 50959); Certified Floodplain Manager (CFM No. US-07-02739)

Zach has over 10 years of experience in the planning and design of major

drainage infrastructure improvement projects. These projects include drainage systems that include storm drains, catch basins, culvert crossings, junction structures, regional drainage channels, detention basins, and erosion control measures. Zach is proficient in the preparation of construction documents for flood control related projects that include plan and profiles, special provisions, special details, and detailed opinions of probable costs.

DAVID HAINES, P.E., PSNP – ELECTRICAL AND SECURITY

License No.: P.E. in AZ (No. 35268), CA, ID, KS, MI, MO, NE, NM, NV, OR, TX, UT and VA; Professional Security Network Professional (PSNP)

David has over 21 years experience designing security, electrical, and communications systems for, state, county, and city agencies. He specializes in security and communications systems planning, design, and integration for municipal campuses, multi-function buildings, and critical infrastructure assets. He also specializes in operations center design, including video display systems, multi-function operator workstations, voice and data support systems, and equipment/server rooms. David has served in key roles for municipal projects across the West for clients such as Maricopa (AZ), Pima (AZ), and Clark (NV) counties.

JOEL VARNER, P.E. – ROADWAY

License No.: P.E. in AZ (No. 59483)

Joel has eight years of experience in transportation and civil engineering working on behalf of Arizona's public agencies. **Joel**

recently served as the engineering lead for the Flagstaff Meadows Unit 1 project. Joel specializes in roadway/highway design where he has worked on traffic control plans, erosion control and prevention, horizontal layouts, and various drainage systems. His responsibilities have included roadway and ADA design; utility design including water and sewer; preparation of final plans, specifications, and cost estimates; grading and drainage; earthwork modeling; and utility coordination.

BRETT WOOD, P.E., CAPP – PARKING

License No.: P.E. in AZ (No. 52197) and NC; Certified Parking Professional (CAPP)

Brett has 11 years of experience in parking demand and management

analysis, including supply and demand evaluations, parking operations management, and strategic parking planning for institutional facilities including medical, governmental, and business complexes; downtown areas; and entire communities. Brett has an extensive background in transportation and community planning, providing him with an understanding of the relationship between the demands of parking, the management of general transportation, and the community at large. This expertise allows him to develop unique solutions that cater to the parking needs of each community where he works.

KAREN FURENLID – LANDSCAPE ARCHITECTURE

Karen has 10 years of experience in landscape design **specializing in the incorporation of native trees for landscaping and the urban environment.** Her interests include the creation of landscapes that are

sustainable and habitats that are sensitive to cultural and natural resources. As a designer she has worked on many public/private sector projects including public facilities and recreational and historic parks, public roadways and public facilities. Karen is a key member of the Pima County Downtown Courts Complex and offers uniquely relevant insight into this project.

Statement of Qualifications for **Payson Courthouse Complex****Subconsultants**

Kimley-Horn has included three subconsultants to provide expertise during alternative development for the PreDesign (Phase 1) of the Payson Courthouse Complex. **These subconsultants are included on the team to provide expertise on an as-needed basis.**

ETC – PRELIMINARY GEOTECHNICAL

Engineering & Testing Consultants (ETC) is a locally owned Prescott firm. ETC conducts its operations

in conformance with and meets the criteria set forth in American Society for Testing and Materials (ASTM) C1077, ASTM D3666, ASTM D3740, ASTM D4561, and ASTM E329. ETC's testing laboratory is recognized by the American Materials Reference Laboratory (AMRL) to be an American Association of State Highway Transportation Officials (AASHTO)-accredited laboratory for quality control testing of construction materials.

Their materials testing laboratory is also approved by ADOT to provide both field and laboratory quality control testing for ADOT highway and other infrastructure projects. ETC has performed numerous geotechnical engineering and quality control testing projects throughout Prescott, Yavapai County, and Northern Arizona.

ROLE: ETC will provide preliminary geotechnical recommendations such as pavement structural sections and pipe backfill.

DFDG – ARCHITECTURAL SERVICES

Founded in 1970 by John W. Dick, AIA, Dick & Fritsche Design Group (DFDG) is one of the leading architectural firms in Arizona. The firm's practice includes architecture, interior design, and planning for both the private and public sectors. DFDG is recognized for its ability to craft strong design solutions sensitive to the ecology of each site while remaining responsive to their client's budget, schedule, and functional requirements. More than 80 percent of DFDG's work is from repeat clients who recognize and appreciate the firm's commitment to the success of their projects.

DFDG has developed expertise in a number of project types in the public sector, including:

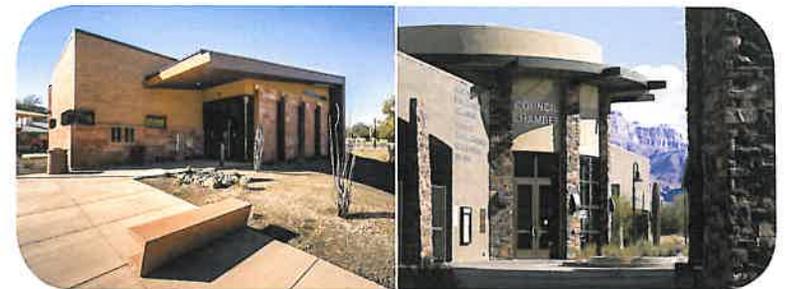
- /// Government campuses including court and other justice facilities
- /// Corporate, commercial, and medical offices
- /// Land planning
- /// Master plan development

ROLE: DFDG will provide courthouse site development expertise including secure judge parking and building access, separated Sallyport access, public approach/presence, and ADA-compliant accessibility.

PRECISION UTILITY LOCATING – UTILITY DESIGNATIONS

Precision Utility Locating, LLC provides comprehensive utility locating services ranging from underground utility locating to leak detection. The firm operates under the standards established by the National Utility Locating Contractors Association and is a member of the Common Ground Alliance. Headquartered in Dewey with three additional Arizona locations, Precision Utility Locating has extensive experience in Gila County including Payson, Pine, Strawberry, Globe, and Christopher Creek.

ROLE: For this project, Precision Utility Locating will provide utility designation to assist in design alternatives and costs, as required.



DFDG assisted in the preliminary site analysis and site selection and provided architectural and interior design services for the Paradise Valley Municipal Court (left). DFDG also provided architectural services for the Apache Junction City Hall and Municipal Complex, the first LEED-certified city hall in Arizona (right).

Organizational Chart

We have carefully selected personnel using the following criteria:

- /// Experience with similar site predesign/design projects
- /// Technical expertise in the required disciplines
- /// Availability to assume major technical responsibilities within the timeframe of this project

An organizational chart of the specific team proposed for this contract is provided in **Figure 1**. The management organization chart in **Figure 2** details the structure of our national and mountain region management teams.

Principal Engineer of Record

Project Manager Andrew Baird, P.E., will serve as the Principal Engineer of Record for this project (AZ P.E. No. 48841).

