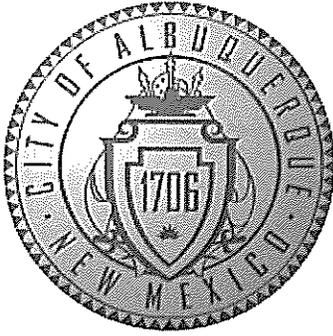


CITY OF ALBUQUERQUE

Albuquerque, New Mexico

Office of the Mayor



Mayor Timothy M. Keller

INTER-OFFICE MEMORANDUM**January 14, 2026**

TO: Klarissa J. Peña, President, City Council
FROM: Timothy M. Keller, Mayor 
SUBJECT: Mayor's Recommendation of City Wide On-Call for Traffic Engineering Services

The Selection Advisory Committee met via Zoom on December 30, 2025, to consider the following project.

Project: Project No. 0183.02; City Wide On-Call Traffic Engineering

Agency: Department of Municipal Development

Project Description: The purpose of this RFP is to provide miscellaneous traffic engineering support on variety of projects around the City. Work could include traffic studies, traffic counts, signal designs, traffic operations, signing and striping plans, timing plans, federally funded projects and reimbursements, street lighting design, traffic calming design, GIS data gathering and inputs, public meetings, safety studies, street designs, construction contract documents preparation, and other engineering duties

The Committee was comprised of two registered engineers, in accordance with the SAC Ordinance, in addition to three subject matter experts. The Committee made the following recommendation for the City Wide On-Call Traffic Engineering RFP:

Lee Engineering
Bohannon Huston
Wilson & Company

The Cover Analysis, Score-Sheet Compilation and Minutes of the SAC Meeting are attached.

Therefore, in accordance with Section 14-7-2-1 et seq, ROA 1994, the following are my consultant selection recommendations concerning the procurement of professional services for the above listed project:

Lee Engineering
Bohannon Huston
Wilson & Company

Mayor's Recommendation of Lee Engineering, Bohannon Huston, and Wilson & Company - Project No. 0183.02 – City Wide On-Call Traffic Engineering

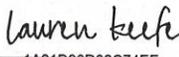
This recommendation is being forwarded for Council consideration and action.

Approved:

Approved as to Legal Form:


Samantha Sengel, EdD
Chief Administrative Officer

Date

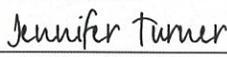
DocuSigned by:

Lauren Keefe
City Attorney

2/4/2026 | 1:50 PM MST

Date

Recommended:

Initial
M

DocuSigned by:

Jennifer Turner, Director
Department of Municipal Development

2/3/2026 | 4:42 PM MST

Date

Initial
MS

Attachments:

- Cover Analysis
- Composite SAC Evaluation Form
- Minutes of the SAC Meeting

Cover Analysis

1. What is it?

This executive communication submits the Mayor's recommendation for a consultant to provide City Wide On-Call Traffic Engineering Services.

2. What will this piece of legislation do?

If this recommendation is approved, it will provide City Departments with access to professional engineering services as needed.

3. Why is this project needed?

It will enable City Departments to quickly access professional services for projects.

4. How much will it cost and what is the funding source?

There is no cap on the agreement. Funding sources will be local, state and federal depending on project type.

5. Is there a revenue source associated with this contract? If so, what level of income is projected?

N/A

6. What will happen if the project is not approved?

City Departments will not have access to critical traffic engineering services.

7. Is this service already provided by another entity?

No, this service is not already provided by another entity.

FISCAL IMPACT ANALYSIS

TITLE: 183.02 - City Wide On-Call Traffic Engineering

R: O:

FUND:

DEPT:

- No measurable fiscal impact is anticipated, i.e., no impact on fund balance over and above existing appropriations.
- (If Applicable) The estimated fiscal impact (defined as impact over and above existing appropriations) of this legislation is as follows:

	Fiscal Years			Total
	2026	2027	2028	
Base Salary/Wages				-
Fringe Benefits at				-
Subtotal Personnel	-	-	-	-
Operating Expenses				-
Property				-
Indirect Costs	-	-	-	-
Total Expenses	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> Estimated revenues not affected				
<input type="checkbox"/> Estimated revenue impact				
Revenue from program				0
Amount of Grant		-	-	
City Cash Match				
City Inkind Match				
City IDOH	-	-	-	-
Total Revenue	\$ -	\$ -	\$ -	\$ -

These estimates do not include any adjustment for inflation.

* Range if not easily quantifiable.

Number of Positions created

COMMENTS:

COMMENTS ON NON-MONETARY IMPACTS TO COMMUNITY/CITY GOVERNMENT:

PREPARED BY:

APPROVED:

DocuSigned by:
Christina Owens 2/2/2026 | 11:05 AM MST
092E00F5FC93443
 FISCAL ANALYST

DocuSigned by:
Jennifer Turner 2/3/2026 | 4:42 PM MST
092E00F5FC93443
 DIRECTOR

REVIEWED BY:

DocuSigned by:
Christine Ching 2/4/2026 | 8:06 AM MST
092E00F5FC93443
 EXECUTIVE BUDGET ANALYST

Signed by:
Donna Sandoval 2/4/2026 | 8:56 AM MST
092E00F5FC93443
 BUDGET OFFICER

Signed by:
Christine Barner 2/4/2026 | 9:26 AM MST
092E00F5FC93443
 CITY ECONOMIST

SAC Meeting scores recorded by Christella Armijo

Project No: 183.02; City Wide On-Call Traffic Engineering

SAC Meeting date and time: 12/30/2025, 10:00 am

Number of respondents: 9

	Lee Engineering	Bohannan Huston	Huitt-Zollars	Kimley-Horn	NV5	Horrocks	Toole Design Group	SMA	Wilson & Company
Member 1	93	89	87	83	86	88	79	84	91
Member 2	93	80	74	75	68	72	61	62	79
Member 3	85	82	69	78	76	80	77	70	81
Member 4	97	85	69	81	81	79	66	72	81
Member 5	95	91	93	90	95	96	80	90	94
Total after min & max scores removed:	281	256	230	242	243	247	222	226	253
<i>add "1" for ties, to respondent having highest score dropped</i>									
<i>Total after ties</i>	281	256	230	242	243	247	222	226	253
<i>add "1" if still ties, to respondent having lowest score dropped</i>									
<i>Total after ties</i>	281	256	230	242	243	247	222	226	253

Minutes of the Meeting
of the
Selection Advisory Committee
December 30, 2025
10:00 am – 10:15 am

**City Wide On-Call Traffic Engineering
Project No: 0183.02**

Present:

Timothy Brown, P.E.
Manh Tran, P.E.
Muhammed Adeeb
Paul Sanchez
Alfred Flores

Absent:

Staff:

Christella Armijo, Administrator, Selection Advisory Committee

Nine proposals were received in response to the Request for Proposals.

Project Description:

Provide miscellaneous traffic engineering support on variety of projects around the City. Work could include traffic studies, traffic counts, signal designs, traffic operations, signing and striping plans, timing plans, federally funded projects and reimbursements, street lighting design, traffic calming design, GIS data gathering and inputs, public meetings, safety studies, street designs, construction contract documents preparation, and other engineering duties

Estimated Compensation

No cap compensation

The Administrator contacted the SAC Committee and advised them that this meeting would take place via Zoom on December 30, 2025.

The Administrator collected the Committee members' scores and deleted the high score and low score and then totaled the proposal scores. The Committee was comprised of two registered engineers in addition to three subject matter experts. The Committee and respondents were advised of the final scores. The Administrator asked the Committee if there was a motion for interviews; no motion was made.

The Administrator verified the scores prior to submitting the Committee's recommendation to the Mayor.

Final scores reported via the Zoom meeting were as follows:

Lee Engineering	281
Bohannon Huston	256
Wilson & Company	253
Horrocks	247
NV5	243
Kimley-Horn	242
Huitt-Zollars	230
SMA	226
Toole Design Group	222

The Administrator informed the Committee of the following ranking of the firms based on their score and subject to verification of total final points:

Lee Engineering	281
Bohannon Huston	256
Wilson & Company	253

There being no further business before the Committee, the Administrator adjourned the meeting at 10:15 am on 12/30/2025.

Christella Armijo

Administrator
Selection Advisory Committee

cc: City Clerk

City of Albuquerque

City Wide On-Call Traffic Engineering



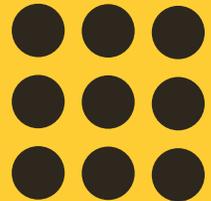
Project No. 183.02

Submitted November 11, 2025
at 6:00am MDT

.....

Prepared for:

City of Albuquerque
One Civic Plaza, Room 7057
Albuquerque, NM 87102



LEE ENGINEERING

8220 San Pedro Dr. NE, Suite 150
Albuquerque, NM 87113

(505) 338-0988
Leeengineering.com

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ARIZONA
TEXAS
NEW MEXICO
OKLAHOMA

November 10, 2025

Christella Armijo
Selection Advisory Committee
Department of Municipal Development
One Civic Plaza, Room 7057
Albuquerque, New Mexico 87102

RE: City Wide On-Call Traffic Engineering – Project No. 183.02

Ms. Armijo and the City of Albuquerque,

Traffic Engineering On-Calls are the mechanisms through which the City of Albuquerque can efficiently transform City concerns into City improvements, thereby increasing customer service levels and improving the overall quality of life for people in our community. They provide direction to the administration and answers to the community. Lee Engineering understands that on-call traffic engineering projects are time-sensitive and require tailored solutions that increase safety and efficiency for all users. Lee Engineering has served the Traffic Engineering Division continuously for nearly two decades and is prepared to continue this partnership as the City's prime consultant on this strategic On-Call.

Lee Engineering has assembled a comprehensive team, including Parametrix, Colliers, and Geo-Logic as sub-consultants, on an as-needed basis.

Parametrix is a 100-percent employee-owned firm dedicated to providing high-quality, client-oriented engineering, planning, and environmental consulting services to a diverse range of clients and industries. Parametrix was chosen for their high-quality client-focused services that provide depth to the Lee Engineering team. Parametrix will be responsible for environmental services, roadway design, and civil engineering.

Colliers Engineering and Design is a trusted provider of multi-discipline engineering, architecture, consulting, and design services, delivering customized solutions to public and private clients. They will be responsible for all survey and SUE-related tasks.

For this on-call, Geo-Logic will specialize in environmental engineering. Their professional staff includes registered civil and geotechnical engineers, certified engineering geologists, professional geologists, certified hydrogeologists, and certified stormwater professionals, as well as field and laboratory technicians. Geo-Logic, previously known as DBS&A, has provided support for the City's signal system expansion projects since demonstrating their value in developing shovel-ready projects for time-sensitive ARRA funding.



Since 2007, Lee Engineering has been providing expert traffic and transportation engineering services to the City of Albuquerque on numerous projects, gaining a practical, in-depth understanding of the City's traffic systems and the various needs of the City. This experience began with the multi-phased, ongoing Signal System Expansion projects, where GIS efforts saved the City time and money by reducing 811 calls, and signal re-timing plans are saving city roadway users hundreds of hours in travel time and stop reductions. Additionally, Lee Engineering has completed numerous small studies through DMD and City Council On-Call task assignments, including signal warrants, speed studies, stop control studies, safety studies, and cut-through studies.

In addition to these City of Albuquerque projects, Lee Engineering also holds multiple on-call contracts with state-wide agencies such as the New Mexico Department of Transportation, multiple counties, numerous cities, and the Mid-Region Council of Governments. Our experience with traffic on-call contracts across multiple agencies, highlighted by numerous back-to-back selections, demonstrates our understanding of our client's needs and our commitment to providing expert, responsive, and effective engineering solutions.

Because Lee Engineering is a specialized engineering firm, each of our technical staff has focused their career in traffic and transportation. Each member of our Albuquerque staff has extensive experience working directly with the City of Albuquerque and the City Council, and are well versed with City, State, and Federal procedures.

As Principal and Project Manager, I have over 18 years of experience in traffic and transportation with the City of Albuquerque and have built quality relationships with the City of Albuquerque and New Mexico communities.

Our submittal includes examples of our elevated traffic and transportation expertise, high-quality products, and a history of superior client service. Our long-standing reputation with the City of Albuquerque demonstrates our dedication to our clients. We are committed to strengthening our outstanding relationship with the City of Albuquerque and look forward to innovating to improve the transportation system's efficiency and trusted stewards of the community's transportation safety.

We are confident that we will exceed your expectations.

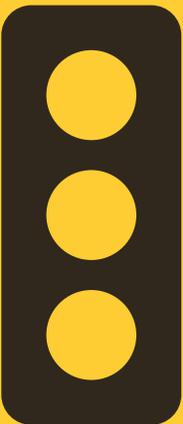
Please feel free to contact me at (505) 338-0988, or pbarricklow@lee-eng.com, if you have any questions.

Sincerely,



Paul Barricklow, PE, PTOE
Principal





Section I

General Information



505.338.0988



8220 San Pedro Dr. NW Suite 150
Albuquerque, NM 87113



www.leeengineering.com

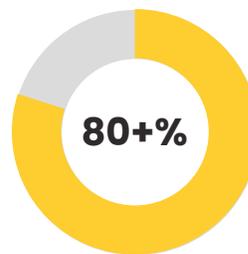
Company-wide, Lee Engineering employs more than 50 professionals throughout New Mexico, Arizona, Texas, and Oklahoma.

We are comprised of 5 principal engineers, 13 project managers, 4 project engineers, 13 engineering designers, 2 technicians, 6 administrative employees, and multiple interns. The table below highlights the key team members for this on-call project.

About Lee Engineering.

Lee Engineering, LLC is a specialized traffic engineering and transportation planning firm dedicated to providing exceptional services to our public and private sector clients. Our team of highly skilled engineers has focused their careers on traffic through hands-on experience and concentrated education. Utilizing our expertise and state-of-the-art equipment, Lee Engineering investigates progressive solutions for each project.

Our passion for improving the way people, goods, and services move throughout our communities is apparent in each of our projects. Lee has offices in **Albuquerque** and Las Cruces, NM; Oklahoma City, OK; Phoenix, Arizona; Dallas, El Paso, and San Antonio, Texas.



Over 80% of Lee's Professional Engineers (PE) are registered Professional Traffic Operations Engineers

Lee Engineering's Albuquerque office, located at 8220 San Pedro Dr. NE, Suite 150, will be responsible for projects associated with this City of Albuquerque contract. Each member of our Albuquerque staff has extensive experience working with the City of Albuquerque and is well-versed in City, State, and Federal procedures.

Projects and assignments involving in-depth civil engineering, survey/SUE, and environmental engineering will be completed by our subconsultants Parametrix, Colliers, and Geo-Logic at their individual offices in Albuquerque, New Mexico.

KEY TEAM MEMBER & TITLE	DISCIPLINE	REGISTRATIONS
Paul Barricklow, PE, PTOE Principal, QA/QC	Traffic Engineering	PE #17744, PTOE #1885
Jonathon Kruse, PE, PTOE Senior Project Manager	Traffic Engineering	PE #25017, PTOE #4773





Section II

Project Team Members



Tim Brown, PE

Department of Municipal Development Traffic Engineering



Jonathon Kruse, PE, PTOE
Senior Project Manager



Paul Barricklow, PE, PTOE
Principal & QA/QC



Zach Troncoso, PE
Civil Engineering (Parametrix)



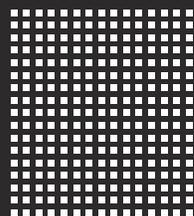
John J. Prowse
Senior ITS Designer



Michael Wobken, PE, PTOE
Signal Timing Specialist



Edward Rios, PLS
Survey/SUE (Colliers)



Jonathan Pham, PE
Project Engineer



John Bunch, PG
Environmental (Geo-Logic)



Subconsultants.

Parametrix

Parametrix is a 100-percent employee-owned firm dedicated to providing high-quality, client oriented engineering, planning, and environmental consulting services to a diverse range of clients and industries. Founded in 1969, Parametrix currently has 12 offices across 6 western states and approximately 500 employees. Their New Mexico team has decades of experience delivering transportation projects from the initial planning stages through design and

construction to the City of Albuquerque. In addition to Parametrix's proven history of quality services for the City of Albuquerque, Parametrix and Lee Engineering have successfully teamed on significant projects through the years. Parametrix was chosen for their high-quality client-focused services that provide depth to the Lee Engineering team. Parametrix will be responsible for roadway design, and civil engineering.



Colliers Engineering and Design is a trusted provider of multi-discipline engineering, architecture, consulting, and design services delivering customized solutions to public and private clients. Today, the firm employs over 2,000 professionals nationwide. Their services in New Mexico have evolved over 8 years to from providing LiDAR data management to include Conventional Survey, Right-of-Way Mapping, Subsurface Utility Engineering and Utility Coordination.



Since 1984 Geo-Logic has provided site characterization and remediation services at hundreds of sites throughout the West. They strive to provide business-friendly solutions that minimize impacts to site operations and optimize removal rates with strategies tailored to their clients' specific needs. They tailor investigations to the needs of each project. Investigation approaches vary from minimally intrusive TRIAD-based investigations to CERCLA-based remedial investigations with dozens of wells installed to delineate chlorinated solvent plumes. Field work is carried out in accordance with approved work plans and/or standard operating procedures to ensure that data quality objectives are met.