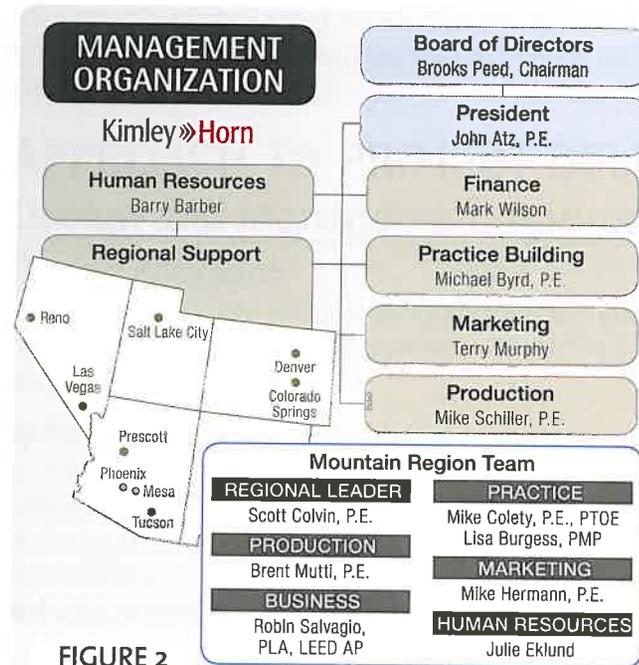


FIGURE 2

ORGANIZATIONAL CHART

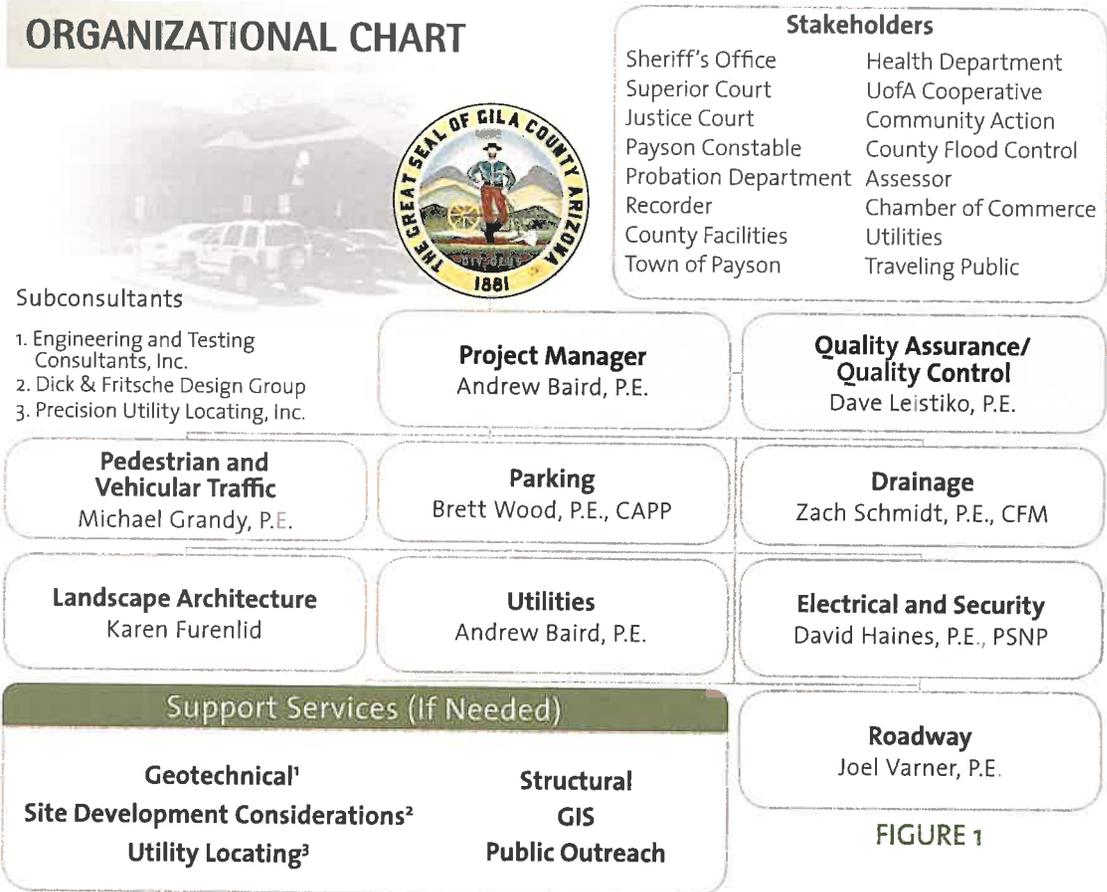


FIGURE 1

Managerial Overview (Firm)

Kimley-Horn and Associates, Inc. is a privately held corporation fully owned by individuals who are current employees of the firm. Kimley-Horn is divided into six geographic regions each managed by a team of representatives from production, marketing, administration, and practice building. The primary responsibility of the regional teams and management committee is to support to our project managers, who are responsible for every facet of a project from beginning to end—from contracting, planning, scheduling, and quality control to client contact and service. The Management Approach section (page 12) provides details about our management of this project. Figure 2 details the structure of our national and mountain region management teams.

PROJECT UNDERSTANDING

The Gila County Payson Courthouse Complex consists of various County buildings including the recently purchased NAPA building and the vacant parcel to the north. The County is currently in the final stages of design of the NAPA building for conversion into a superior court. Construction and usage of the Gila County Superior Court will impact vehicular and pedestrian site circulation, parking, drainage and utilities within the complex. This project will provide Site Development Alternatives to complement the new and renovated County buildings.

As architectural plans for the Superior Court are at the 95% design stage, Kimley-Horn understands that time is of the essence. The County anticipates construction of the new building to start in fall/winter of 2016 through a Job Order Contract (JOC) necessitating a quick alternative selection process. Employees will relocate to the new courthouse to make space available for the potential relocation of other County services. The Recorders Office and Assessors Office (Building D) may be relocated offsite or elsewhere within the Complex.

Additionally, a recent transportation study completed by the Town of Payson (Town) included near-term improvements to address safety concerns within the State Route (87), Main Street, Colcord Road and Frontier Street quadrant surrounding the County Complex. These recommended improvements include evaluating the limited-access at the Colcord Road/Main Street intersection, converting Frontier Street to a two-way street, and eliminating the southbound (SB) left-turn at Colcord Road/Main Street.

We will use this understanding to develop a sound approach that incorporates a fast-track alternative selection process that improves circulation concurrently with safety on the adjacent streets.

APPROACH TO PROJECT DELIVERY

Design and Management Approaches

Design Approach

Our approach is simple: gather information from key stakeholders and users regarding site circulation, improvements, and safety and use our expert technical staff to provide discipline-specific alternatives and costs to move this project into final design.

DATA COLLECTION

In addition to as-builts, existing topography, and proposed site improvements, a key component of data collection is understanding the needs and perspectives of everyday users of the Courthouse Complex. From Sheriff's Office personnel responsible for the safety of the general public, a Health Services worker walking to Main Street, to a Flood Control District visitor, **our first step is to engage users to learn how the site operates and what improvements should be considered.**



Statement of Qualifications for Payson Courthouse Complex

Our team has already started to engage users/stakeholders outside of the County to understand the core issues and solutions for the Courthouse Complex. We have spoken with Payson Public Works Director LaRon Garrett to discuss overall circulation through the Town, the PARA Study, and potential Courthouse improvements for consideration. His primary concern is Colcord Road, as this is considered a major bypass route for SR 87.