Paul Barricklow, PE, PTOE

Principal & QA/QC

EDUCATION

BS, Civil Engineering, Univ. of Texas, San Antonio

MBA, University of Texas, San Antonio

REGISTRATIONS

PE, New Mexico #17744

PTOE #1885

Why was Mr. Barricklow Chosen? Mr. Barricklow’s atypical combination of management and engineering education, combined with his hands-on experience, makes him uniquely qualified for complex traffic engineering and transportation planning projects. As the founding member of Lee Engineering’s Albuquerque office, Mr. Barricklow has served New Mexico communities for over 18 years. His areas of expertise include traffic operations studies, signal design, signal timing, multimodal operations, safe routes to school studies, ITS design, and advanced traffic modeling.

Relevant Project Experience: Traffic Engineering On-Call - City of Albuquerque, DMD On-Call - City of Albuquerque, Coors Blvd. Automated Traffic Signal Performance Measures (ATSPM), Zuni Road Improvements - Albuquerque, NM, ABQ Signal System Expansion, Central Ave. ATSPMs - Albuquerque, Coors Blvd. RSA, NTMP - City of Albuquerque



Jonathon Kruse, PE, PTOE

Senior Project Manager

EDUCATION

BS, Civil Engineering, NM Institute of Mining & Tech.

MBA, The University of New Mexico

REGISTRATIONS

PE, New Mexico #25017

PTOE #4773

Why was Mr. Kruse Chosen? Mr. Kruse is an experienced traffic engineer with extensive expertise in traffic operations, safety analysis, and neighborhood-scale traffic management. As the senior project manager for the previous City of Albuquerque’s Traffic Engineering on-call contract, Mr. Kruse oversaw every traffic study and design completed under the program, ensuring consistency, technical rigor, and responsiveness to neighborhood concerns. His leadership included directing corridor-level studies, intersection analyses, and traffic calming designs that addressed complex traffic engineering issues, while balancing operational efficiency and community livability.

Additionally, Mr. Kruse served as senior project manager to the City throughout the previous City Wide On-call contract, and the City of Albuquerque’s Neighborhood Traffic Management Program (NTMP), collaborating closely with city staff, stakeholders, and residents to deliver effective, context-sensitive solutions.

Relevant Project Experience: Statewide ITS On-Call – NMDOT, City of Albuquerque NTMP On-Call, City Traffic Engineering On-Call, City of Albuquerque Department of Municipal Development On-Call, City of Rio Rancho Traffic and Traffic Calming On-Call





Michael Wobken, PE, PTOE

Signal Timing Specialist

EDUCATION

BS, Civil Engineering, University of Nebraska - Lincoln

REGISTRATIONS

PE, Texas #90359
PTOE #1252

Why was Mr. Wobken Chosen? Mr. Wobken is a Program Manager with over 28 years of traffic engineering experience. He has worked on all sides of the traffic engineering industry, at public agencies as a traffic engineer for the cities of Dallas and Fort Worth, as a consultant working on projects in Texas, and for a traffic signal controller software company. **Relevant Project Experience:** NM 6 Signal Optimization, NM 528 Signal Optimization, Adaptive Signal Timing Evaluation Study – City of Frisco, MAXTIME Software Training – City of San Antonio, Traffic Signal Design and Construction – City of Dallas, Signal Retiming – City of San Antonio



John J. Prowse

Senior ITS Designer

EDUCATION

Traffic Engineering and GIS/Video Imagery, Arizona State University
Traffic Engineering, Northwestern University

Why was Mr. Prowse Chosen? Mr. John Prowse has over 36 years of experience in the traffic management technology business. He has 15 years of experience with the City of Phoenix, as a city employee, John was responsible for traffic signal operations, signal timing/coordination and represented the City in traffic signal litigation cases. **Relevant Project Experience:** City Wide Traffic Engineering On-Call – City of Albuquerque, Intersection Redesigns – City of Tempe, SR-347 Railroad Overpass Realignment, Loop 202 Design Build – ADOT, Glendale/Surprise Bell Road Fiber Interconnect, ITS Instrumentation and Fiber Optic Interconnect – City of Scottsdale



Jonathan Pham, PE

Project Engineer

EDUCATION

BS, Civil Engineering, University of New Mexico
MS, Civil Engineering, University of Oklahoma

REGISTRATIONS

PE, New Mexico #30242

Why was Mr. Pham Chosen? Mr. Pham has diverse knowledge with hands-on experience in traffic engineering. He is skilled in Civil 3D and maintains an active knowledge of fiber optic networking, signal designs, traffic impact analysis, lighting designs, crash analysis, and technologies. He has designed many signals, lighting, and ITS projects. **Relevant Project Experience:** City Wide Traffic Engineering On-Call – City of Albuquerque, Statewide ITS On-Call – NMDOT, Statewide ITS Deployments – NMDOT, I-25 Improved ITS Support and Signal and Lighting Design – NMDOT, Montano/Montgomery ITS Designs – City of Albuquerque, Zuni Road Improvements – City of Albuquerque, Montano ITS Designs - City of Albuquerque, Carlisle/Hahn Arroyo PHB Retrofit & ITS Designs – City of Albuquerque





Zachary Troncoso, PE

Senior Engineering Designer at Parametrix

EDUCATION

BS, Civil Engineering, University of New Mexico

REGISTRATIONS

PE, New Mexico #25312

Why was Mr. Troncoso Chosen? Mr. Troncoso is a project engineer with eleven years of experience working as an engineer on municipal projects. He has been an Engineer on roadway, drainage, and trail design projects. His experience includes traffic analysis, roadway design, trail design, roundabout design, drainage analysis, cost estimates, bid documentation and support, and traffic control plans. Zach served as the project engineer for several NMDOT, Bernalillo County, and City of Albuquerque projects. **Relevant Project Experience:** US 62/Hidalgo Intersection - NMDOT, I-40 Corridor Study, AZ to Albuquerque - NMDOT, Unser Boulevard Widening, Rainbow to Paradise - City of Albuquerque, Uptown Pedestrian Improvements - City of Albuquerque



Edward Rios, PLS

Senior Project Manager at Colliers

EDUCATION

Undergraduate Studies, Santa Fe Community College
Civil and Survey Technologies, CNM

Why was Mr. Rios Chosen? Mr. Rios has over 35 years of comprehensive land survey experience. Mr. Rios retired from the NMDOT with honors after a 25-year career as Land Management Division Director, Survey and Lands Engineering Bureau Chief. Mr. Rios will manage the Survey, Project Control and ROW needs for this project, organizing logistics and schedules for field and office related tasks. Mr. Rios has a diversified and rich surveying background in both the public and private sectors. **Relevant Project Experience:** US60 Clovis - CN2104660 (SUE/Survey), NM68 Espanola - CN5101460, (Survey/ROW), NM31 Intersection US285 – US62 - NMDOT On-Call, NM128 CN2104330 - Intersection NM31 to NM/Texas State Line



John Bunch, PG

Senior Geologist at Geo-Logic

EDUCATION

BA, Geology, University of New Mexico
BA, Psychology, University of New Mexico

REGISTRATIONS

PE, Wyoming #3051

Why was Mr. Bunch Chosen? Mr. Bunch has 30 years of experience providing geologic, hydrogeologic, and regulatory compliance services to clients in New Mexico, Arizona, and Texas. He specializes in managing removal actions, corrective action/remedial design plans, Phase I and II environmental investigations, preliminary and detailed site investigations, Brownfields redevelopment, and reclamation projects. **Relevant Project Experience:** Phase I and Phase II Environmental Assessments, Various Sites - New Mexico Environment Department Ground Water Quality Bureau

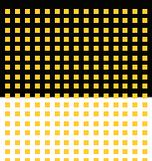




Unique Team Knowledge.

With over **18 years** of providing traffic engineering services to the City of Albuquerque, our project team has developed intimate knowledge of city systems, processes, and procedures.

- Mr. Barricklow has been managing COA projects for over 18 years. He has developed a close relationship with the City's Project Managers and an in-depth understanding of City needs and goals.
- Mr. Kruse led the efforts on the recently completed Pedestrian Activated Warning System (PAWS). This system leverages existing ITS CCTV and detection cameras, with AI-enabled integrations, to detect pedestrians within a specific area and notify drivers via flashing warning signs.
- Under the current Traffic Engineering On-Call, Lee Engineering has assisted the City in administering the traffic calming program, performing traffic calming evaluations, traffic counts, signal and lighting design, GIS data gathering, intersection design, road design, and safety studies.
- Lee Engineering has provided the COA with signal timing coordination plans and studies, including Unser Boulevard. Additionally, Lee has designed traffic signal interconnect networks, completed RTMC planning and integration services, and completed numerous Stop Studies, Signal Warrants, and Gap Studies.
- Mr. Barricklow's Safe Routes to School training, League of American Bicyclists Certified Instructor accreditation, and project experience on the pedestrian-centric design to restripe Downtown Central Avenue provide a proven balance of traffic engineering expertise, advancement of multimodal initiatives, and complete streetscape design.
- Lee Engineering has used our in-house data collection equipment to complete thousands of speed, volume, classification, and turning movement vehicle counts within the AMPA using various collection techniques and technologies.
- Lee Engineering has become well-versed in hosting public meetings, as well as conducting workshops for various agencies and the public.





Section III

Respondent Experience

City Wide Traffic Engineering On-Call – CABQ

Through several iterations of various on-call contracts, Lee Engineering has been the City's preferred contractor for traffic engineering services. Most recently, in 2020, Lee Engineering was awarded the City of Albuquerque's Traffic Engineering On-Call.

Under this contract to date, Lee Engineering has provided the city with various traffic engineering services ranging from traffic studies to construction standards authoring, and infrastructure design. Some notable tasks include:

RTMC Assistance – To support the opening of the Regional Traffic Management Center (RTMC), Lee Engineering was asked to assist the Traffic Engineering Division in migrating ITS infrastructure from the city's Wyoming Traffic Operations Center (TOC) to the new RTMC. Lee Engineering also assisted in re-configuring the traffic network to integrate a video wall and new CCTV management system.

Lead/Coal Rest-in-Red Operations – As a City Council supported effort, Lee Engineering performed an assessment to implement rest-in-red operations for Lead Ave and Coal Ave. This involved traffic and speed counts throughout the corridor, infrastructure survey (signal equipment), and ranking of potential implementation locations at traffic signals. Lee Engineering then presented the study at a public meeting with Councilor Davis.

Preventative Median Solutions – A rather unique project, Lee Engineering was tasked to research and develop various means to prevent jaywalking across and loitering on city medians. Several potential methods were documented in a technical memorandum and "tried" by TED staff.

Mast arm Design – As roadways become wider and wider with the design of modern travel infrastructure such as on-street buffered bike lanes, multi-use trails, high traffic flow, traffic signal equipment is

required to adapt to current geometric requirements. Realizing the need for new mast arm standards, the City of Albuquerque TED tasked Lee Engineering, with Parametrix as a subcontractor, to design new traffic signal mast arms and foundations suitable for new roadways.

Pedestrian Activated Warning System – As part of an on-call contract with the City of Albuquerque, Lee Engineering was asked to develop a pedestrian warning system near rapid-transit bus stations on Central Ave. The goals of the project were to detect pedestrians crossing the roadway at non-designated locations and warn drivers of possible pedestrians within the travel lanes. With a few coordination meetings, Lee Engineering was able to develop a system that utilized existing ITS CCTV and detection cameras with AI capable integrations to detect pedestrians within a specific area.

Client Reference Information: Tim Brown, Traffic Engineering Division Manager, 505.250.2587, tjbrown@cabq.gov, 5501 Pino Ave NE, Albuquerque, NM 87109



Highway Safety Improvement Program – NMDOT

The Lee Engineering Team leads in managing federally funded safety and planning initiatives, with unmatched expertise in the Highway Safety Improvement Program (HSIP). Our proven track record in supporting NMDOT demonstrates our ability to align state HSIP goals with key Federal Highway Administration (FHWA) initiatives, including Vision Zero, Safe Systems principles, enhanced protections for vulnerable road users, and NMDOT's Target Zero effort. Lee Engineering is also experienced with advancing impactful programs like Safe Routes to School and delivering actionable construction projects through comprehensive Road Safety Audits (RSAs). Our unparalleled focus on the Safe Systems approach and vulnerable road user considerations ensures equitable, data-driven, and sustainable safety improvements. Utilizing tools such as GIS and the Highway Safety Manual (HSM), we implement pragmatic, cost-effective countermeasures that maximize federal funding impact.

Client Reference Information: Jason Coffey, Technical Unit Supervisor, 505.469.7491, Jason.Coffey@state.nm.us

Neighborhood Traffic Management Program, NTMP – City of Albuquerque

Under this on-call contract, Lee Engineering assisted the City in administering the traffic calming program, performing traffic calming evaluations, and participating in the public involvement process. For each project, Lee Engineering's services began with data collection. Paramount to these efforts was the collection of traffic data (traffic counts) and the validation of the data to ensure accurate and appropriate traffic calming recommendations. Mr. Kruse led the team and deployed various traffic counting equipment, such as pneumatic tube counters and video recorders, to gather traffic data and provide a quantifiable means to evaluate the need for traffic calming. Building upon the data collected, Lee Engineering provided the City with an assessment of the data based on the City's NTMP policies.

Client Reference Information: Tim Brown, PE, PTOE, Traffic Engineering Division Manager, 505.250.2587, tjbrown@cabq.gov



Statewide Traffic Engineering On-Call

Lee Engineering is currently providing Statewide On-Call Traffic Engineering Services to the New Mexico Department of Transportation (NMDOT) to enhance traffic safety and mitigate traffic operation challenges. As part of this On-Call contract, the team has completed various tasks, including a lighting analysis along I-10 in the city of Las Cruces, a work zone safety and mobility assessment throughout the state, an Operations Analysis at US 70 and NM 467, US 180 Median Improvements (fencing and lighting design), Signal Timing updates for US 550 in Bernalillo, and a Signal and Lighting Handbook review.

Lee Engineering's collaboration with stakeholders and multidisciplinary teams in the counties and districts throughout the state has resulted in successful project outcomes.

Client Reference Information: Brad Julian, P.E., State Traffic Engineer, 505.469.1405, brad.julian@dot.nm.gov



Project Manager's City Experience.

From signal timing to GIS inventories, Lee Engineering has mapped, counted, timed, or modeled nearly every arterial in Albuquerque—more than once. “Considering our conduit mapping, we’ve mapped more of Albuquerque than Google.” Our deep familiarity reflects decades of collaboration and commitment to the City’s transportation goals.

Lee Engineering has supported COA through multiple on-call contracts, including the 4 cycles of the previous City Wide Traffic Engineering On-Calls.

For more than 18 years, Mr. Paul Barricklow has managed COA projects, cultivating strong relationships with City Project Managers and developing a comprehensive understanding of the City’s operational needs and long-term objectives. His consistent involvement ensures continuity, responsiveness, and a precise alignment with COA’s transportation vision.

Mr. Barricklow’s Safe Routes to School training, League of American Bicyclists Certified Instructor accreditation, and his experience leading pedestrian-focused projects such as the Downtown Central Avenue and Sandia High School Area RSA demonstrate his expertise in traffic engineering and complete streetscape design.

These qualifications directly support COA’s signal system, safety initiatives, and ITS, as well as broader accessibility and active transportation goals across Albuquerque.





Section IV

Technical Approach

Understanding the Project Scope.

Given the as-needed nature of On-Call projects, Lee Engineering understands that consistent communication is essential for success. Communication between the Lee Engineering Team and the City's Project Manager, Tim Brown, will be conducted through our Senior Project Manager, Jonathon Kruse, who will be responsible for the successful completion of all tasks. Specialized personnel, such as signal technicians and pedestrian/bicycle safety experts, will be called upon on a project-by-project basis as need dictates. Lee Engineering understands that the tasks required under this project may vary greatly and may include, but are not limited to the following: **traffic studies, traffic counts, signal designs, traffic operations, signing and striping plans, timing plans, federally funded projects and reimbursements, street lighting design, traffic calming design, GIS data gathering and inputs, public meetings, safety studies, street designs, construction contract documents preparation, and other engineering duties.**

Traffic Studies

Utilizing Lee Engineering's wealth of experience and knowledge, preparing clear, concise, yet comprehensive traffic studies for a wide range of clients, including the City of Albuquerque, we will continue to provide the City with a quick, responsive team to assess traffic issues and provide a full study scope to complete the desired tasks. Our extensive traffic study experience will provide the City with a wide diversity of traffic study services, including but not limited to traffic signal and all-way stop control warrant studies, roundabout feasibility assessments, travel-time delay studies, delay and queue capacity calculations, auxiliary lane needs studies, access management assessments, and spot speed studies.

Traffic Count Data Collection

A thorough data collection plan is the basis upon which a traffic study is built. Early in the scoping process, Lee Engineering develops a data collection plan and identifies potential issues to ensure the collected data is indeed the data required for the analysis and that the highest level of accuracy is achieved. Lee Engineering also provides in-house video-recorded intersection turning movement counts (TMCs) for our clients. This involves setting up video camera equipment at an intersection or other roadway location for the duration of the desired count. A digital video recorder records traffic movements, which are then uploaded and reduced using advanced video analysis software. Using this equipment, Lee Engineering can provide

traditional TMCs, roundabout TMCs, roadway ADT counts, pedestrian/bicycle counts, trip generation studies, gap studies, origin-destination studies, travel time, and parking studies without the delays associated with outsourcing traffic counts.