While Mr. Garrett recognizes the intersection of Colcord Road/Main Street as a safety concern due its proximity to SR 87, the Town prefers that Colcord Road remain a two-way street. Because the Town acknowledges that improvements or relocation must occur to the through-street between the County Complex, the Town will support the realignment of Colcord Road around the west side of the old NAPA building at the County's expense. One item to note is the Town has improvements for Colcord Road in their Capital Improvement Program (CIP). If funding becomes available, Colcord Road would be improved by the Town. This could be utilized to negotiate an intergovernmental agreement (IGA) with the Town or gain approval for short-term safety improvements that benefit both parties, such as a one-way street.

Additionally, we spoke to the Deputy Sheriff to hear his thoughts on traffic circulation and safety. A significant amount of traffic on SB Colcord Road does not stop at the stop sign on Main Street. He does not believe this is a visibility issue, but rather driver habits. This further enforces the need to make safety a priority as the team evaluates traffic circulation.

These are the first of multiple facility users and stakeholders we will engage to hear thoughts, recommendations, and development alternatives.

ALTERNATIVE ANALYSIS

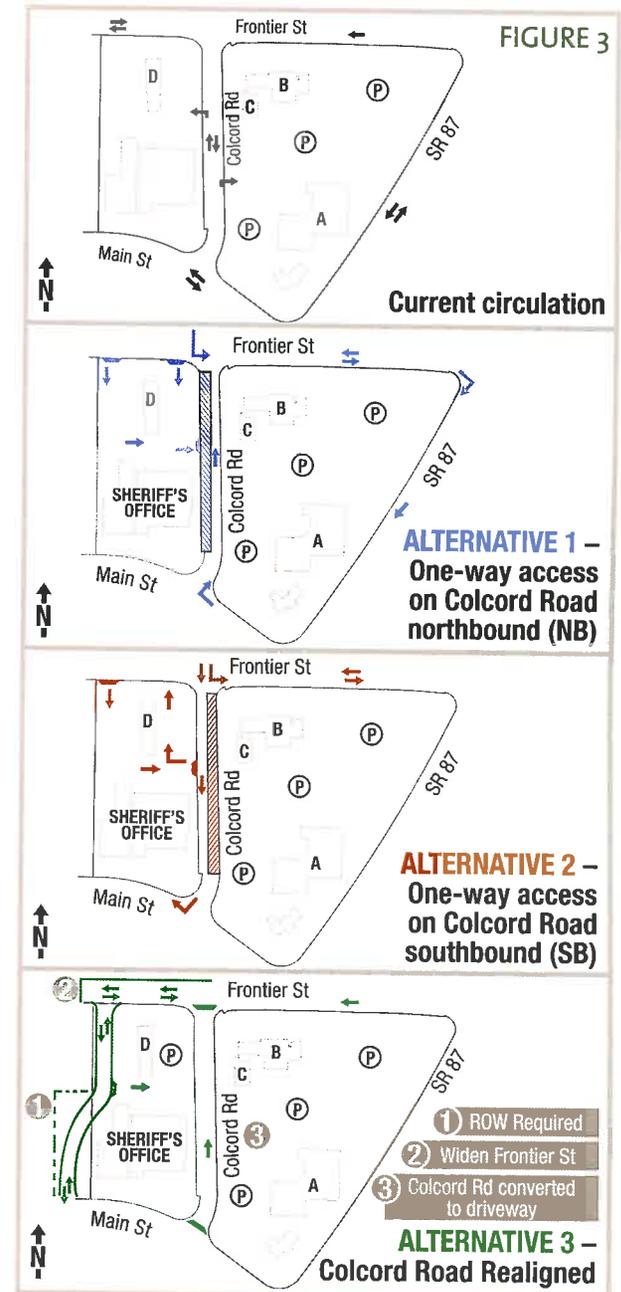
Based on the information gathered in stakeholder interviews, we will develop a series of alternatives in consideration of site impacts, cost, drainage, pedestrian circulation, electrical, and overall site safety. We will utilize our support team of subconsultants to provide additional recommendations on courthouse security, roadway recommendations, and utility designation/impacts if deemed necessary.

We have provided preliminary examples of a potential site development alternatives in Figure 3. While numerous design alternatives may be generated, this graphic offers a starting point that will allow our team to quickly move into alternative design/selection before the end of 2016. Figure 3 considers concurrent Town adjacent street circulation with potential on-site improvements. Table 2 on the following page elaborates on the alternatives shown in Figure 3.

All alternatives will consider other disciplines such as drainage, utilities, parking, landscaping, and ROW. A few examples to consider:

Drainage

Off-site drainage from SR 87 enters the site at the northeast corner, routes through the site, outfalls into a storm drain system at the southwest corner of the property, and finally drains into a channel south of Main Street. The result of this off-site flow is significant erosion, ponding, and clogged/undersized pipes and inlets.



Payson Courthouse Complex

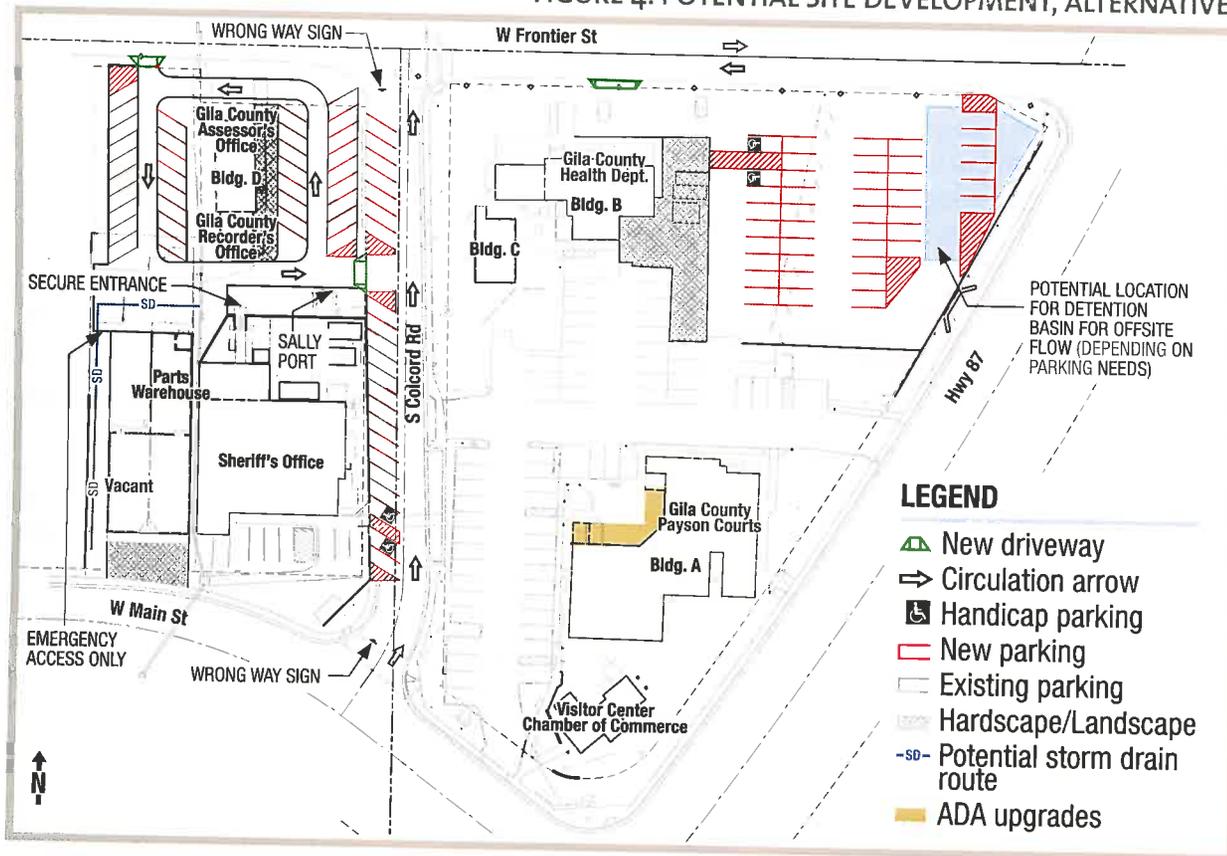
FIGURE 2. POTENTIAL SITE DEVELOPMENT ALTERNATIVES

	NO BUILD ALTERNATIVE	ALTERNATIVE 1. ONE-WAY ACCESS ON COLCORD ROAD (NB)*	ALTERNATIVE 2. ONE-WAY ACCESS ON COLCORD ROAD (SB)	ALTERNATIVE 3. COLCORD ROAD REALIGNED
Description	Existing condition	Converts Colcord Road to a one-way street in the NB direction. Frontier Street converts to a two-way street east of Colcord Road.	Converts Colcord Road to a one-way street in the SB direction. Converts Frontier Street to a two-way street east of Colcord Road.	Realigns Colcord Street west of the old NAPA Building. Frontier Street remains a one-way street.
Circulation	POOR. Circulation due to complex split by Colcord Road.	BETTER. Reduces congestion with Colcord Road as a one-way street. Allows for easier access across and improves internal circulation and increases parking.	BETTER. Reduces congestion with Colcord Road as a one-way street. Allows for easier access across and improves internal circulation and increases parking.	BEST. Eliminates thru-traffic on Colcord Road to greatly improve circulation. Old Colcord Road remains due to existing utilities.
Safety	POOR. Increases potential conflicts between pedestrian crossing and vehicular traffic on Colcord Road. Colcord Road/Main Street intersection too close to SR 87.	BETTER. Eliminates SB left and right turns on to Main Street to reduce conflicts with east/west Main Street travel. Eliminates the ability of drivers to fail to stop in the SB direction.	SLIGHTLY BETTER. SB left and right conflict with Main Street travel remains. Improves internal circulation by eliminating one direction of thru travel. Colcord Road remains open to SB travelers seeking to avoid SR 87.	BEST. Replaces internal circulation on Colcord Road with driveway access. Allows for continuation of Colcord Road to Main Street.
Utilities	Full access for utilities remains in Colcord Street.	Replaces existing street with on-street parking. Full access for utilities.	Replaces existing street with on-street parking. Full access for utilities.	Even with the realignment of Colcord Road, utilities must remain and be granted easements for access.
Stakeholders	"Makeshift" Courthouse Complex. Unsafe driving conditions at Colcord Road/Main Street intersection.	Improves complex by incorporating on-street parking and eases Colcord Road crossings. Improves safety by eliminating SB left turn. <i>Town does not currently support this concept.</i>	Improve complex by incorporating on-street parking and ease Colcord Road crossings. SB access to Main Street remains. <i>Town does not currently support this concept.</i>	Improves circulation. Town fully supports this alternative but will not fund.
ROW	No additional required	No additional required	No additional required	ROW required for parcel adjacent to old NAPA building.
Cost	No cost	Median	Median	Most Expensive. Full roadway improvements of Frontier Street and Colcord Road. Town will not participate in costs.
Summary	New building with no site improvements.	Improves site circulation and safety of adjacent streets.	Improves site circulation and safety of adjacent streets.	Improves safety and circulation with much higher cost. Town supports in concept (not funding).

*An expanded version of Alternative 1 is provided in Figure 4 on page 13.

Payson Courthouse Complex

FIGURE 4. POTENTIAL SITE DEVELOPMENT, ALTERNATIVE 1



As part of our alternatives analysis, various drainage solutions will be considered. One potential solution, shown in Figure 4, is to construct a detention basin at the northeast corner of the site to prevent nuisance flow from routing through the site. Additionally, storm drain pipe currently running south through the breezeway should be routed around the new courthouse.

Utilities

Town Water, Third-Party Sewer (Northern Gila County Sanitary District), telephone, fiber optic, and gas exist within Colcord Road. Abandoning the roadway in entirety will be too costly due to potential utility relocations. Additionally, private utilities within the Complex may require designation to obtain an accurate cost for alternative selection. Project subconsultant Precision Utility Locating will be used to designate on-site utilities as needed.

DELIVERABLE

Our deliverable is a **Preliminary Engineering Report** comprising at least three site alternatives for consideration by the County and other key stakeholders and users.

Management Approach

Meeting schedules and budgets is a high priority for Kimley-Horn. We map out a clear, concise, achievable plan to meet each project's goals and time frames by utilizing the established procedures listed below:

- ▀ Detailed work plans and staff-hour estimates
- ▀ Project scheduling
- ▀ Project cost accounting
- ▀ Progressive construction cost estimating
- ▀ Ongoing construction trend updating

Schedule control begins with a clear understanding of the scope of work, project objectives, deliverables, and budget, as well as a detailed schedule that includes milestone completion dates for specific tasks and the overall project. This foundation for schedule control success is supported by clearly defined responsibilities of team members and ongoing communication.

We will develop a work plan that allocates staff-hour commitments for each project task. This will be compared to our Management Information System (MIS) that produces a bimonthly project effort report showing the actual effort expended by tasks as compared to line-item budgets. This control allows us to immediately know if a task is falling behind and make any adjustments that may be necessary to maintain your schedule and stay within budget.

Statement of Qualifications for **Payson Courthouse Complex**

Our proven capability to meet schedules also utilizes weekly milestone management. Project managers subdivide projects into “milestones” that clearly define activities that will be accomplished that week. Estimated hours to complete milestones are allocated to personnel, and short-term overload situations are addressed through the sharing of resources through the “cast-ahead” process.

This approach gives us the flexibility to provide our clients with the specific personnel required to expertly get the job done and the right technical resources necessitated by each specific milestone—even on short notice.

On a monthly basis, a review of the original project schedule is completed for each individual task item. An estimate of progress is then determined. Each month this schedule is then updated, printed, reviewed by our project team members, and a copy is sent to the client with the monthly invoice.

The methods described above give our project managers up-to-date, project-specific staffing and expense information, enable us to schedule appropriate staff ahead of time, and continuously monitor the status of the overall project schedule and cost. With Kimley-Horn, the County will get people with the right skill sets where and when you need them to keep your project moving forward on schedule.