Signal Design

Lee Engineering has years of experience in signal and ITS design across many communities in New Mexico, most notably the City of Albuquerque, where Lee Engineering has been providing ITS design and planning since 2007. Lee Engineering has provided signal designs beyond your standard eight-phase four-legged variety, including the design and phasing for the Paseo del Norte/Jefferson Street single-point urban interchange. A design from Lee Engineering will focus on the finer design aspects, including pedestrian phasing requirements, nontraditional phasing and sequencing if needed, integration of a new signal into the ITS fiber-optic network, and equipment upgrades for controllers, conflict monitors, and cards. Lee Engineering's hands-on in-the-cabinet experience adds value to City projects by training and working with traffic signal technicians from design to signal turn-on.

Traffic Operations

The Lee Engineering team has extensive experience in recommending appropriate roadway infrastructure based on existing traffic demands, projected traffic demand, land use, and safety needs. With over 80% of Lee Engineering's PEs registered as Professional



Traffic Operations Engineers, we can continue to provide expert completion of origin-destination, signal coordination, multi-way and signal warrant analyses, crash analysis and crash modification factors, spot speed studies, congestion assessment, pedestrian/bicycle accommodations, roundabout operations analysis, road diet applications, and access management best practices. Lee Engineering can model potential design alternatives to determine their operational merits using software tools such as Synchro, VISTRO, Highway Capacity Software, and VISSIM. Modeling software, such as VISSIM, can provide 3D conceptualizations of potential design alternatives.

Signing and Striping Plans

Lee Engineering has a proven record of successfully delivering signing and striping projects for the City of Albuquerque and other New Mexico agencies. Our local team combines a strong understanding of the City's design standards, guidelines, and requirements with decades of experience. We routinely prepare detailed signing and striping plans for roadway reconstruction and intersection improvements, ensuring accuracy, clarity, and constructability. Our close coordination with City staff and contractors allows us to efficiently address field conditions, expedite reviews, and maintain consistency with existing infrastructure.

Signal Timing Plans

Lee Engineering is committed to using the most efficient and feasible tools available to support City operations. We are agnostic to advanced traffic management systems (ATMS), signal performance measures (SPMs), and detection platforms, and work diligently to develop and optimize results in any situation. Our staff has been trained by attending FHWA ATSPM training and workshop courses. With our comprehensive knowledge base in signal systems, we go beyond basic ATSPM platform installation by using performance metrics to make responsive, measurable improvements to traffic signal coordination and timing. Lee Engineering's complete ATSPM service approach enables operators to enhance system monitoring and improve system performance through data-based measures. Our clients receive the training and support they need to make informed decisions based on actionable data, enabling real-time improvements.

Federally Funded Projects

Lee Engineering brings extensive experience in managing federally funded traffic engineering projects for municipalities like the City of Albuquerque and other agencies throughout New Mexico. Our team has successfully delivered numerous projects in compliance with Federal Highway Administration (FHWA) and New Mexico Department of Transportation (NMDOT) requirements, ensuring full adherence to federal funding, documentation, and reporting standards. We are well-versed in the unique administrative and technical processes associated with federally funded work. Our proven ability to navigate these requirements efficiently keeps projects on schedule and within budget while maintaining the highest standards of safety, quality, and accountability.

Lighting Design

Lee Engineering has the experience and expertise to complete street lighting designs in accordance with various agency standards for typical arterial or residential lighting. We have technical knowledge and software to create customized lighting plans for specific needs, such as roadway lighting, pedestrian lighting, and decorative lighting. Should a special request be made, Lee Engineering has the expertise to design lighting landscapes to meet project needs. Using AGI-32 illumination software, we can design lighting plans to meet luminosity criteria not covered by the standards. Our team will complete the lighting analysis and review the lighting warrants. Recommended lighting and mitigation designs will be completed in accordance with the Development Process Manual, the AASHTO Roadway Lighting Design Guide, NCHRP Report 152, and the Night Sky Protection Act (NMSA 1978).

Traffic Calming Design

Lee Engineering has the vision and experience to recognize that land use and urban design are more than just zoning, streets, and sidewalks. It is about integrating land-use choices and urban amenities into a cohesive plan that promotes efficient modes of travel without sacrificing quality of life. Lee Engineering is extremely knowledgeable in both the City's complete streets policy and its Neighborhood Traffic Management Program, and will continue to apply these already established City programs along with



the latest national-level best practice traffic calming and complete streets concepts to provide a more harmonious and livable street network. Additionally, as a demonstration of Lee Engineering's in-depth knowledge of traffic calming and neighborhood traffic management programs, we have authored several traffic calming and neighborhood traffic management plans, including the previous and current City of Albuquerque Neighborhood Traffic Management Program.

GIS Data Gathering and Inputs

Geographic Information Systems (GIS) inventory plays an integral part in managing a city's resources. These systems must be functional and accurate. Inventorying traffic signal equipment requires detailed knowledge of signal design and equipment, as well as field experience. As traffic signals and Intelligent Transportation Systems (ITS) designers, Lee Engineering has exceptional knowledge and experience in this field. Lee Engineering has mapped hundreds of traffic signals for the City of Albuquerque, totaling nearly one thousand miles of traffic signal and ITS telemetry. Lee Engineering created the city's Traffic Signal GIS database and continues to maintain this database in support of city initiatives and projects.

Public Meetings

We begin each project by listening intently to develop a comprehensive understanding of the City's needs throughout the project. Whether it is concerned citizens, the Council, or staff with unique ideas and visions, Lee Engineering will hear concerns from project stakeholders before acting. Lee Engineering can apply a wide variety of alternative outreach methods, including surveys, newspaper advertisements, website postings, formal presentations and displays, large-format question-and-answer sessions, small-group sessions, workshops, and design charrettes. Over recent years, Lee Engineering has participated in numerous public meetings regarding the work relating to the Lead and Coal Rest in Red operations.

Safety Studies

Our team is at the forefront of safety analysis. We understand the use and application of the Highway Safety Manual (HSM) and Safe System approach to eliminate roadway fatalities and serious injuries for all road users, supporting the City's Vision Zero initiative. Our engineers are skilled in analyzing crash

data, identifying problem areas, and calculating predicted crash rates. Additionally, our team is adept at recommending safety countermeasures to proactively address observed safety challenges and avert subsequent safety risks. Furthermore, we are proficient at assessing potential countermeasure effectiveness by applying crash modification factors to predict crash rate reduction.

We are not afraid to think outside the box and are willing to investigate innovative solutions for any given problem. Lee Engineering recently recommended Rest-in-Red traffic signal operations to address speeding concerns for the Lead and Coal corridors. Lee Engineering offered technical expertise by attending public meetings and discussing Rest-in-Red operations, benefits, and safety implications. Another example of our innovative approach to safety is our pedestrian and bicycle safety analysis of the protected-permitted left-turn at Paseo del Norte and I-25 SB for the NMDOT.

Street Designs

Lee Engineering's subconsultant, Parametrix, is well-suited to provide roadway and intersection improvements, geometric alternative analysis, and drainage design to the City for all types of on-call projects. Their extensive experience in design will ensure the timely and cost-effective completion of assigned work tasks.

Parametrix has completed pre-design, final design, and construction administration services for all aspects of roadway projects for the COA. These projects have included roadway widening and narrowing (road diets), intersection analysis and design, sidewalk improvements, site feasibility studies, parking lot improvements, trail crossings, and pedestrian enhancements.

Construction Documents

Lee Engineering and its sub-consultants are well-versed in the City of Albuquerque document procedures and will follow the city-approved milestone process. This process requires a cursory 30% plan review, 60% DRC review, 90% DRC review, and 100% Final submittal. An engineering estimate will be included with each milestone deliverable to ensure the project remains within budget. Lee Engineering and its sub-consultants will work with City staff to ensure contract book documents are accurate and bid-ready within the approved project schedule.



Approach to Services.

The team members selected have skill sets uniquely suited to complete tasks associated with this on-call contract. The Lee Engineering team is proactive in managing workloads and is ready to start work even on short notice. In most cases, we are able to return calls and e-mails the day they are received. Once Lee Engineering has received a request for services, Senior Project Manager Jonathon Kruse, will immediately coordinate with Mr. Brown to establish project goals from a City of Albuquerque perspective. Lee Engineering will then take those established goals and

create a work plan including required tasks, person-hours, schedule, and deliverables for submittal to Mr. Brown. Once a notice-to-proceed is provided by the City, Lee Engineering will immediately mobilize team members to meet the established milestones. Lee Engineering will proactively provide Mr. Brown with periodic progress reports that document task progress, any project challenges, and confirm that project goals are being met. With this proactive and communicative plan, the Lee team will deliver on-call services successfully, on time, and on-budget.

QA/QC Management

Lee Engineering has assigned Paul Barricklow, PE, PTOE, as the QA/QC manager. Paul Barricklow's knowledge of the unique needs of traffic engineering on-calls and his extensive experience with processes and standards of municipalities, including the City of Albuquerque, coupled with his attention to detail, will ensure quality deliverables in true third-party review. Lee Engineering will employ an evaluation process to review plans, data, and technical documents using a QA/QC record sheet. This record sheet will be used to document all major deliverables with dates, review comments, and approval from the QA/QC Manager using a "red/yellow/green" review system. The QA/QC record sheet will have comments by the reviewer shown in **red**, resolution of the comments noted in **yellow**, and the Project Manager's approval of comments noted in **green**. Additionally, client comments on deliverables will be documented in this sheet and reviewed by the Project Manager with proposed resolutions of the comments noted by the consultant and returned to COA with any revised submission. Each week, Lee Engineering will hold internal review meetings to evaluate completed tasks, deliverables, and ensure the proposed solutions align with the initial project goals. Lee Engineering will also submit progress review/status reports to the City of Albuquerque. These progress reports will help ensure tasks are completed as expected and help manage productivity, as well as serve as early detection of any issues that may arise.

Specialized Problem Solving.

Based on our experience with similar projects in Albuquerque and other cities, the following attributes of Lee Engineering build the foundation for our team's specialized problem solving:

Lee Engineering's staff of in-house PEs and PTOEs allow for project scheduling flexibility to meet the tightest of schedules. Lee Engineering has a variety of technical specialists to call upon on a project-by-project basis including signal technician, signal operations, and timing expert, and Senior Project Manager Jonathon Kruse.

As the holder of the current City Wide Traffic Engineering On-Call contract, the Lee Engineering team possesses the knowledge, insight, and experience to ensure that projects continue to be completed in accordance with the City of Albuquerque's standards.

We are experts in using VISSIM, VISTRO, SYNCHRO, CORSIM, HSC, IHSDM, Tru-Traffic, and other traffic simulation software.





Section V

Cost Control

Techniques for Cost Control/Estimating

Cost Control and Design Process

Lee Engineering’s budget management philosophy is based on frequent communication, assembling an experienced team of professionals, defining a workable schedule, a budget that is specific and detailed, and monitoring work progress and expenditures. Our project manager will oversee staffing commitments, ensure timely deliveries, and maintain product quality across all our deliverables. If new issues arise that could impact a project's scope, Lee Engineering will proactively contact the City of Albuquerque Project Manager to present these issues, allowing for the development of viable solutions to proceed quickly and efficiently.

Cost Control of Construction Cost

In the early stages of project development, Lee Engineering estimates the construction cost using planning-level costs to verify that the design will not exceed the budget. These costs are reviewed and refined with more accurate estimates as the design progresses. If it is determined that the cost estimate will exceed available funds, Lee Engineering will discuss the matter with the City and evaluate the design to explore alternative construction methods or products that may reduce costs.

Cost Estimating Techniques

Lee Engineering uses several different techniques when developing construction cost estimates. We maintain an in-depth record of past project bid results specifically for traffic-related items. Our first resource is to look at recent bid pricing from our past projects, within the past year. This in-house database is critical in estimating the unique items purchased through various on-call projects.

Previous Work Cost Comparison.

Below are three recent bid results and Lee Engineering’s cost estimates presented for comparison. Several things are notable within the construction bidding of these projects. First, there was only one bidder for each of these projects. Low competition can lead to higher bids. Secondly, the larger bid amount-cost estimate difference for the Rio Bravo 2nd St Intersection Project was due to the uniqueness of Intelligent Transportation Systems equipment, price fluctuations in networking and Information Technology Equipment, and changes in equipment models in favor of newer, more reliable models. Finally, the bid amount cost difference for East Central BAT Lanes and PHBs is attributed to material cost uncertainties due to impending import tariff changes (Spring 2025), a single bidder submitting for bid, and the single bid being from a contractor that does not typically submit as prime contractor for roadway construction projects.

Project	Bid Date	# of Bids	Final Cost Estimate	Bid Award \$
Central Atrisco Fiber Optic Expansion (BERNCO)	April 03, 2024	1	\$1,515,041.10	\$1,508,986.58
East Central Business Access and Transit (BAT) Lanes and Pedestrian Hybrid Beacons (PHB) CPN 669792	April 22, 2025	1	\$1,095,861.90	\$1,818,063.90
CN A300942, Rio Bravo 2nd Street Intersction Project (BERNCO)*	March 2024	1	\$843,907.00	\$935,501.35

*Only Traffic Items Designed by Lee Engineering





Section VI
Certifications

City of Albuquerque Capital Implementation Program

Agreement and Insurance Certification

We have reviewed the standard agreement for Engineering or Architectural or Landscape Architectural Services that are required for the project listed below, and hereby certify that we will, if selected for the project, enter into this standard agreement for this project and meet all insurance requirements listed therein.

This Certification is intended for the use of the City of Albuquerque only, in conjunction with the award of the Engineering or Architectural or Landscape Architectural Services Agreement for Project:

Project Name Citywide On-Call Traffic Engineering

Project Number 183.02

Date November 10, 2025 Firm Name Lee Engineering, LLC

Signature 

Title Senior Project Manager

STATE OF NEW MEXICO)
) ss
COUNTY OF BERNALILLO)

The above Certification was subscribed before me, the undersigned authority, by:

Jonathan A. Kruse

who swore upon oath that this Certification was signed of free act and deed, on this

30 day of October, 2025


(Notary Public)

My commision expires: 11/30/2025

STATE OF NEW MEXICO
NOTARY PUBLIC
Maribel Alcalá
Commission No. 1136082
November 30, 2025





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
10/23/2025

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	PHONE (A/C, No, Ext): 770-552-4225	FAX (A/C, No):
E-MAIL ADDRESS: ACECcertificates@greyling.com		
INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A: Sentinel Insurance Company, Ltd.		11000
INSURER B: Hartford Accident and Indemnity Company		22357
INSURER C: Hartford Casualty Insurance Company		29424
INSURER D:		
INSURER E:		
INSURER F:		

COVERAGES **CERTIFICATE NUMBER:** 351920916 **REVISION NUMBER:**

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INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			20SBWPG6112	11/1/2025	11/1/2026	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 2,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COMP/OP AGG \$ 4,000,000 \$
B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			20UEGPY8814	11/1/2025	11/1/2026	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			20XHGX8800	11/1/2025	11/1/2026	EACH OCCURRENCE \$ 3,000,000 AGGREGATE \$ 3,000,000 \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		N/A				<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
For Informational Purposes Only

CERTIFICATE HOLDER Lee Engineering LLC; 2944 E. 44th St. Suite 250 Phoenix AZ 85018	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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PRODUCER Professional Underwriters of AZ, Inc. P.O. Box 5419 Scottsdale AZ 85261-5419 License#: 1800004061 LEEENGI-01	CONTACT NAME: Jeff Gerrick PHONE (A/C, No, Ext): 480-483-0440 E-MAIL ADDRESS: jeff@prounderwriters.com	FAX (A/C, No): 480-948-7752
	INSURER(S) AFFORDING COVERAGE	
	INSURER A: Trav Cas&Surety Co America	NAIC # 31194
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES

CERTIFICATE NUMBER: 817050897

REVISION NUMBER:

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INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY <input type="checkbox"/> AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		Y / N				PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Professional Liability Architect/Engineer		Y	107091368	5/14/2025	5/14/2026	Per Claim 2,000,000 Annual Aggregate 4,000,000 Retro Date 03/01/1988

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

FOR INFORMATION PURPOSES ONLY.

Waiver of Subrogation included as indicated. Should any of the above described policies be cancelled before the expiration date thereof, the insurer will mail (30) days written notice to the certificate holder, but failure to do so shall impose no obligation or liability of any kind upon the insurer, its agents or representatives.

CERTIFICATE HOLDER**CANCELLATION**

Lee Engineering, LLC 2944 E 44th St Ste 250 Phoenix AZ 85018-0000	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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4/17/2025

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IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Professional Underwriters of AZ, Inc. P.O. Box 5419 Scottsdale AZ 85261-5419	CONTACT NAME: Jeff Gerrick
	PHONE (A/C, No, Ext): 480-483-0440 FAX (A/C, No): 480-948-7752 E-MAIL ADDRESS: jeff@prounderwriters.com
INSURED Lee Engineering, LLC 2944 N 44th Street, Suite 250 Phoenix AZ 85018	INSURER(S) AFFORDING COVERAGE NAIC # License#: 1800004061 INSURER A : Twin City Fire Ins. Co. 29459 LEEENGI-01 INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** 1307803052 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY <input type="checkbox"/> AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		Y / N				PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Cyber Liability		Y	59MB0729394	4/7/2025	4/7/2026	Per Claim \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Coverages afforded are primary and non-contributory basis. Waiver of subrogation included.

CERTIFICATE HOLDER PROOF OF INSURANCE	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE

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ENDORSEMENT NO:7

This endorsement, effective 12:01 am, 04/07/2025
of policy number 59 MB 0729394-25

forms part

issued to: LEE ENGINEERING LLC

by: TWIN CITY FIRE INSURANCE CO.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

OTHER INSURANCE AMENDATORY ENDORSEMENT

This endorsement modifies insurance provided under:

CyberChoice First Responsesm Policy

Section IV. **CONDITIONS**, Subsection (K) **Other Insurance**, is deleted and replaced with the following:

(K) Other Insurance

If any **Claim** or **Loss** is insured under any other valid and collectible policy or policies, then this Policy applies only in excess of the amount of any deductibles, retentions and limits of liability under such other policy or policies, whether such other policy or policies are stated to be primary, contributory, excess, contingent or otherwise, unless such other insurance is written specifically excess of this Policy by reference in such other policy or policies to this Policy's Policy Number.

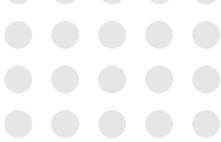
Notwithstanding the foregoing, it is understood and agreed that coverage provided under this Policy will be primary and non-contributory to any other insurance available to the **Insured**.

If any **Claim** or **Loss** is insured under any other valid and collectible policy or policies issued by The Hartford, the **Insured** may designate which policy is primary. If the **Insured** does not designate a primary policy in that event, any **Claim** or **Loss** will be applied proportionally to those applicable policies issued by The Hartford.

All other terms and conditions remain unchanged.

A. Morris Tooker, President





CERTIFICATE OF INSURANCE

This certificate is given as a matter of information only and confers no rights upon the certificate addressee.

Date: September 13, 2024	That the following policy has been issued to: Lee Engineering LLC 2944 North 44th Street Suite 250 Phoenix, Arizona 85018 USA
This is to certify to: To Whom It May Concern	
<hr/> Policy No. 9048049 issued by one or more member companies of Global Aerospace Pool through Global Aerospace, Inc. Policy Period: from September 15, 2024 to September 15, 2025 Policy Territory: Worldwide	

AIRCRAFT AND COMMERCIAL GENERAL AVIATION LIABILITY	
<u>Coverages</u>	<u>Limits of Liability</u>
Single Limit Bodily Injury and Property Damage	\$1,000,000 Each Occurrence
Third Party War Liability	\$1,000,000 Aggregate
AIRCRAFT PHYSICAL DAMAGE	
Policy includes Physical Damage Coverage including war risk with insured values as set forth in the policy.	

Solely as respects an occurrence arising out of the ownership, maintenance or use of an unmanned aircraft insured under this policy and solely to the extent required in an agreement with the Named Insured, the following provisions shall apply:

The WHO IS AN INSURED section of the policy is amended to include the certificate addressee as an insured, but only as respects the Named Insured's use of the aircraft and only with respect to the certificate addressee's liability because of acts or omissions of the Named Insured. However, no such person or organization is an Insured if he, she, or it, or any of his, her, or its agents or employees is engaged in the manufacture, maintenance, repair, or sale of aircraft, aircraft engines, components or accessories, or in the operation of any airport, hangar, flying school, flight service, or aircraft or piloting service, as respects any occurrence arising out of such activity.

The insurance, as to the interest of the certificate addressee, shall be primary without right of contribution by any other valid and collectible insurance available to the certificate addressee.

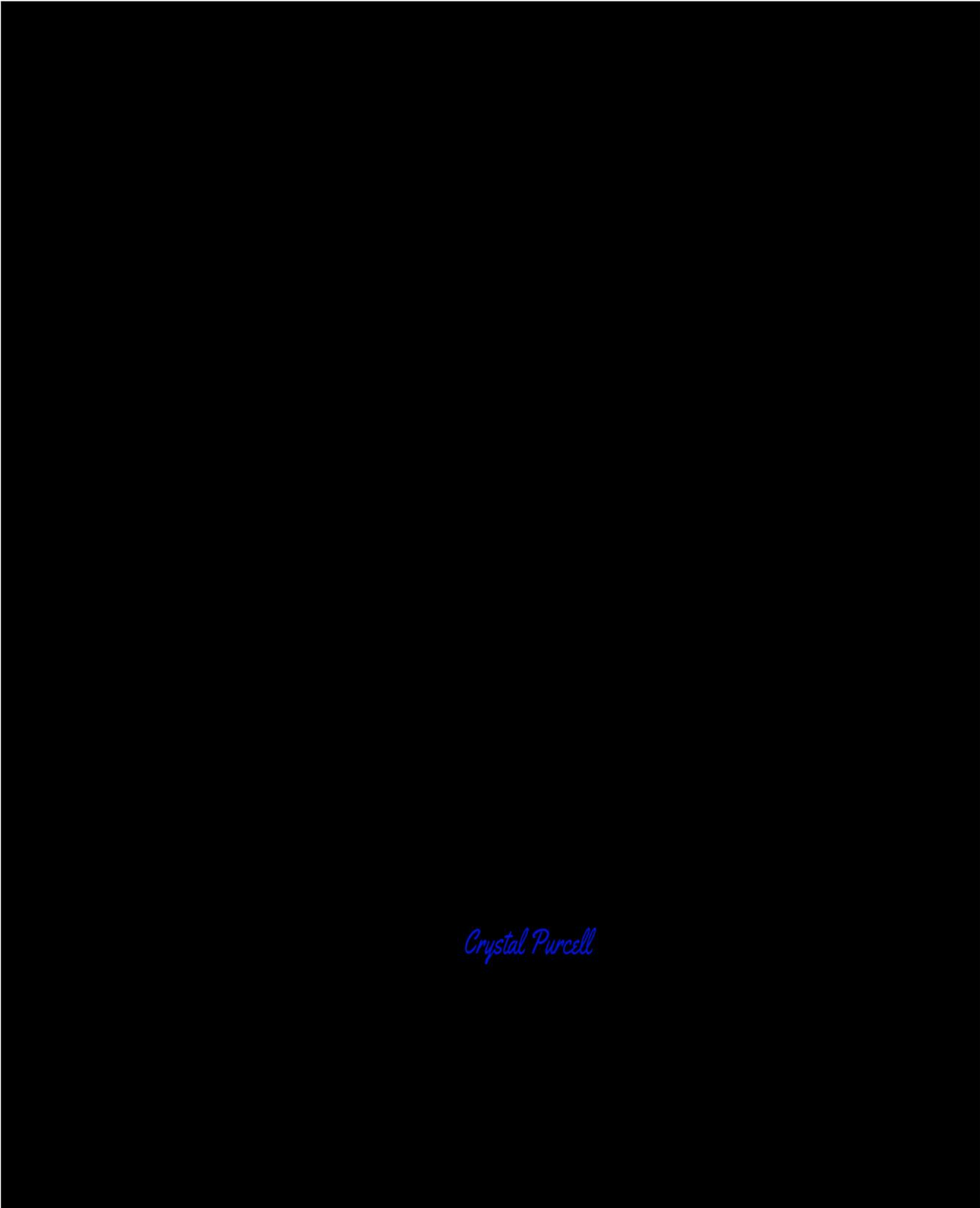
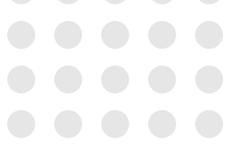
We waive any right of recovery we may have against the certificate addressee because of payments it makes for physical damage to aircraft described in this certificate, but only to the same extent that the Named Insured has waived its right for recovery for such physical damage against the certificate addressee.

Notwithstanding any requirement, term or condition of any contract or other document with respect to which this certificate may be issued or may pertain, the insurance afforded by the policies described herein is subject to all the terms, exclusions and conditions of such policies. This certificate does not amend, extend or otherwise alter the coverages afforded by the policies described herein. Limits may have been reduced by paid claims.

GLOBAL AEROSPACE, INC.

BY:





Crystal Purcell



LEE ENGINEERING

8220 San Pedro Dr. NE, Suite 150
Albuquerque, NM 87113

(505) 338-0988
Leeengineering.com

ONE
ALBUQUE
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CITY WIDE ON-CALL
TRAFFIC ENGINEERING
PROJECT NO. 183.02

NOVEMBER 12, 2025
3:00 PM

Bohannon  **Huston**
great people *supporting* great communities

November 12, 2025

Ms. Christella Armijo
Selection Advisory Committee Administrator
Department of Municipal Development
City of Albuquerque

Re: **City Wide On-Call Traffic Engineering | Project No. 183.02**

Dear Ms. Armijo and Members of the Selection Committee,

For more than six decades, Bohannon Huston, Inc., (BHI) has been proud to partner with the City of Albuquerque in shaping the transportation network that keeps our city moving. From traffic signal plans to road diets, we've worked side-by-side with City staff to deliver practical, data-driven solutions that make Albuquerque's streets safer, smarter, and more connected. This new City Wide On-Call Traffic Engineering contract represents another opportunity to continue that partnership, and no one is more ready to respond than BHI.

We know the City's standards, processes, and expectations because we help shape them. With our 195+ pool of locally based design professionals, we have several that specialize in traffic analysis and engineering. You can count on us for quick turnarounds, well-scoped task responses, and seamless coordination with City staff.

Our traffic engineering expertise covers every facet of the City's needs including traffic operations, signing and striping design, signal warrant analyses, and safety-focused studies. We use the latest industry tools to model conditions, optimize performance, and develop realistic recommendations that can be implemented efficiently. Whether developing traffic signal and street lighting design, conducting a safety evaluation and brainstorming potential mitigations, developing road diet plans, refining signal timings to improve corridor flow, or designing intersection improvements that balance multimodal safety and access, our team approaches every assignment with a balance of technical precision and practical judgment.

We also understand that communication and coordination drive project success. With established relationships across City departments, we know how to keep projects moving to deliver quick-turnaround task orders. Our team is built for responsiveness, and our internal collaboration allows us to shift resources as priorities change. We're a team that not only meets deadlines but also anticipates them, because we know how important timing, documentation, and follow-through are to the City's workflow.

We've built a reputation with the City based on trust, consistency, and responsiveness. Our team approaches every assignment with the same commitment: deliver clear, actionable solutions that help the City achieve its goals. Our traffic engineering team (including seasoned experts like Kurt Thorson, David Wilson, Tyler Smith, and Jeanette Walther) at BHI brings both proven experience and fresh energy to this contract.

We are excited to continue supporting the City of Albuquerque through this on-call, building on our long-standing relationship and shared commitment to improving transportation for every user. If you have any questions, please feel free to contact me directly. BHI acknowledges there have been no formal addenda to this RFP.

Sincerely,



Kurt Thorson, PE
Senior Vice President | Traffic and Transportation

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I. GENERAL INFORMATION

The people at Bohannon Huston, Inc., (BHI) have supported our communities' infrastructure needs since 1959. Within BHI's diverse company structure, our clients find the integrated services under one roof to support all their infrastructure needs, including planning, surveying and mapping, engineering, and construction phase services. We take pride in the work we do, the clients we serve, and the people who are at the heart of our company. Building long-lasting partnerships, we know we can make a difference for the wonderful places we call home. That, in a nutshell, is who we are and what we do: great people *supporting* great communities.

Established in 1959 as Bohannon and Stephenson Civil Engineers, we became Bohannon Huston, Inc., in 1977. BHI is located at 7500 Jefferson Street NE, Albuquerque, NM 87109. Our phone number is 505-823-1000 and our website is bhinc.com.

BHI currently has 279 staff members throughout its regional offices who provide professional services to the firm's clients. Through this contract, the City of Albuquerque will have access to staff who provide traffic and transportation as well as the full depth of related support services. BHI's Principal-in-Charge (PIC) and Project Manager (PM) for this contract is Kurt Thorson, PE (NM PE 13310). He will be the primary point of contact with the City PM, Tim Brown, and facilitate our responses to any task order requests.

BHI's services will be performed primarily from our Albuquerque office. The BHI team includes Srirama LLC. Any work completed by Srirama for this contract will be provided from their local office.

What our clients said about us in our 2025 client survey:

"BHI staff has been an amazing group to work with on our projects. They are responsive and assist in a timely manner."

"Bohannon Huston is a well managed AE firm, with very high integrity and professionalism, responsive to customer needs, and with a well developed quality program. They are reliable and responsible business partners and stand behind their design work."

"The staff at Bohannon Huston has been great. There has been great communication and the team moves the project forward and finds solutions to issues that arise. The team is always available when there are questions on the project and always are professional."

II. PROJECT TEAM MEMBERS

**ONE
ALBUQUERQUE
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city of albuquerque

**City Project Manager
Tim Brown, PE**

**Kurt
Thorson, PE
PIC/PM**

**Tyler
Smith, PE
Assistant PM**

TRAFFIC ENGINEERING TEAM

Tyler Smith, PE
David Wilson, PE
Jeanette Walther, PE, PTOE

SIGNAL & LIGHTING DESIGN

Tyler Smith, PE
Kurt Thorson, PE
Alexander Go

STREET DESIGN & CONTRACTS

Logan Brandenburg, PE
Joseph Kaberlein, PE

TRAFFIC ANALYSIS

Tyler Smith, PE
Melissa Garcia, RSP 1

TRANSPORTATION PLANNING

Clare Haley, AICP, ENV SP
Liz Treat, AICP

SURVEY & MAPPING

Dennis Sandin, RPP
Alan Benham, PS, PE, CFedS

DRAINAGE

Vince Steiner, PE, CFM
Joseph Kaberlein, PE

STRUCTURAL ENGINEERING

Sean Melville, PE
Amanda White, PE

CONSTRUCTION MANAGEMENT

Ted Barela
Skylar DeWeese, PE

TRAFFIC ENGINEERING SUPPORT (SRIRAMA, LLC)

Suresh Parvatoja, PE, MBA
Bhanu Kala, PE, PTOE
Swetha Narsing (Fiber Optics Designer)

ORGANIZATION PLAN

BHI is a nationally recognized leader serving public and private clients with full-scope proficiency in engineering, planning, spatial data, and construction phase services. Our deep bench of specialists and cross-disciplinary capabilities give the City of Albuquerque instant access to the on-call traffic engineering support you need—no waiting and no guesswork. Headquartered right here in Albuquerque since day one, BHI's home base is local and strong, with more than 195+ professionals in our Albuquerque office.

We know on-call work moves fast, and that's where we thrive. Our team is built for rapid response, creative problem-solving, and practical, real-time solutions that keep your projects on track. Leading the charge is Kurt Thorson, one of BHI's most seasoned project leaders. Kurt knows the City's systems, staff, and expectations inside and out, having managed numerous City on-call contracts and developed a wide range of successful task orders over the years. Beyond the City, we're the trusted on-call partner for agencies like NMDOT, MRGCD, the City of Belen, and Bernalillo County, proof that when it comes to responsiveness, capability, and results, BHI delivers every time.

CONSULTANT TEAM

Srirama, LLC will be providing traffic engineering support services on this contract. They are a New Mexico-based small business with experience in traffic operations, modeling, and planning; traffic signals and operations; roadway lighting; ITS & fiber communications; multimodal and urban design; and MOT/work zone design.

TEAM QUALIFICATIONS

Our well-trained professionals offer detailed knowledge in all aspects of the engineering field and bring a range of experience levels, as highlighted below. Our senior staff members bring decades of knowledge to the table, and their expertise is complemented by younger and newer personnel who bring fresh perspectives and innovative ideas to our project work. Bringing individuals with differing experience levels together on our project teams provides the City with the best of both worlds: tried-and-true and fresh-and-new! We look forward to coordinating with City Project Managers and Technical Staff to help us all develop the best solutions to your on-call engineering needs.

“ *It has been a pleasure working with Bohannan Huston. I have been pleased with their ingenuity and ability to find unique solutions.* ”

--Anonymous quote from the 2024 client survey.

Name	Expertise	Yrs. Exp.	Education		Registration					Key Affiliations	
			MS/MA	BS/BA	PE	PS	PTOE	CFM	Other		
Kurt Thorson	Traffic and Transportation	30+		◆	◆						ITE, ASCE
Tyler Smith	Traffic	10		◆	◆						ITE
David Wilson	Traffic and Transportation	30+	◆	◆	◆						ITE, NMSPE, ACEC
Jeanette Walther	Traffic	30+	◆	◆	◆		◆				ASCE, TPCB, ITE
Alexander Go	Traffic	4		◆						◆	
Melissa Garcia	Traffic	6		◆							ASCE
Clare Haley	Planning/PI	5	◆	◆						◆	APA, AICP
Liz Treat	Planning/PI	5	◆	◆						◆	APA, AICP
Logan Brandenburg	Transportation	16		◆	◆						ITE, ASCE
Joseph Kaberlein	Transportation and Drainage	6	◆	◆	◆						
Vince Steiner	Drainage	14		◆	◆				◆		Arid LID Coalition
Alan Benham	Survey	30		◆	◆	◆	◆			◆	IRWA
Dennis Sandin	Mapping	30+		◆							NMGIC, ASPRS, GITA
Sean Melville	Structures	28	◆	◆	◆						SEA-NM, ASCE, NMSPE, ACEC
Amanda White	Structures	20	◆	◆	◆						ASCE, ACI, SEANM
Ted Barela	Construction	30+								◆	ACNM
Skylar DeWeese	Testing	20		◆	◆					◆	ACI, TTCP

UNIQUE KNOWLEDGE

Our overall team brings substantial knowledge of working with the City on on-call projects as well as deep expertise in their respective fields. Below we highlight the unique knowledge relevant to this contract of our key technical team members who will be working with you on this contract.