QUALITY CONTROL

Kimley-Horn aggressively pursues its commitment to quality for every task, deliverable, and service we provide. Recognizing the importance of careful quality control, all Project Managers are required to utilize a firmwide QA/QC manual specifically developed to formalize the processes that result in scope-compliant deliverables void of errors and omissions. We believe this commitment is evident in the past and current services we have provided to Gila County.

In addition to the project-specific quality control practices outlined in partnership with the County at the start of the project, all documents and support data will be reviewed for completeness and sound engineering by a senior-level staff member. We have selected Dave Leistiko, P.E., as the QA/QC Manager for the County’s project with 23 years of directly applicable experience providing engineering consulting services for local governments—including the County.

The QA/QC program will also include the review of project documents and supporting data by Andrew Baird and the key staff responsible for each task.

The programs and practices discussed above work in concert to facilitate schedule and budget control and allow our staff to provide an exceptional level of service to our clients.

OTHER ITEMS

Insurance Requirements

Our firm exceeds the County’s insurance requirements. Insurance is provided by National Union Fire Insurance Company, Commerce & Industry Insurance, New Hampshire Insurance Company, and Lloyd’s of London, both of which are licensed to transact business in Arizona with a rating of A (Excellent), XV. Certificates of insurance will be provided upon selection.

Name Changes

Kimley-Horn has not changed the firm’s name in the last five years.

Evidence of Long-Distance Project Management

Kimley-Horn provides comprehensive engineering consulting services for clients in every corner of the state ranging from Yuma, San Luis, and Sierra Vista in the south, Lake Havasu City in the northwest, to the farthest corners of the Navajo Nation in far northeastern Arizona, and everywhere in between. Our proven project management approaches for completing work on-time and in accordance with the mutually agreed-upon scope ensure that our long-distance clients receive the same level of service as clients located in closer proximity to our offices. **Quality control and client service are the cornerstones of our firm regardless of project scope, size, or location.**

In fact, Kimley-Horn has completed over 40 projects for local governments and ADOT in Gila County in just the last 10 years with a proven ability to respond to your needs—even on a moment’s notice.

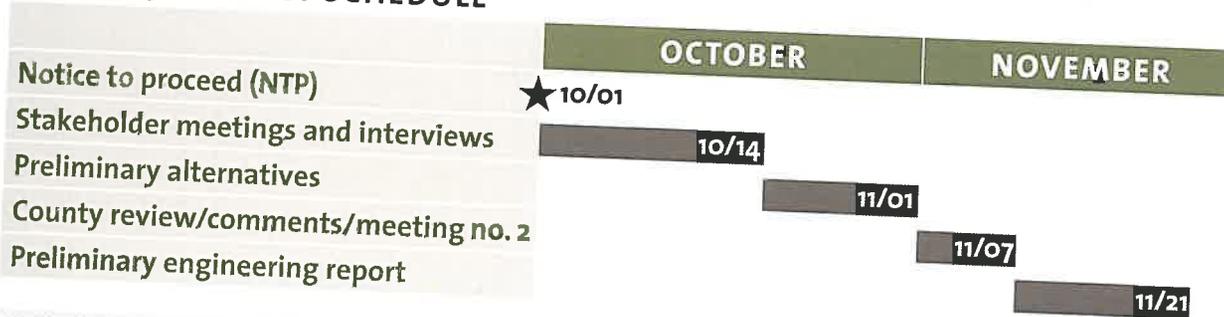
Payson Courthouse Complex

Dave Leistiko, QA/QC Manager for this project, successfully completed the Oak Creek Bridge on-time and within budget. Michael Grandy, the proposed Traffic Engineer for this project, managed the Gila County Transportation Study, which is directly relevant to the needs of this project.

Management involves the coordination of multiple project components, but success starts with ongoing communication. To achieve the schedule outlined in **Figure 5**, we will maintain open lines of communication with the County’s staff through consistent thorough email updates of the project status, and in-person meetings as required.

In addition, Kimley-Horn utilizes project-specific File Transfer Protocol (FTP) sites to broaden our communication lines with our clients. Kimley-Horn’s FTP sites provide an efficient and secure way to exchange electronic files (CADD files, modeling files, exhibits, etc.). We also use our FTP sites to centralize information that our clients may want accessible to other project stakeholders. Each project-specific FTP site will be assigned its own username and password to ensure client security. Presenting evaluations, recommendations, and alternatives in terms of cost, safety, and maintainability allows our clients and stakeholders to make wise project decisions.

FIGURE 5. PROJECT SCHEDULE



PROPOSED SCHEDULE

Schedule

Figure 5 depicts the proposed schedule for the timely and expedient delivery of the PreDesign (Phase 1) Site Development Alternatives for the Payson Courthouse Complex.

Personnel to Complete Work

The Kimley-Horn team comprises nearly 200 engineering, planning, design, and environmental professionals in four Arizona offices. This project will be managed from our newest location in Prescott with additional support provided by our three other Arizona offices.

Kimley-Horn uses a proactive “cast-ahead” management system to detail every project’s personnel needs, determine each staff person’s availability, and ensure the availability of firmwide and regional resources for project staffing requirements. This management process forecasts our workload over a six-month period and can identify work overloads and/or shortfalls for each office and discipline. By matching project needs with staff availability on a weekly basis, our cast-ahead system is an accurate tool for keeping our projects on schedule.

Based on a review of our cast-aheads, we can assure you that the Kimley-Horn staff members selected for this team are available immediately to serve the County and are in excellent position to handle the workload required to complete this project within two months.

Because of Kimley-Horn’s use of accurate staff utilization forecasting tools and processes, County staff can count on Kimley-Horn to address sudden requests on a moment’s notice. Staff may receive short-notice requests requiring immediate attention—we provide fast response times with the resources necessary to respond to potentially unanticipated project needs. We can provide exhibits or cost comparisons within hours to satisfy urgent requests. It is not uncommon for staff to be at the office of a client multiple times per month for a meeting regarding project progress, comment resolution, utility coordination, and/or to discuss discipline-specific topics.

Since 2005, Fortune Magazine has consistently named Kimley-Horn as one of its 100 Best Companies to Work For. Civil Engineering News consistently ranks us as a top employer. As a result, we retain a highly competent staff to serve our clients, and our firm's low turnover provides you with greater efficiency.

Andrew Baird, P.E.**PROJECT MANAGER, UTILITIES**

Andrew is a multidiscipline project manager with over 11 years of experience in both the public and private sectors. His expertise includes the management and design of paving, drainage, and utility projects for states, counties, cities, and private development. Over the last five years, Andrew has primarily worked on public works projects varying in size and delivery method. This included water/wastewater on-call contracts, alternative delivery municipal roadway projects, and utility coordination/design on ADOT projects. Andrew now works in Kimley-Horn's Prescott office with a focus on Northern and Eastern Arizona design projects.

Professional Credentials

- /// Bachelor of Science, Civil Engineering, Arizona State University
- /// Registered Professional Engineer in Arizona (#48841) and Nevada
- /// American Society of Civil Engineers (ASCE), Member
- /// Arizona Public Works Association, Member

Relevant Experience

- /// Zuni Drive Final Design, Flagstaff, AZ — Roadway Lead
- /// Flagstaff Meadows Unit 1 Paving Improvements, Coconino County, AZ — QA/QC
- /// City of Sedona Transportation Master Plan, Sedona, AZ — Project Engineer
- /// Cliff Castle Casino Dreamcatcher Expansion, Camp Verde, AZ — Engineer of Record
- /// Darby Creek Way Reconstruction Project, Prescott, AZ* — Project Manager
- /// City of Chandler Annual Consultant Services: Water/Wastewater (2013, 2014-2015) and Civil (2014-2015), Chandler, AZ* — Contract Manager/Project Manager
- /// Kyrene Road Extension, Gila River Indian Community, AZ* — Project Manager
- /// Higley Road: EMF to 1370' North, Gilbert, AZ* — Roadway Designer/Project Engineer
- /// West Chandler/Santan Freeway Wastewater Force Main, Chandler, AZ* — Project Manager/Project Engineer
- /// Broadway Road Waterline: 35th Avenue to 31st Avenue, Phoenix, AZ* — Project Manager
- /// I-10/SR303 System TI, Goodyear, AZ* — Deputy Project Manager and Utility Coordinator
- /// Higley, Recker and Williams Field Road Improvements, Gilbert, AZ* — Project Manager and Utility Coordinator
- /// McDowell Road in Lehi, Salt River Pima Maricopa Indian Community, AZ* — Utility Design Lead

**Prior to Kimley-Horn*

Payson Courthouse Complex**Dave Leistiko, P.E.****QUALITY ASSURANCE/QUALITY CONTROL (QA/QC) MANAGER**

Dave has more than 23 years of engineering and construction experience, including serving as project manager and structural design engineer on multidisciplinary infrastructure projects for the cities of Phoenix and Coolidge, and for Maricopa County, Gila County, Graham County, ADOT, and other agencies. He specializes in the design of vehicular and pedestrian bridges and other various structures such as retaining walls, sign and lighting structures, shade pedestrian shelters, drainage structures, and building elements.

Professional Credentials

- /// Master of Science, Civil Engineering, North Carolina State University
- /// Bachelor of Arts, Business Management, North Carolina State University
- /// Registered Professional Engineer in Arizona (#37422), California, Colorado, Idaho, Kansas, Missouri, North Carolina, and Nevada
- /// Arizona Association of County Engineers, Member
- /// American Institute of Steel Construction, Member
- /// Precast Concrete Institute, Member

Relevant Experience

- /// Bridge over Tonto Creek - DCR/EA/Design (Oak Creek Bridge), Gila County, AZ — Project Manager
- /// Gila County Transportation Study (PARA), Gila County, AZ — QA/QC
- /// 8th Avenue Bridge Replacement, Graham County, AZ — Structural Engineer
- /// ADOT Statewide On-Call Highway Bridge and Drainage Design Services, Statewide — Structural Engineer
- /// City of Phoenix Engineering/Consulting On-Call Services for Calendar Years 2012-2014, Phoenix, AZ — Project Manager
- /// Apache Trail Retaining Walls, Maricopa County, AZ — Structural Engineer
- /// Campbell Avenue Channel Repair, Flagstaff, AZ — Project Engineer
- /// Little Colorado River Bridge, Apache County, AZ — Project Manager
- /// El Paso Natural Gas, 6-Inch Gas Line Replacement, Superior, AZ — Project Principal
- /// Felix-Clemens Bridge Review, Coolidge, AZ — Project Manager
- /// Pecos Road Channel and Basin Design Concept Report (DCR), Maricopa County, AZ — Structural Engineer
- /// McDowell Road Basin and Storm Drain Design, Mesa, AZ — Structural Engineer
- /// 56th Street from Deer Valley Road to Pinnacle Peak Road, Phoenix, AZ — Principal-in-Charge
- /// City of Phoenix Neighborhood Traffic Calming, Phoenix, AZ — Structural Engineer
- /// Tempe Multi-Use Path, Tempe, AZ — Structural Engineer
- /// 7th Street/7th Avenue Reverse Lane Sign (RLS) Improvements Feasibility Study, Phoenix, AZ — Structural Engineer
- /// 6th Drive: Bell Road to Danbury Road Storm Drain, Phoenix, AZ — Structural Engineer
- /// Riggs Road Widening and Drainage Improvements/Hawes Road to Ellsworth Road, Queen Creek, AZ — Structural Engineer

Payson Courthouse Complex**Michael Grandy, P.E.****PEDESTRIAN AND VEHICULAR TRAFFIC**

Michael is a registered engineer with 14 years of transportation experience including corridor studies, pedestrian/safety studies, roundabout studies, access management plans, crash analysis, and various other transportation-related projects. Michael offers design experience in traffic signals, traffic calming devices, and Intelligent Transportation System (ITS) communications and is proficient in the use of Synchro, SimTraffic, CORSIM, AutoCAD, ArcGIS, and aaSIDRA software packages. Michael understands how traffic and land use impact each other, and he has experience working with property owners to find solutions that promote safe and efficient traffic operations while also providing adequate access to adjacent properties. Michael was the project manager for the Gila County Transportation Study and offers as a wealth of experience in Eastern and Northern Arizona for ADOT and municipal transportation agencies.

Professional Credentials

- Master of Science, Civil Engineering, Brigham Young University
- Bachelor of Science, Brigham Young University
- Registered Professional Engineer in Arizona (#43294) and California
- American Planning Association, Member
- Institute of Transportation Engineers, Member

Relevant Experience

- Gila County Transportation Study (PARA), Gila County, AZ — Project Manager
- Gila County Transportation Study Outreach, Gila County, AZ — Project Manager
- ADOT Flagstaff Regional 5-Year and Long-Range Transit Plan, Flagstaff, AZ — Project Planner
- ADOT AASHTO U.S. Bicycle Route System, Statewide, AZ — Project Engineer
- ADOT Statewide Pedestrian Safety Action Plan, Statewide, AZ — Project Engineer
- Ak-Chin: Public Use Area Master Grading and Drainage Plan, Streets and Infrastructure Design and Lot Layout Plan, Maricopa / Ak-Chin Tribal Land, AZ — Project Engineer
- ADOT, Dewey-Humboldt PARA Transportation Study, Dewey-Humboldt, AZ — Project Manager
- Beulah-University Alignment Study, Flagstaff, AZ — Project Manager
- Brannen Circle - Paseo Del Rio Safety Improvements, Flagstaff, AZ — Project Manager
- Kingman Area Transportation Study Update (PARA), Kingman, AZ — Deputy Project Manager
- Kachina Village Multimodal Transportation Study (PARA), Kachina Village, AZ — Project Engineer
- MAG Gila Bend Small Area Transportation Study (SATS), Phoenix, AZ — Project Engineer
- Milton Road Alternatives Operations Analysis Micro-Simulation Modeling, Flagstaff, AZ — Project Manager
- Phoenix BioMedical Campus Transportation Study, Phoenix, AZ — Project Manager
- Picture Rocks Multimodal Transportation Study, Picture Rocks, AZ — Project Engineer
- Town of Wellton Bicycle and Pedestrian Plan, Wellton, AZ — Project Manager
- Wild Horse Pass Circulation Study, Gila River Indian Community, AZ — Project Manager

Zach Schmidt, P.E.**DRAINAGE**

Zach has over 10 years of experience in the planning and design of major drainage infrastructure improvement projects. These projects include roadway drainage systems that include storm drains, catch basins, culvert crossings, junction structures, regional drainage channels, detention basins, and erosion control measures. Zach is proficient in the preparation of construction documents for flood control related projects that include plan and profiles, special provisions, special details, and detailed opinions of probable costs. He has participated in many different types of construction administration and observations. Zach has also prepared numerous floodplain revisions according to FEMA regulations. He is proficient in MicroStation, AutoCAD, ArcGIS as well as numerous hydrologic and hydraulic software programs.