KURT THORSON, PE

Kurt's technical experience includes traffic access management, roadway and street design, intersection geometric design, roadway signing and striping, road diet implementation, and traffic and signal and street lighting design. He has extensive experience in street lighting analysis and both conventional and ornamental lighting design. *Specialized expertise: transportation design project management through development and production | traffic signals | Street lighting & analysis | transportation studies | traffic engineering solutions.*



TYLER SMITH, PE

Tyler's responsibilities include preparing and reviewing traffic impact studies, intersection control evaluations, signal warrant analysis, signal design, and intersection alternatives evaluations. He provides development review and on-call support services for multiple municipalities, ensuring efficient coordination across design disciplines and agencies. *Specialized expertise: traffic impact studies | traffic signal design and timing | signing, marking, and traffic control plans | intersection design | signal warrant studies | traffic modeling and LOS analysis | speed studies | field data collection.*



DAVID WILSON, PE

David's experience spans all aspects of traffic engineering: planning studies, traffic operations, traffic signals, street lighting, and ADA facilities. With significant experience in ITS, he has completed numerous fiber optic design, device installation, and signal interconnect projects. David is also experienced in all aspects of transportation design. *Specialized expertise: traffic signals | street lighting | traffic calming | ITS | transportation design/project management.*



JEANETTE WALTHER, PE, PTOE

Jeanette has experience in traffic data collection, capacity analysis, pedestrian facilities, geometric design, pavement design, signing, striping, traffic control plans, trail design, traffic calming, and pavement maintenance management. *Specialized expertise: traffic operations | traffic calming features | pedestrian and bicycle facilities | pavement assessment/preservation plans | transportation design/project management.*



LOGAN BRANDENBURG, PE

Logan has worked on many roadway projects around the state. These include the design of horizontal and vertical layouts, intersections, sidewalks, bike trails, and utility improvements. *Specialized expertise: NMDOT projects and processes | roadway rehabilitation | roadway reconstruction | bike and pedestrian facilities | safety analyses.*



CLARE HALEY, AICP, ENV SP

Clare is experienced in multimodal, micro-mobility, and active transportation planning. Her outreach skills include facilitating focus groups, conducting interviews, and creating engaging presentations. *Specialized expertise: visual/written communication | engaging public and community outreach | road diet concept planning | bike and pedestrian mobility | quick-build solutions.*

III. RESPONDENT EXPERIENCE

PREVIOUS PROJECTS

City of Albuquerque City Wide On-Call Traffic Engineering Services

Contact: Tim Brown, PE | City of Albuquerque | (505) 250-2587

Services Provided: 2020-Present

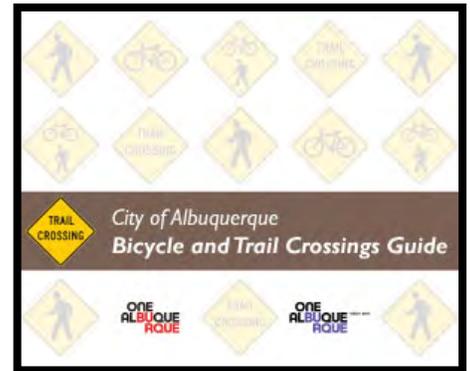
Construction Cost: Varies by task

BHI was awarded this on-call engineering contract with the City of Albuquerque in 2020. So far, there have been 19 task orders, including mostly traffic engineering work, but also multimodal and roadway tasks. The task orders are listed below. Descriptions of some of the key tasks follow.

- » 2nd Street Guardrail Evaluation and Design for Improvements
- » 4th Street from Menaul Boulevard to Candelaria Road
- » 6th Street Restriping, Copper to Lomas
- » Silver Bike Boulevard Concept Design
- » Bicycle and Trail Crossing Guide
- » I-40 Trail Gap Study
- » Louisiana Boulevard Vision Zero Striping Improvements & Bidding Assistance
- » Roadside Barrier Research
- » Palisades Punta Alta and Loma Alta Intersection
- » User and Gwin Guardrail Evaluation
- » Tijeras Vacation Study
- » University Street Lighting - Lomas to Indian School
- » Garfield Street Modifications
- » Montgomery Street Lighting - Juan Tabo to Tramway
- » Chico Road From Eubank Boulevard to Morris Road
- » Moon Bike Facility
- » Griegos Road from 4th Street to Rio Grande Boulevard

6th Street Restriping, Copper to Lomas: BHI studied a portion of 6th Street to assess if it could be made more pedestrian-friendly while ensuring an acceptable level of traffic operations. Based on the analysis of the traffic volumes and V/C ratios, BHI designed a restriping plan to remove one lane in each direction and add a center turn lane and either on-street parking or pedestrian buffers along the route .

Bicycle and Trail Crossing Guide: This document provides guidance for selecting bicycle and pedestrian crossing locations and appropriate treatments. Based on FHWA best practices and a comprehensive review of peer agency practices, the BHI project team developed several easy-to-use tools that can be applied city wide to ensure consistent and adequate crossing infrastructure.



Garfield Street Modifications: BHI developed traffic calming features and multimodal elements to improve safety and comfort for non-vehicular users on Garfield between Girard and Carlisle. Meetings with the neighborhoods led the team to refine the concepts, followed by selection and design of the preferred options.

Louisiana Boulevard Vision Zero Improvements: BHI was selected to support Vision Zero safety goals along Louisiana Boulevard between Gibson and Lomas. Building on a Road Safety Audit prepared with FHWA support, BHI developed a restriping plan and documentation that planned and designed three mid-block pedestrian crossings, a road diet, protected bike lanes, and ADA-compliant bus stops. BHI also developed a methodology to prioritize improvements to corridors in the City's High Fatal and Injury Network using a GIS-based analysis of equity, safety, and access. This scoring methodology incorporated criteria such as access to destinations, facility needs, land use and employment patterns, and level of use. BHI also supported community outreach and engagement.



Unser & Gwin Guardrail Evaluation: Property owners at this intersection have been impacted by multiple crashes over the years that resulted from the intersection's existing geometry. BHI evaluated options for improving the intersection as well as additional treatments, such as guardrails, that would improve safety and reduce crashes. The team determined that guardrails would not effectively protect the vulnerable homes. Instead, the team recommended improvements, such as signage and markings (including tubular markers), that would enhance driver visibility.

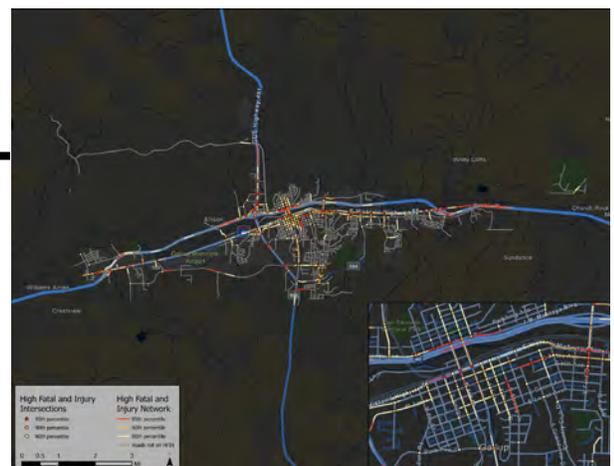
University Street Lighting, Lomas to Indian School: BHI analyzed and designed new street lighting along 3,200' of the University corridor. The team leveraged AutoLUX software to determine the spacing needs and developed final plans that included circuits, control cabinets, foundations, and poles. Due to a number of anticipated underground utility conflicts, the team designed special street light foundations, consisting of thickened sidewalk sections, to float over the utilities and minimize needed adjustments or relocations.

City of Gallup Crash Mapping

Contact: Nikki Lee | City of Gallup | (505) 726-2615
 Services Provided: 2024-Present
 Construction Cost: N/A - Planning Document

BHI developed High Fatal and Injury Network (HFIN) maps of street segments and intersections in Gallup, highlighting the areas of 80th, 90th, and 95th percentiles for severe crashes. The spatial analysis entailed assigning crashes to roadway segments and intersections, aggregating crashes, and normalizing crash rates by segment length. BHI created multiple versions of the HFIN to assist with planning and decision-making, including a vulnerable road user HFIN, an HFIN for all roadways in Gallup city limits, and an HFIN for Gallup-owned roadways that excluded NMDOT-owned corridors.

Figure 16: Gallup High Fatal and Injury Network



City of Albuquerque City Wide On-Call Engineering Services

Contact: Bridgette Garrett | City of Albuquerque | (505) 768-3679

Services Provided: 2022-Present

Construction Cost: Varies by task

BHI was awarded this on-call engineering contract with the City of Albuquerque in 2022. So far, there have been 9 task orders, mostly traffic engineering work, but included multimodal, roadway, and site development tasks. The task orders are listed below.

- » Balloon Fiesta Park Multi-Purpose Stadium
- » 2023 Bike Maps
- » Monte Vista Medians
- » Albuquerque Bicycle and Trail Map 2024
- » Louisiana Mid-Block HAWK Crossings
- » Bike to Wherever Bike Thru Burque - 2024
- » Trail and Bridge Inventory Update
- » Louisiana Midblock Crossings - ROW Acquisitions
- » East Central Lighting - Final Design



PROJECT MANAGER'S CITY EXPERIENCE

Kurt Thorson, PE

Principal-in-Charge & Project Manager



Kurt has worked on several City projects throughout his career through numerous on-call contract task orders. He also has a strong history of working directly with key City staff for other government agencies (like the NMDOT) where there are connections with City-owned facilities that are impacted by potential projects. Kurt's technical experience includes roadway and street design; intersection geometric design, including roundabout geometrics; intersection grading; roadway signing and striping; road diets; traffic signal and street lighting design; and traffic/safety engineering and traffic access management. He understands the capabilities and applications of current design software and techniques using the latest programs such as AutoCAD and Civil 3D, MicroStation and InRoads, Transoft TORUS, GuideSIGN, and more.

Recent City of Albuquerque Projects: Louisiana Mid-Block Crossings, Louisiana Boulevard Vision Zero Improvements, Garfield Road Diet, Montgomery Street Lighting (Juan Tabo to Tramway), University Street Lighting (Lomas to Indian School), East Central HAWK Signals, Alexander Boulevard Road Diet & Restriping, Rio Grande Road Diet Evaluation, Osuna / Claremont / San Pedro Bike Scoping Study & Concept Design, 4th Street from Menaul Boulevard to Candelaria Road, Silver Bike Boulevard Concept Design, East Central Lighting, University Lighting and Montgomery Lighting, Rio Grande/Candelaria Roundabout.

IV. TECHNICAL APPROACH

PROJECT UNDERSTANDING We know on-call task orders move fast. They're often small projects with tight deadlines, fixed budgets, and zero room for missteps. That's where BHI thrives. We've built a reputation for jumping in quickly, coordinating seamlessly with City staff, and delivering high-quality work that stands up under pressure. When the City needs immediate support, BHI answers the call with solutions.

Top 3 reasons why clients choose BHI, year after year:

1. *Excellence in our quality of work.*
2. *Long term, trusted relationships.*
3. *Technical expertise.*

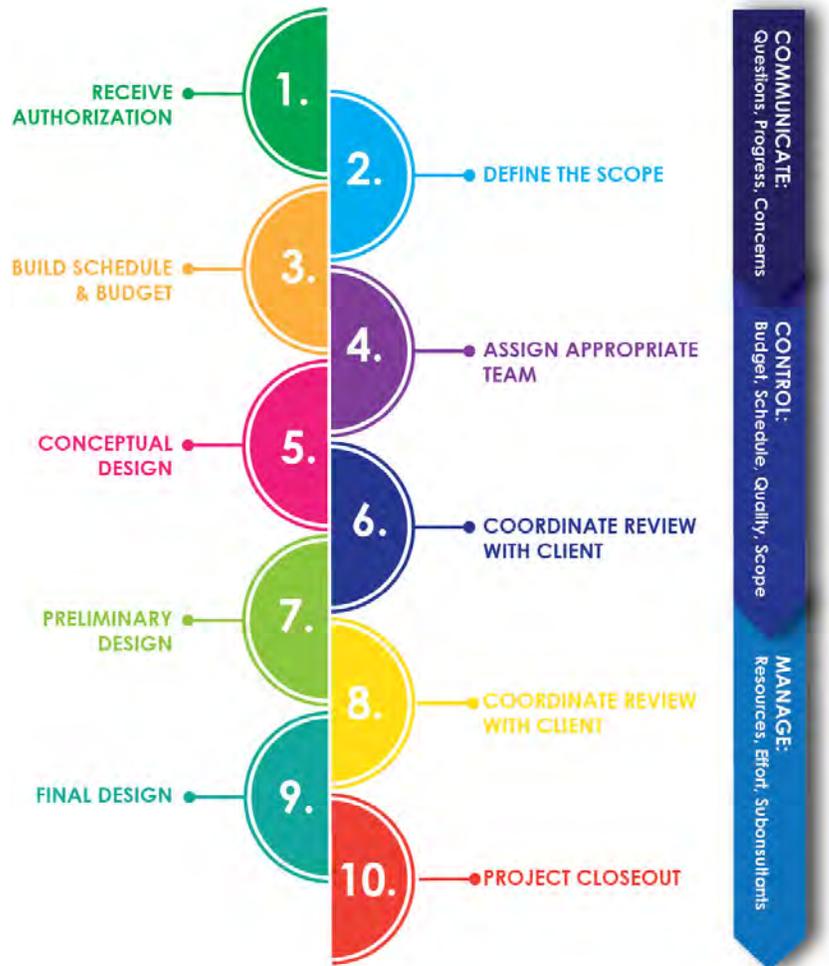
The City of Albuquerque has long been one of our favorite partners, and we're proud of the on-call relationship we've built together over the years. Time and again, the City has trusted BHI to step up on short notice and deliver results on time, on budget, and without red tape. Our team's accessibility and responsiveness are second nature because we're right here in town, part of the same community we serve.

BHI is homegrown—founded in Albuquerque in 1959—and we've been engineering solutions for our neighbors ever since. We know how this City works: its systems, its traffic patterns, and the challenges that come with keeping a vibrant community moving safely and efficiently. That's why BHI is uniquely positioned to continue delivering top-tier on-call traffic engineering services for the City of Albuquerque.

Through our past on-call contracts, we've provided a full spectrum of professional services across multiple disciplines, but we know this particular on-call is focused on traffic engineering. The work under this contract is about protecting neighborhood character, improving safety, and keeping Albuquerque's communities livable and connected. That's a mission we're proud to stand behind.

But technical capability is just the start. What truly sets BHI apart is how we approach every task. We believe in front-loading communication and clarity to make sure every project starts strong. Each on-call task is unique, so we take the time up front to get in sync with the City's team by confirming goals, understanding budgets, and identifying the real drivers behind the work. Before the first drawing or calculation, we'll meet with your staff and walk the site to see the issues firsthand. That's how we make sure every solution we deliver hits the mark—accurate, efficient, and ready to move.

When public and stakeholder support makes or breaks a project, BHI knows how to bring people together. We use context-sensitive design to make sure every voice is heard and every concern is understood. From kickoff to closeout, we'll work side by side with City staff to define the project's context, scope, and priorities so everyone's rowing in the same direction from day one. Our approach isn't just about gathering input, it's about building a genuine partnership. When BHI and the City operate as one team, the results speak for themselves.



We also believe success starts early. Getting City staff involved right out of the gate ensures safety, maintenance, and operational needs are clearly identified and fully addressed during project development. That early alignment saves time, keeps costs in check, and prevents headaches later on. It's simple: when we scope it right from the start, we deliver it right in the end.

BHI backs that approach with the people and tools to make it happen. Our team is stacked with highly trained professionals who know how to get the most out of every piece of software, every model, and every dataset. We invest heavily in specialized training and cutting-edge technology because that's how we stay ahead—producing faster, smarter, and higher-quality work for the City. Our drive to innovate is about efficiency and giving Albuquerque the best product possible. That's a core part of BHI's service-driven values.

And when it comes to design, we're realists. We understand that urban retrofit projects come with tight budgets, limited space, and existing conditions that don't always play nice. But we don't make excuses, we make it work. Our team focuses on developing solutions that are practical, affordable, and rooted in safety and long-term performance. We'll approach every challenge with ingenuity and integrity to create outcomes that are balanced, buildable, and sustainable for the community.

PLAN TO PERFORM SERVICES

The BHI team brings the full arsenal of skills and experience needed to tackle every task outlined in this RFP. In the following sections, you'll see our depth in traffic engineering, planning, and design and how that depth translates into results. Our team of seasoned specialists stays on top of current trends, standards, and technologies, ensuring every assignment benefits from forward-thinking solutions and proven know-how.

Each City project will get a plan tailored specifically to its goals, challenges, and timeline. No copy-and-paste solutions here as BHI's approach is custom every time. Behind that flexibility is our proven Project Management Methodology, a structured system with built-in quality checkpoints that keep staffing, budgets, and schedules under control from day one. It's the same process that has powered our success on hundreds of municipal projects, and it's exactly what will drive this contract to success.

Traffic Studies and Traffic Counts

BHI has performed many traffic studies for the City of Albuquerque over the years, the most recent being the speed study for Griegos Road (from 4th to Rio Grande) and the analysis study for 4th Street (Menaul to Candelaria). Both studies were typical of the studies conducted by BHI and included collection of traffic counts, observation, analysis, alternative development, and documentation. Both studies not only evaluated speed along the roadway, but also considered the typical section, roadway inspection, and crash analysis. The 4th Street analysis found the stretch of 4th Street between Menaul and Candelaria may be an appropriate candidate for a road diet. The Griegos Road study evaluated the traffic speeds along the roadway and introduced striping modifications to reduce lane widths and shifts in the roadway to provide traffic calming along the corridor. BHI has the experience and staff to perform just about any traffic study that would be required under this on-call. BHI works with various traffic subconsultants to gather intersection turning movement counts, tube counts, speed studies, vehicle classification studies, and travel time surveys.



Software Available to Provide Analysis:

BHI's Traffic and Transportation group uses WARRANTS to evaluate traffic signal warrants, HCS to model and optimize traffic signal timing, VISUM to forecast future traffic volumes, VISSIM for traffic analysis and simulation, HCS for roadway analysis and roundabout capacity analysis, and CORSIM and TRANSMODELER for microsimulations. We also use the Civil3D Vehicle Tracker module which has helped dramatically streamline our roundabout analysis, design, and production workflow. For lighting, we utilize AutoLUX software which allows our designers to model proposed lighting configurations utilizing actual design file geometrics as bases which are imported from AutoCAD.

Signal Designs

BHI has extensive expertise in signal design for the City. We work with DMD and traffic staff to ensure that the design of the signal meets all expectations. We have designed new signals, as well as many signal modifications. BHI is up to date with the latest signal technologies, including adaptive signals, vehicle detection and emergency vehicle, pre-emption, and signals for rail crossings. BHI uses the latest software to analyze intersections. We can also create visual simulations of the intersections that can be used to show the public how the intersection operates. BHI also can perform corridor-wide timing plans to facilitate progression along a corridor, which can help reduce delay and frustration for drivers.

Traffic Operations

BHI is an Albuquerque leader in traffic operations analysis and has performed hundreds of intersection capacity analyses over the years. BHI staff is well versed in the procedures of traffic analysis and consistently has training on the latest methodologies used in traffic operations analysis. The firm uses Synchro, HCS, and TEAPAC for traffic operations, depending on the specific type of analysis required. BHI also can utilize VISSIM for micro-simulation analysis when required (e.g., closely spaced intersections or oversaturated conditions). The firm has evaluated signalized and un-signalized intersections, roundabouts, diamond and diverging diamond interchanges, and traffic signal warrant analyses.



HAWK Crossing at Central and San Pablo

Signing and Striping Plans

BHI has extensive experience preparing signing and pavement marking plans throughout New Mexico, including multiple projects for City of Albuquerque, Bernalillo County, and NMDOT. Our team routinely develops signing and striping designs as part of roadway reconstruction, safety improvements, and traffic signal projects, providing consistency with both MUTCD and City of Albuquerque standards. We use the GuideSIGN software to automate the process of designing roadway signs. The software's features ensure that the design meets Manual of Uniform Traffic Control Devices (MUTCD) guidelines. The output from GuideSIGN is a CAD drawing that creates sign face details and dimensions that aid in the fabrication of roadway signs. This workflow produces highly accurate CAD deliverables that are easily reviewed, fabricated, and integrated into the City's streets.

Our team has supported projects such as the Louisiana Vision Zero Striping project, 6th Street Road Diet, Griegos Road Diet, Alexander Boulevard Road Diet, and the Rio Grande Boulevard Road Diet, all of which required detailed coordination with City staff. These efforts included field verification of existing conditions, coordination of sign fabrication and installation, and preparation of pavement marking plans for intersections, corridors, and multimodal facilities. Our familiarity with the City's operational and maintenance practices allows us to produce designs that are practical, durable, and easy to implement.

Timing Plans

BHI's traffic engineering team has extensive experience developing and optimizing signal timing plans that improve operational efficiency and safety throughout New Mexico, including for the City of Albuquerque and NMDOT District 3. Our process begins by reviewing existing timing plans and control settings where available, followed by updated turning movement counts and field observations to ensure accurate demand inputs. When existing data is unavailable or outdated, we collect new intersection counts and evaluate coordination with adjacent signals to maintain smooth corridor progression.

We utilize the Highway Capacity Software (HCS) or Synchro to perform macroscopic analyses following the Highway Capacity Manual, 7th Edition (HCM) to determine intersection Level of Service (LOS), delay, queue lengths, and multiple progression scenarios. The HCS and Synchro platforms model fixed-time, actuated, and semi-actuated signals and account for multi-period demand analysis, early releases, skipping, and gap-out behavior—conditions that closely replicate real-world signal operations. The output of the data is flexible and can be used to custom fit the needs of the City. Time-space diagrams are produced in color, and splits and offsets can be directly changed. This is a powerful and versatile program that allows public agencies to start with a small network of signals and then expand into an area-wide master plan.

Federally-Funded Projects and Reimbursement

BHI is experienced in navigating the NMDOT Local Government Road Program processes required for state and federal reimbursement following the T/LPA Handbook for State and Federal funded projects. Several members of the Traffic and Transportation Team are T/LPA Certified. This includes right-of-way, environmental, utility, railroad, and ITS certifications. The Local Government process has become more complicated in the last couple of years; fortunately, **BHI understands the amount of time required to meet the NMDOT requirements and can help City staff to develop a schedule to complete the process.** BHI can also assist with the necessary paperwork in order to close out Federal Aid Projects.

Street Lighting Design

BHI uses AutoLUX software to analyze lighting placement and intensity. With this software, we can evaluate varying wattage and different manufacturers' lighting footprints to allow us to optimize lighting on every road. With this tool, we can ensure that street lighting will not overpower drivers and that the street lighting technologies include LED luminaries and adaptive lighting concepts. We are familiar with the Night Skies Act and the methodologies for designing lighting plans that provide adequate light levels for pedestrian paths and roadways, while still keeping excess light from seeping into nearby residential lots. Street lighting design in neighborhoods is a delicate balancing act between meeting recommended lighting standards and not infringing on the privacy of the adjacent properties. BHI has the experience and expertise needed to successfully complete lighting design. BHI has recently completed street lighting analysis and design projects for the City on Montgomery from Juan Tabo to Tramway, University from Lomas to Indian School, and Central from Louisiana to Eubank.



Traffic Calming Design

BHI is familiar with the City of Albuquerque Neighborhood Traffic Management Program (NTMP). BHI helped develop a similar program for Los Alamos County for use in the towns of Los Alamos and White Rock. The toolbox for both programs is the same; although, the implementation criteria are somewhat different. BHI has also worked with the Village of Ruidoso developing a Traffic Calming Guide to confront the problem of cut-through and speeding traffic along Village-owned roadways. By adapting best practices from national design manuals and traffic calming guidelines to a small town and rural context, BHI sought to ensure that traffic calming techniques were applied consistently and in a manner that makes sense for the Village.

BHI has effectively used the tools in the Institute of Traffic Engineers (ITE) Traffic Calming State of the Practice on numerous projects for municipal and private clients. We have also collected other useful data such as research papers on the proper use of the devices. Shape and spacing are important factors when installing traffic calming devices so they are effective and long term.

BHI's planners and engineers guided the City's Monte Vista Medians project from the initial study and conceptual phase (above) all the way through final design and ultimate construction (below).

On a recent project, the City of Albuquerque contracted BHI to study the potential installation of medians along Monte Vista Boulevard between Campus Boulevard and Lomas Boulevard. The study evaluated raised median alternatives to help reduce travel speeds and enhance the neighborhood aesthetic. BHI studied the corridor's existing conditions, considered multiple alternatives for median options and typical sections to accommodate bicycles on the roadway, and conducted public outreach to residents and community stakeholders. The City opted to move forward with the design of full medians with bulb-outs, as recommended in the study. BHI's revised roadway section of Monte Vista Boulevard included one driving lane per direction, bicycle lanes, on-street parking, and medians that could accommodate future landscaping. The intersections feature bulb-outs designed to slow driver speeds and create room for drivers to make left turns and U-turns in such a way to enhance safety and mitigate potential impacts for pedestrians and bicyclists.



BHI's planners and engineers guided the City's Monte Vista Medians project from the initial study and conceptual phase (above) all the way through final design and construction completion (below).



On another project, we evaluated a series of speed humps for the Aldea de Santa Fe Neighborhood. The project was receiving many complaints from residents due to the abrupt change in curvature of the speed humps, the spacing (which caused many drivers to speed up in between speed humps), and the improper installation on steep grades. We provided a plan to install more gradual speed humps at a preferred spacing and modify some of the existing humps instead of removing them all. In addition, other speed humps were installed on a parallel street where traffic was diverting.

GIS Data Gathering and Inputs

BHI has a long history of assisting New Mexico communities, including the City of Albuquerque and NMDOT, with GIS database development and data integration. Our team uses the ArcGIS Online and ArcPro platforms to gather, filter, and analyze safety and traffic-related data such as crash history, signal and sign inventories, lighting systems, and pavement markings. These datasets can be structured to be fully compatible with the City's existing GIS systems, ensuring seamless transfer between design and asset management workflows.

We have deployed and supported Computerized Maintenance Management Systems (CMMS) and web-based GIS platforms that allow local staff to visualize and update asset data in real time. These systems enable City personnel to track maintenance work orders, equipment conditions, and replacement schedules while maintaining historical records for future planning. By combining GIS spatial data with operational datasets—such as crash records, signal performance metrics, and maintenance logs—our team supports a proactive approach to infrastructure management that extends asset life and reduces downtime.

For safety-related projects, our GIS analysts filter and overlay crash data, roadway classifications, and traffic control inventories to identify systemic safety patterns and prioritize improvements.

Deliverables to the City will include GIS-compatible geodatabases and shapefiles, populated with relevant attribute fields (asset type, installation date, condition, maintenance history) and formatted for integration

into City systems. Combined with AutoCAD plan submittals, this approach ensures that every signing, striping, and traffic control design element can be accurately mapped, managed, and maintained through the City's existing GIS infrastructure

Public Meetings

The BHI planners/public involvement specialists have developed a toolkit of engagement techniques that help elevate the conversation amongst facility users and nearby neighborhoods. The specific structure of the outreach techniques to be applied for each project will be developed through coordination with the City. The approach will be documented in an engagement plan and will include a determination on the level of effort, magnitude of concern, and timeframe of project elements. As a part of the engagement plan we develop together, all outreach and communication details will be outlined, including any necessary advertising, Spanish translation, educational highlights, and needed outreach materials. Our [comprehensive engagement techniques](#) the City will be able to access under this on-call include the following:



- » In-person public events often co-existing with neighborhood events or meetings
- » Project-specific website linked to the City's website (for larger projects or initiatives)
- » Social media toolkit for platforms already established by the City
- » Online and in-person questionnaires
- » Online interactive map to collect spatially focused comments and data points
- » Strategic connection with relevant stakeholder groups—neighborhoods, community interest groups, civic groups, and other organizations

Safety Studies

BHI has performed many safety studies and has the ability to evaluate the improvements that are needed to mitigate areas of concern. We have direct access to the NMDOT and MRCOG crash databases and coordinate with them to keep the information up to date. In addition to traditional crash rate analysis and crash type evaluation, BHI has experience with the Highway Safety Manual procedures and the Interactive Highway Safety Design Model (IHSDM). These procedures utilize the latest research to evaluate existing conditions and identify potential improvements in safety that result from implementing design alternatives. This predictive modeling helps determine the most cost-effective solutions to help our clients get the most bang for their buck.

BHI also brings direct experience with the federal funding source, Safe Streets and Roads for All (SS4A). Collectively, our transportation planners and traffic engineers have completed Comprehensive Safety Action Plans for local communities and counties in both New Mexico and Colorado. This effort includes analysis of safety conditions along with the creation of specific recommendations for countermeasures to address identified safety concerns.

Street Designs

Study and Conceptual Design – The team we have assembled for this on-call contract has significant experience in all types of transportation engineering projects, including smaller scaled street projects that could include intersection geometric modifications, turning lanes, driveway and sidewalk upgrades for ADA or concrete replacement, and roadway section changes that could be associated with a road diet or traffic calming projects. We pride ourselves in developing ideas during the study and conceptual design phase that can be feasibly implemented and reasonably constructed. Concept layouts are developed and reviewed with City staff and stakeholders. Once concepts have been vetted, design is advanced, and formal submittals are made through the City's process.

Preliminary and Final Street Design – BHI has a comprehensive knowledge of the Design Review Committee review requirements including deadlines and required forms. Plans will be developed in accordance with the most applicable design guidelines, including the Development Process Manual; Complete Streets

Ordinance; AASHTO A Policy on Geometric Design of Highways and Streets; AASHTO Roadside Design Guide; AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; NACTO Urban Bikeway Design Guide; and the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). BHI is well acquainted with traffic study procedures as defined in the MUTCD, ITE Traffic Engineering Handbook, and the Manual of Transportation Engineering Studies. For traffic engineering analyses, BHI is currently using the latest versions of HCS, a FHWA-funded software application that faithfully implements the procedures of the latest version of the Highway Capacity Manual.

Construction Contract Document Preparation

We understand that with this contract, many minor street modifications or traffic calming measures may be implemented directly with one of the City's On-Call contractors; however, for larger projects, BHI will assist the City with preparing contract documentation, technical specifications, and advertisement for bid. **Our assistance will include ensuring that the City of Albuquerque process is followed and establishing contract documents that are acceptable to COA Legal, including working through the COA checklist for bidding and meeting with DMD's contract specialist to finalize contract documents.** BHI will attend the pre-bid meeting, issue addenda, attend the bid opening, prepare bid tabulations, and provide a recommendation of award in accordance with City guidelines. BHI can provide construction services ranging from attending the pre-construction meeting and offering technical assistance to part-time or full-time construction observation as needed.



Other Engineering Duties

Survey & Mapping – BHI's in-house Spatial Data group gives us the capability to acquire base data that may not be readily available to others. We have also performed mapping for multiple agencies around the state, including the Mid-Region Council of Governments (MRCOG). Our team has mapped MRCOG's jurisdiction, and this data is available to the City. We can extract mapped sections and aerial photography to support task orders on this contract in a very cost-effective manner for the City. If that data is not sufficient, our local survey crews can perform field surveys whenever needed, and we can combine conventional survey, LiDAR scanning, RTK, orthophotography, and photogrammetry to quickly and efficiently develop base mapping that is needed for studies and designs. Our surveyors are familiar with City platting and NMDOT right-of-way mapping and can support any of these needs that might arise as part of this traffic engineering on-call contract.

BHI has been collecting mapping for the entire MRCOG jurisdiction for years. We are able to leverage this mapping information on our projects, often helping get projects started quickly with existing base imagery.

Drainage Analysis and Design – BHI's Water Resources staff are recognized experts in H&H analysis and design. We routinely perform these services for projects that range from minor drainage studies and storm drains to large-scale drainage management plans. Our staff can bring expertise to the City under this on-call contract if it is needed to support the traffic engineering projects.

Construction Management and Inspection – We gladly offer our Construction Engineering group to help support City staff during the construction of your projects if needed. Our staff can supplement your staff or provide full construction management and inspection services. We also have material testing capabilities and operate an AMRL- and CRRL-accredited, Albuquerque-based field and materials testing laboratory.

SPECIALIZED PROBLEM SOLVING

BHI has the staffing and resources to accomplish any engineering-related task that may be necessary for this on-call contract. Our breadth of resources and local office allow us to respond to the City's requests on the same day if needed. Because of our unique range of services, we can provide specialized expertise to meet even the most challenging engineering assignments the City may request. Some of the distinctive areas that set us apart from other consultant firms include:

» **Agency Coordination and Established Relationships** – Because of our longevity in Albuquerque and our long and varied list of projects throughout New Mexico, we have well-established relationships with City staff as well as many other agencies that might be encountered during this on-call contract. We work closely on a regular basis with AMAFCA, NMDOT, Bernalillo County, MRCOG, USACE, MRGCD, NMED, FHWA, NMFA, and other agencies. We are able to leverage our relationships on your behalf to effectively coordinate with these agencies when necessary as well as to navigate your projects through the review and approval process to get them ready for construction.



» **Informed and Innovative Solutions** – We pride ourselves on thinking through all of the relevant project issues and taking extra steps to ensure responsible decision making. This enables BHI to develop thorough, yet innovative approaches to projects as well as provide the City with a technically sound project that does more than just meet the minimum requirements of the job—it creates sustainable solutions. Integrating our strong transportation planning team into the design decision-making process results in a broader, more sustainable approach to the development of solutions.

» **Use of the Latest Technology** – Our primary goal is to provide the best design and engineering products at a competitive price and quality services using the latest technology available. BHI keeps abreast of the latest technology and incorporates it into our projects where applicable. For example, we have evaluated and designed several innovative intersection configurations including roundabouts, continuous flow intersections, high-tee intersections, as well as diverging diamond interchanges, single point urban interchanges, and other grade separated concepts.

» **Knowledge of the Albuquerque Area** – Since being founded in 1959 as an Albuquerque-based firm, BHI has been contributing to the quality of life of Albuquerque citizens. A majority of our staff have been working for decades as employees of BHI and take pride in the projects we have completed for the community. This direct knowledge of the Albuquerque area allows us to better serve you. This is evident by the success of the recent on-call contract task orders we completed for you, and we want to partner again with you on this on-call to accomplish more successful projects for the community.

» **Engagement Techniques** – Many on-call projects require active participation from the public, key stakeholders, and project end users. Obtaining productive input from these individuals can require visualizations, educational materials, and interactive techniques to clearly convey alternative options and improvements. BHI's local in-house graphic specialists transform engineered drawings into 2D and 3D graphic renderings that make it easy for the public to see what the final constructed project will look like. Additionally, we develop visually appealing and interactive project websites that allow easy access to project information and convenient opportunities for the public to provide ideas and opinions. We have created 3D models, visualizations, renderings, animations, multimedia presentations, and larger-format printing for many traffic- and transportation-related projects. BHI has been supporting the City with the Pueblo Alto/Mile Hi Neighborhoods project, which has included photorealistic 3D visualizations of what potential improvements would look like when constructed (see adjacent rendering).