Professional Credentials

- /// Bachelor of Science, Civil Engineering, Michigan Technological University
- /// Registered Professional Engineer in Arizona (#50959)
- /// Certified Floodplain Manager, Association of State Floodplain Managers (#US-07-02739)

Relevant Experience

- /// Bridge over Tonto Creek - DCR/EA/Design (Oak Creek Bridge), Gila County, AZ — Drainage Engineer
- /// Campbell Avenue Channel Repair, Flagstaff, AZ — Project Manager
- /// Bow and Arrow Wash Drainage Improvements Analysis, Flagstaff, AZ — Project Manager
- /// 8th Avenue Bridge Replacement, Graham County, AZ — Project Engineer
- /// City of Scottsdale, WestWorld Path and Trail Connections, Scottsdale, AZ — Project Engineer
- /// Granite Mountain / Iron Springs, Cedar City, UT — Project Engineer
- /// I-17 Munds Park TI, Flagstaff, AZ — Project Engineer
- /// Lake Havasu City Drainage Master Plan, Lake Havasu City, AZ — Analyst
- /// McCulloch Boulevard Improvements, Lake Havasu City, AZ — Project Engineer
- /// Mohave County On-Call for Floodplain Studies, Mohave County, AZ — Project Engineer
- /// The Villas at the Boulders, Carefree, AZ — Project Engineer
- /// Route 66 Culvert Design, Flagstaff, AZ — Project Engineer
- /// JLB Residences at Camelback, Phoenix, AZ — Project Engineer
- /// Crescent Scottsdale Quarter, Scottsdale, AZ — Project Engineer
- /// Cavalliere Ranch, Scottsdale, AZ — Project Engineer
- /// Andaluza Residential Development, Scottsdale, AZ — Project Engineer

David Haines, P.E., PSNP**ELECTRICAL AND SECURITY**

David has over 21 years of experience designing security, electrical, and communications/SCADA systems for federal, state, county, and city agencies. He specializes in security and communications systems planning, design, and integration. He also specializes in operations center design, including video display systems, multi-function operator workstations, voice and data support systems, and equipment/server rooms; and performing existing and new technology assessments for multimillion-dollar infrastructure assets requiring new access control, detection and monitoring devices, geographical system expansion, and system functionality enhancements.

Professional Credentials

- /// Bachelor of Science, Electrical Engineering, Florida Atlantic University
- /// Registered Professional Engineer in Arizona (#35286), California, Idaho, Kansas, Michigan, Missouri, Nebraska, New Mexico, Nevada, Oregon, Texas, Utah, and Virginia
- /// Physical Security Network Professional (PSNP)

Relevant Experience

- /// Lake Havasu Signal and Lighting Design, Lake Havasu City, AZ — Project Engineer
- /// ADOT Statewide On-Call Traffic Engineering Services, Statewide, AZ — Project Engineer
- /// Pima County Water Reclamation Department Security Improvement Projects, Tucson, AZ
- /// Mesa Community College Monuments, Mesa, AZ — Project Engineer
- /// City of Scottsdale On-Call Electrical Engineer Services, Phoenix, AZ — Project Manager
- /// Drinkwater Boulevard Underpass Lighting, Scottsdale, AZ — Project Manager
- /// Falcon Field Security, Mesa, AZ — Project Manager
- /// Lift Station Security Improvements Design Services, Phoenix, AZ — Project Manager
- /// Water/Wastewater Security Improvements Design Guidelines and Standard Details, Phoenix, AZ
- /// CCWRD 701 – Main Power Plant Monitoring System, Las Vegas, NV — Systems Engineer
- /// CWRD 646-PO1 – Visitor Entrance and Truck Scale, Las Vegas, NV — Project Manager
- /// CCWRD 646-PO2 – North Perimeter Improvements, Las Vegas, NV — Project Manager
- /// Greater Orlando Aviation Authority, Intrusion Detection Technology Assessment at Orlando International Airport, Orlando, FL — Electrical Engineer
- /// Pima County Regional Wastewater Reclamation District Security Improvement Projects, Tucson, AZ — Project Manager
- /// Clark County Fiber Optic Interconnect System, Las Vegas, NV — Systems Engineer
- /// City of Scottsdale On-Call Electrical Engineer Services, Scottsdale, AZ — Project Manager
- /// Casino Center Boulevard and 3rd Street Realignment (Charleston Blvd to Coolidge Ave), Las Vegas, NV — Systems Engineer

Joel Varner, P.E.**ROADWAY**

Joel has eight years of experience designing numerous projects for municipalities throughout Arizona. Joel has been responsible for the successful design of projects for various municipalities including Flagstaff, Phoenix, Peoria, Surprise, Queen Creek, Buckeye, and Tempe. Joel's responsibilities have included roadway and ADA design; utility design including water and sewer; preparation of final plans, specifications, and cost estimates; grading and drainage; earthwork modeling; and utility coordination.

Professional Credentials

- /// Bachelor of Science, Civil Engineering, Texas A&M University
- /// Registered Professional Engineer in Arizona (No. 59483)
- /// American Society of Civil Engineers (ASCE), Member

Relevant Experience

- /// Flagstaff Meadows Unit 1, Flagstaff, AZ — Project Manager
- /// NAU McCreary Signal, Flagstaff, AZ — Analyst
- /// Monroe Avenue Beautification Improvements, Buckeye, AZ — Project Engineer
- /// Pima Corridor Development, Scottsdale, AZ — Project Engineer
- /// Pave Unpaved Shoulders at Various Locations, Surprise, AZ — Analyst
- /// Peters & Nall Road Improvements, Maricopa / Ak-Chin Tribal Land, AZ — Analyst
- /// 83rd Avenue/LPP Signal Improvements, Peoria, AZ — Project Engineer
- /// 91st Avenue and Lake Pleasant Parkway Intersection Improvement, Peoria, AZ — Project Engineer
- /// 56th Street from Deer Valley Road to Pinnacle Peak Road, Phoenix, AZ — Analyst
- /// Rittenhouse Road from Sossaman Road to Ellsworth Loop Road, Queen Creek, AZ — Analyst
- /// Saguaro Boulevard Improvements, Fountain Hills, AZ — Analyst
- /// Scottsdale AutoShow at Salt River, Scottsdale, AZ — Project Engineer
- /// US 191 Cold Creek Canyon Emergency Bridge Replacement, Various, AZ — Analyst
- /// ADOT Sanders/Chambers Port of Entry Final Design, Chambers, AZ — Project Engineer
- /// Chandler Boulevard/Alma School Road Intersection Improvements, Chandler, AZ — Analyst
- /// University Drive, Priest to Union Pacific Railroad (UPRR), Tempe, AZ — Project Engineer
- /// City of Peoria Pinnacle Peak, LPP (True 99th Avenue alignment) to 102nd Avenue, Peoria, AZ — Project Engineer
- /// Potato Wash Final Design, Navajo County, AZ — Analyst
- /// Rittenhouse Road from Sossaman Road to Ellsworth Loop Road, Queen Creek, AZ — Analyst