V. COST CONTROL

COST CONTROL AND ESTIMATING TECHNIQUES

Cost Control of the Design Process

Our team understands the importance of cost control throughout the project lifecycle, and we work to control costs every step of the way, beginning with design. For any task under our on-call, we begin by working hand-in-hand with the City to establish a thorough understanding of the needs and to develop an accurately defined scope of work for the project at the time the task order is requested with the City's Project Manager. Our experts in each discipline outline the activities and develop the work hours and expenditures required to complete the necessary deliverables for the project. Any project assumptions are carefully reviewed with the City to ensure that they cannot be eliminated upfront, through better definition of project scope. As the project progresses, our Project Manager will communicate any project concerns or potential out of scope work, as it develops, with the City Project Manager to identify whether the work is truly needed or if additional service requests can be prevented or minimized through slight design changes.

Cost Control of the Construction Cost

We are devoted to ensuring estimates of probable construction costs meet both the project scope and the City's budget. These budgets include all costs necessary to design and construct the project. A construction cost estimate is prepared at the onset of the project and revised at key milestones. The estimate is compared to your budget to determine whether it meets your expectations. If anticipated, project construction costs are in excess of available budgets, our Project Manager will meet with the City's team to discuss options for cost reduction or potential avenues to increase project funding. One means to reducing project costs is often achieved through Value Engineering. As the design progresses, the design team performs informal value engineering reviews with independent senior engineers to look for opportunities to reduce construction costs. Any potential cost-saving methods will be reviewed with City staff prior to implementation. Because we have construction engineering staff in house, we also have a senior staff member to provide a constructability review to identify where potential issues could impact the ease of construction and therefore the cost.

Cost Estimating Techniques

Estimating probable project construction costs is dependent on three main factors: 1) an accurate tabulation of all items and quantities to be incorporated into the final constructed product; 2) an understanding of market conditions and materials in the construction industry; and 3) the use of current bid prices from broad-based information sources. Our bid sources include a database of projects we have bid recently, the City's unit prices for contract items, current NMDOT compiled unit bid prices, and a collection of private sector construction bid prices.

PROJECT COMPARISONS

PROJECT	MM/YY BID	# OF BIDS	FINAL COST ESTIMATE	BID AWARD AMOUNT
Aragon Road (City of Belen)	12/2024	3	\$2,400,000	\$2,300,000
Laguna NM 124 Road Diet and Trail	11/2024	1	\$2,466,000	\$2,458,000
Louisiana Vision Zero Striping	12/2023	1	\$605,000	\$800,000

VI. CERTIFICATIONS

Please see the required forms in the following pages.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

7/31/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776 HUB International Insurance Services (SOW) 6565 Americas Parkway Suite 720 Albuquerque, NM 87110	CONTACT NAME: Carrie Butler PHONE (A/C, No, Ext): (505) 262-9412 9412 FAX (A/C, No): (866) 487-3972 E-MAIL ADDRESS: Carrie.Butler@hubinternational.com													
	<table border="1"> <tr> <th>INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> <tr> <td>INSURER A : Hartford Fire Insurance Company</td> <td>19682</td> </tr> <tr> <td>INSURER B : Hartford Ins Co of the Midwest</td> <td>37478</td> </tr> <tr> <td>INSURER C : Hartford Casualty Insurance Company</td> <td>29424</td> </tr> <tr> <td>INSURER D : New Mexico Commercial Insurance Company</td> <td>15996</td> </tr> <tr> <td>INSURER E : State National Insurance Company</td> <td>12831</td> </tr> <tr> <td>INSURER F : Continental Casualty Company</td> <td>20443</td> </tr> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : Hartford Fire Insurance Company	19682	INSURER B : Hartford Ins Co of the Midwest	37478	INSURER C : Hartford Casualty Insurance Company	29424	INSURER D : New Mexico Commercial Insurance Company	15996	INSURER E : State National Insurance Company	12831	INSURER F : Continental Casualty Company
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INSURED

Bohannon Huston, Inc.
7500 Jefferson St. NE
Albuquerque, NM 87109-4335

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

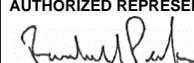
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

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B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY	X	X	34UENOL5066	8/1/2025	8/1/2026	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			34 XHU OL6HGV	8/1/2025	8/1/2026	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000 \$
D	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below		N/A	70912	8/1/2025	8/1/2026	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
E	Cyber			EHJ-ADN02034411	8/1/2024	8/1/2025	Aggregate \$2,000,000 2,000,000
F	Professional/Poll			AEH288359977	8/1/2025	8/1/2026	\$4M per Agg/claim 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
The General Liability, Automobile and Umbrella policies include an automatic Additional Insured endorsement that provides Additional Insured status to the Certificate Holder and Owner, only when there is a written contract or written agreement between the named insured and the certificate holder and with regard to work performed and completed operations on behalf of the named insured. The General Liability, Automobile, Umbrella and Workers' Compensation policies provide a Blanket Waiver of Subrogation in favor of the same, when required by written contract. The General Liability policy contains a special endorsement with "Primary and Noncontributory" wording, when required by written contract. Automobile Liability is Primary by design. Umbrella Follows Form for underlying policies.

CERTIFICATE HOLDER

CANCELLATION

Bohannon Huston, Inc. 7500 Jefferson St. NE Albuquerque, NM 87109	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
---	---

City of Albuquerque Capital Implementation Program

Agreement and Insurance Certification

We have reviewed the standard agreement for Engineering or Architectural or Landscape Architectural Services that are required for the project listed below, and hereby certify that we will, if selected for the project, enter into this standard agreement for this project and meet all insurance requirements listed therein.

This Certification is intended for the use of the City of Albuquerque only, in conjunction with the award of the Engineering or Architectural or Landscape Architectural Services Agreement for Project:

Project Name City Wide On-Call Traffic Engineering

Project Number 183.02

Date November 12, 2025 Firm Name Bohannon Huston, Inc.

Signature Kurt D. Thorsen

Title Senior Vice President

STATE OF NEW MEXICO)

) ss

COUNTY OF BERNALILLO)

The above Certification was subscribed before me, the undersigned authority, by:

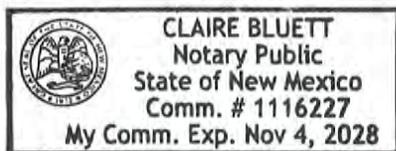
Kurt D. Thorsen

who swore upon oath that this Certification was signed of free act and deed, on this

12th day of November, 20 25

Claire Bluett
(Notary Public)

My commission expires: November 4, 2028



City of Albuquerque

City Wide On-Call Traffic Engineering, Project No. 183.02

Response to RFP

November 12, 2025



November 12, 2025

City of Albuquerque
Department of Municipal Development
Selection Advisory Committee
Attn: Christella Armijo, Administrator



4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109
505 348 4000 (phone)
505 348 4055 (fax)
wilsonco.com

Re: City Wide On-Call Traffic Engineering, Project No. 183.02

Dear Ms. Armijo and selection committee members,

Wilson & Company, Inc., Engineers & Architects (Wilson & Company) is a multidisciplinary consulting firm, with an experienced team ready to support the City of Albuquerque (City) on the various tasks and services required under this contract.

As a local engineering firm, Wilson & Company fully understands the necessary commitment to the City to successfully execute any assigned tasks. Our prompt response, combined with a holistic approach and professionalism, has been validated through our previous on-call contract and various projects with the City. We provide:

- **A seasoned project manager, Robert Luna, PE, PTOE, who has extensive surface transportation, traffic engineering, and safety analysis experience**, successfully delivering small and large projects for the City and other entities in urban areas throughout his 25 plus year career. Robert will be the central link between the City and Wilson & Company. He has an expansive background in traffic engineering operations, traffic & safety analysis, traffic design (including signal design, lighting design, ITS/Interconnect, construction traffic control, permanent signing & striping, and traffic calming devices) and has managed and successfully delivered several stand-alone projects, traffic, general, and City on-call contract tasks and numerous agencies throughout New Mexico. As project manager, Robert will ensure the Wilson & Company team is thoroughly familiar with City processes and procedures, understands the City's expectations for each task, and uses a holistic approach to traffic projects that include complete streets, Vision Zero and a Safe Systems Approach to operations, and overall safety. His proven project management experience will ensure that projects are scoped properly, appropriate staff will be utilized, budgets are maintained accordingly, the tasks stay on schedule, and your expectations for each task are exceeded.
- **In-house professionals staffed to apply cost-conscious and value-based solutions.** Consolidating in-house talent and technical staff helps control costs, creates critical early alignment on analysis and direction, enhances quality control, and facilitates efficient communication with the City during each task. Wilson & Company provides a full team of more than 234 local planning, engineering, and survey staff who collaborate regularly to develop a solution into reality. We regularly work in historic districts and cultural areas with an understanding that every project has varying considerations to be addressed.

We hereby agree to enter into the Standard Agreement that applies to the project and to meet the described insurance requirements. Wilson & Company is the submitting organization for this proposal. Edward Cordova, PE, Senior Vice President, is authorized to contractually obligate the company and to negotiate the contract on behalf of the company. For questions or clarifications regarding our submittal, or if additional information is required, please contact Robert Luna at 505 348 4089 or robert.luna@wilsonco.com.

Sincerely,

Edward Cordova, PE
Principal-in-Charge/Sr. Vice President

Robert L Luna, PE, PTOE
Project Manager

Our Purpose

We bring people together to practice their craft, to create value, and to accomplish great things.

Contents

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V. Cost control	12
VI. Forms/certifications	
Pay equity worksheet	
Agreement and insurance certification form	
General and professional liability insurance coverage certificates	

I. General information

Name, address, phone number

Wilson & Company, Inc., Engineers & Architects
 4401 Masthead Street NE, Suite 150
 Albuquerque, NM 87109 | 505 348 4000

Date established | Firm: 1932, Albuquerque office: 1943

Unique entity identification (UEI) number | Firm: EMETZPF1MPA5, Albuquerque office: JTGLC8BMLLH5

Number of employees, technical discipline, and registration | Wilson & Company has the resources necessary to provide the City with a specialized and knowledgeable team of professionals. Our **New Mexico staff** of more than **234** experienced individuals has immediate availability to work with PM, Robert Luna, PE, PTOE, to develop approaches and solutions for each specific task under this on-call contract. Additionally, companywide, we have over **800** professionals ready to assist. The table to the right identifies key staff members (illustrated in the organizational chart on page 2), their disciplines, and registration numbers.

Key personnel	Discipline	Registration #
Robert Luna, PE, PTOE	Civil	NM #14500, PTOE# 1269
Edward Cordova, PE	Civil	NM #15788
Eric Lundberg, PE	Civil	NM #27636
Audra Gallegos, PE	Civil	NM #23573
Thaddeus Yazzie, PE	Civil	NM #25219
Benson Long, EI	Civil	NM #7668

Location of services performed | All work will be performed from Wilson & Company's headquarters, located at the address mentioned above.

Wilson & Company's tailored team will support the City by offering proven experience, quick response time, and focused, collaborative approaches. We provide:



Subject matter experts with City experience.



Immediate response to task orders, assembling the right team for each task.



Collaborative approaches, defining scope of work that mitigates and identifies potential risks.



A focus on success, delivering innovative solutions on schedule and within budget.

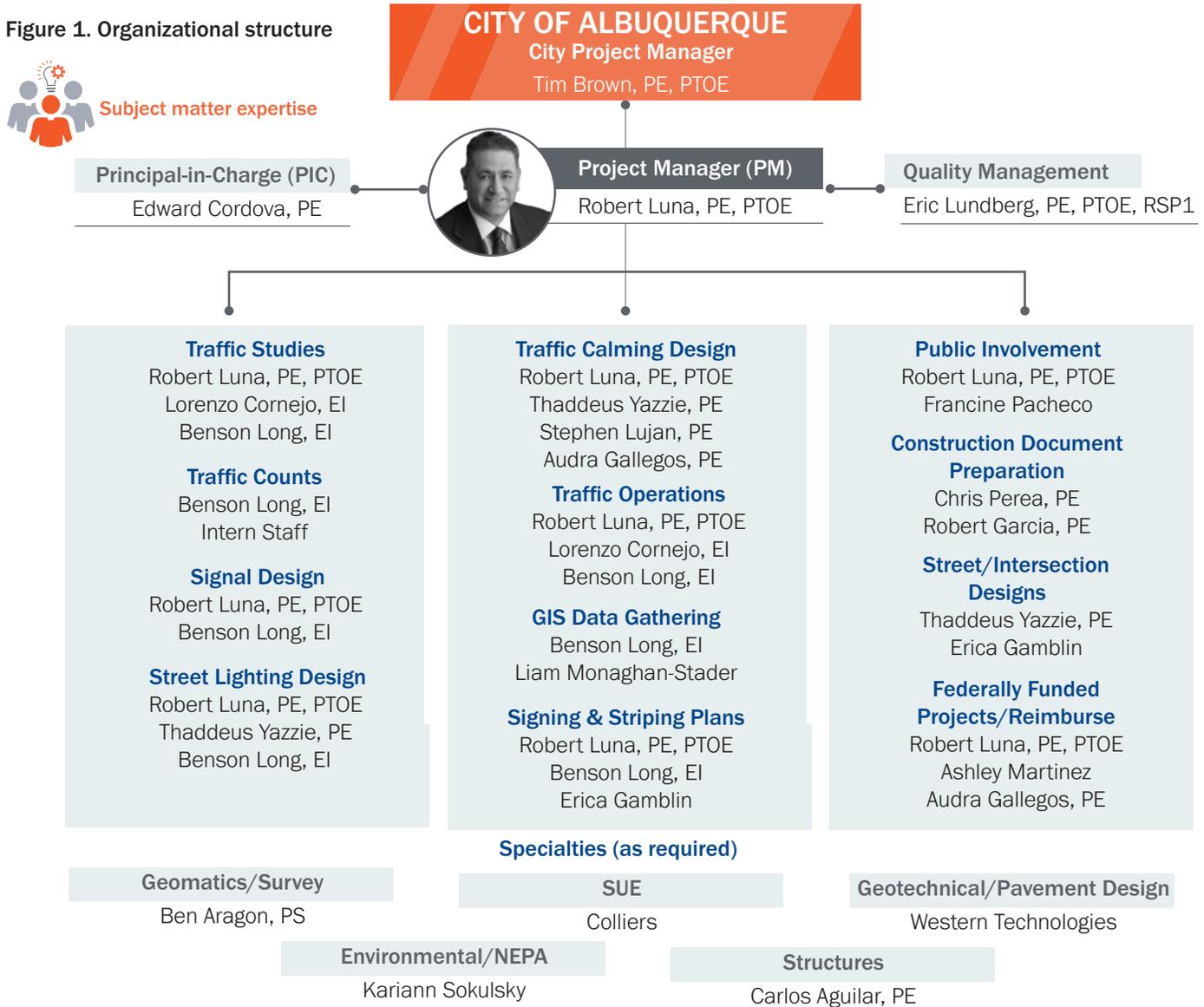


Efficient delivery following QA/QC standards of practice.

II. Project team members

Staffing for success | To provide attentive responsiveness and the highest level of technical capability to the City, Robert Luna, PE, PTOE, will rely on his expertise and the expertise and experience of several key task managers. These task managers will be instrumental in successfully completing all aspects of this contract, with each having unique and specialized skills to benefit the City. Robert will coordinate all team activities identified in the organization chart and serve as the single point of contact. Resumes for the key team members begin on page 3, showcasing their qualifications and experience that contribute to the success of our partnership with the City.

Figure 1. Organizational structure



Selected teaming partners contribute to our team expertise | The following strategic partners were selected based on their specialized skill sets, strong performance, and successful collaborative history.

Geotechnical/Pavement Design: Western Technologies

Over the last six decades, Western Technologies has performed tens of thousands of geotechnical evaluations. They maintain local soils laboratories, subsurface exploration equipment, and a locally experienced staff of geotechnical engineers, geologists, and technicians.

SUE: Colliers

Colliers has provided geospatial services to NMDOT and transportation consultants for 11 years. Their project experience, supporting engineering design, has spanned this time and for the past 6 years has included SUE and utility coordination. Their services entail the use of leading industry technology in equipment and approach.

Qualifications of key project team members



NM PE #14500
PTOE #1269

Education

B.S., Civil Engineering,
New Mexico State
University

Organizations

ITE
Intelligent Transportation
Society of New Mexico
(ITS-NM)
Society of Hispanic
Professional Engineers
American Society for
Quality

Robert Luna, PE, PTOE, Project Manager, Traffic Studies, Signal Design, Street Lighting Design, Traffic Calming Design, Traffic Operations, Signing & Striping Plans, Public Involvement, Federally Funded Projects/Reimburse

Why selected: Robert is a distinguished leader in the surface transportation and traffic engineering industry. His experience includes traffic team leadership, traffic staff management, project management, traffic task management, traffic calming and design, speed studies, road safety audits, traffic analysis and safety studies, various traffic O-D, warrant studies, maintenance of traffic (MOT)/accessibility, roundabout analysis & design, signage, pavement markings, roadway lighting, traffic signal design, intelligent transportation systems, strategic planning, and project scoping. He is a quality auditor for the Wilson & Company corporate quality program, conducts quality assurance/quality control (QA/QC) program and procedure reviews, and holds our teams accountable to our stringent QA processes.