Payson Courthouse Complex**Brett Wood, P.E., CAPP****PARKING**

Brett has extensive experience in parking demand and management analysis, including supply and demand evaluations, parking operations management, and strategic parking planning for downtown areas, larger communities, and government campuses. Brett also has an extensive background in transportation and community planning, which provides him with an understanding of the relationship between parking demands and the management of general transportation demands and the community at large. His expertise in understanding parking relationships within communities allows him to develop unique solutions that cater to the parking needs of a community.

Professional Credentials

- /// Master of Science, Civil Engineering, University of Alabama
- /// Bachelor of Science, Civil Engineering, University of Alabama
- /// Registered Professional Engineer in Arizona (#52197)
- /// Certified Administrator of Public Parking (CAPP)
- /// International Parking Institute, Member
- /// Southwest Parking Association, Member

Relevant Experience

- /// Colorado State University (CSU) Parking and Transportation Master Plan, Fort Collins, CO — Project Manager
- /// City of Phoenix On-Street Parking Study, Phoenix, AZ — Project Manager
- /// Arizona State University & Tempe Park+ Model, Phoenix, AZ — Project Manager
- /// City of Dallas Police Department Parking Pilots Program, Dallas, TX — Task Manager
- /// City of Boulder Access Management and Parking Strategies (AMPS), Boulder, CO — Project Engineer
- /// Corridor Planning Process Zoning Code and Map Update for the General Plan 2030 Update, sub to Dyett and Bhatia, Santa Cruz, CA — Project Engineer
- /// Fort Collins Parking Strategic Plan and TOD Parking Requirements Assessment, Fort Collins, CO — Project Engineer
- /// Henderson Downtown Parking Master Plan, Henderson, NV — Project Engineer
- /// Tempe Downtown Parking Strategic Plan (2013), Tempe, AZ — Project Manager
- /// Swenson/Twain Complete Street Study, Las Vegas, NV — Project Engineer
- /// University of North Carolina (UNC) Hospitals, Transportation Element of Campus Master Plan, Chapel Hill, NC — Analyst
- /// SUATS MPO, 2040 Long Range Transportation Plan Update, Sumter, SC — Project Engineer
- /// 2040 RIC Long Range Transportation Plan/ Metropolitan Transportation Plan (LRTP/MTP) Development Assistance, BCKP region, WV — Project Engineer
- /// City of Aurora Parking and Mobility Enterprise System Business Plan, Aurora, CO — Project Manager
- /// Western Technical College Parking Services, La Crosse, WI — Project Manager

Statement of Qualifications for **Payson Courthouse Complex****Karen Furenlid****LANDSCAPE ARCHITECTURE**

Karen has 10 years of design experience including both public and private sector projects and residential spaces. Recent design experience includes native plant preservation planning, environmentally sensitive roadway design, historic landscapes, recreational park planning, trail and multi-use design, public roadways, institutional projects, and public facilities. Karen has a thorough knowledge of native plants and wildlife in Arizona. Her work often incorporates her many interests in native plants, wildlife, and the history of the state by looking at the historic use of native trees for landscaping, and the urban forest as a provider of wildlife habitat particular to the project area. Her interests include the creation of landscapes that are sustainable and habitats that are sensitive to cultural and natural resources.

Professional Credentials

- /// Master of Landscape Architecture, Landscape Architecture, University of Arizona
- /// Bachelor of Science, Physics, University of Arizona
- /// Bachelor of Arts, German, University of Arizona

Relevant Experience

- /// Downtown Courts Complex, Tucson, AZ — Landscape Architect
- /// Dilkon District Court Multipurpose Facility, Dilkon, AZ — Designer
- /// Westside Police Substation, Tucson, AZ — Designer
- /// Tucson Police Department Crime Lab, Tucson, AZ — Designer
- /// Boyce Thompson Arboretum, Superior, AZ — Analyst
- /// Boyce Thompson Arboretum Parking Lot Expansion, Superior, AZ — Project Manager
- /// Chinle Diabetes Wellness Center, Chinle, AZ — Designer
- /// Flowing Wells Community Center, Tucson, AZ — Designer
- /// Historic Canoa Ranch Master Plan, Pima County, AZ — Designer
- /// Historic Fort Lowell Park Master Plan, Tucson, AZ — Designer
- /// La Cholla Cornerstone Healthcare Facility, Tucson, AZ — Designer
- /// Picture Rocks District Park Pool, Pima County, AZ — Designer
- /// Pima Animal Care Center, , AZ — Designer
- /// San Xavier District Office Compound, , AZ — Designer
- /// Tucson Medical Center Campus Improvements, Tucson, AZ — Designer
- /// University Medical Center (UMC) Emergency Department, Tucson, AZ — Designer
- /// Westside Health Clinic & Housing, Sells, AZ — Designer
- /// American Red Cross Expansion Project, Tucson, AZ — Designer
- /// Casino Del Sol Expansion, Pima County, AZ — Designer
- /// Park Villa Casitas Senior Housing, Tucson, AZ — Designer
- /// Rosemont Mine Reclamation Plant, Pima County, AZ — Designer

1. Section F. **RESPONSE CERTIFICATION**

August 17, 2016
(DATE)

Purchasing Services Department

The undersigned certifies that to the best of his or her knowledge: (check one)

- There is no officer or employee of Gila County who has, or whose relative has, a substantial interest in any Contract award subsequent to this Response.
- The names of any and all public officers or employees of Gila County who have, or whose relative has, a substantial interest in any Contract award subsequent to this Response are identified by name as part of the submittal

The undersigned further certifies that their firm (check one) IS or IS NOT currently debarred, suspended, or proposed for debarment by any federal or state entity. The undersigned agrees to notify the County of any change in this status, shall one occur, until such time as an award has been made under this procurement action.

In compliance with Request for Qualifications No. 060916 Predesign (Phase 1) - Site Development Alternatives for The Payson Courthouse Complex @ 108 W. Main Street, Payson, AZ, and after carefully reviewing all the terms and conditions imposed therein, the undersigned agrees to furnish such services in accordance with the specifications/scope of work according to the Proposal submitted or as mutually agreed upon by subsequent negotiation.


(signed)

David J. Leistiko, P.E.
(by)

Kimley-Horn
(firm)

Senior Vice President
(title)

1129 Iron Springs Road
Prescott, AZ 86305
(address)

(602) 906-1124
(phone number)