Relevant experience:

City of Albuquerque

- Traffic On-call (2014, 2017 & 2020)*
- NTMP On-call*
- Westside Traffic Mitigation*
- General Engineering On-calls*
- Landau Street NE Traffic Calming Recommendations Study*
- Tower & 86th Signal Warrant Study
- Tierra Pintada and Mirehaven Roundabout, QAQC*

Other projects

- Pedestrian Grade Crossing at 2nd Street, Gallup, NM
 - NMDOT Statewide Traffic and ITS On-Calls
 - BernCo 4th St/Ortega PHB Signal Design
 - I-25 Improved, Comanche to Montgomery DBPM Traffic Lead for Signals, Pavement Markings & ITS, Albuquerque, NM*
- *Prior to joining Wilson & Company



NM PE #15788

Education

B.S., Civil Engineering,
New Mexico State
University

Organizations

Society of American
Military Engineers (SAME)
ACEC
ITE
New Mexico Society of
Professional Engineers
(NMSPE)
NMSU-The Academy of
Civil, Agricultural and
Geological Engineering

Edward Cordova, PE, Principal-in-Charge

Why selected: Edward is responsible for all New Mexico, Arizona, and Texas transportation operations. His experience ranges from planning studies and roadway/traffic design to construction administration. He manages various types of projects, including transportation, traffic studies, signal design, safety studies, street design, and site development. Edward has a history of working on complex projects, managing all resources and staff required to complete each on-call task successfully.

Relevant experience:

City of Albuquerque

- Council Services Engineering On-Call
- NTMP On-Call
- Americans with Disabilities Act (ADA) Transition Plan
- DMD Engineering On-call

Other projects

- North Central Regional Transportation Department (NCRTD) Engineering/Architectural On-Call, Española, NM



NM PE #27636
PTOE #3095
RSP1 #1057

Education

B.S., Civil Engineering,
University of Colorado

Organizations

Institute of Transportation
Engineers (ITE)

Eric Lundberg, PE, PTOE, RSP1, Quality Management

Why selected: Eric is a traffic engineer with more than 20 years of experience and provides broad traffic engineering experience for the city. His traffic analysis expertise includes corridor evaluations and feasibility studies, intersection/ interchange alternatives analysis, traffic impact studies, traffic signal timing studies, and signal warrant studies. Eric also has extensive experience in the analysis of crash data, having conducted numerous roadway safety assessments. His traffic design expertise includes traffic signal design, signing/striping design, and temporary construction traffic control design. Eric's experience as both a PM and QC lead for jobs of all sizes, from small on-call task orders to large multi-disciplinary projects, has given him the knowledge to effectively and efficiently manage QC tasks to meet the specific project and client needs, ensuring all applicable standards and guidelines are met and quality products are delivered.

Relevant experience:

Other projects

- Central 70, CDOT, CO. MOT QC Lead*
* Prior to joining Wilson & Company
- Bernalillo County Ped/Bicyclist Safety Action Plan, Bernalillo County, NM. Safety Engineer
- I-40 Exit 53 (Thoreau) IACR, NWNMCOG, NM. QC Reviewer
- St. Francis Drive Signal Re-Timing, Santa Fe, NM. Project Manager
- 2nd & 3rd Street Pedestrian Rail Crossings, Gallup, NM. Traffic analysis/design lead
- Alameda Blvd/Hoagland Rd Intersection Improvements, Las Cruces, NM. Traffic analysis lead
- Futurity Drive, Sunland Park, NM. Traffic analysis lead
- Mt. Cristo Rey Blvd Safety Study, Sunland Park, NM. QC Reviewer



NM PE #23573

Education

B.S., Civil Engineering,
University of New Mexico

Organizations

American Council of
Engineering Companies
(ACEC)

Audra Gallegos, PE, Traffic Calming Design, Federally Funded Projects/Reimburse

Why selected: Audra has worked on many City of Albuquerque projects and is currently managing the City's DMD and CIP Engineering on-call contracts. Under these two on-call contracts, she has worked with the City Traffic Division, Council Services, and Department of Municipal Development (DMD). Wilson & Company has delivered 37 tasks under the NTMP On-call we previously held, entailing more than 60 studies. Audra has worked on various design projects under several on-call contracts, which has allowed her to become familiar with the 2020 Development Process Manual (DPM). Audra's experience ranges from studies, reports, traffic calming designs, and public involvement to street design. Our projects have benefited from her experience in study development, analyzing new and existing facilities, site planning, utility coordination, and cost estimates. Audra is a key leader in the industry for traffic impact studies, parking studies, and roadway alignment studies, and is proficient in software such as HCS, VISSIM, and Synchro.

Relevant experience:

City of Albuquerque

- NTMP On-call
- Council Services Planning On-call
- Council Services Engineering On-call
- CIP Engineering On-call
- DMD Engineering On-call
- 4th Street Road Diet Reconstruction, Bernalillo County
- Traffic Engineering On-call, City of Las Cruces
- Traffic Engineering Support, City of Santa Fe
- TR-15 Roadway Improvements, Pueblo of Isleta
- Pickle Heights Sidewalk Improvements, Pueblo of Isleta

Other projects



NM PE #25219

Education

B.S., Civil Engineering,
University of New Mexico

Organizations

Institute of Transportation
Engineers (ITE)

Thaddeus Yazzie, PE, Traffic Calming Design, Street Lighting Design, Street/Intersection Designs

Why selected: Thaddeus has traffic and transportation engineering experience involving speed and traffic calming studies, road safety audits, MOT design, roadway/pedestrian/intersection lighting design, permanent signing and striping design, intelligent transportation systems (ITS) design, roadway and roadside design, roundabout intersection design, and preliminary and final design project delivery. He is skilled at presenting project concepts at public meetings and coordinating with public and private utilities.

Relevant experience:

City of Albuquerque

- 2nd Street Rehabilitation/Sidewalk and Lighting Improvements
- Rail Trail Central Crossing/Sawmill Section
- Alley Paving Design
- University Striping
- Tierra Pintada and Mirehaven Roundabout*
- Traffic On-call*

- NTMP On-call*

Other projects

- Unser Boulevard, Phase IIB, City of Rio Rancho
 - 15th Street Realignment, City of Rio Rancho
 - Montezuma/Sandoval Street Lighting, City of Santa Fe
- *Prior to joining Wilson & Company



NM EI #7668

Education

B.S., Civil Engineering,
University of New Mexico

Organizations

ITE

Benson Long, EI, Traffic Studies, Traffic Counts, Signal Design, Street Lighting Design, Traffic Operations, GIS Data Gathering, Signing & Striping Plans

Why selected: Benson has gained traffic and transportation engineering experience through his involvement with traffic analysis, signal design, road safety audits, MOT design, roadway/intersection lighting, ITS design, and preliminary and final design project delivery. He is proficient in using traffic operation analysis and computer-aided design rendering.

Relevant experience:

City of Albuquerque

- Rail Trail Central Crossing/Sawmill Section
- Alley Paving Design
- University Striping
- Ladera & Market Design Phase I
- Tierra Pintada and Mirehaven Roundabout*

Other projects

- Unser Boulevard, Phase IIB, City of Rio Rancho, NM
 - 15th Street Realignment, City of Rio Rancho, NM
 - Montezuma/Sandoval Street Lighting, City of Santa Fe, NM
- *Prior to joining Wilson & Company

Unique knowledge of key project team members



Wilson & Company team—tailored to address your challenges

Integrated project management | Wilson & Company uses a collaborative approach to plan and manage engineering projects. We are structured to self-perform multiple disciplines and specialties in-house. These disciplines and specialties include our field survey and right-of-way (ROW) team, structural design team, and environmental group in Albuquerque. Having these core disciplines under one roof has proved vital to our responsiveness and ability to execute projects successfully.

Robert Luna, PE, PTOE: Robert served as a PM on numerous City projects over the last 26 years, including traffic and NTMP on-call contracts, and understands the City’s processes and overall goal to support the Traffic Engineering Division. His successful City experience includes the Downtown Core One-Way to Two-Conversion, First and Central Intersection Improvements, Carlisle and Montgomery Intersection improvements, Unser Boulevard Improvements from Central Avenue to San Ygnacio, Innovation Parkway Traffic & Safety Study, Menaul and Wyoming intersection Improvements, numerous all-way stop-controlled

traffic, signal warrant, and speed studies, numerous signal designs, and many other projects over his stellar career.

Edward Cordova, PE: Edward is responsible for our Wilson & Company Southwest region. As such, he can draw on resources, including our staff in other states, if the need for support is identified. He is the principal-in-charge on the DMD and CIP on-call contracts. His City project experience includes the ADA Transition Plan and the NMDOT Paseo/Coors Traffic Study.

Audra Gallegos, PE: Audra has worked on dozens of City projects throughout her career at Wilson & Company. Over the past 19 years, she has served as PM, lead designer, or manager on projects requiring all facets of City planning and design approvals and permitting—each project requiring a diverse team of professionals and experts. Audra’s current role as PM of various City on-calls demonstrates her responsiveness and ability to facilitate multiple task orders.

Thaddeus Yazzie, PE: Thaddeus has 11 years of experience working with the City on various projects. He served as project engineer and lead designer for City projects, including speed studies and traffic calming studies, roadway/pedestrian/intersection lighting design, permanent signing and striping design, roundabout intersection design, and preliminary and final design project delivery. Thaddeus’ previous City project experience will bring practical applications and innovative ideas to the team, enhancing the City’s infrastructure needs.

Benson Long, Jr., EI: Benson has worked and coordinated design elements with the City throughout his career, and has four years of experience in providing quality design documentation and roadway/traffic design support. Benson develops his traffic engineering background by incorporating effective multimodal design and traffic analysis modeling.

III. Respondent experience

History of success positions your tasks for superior results | You deserve an experienced team to accomplish the goals of each task order with excellence, which includes adhering to schedules and budgets. Our approach to achieving success begins with proactive project management and communication. We’ll keep you informed at every step of your project and adjust to maintain schedule and budget compliance. The following projects reflect our commitment to serving as a **trusted partner** and completing tasks on budget and on time. Through these projects, we have gained critical insight to apply to your on-call tasks, providing similar successes. We invite you to contact the provided references regarding our qualifications, performance, and quality of results.



Various On-calls (2018-Present), City of Albuquerque

Wilson & Company has assisted with many projects with the City through different on-call contracts. Within the last five years, we have held the following on-call contracts.

- **NTMP On-Call.** Conducted traffic calming studies, multi-way stop warrants, signal warrants, traffic calming designs, and public involvement (**details of this contract are noted on page 7**). **Relevant staff:** Audra Gallegos, project engineer; Edward Cordova, PIC; Robert Luna, PM*, Thaddeus Yazzie, project engineer*, (prior to joining Wilson & Company*)
- **DMD Engineering On-Call.** Conducted intersection alternative analyses, roadway design, signal, lighting, and signing and striping design, survey and mapping, hydraulic and hydrologic (H&H) analyses, green stormwater infrastructure design, public involvement, and construction observation. **Relevant staff:** Audra Gallegos, PM; Edward Cordova, PIC; Thaddeus Yazzie, project engineer; Benson Long, Jr., EI; and Robert Luna, QC.
- **CIP Engineering On-Call.** Roadway design, lighting, signing and striping design, survey and mapping, H&H analyses, mechanical and electrical engineering design, and public involvement. **Relevant staff:** Audra Gallegos, PM; Edward Cordova, PIC; Thaddeus Yazzie, project engineer; Benson Long, Jr., EI; and Robert Luna, QC.
- **Council Services Engineering On-Call.** Conducted preliminary roadway design and public involvement. **Relevant staff:** Audra Gallegos, PM; Edward Cordova, PIC; Robert Luna, task manager; Benson Long, Jr., EI
- **Council Services Planning On-Call.** Conducted design alternative reports, public involvement, and structural design. **Relevant staff:** Audra Gallegos, PM; Edward Cordova, PIC
- **BioPark Architecture On-Call.** Survey, mapping, and structural design. **Relevant staff:** Audra Gallegos, task manager
- **Environmental On-Call.** Conducted various environmental services. **Relevant staff:** Audra Gallegos, task manager; Edward Cordova, PIC

Contact:

Melissa Roseman, PE
melissaroseman@cabq.gov
505 768 3661

Costs:

Varies by task



Sawmill Rail Trail Roundabout at Mountain & 19th

On-call Traffic Engineering Services, Operations, and NTMP (2018-2022), City of Albuquerque

Wilson & Company completed a variety of studies, data collection, and analyses throughout the City under this critical on-call contract. Responsibilities included:

- **Traffic calming recommendations.** Present traffic calming alternatives for San Rafael Avenue, Gun Club Road, Harper Drive, Desert Springs Drive, Iliff Road, Freedom Way, Vivian Drive, and Yucca Drive at public meetings, recommending a final alternative and designing proposed alternative.
- **Traffic calming design.** Designed traffic calming measures and went through DRC approval for Gun Club Road, Amherst Avenue, Black Arroyo, and Yucca Drive.
- **Engineering study.** Review and analysis of the intersection of Avenida Cesar Chavez and Bradbury Drive to provide recommendations for potential improvements/enhancements for bicycles and pedestrians.
- **Multi-way stop control analysis.** Review and analysis of 20th Street NW and Bellamah Avenue NW, Paseo del Norte and Ventana West Avenue, and Lead Avenue and 10th Street, to determine if a multi-way stop control is warranted.
- **60+ speed studies throughout the City.** Analysis of data collected and evaluation of each site based on the COA NTMP Manual and ITE Traffic Engineering Handbook, based on speed, volume, crashes, and cut-through traffic.
- **Signal warrant/multi-way stop control analysis.** Review and analysis of Paseo del Norte and Ventana West, and Unser Boulevard and Summer Ridge to determine if a signal or multi-way stop control is warranted.

Contact:

Tim Brown, PE, PTOE
tjbrown@cabq.gov
505 250 2587

Costs:

Varies by task

Relevant staff:

Audra Gallegos, project engineer,
Edward Cordova, PIC, Robert Luna,
PM*, Thaddeus Yazzie, project
engineer* (prior to joining Wilson &
Company*)

Engineering On-call (2008-On-going), City of Santa Fe, NM

- **Traffic engineering support:** Wilson & Company provided traffic engineering augmentation to support the City of Santa Fe. Tasks included scoping and reviewing all traffic impact studies submitted to the City through the development review process. Other tasks included assistance with the traffic calming process, and completion of traffic studies such as multiway stop warrants.
- **Guadalupe Street Engineering and Construction Administration Services:** This roadway reconstruction project provides multimodal access from Agua Fria Street to Paseo de Peralta. Our team provided survey, ROW acquisition, and environmental services to meet TLP/A funding requirements. Maintenance of traffic (MOT) was closely coordinated with the City along this busy downtown commercial district to construct new storm drains and roadway amenities, including reducing vehicle lanes and adding bike lanes, sidewalks, and lighting.
- **El Lucero Crossing:** Wilson & Company developed a feasibility study for the El Lucero Crossing area aimed at evaluating the project's strengths and weaknesses, opportunities and threats present in the natural environment, the resources required to carry through, and ultimately, the prospects for success. This study assessed the traffic impacts created by the proposed development, conducted a geotechnical investigation, and developed post-development drainage and terrain management recommendations.

Contact:

Romella Glorioso-Moss
rsglorioso-moss@santafenm.gov
505 955 6623

Costs:

Varies by task

Relevant staff:

Audra Gallegos, task manager,
Edward Cordova, PIC, Robert Luna,
task manager, Thaddeus Yazzie,
project engineer

What can you expect from the Wilson & Company team?

Partnering goals and objectives, we:

- Promote open and honest communication
- Build trust and strengthen relationships
- Maximize program delivery
- Establish protocols for resolving project issues
- Increase work efficiency
- Enhance work processes, plans, safety, and construction
- Produce superior projects
- Provide an experience that exceed your expectations
- Develop innovative, cost-effective solutions
- Promote a fun and positive work environment

Effective partnering promotes a solid foundation

Our success depends greatly upon immediate partnering efforts upon contract award. Fostering a partner relationship with the City and associated stakeholders is key to establishing open, honest, and trusting relationships that will create a solid foundation and expedite services.



On-call Traffic Engineering Services (2014-On-going), City of Las Cruces, NM

Wilson & Company is providing traffic on-call engineering services to the City of Las Cruces; tasks assigned:

- **Sonoma Ranch Boulevard and Golf Club Road Safety Study.** This study aims to determine if there are any recommended mitigations to help prevent drivers from running the stop signs at the intersection of Sonoma Ranch Boulevard and Golf Club Road.
- **Traffic Impact Analysis (TIA) Reviews.** We are assisting with reviewing various traffic impact analyses submitted by other firms for their review and approval.
- **Alameda and Hoagland Traffic Study.** This study conducted a signal warrant analysis at the Alameda and Hoagland intersection and analyzed the overall effect it had on the roadway network.

Tasks completed under the 2014 contract:

- **Sonoma Ranch and Sedona Hills Traffic Study.** This study analyzed the intersection and determined if there was a sight distance issue on Sedona Hills and if there was a speeding issue on Sonoma Ranch. As part of this study, we conducted 48-hour tube counts, 8-hour turning movement counts, sight distance analysis, and intersection lighting analysis.
- **Elks Drive TIA.** The purpose of this study was to analyze alternatives for a proposed roadway to help residents of the Northridge Subdivision safely and efficiently access Elks Drive.
- **Missouri Avenue, Triviz Drive to Don Roser Drive.** This study analyzed the potential removal of raised medians on Missouri Avenue. As part of this study, we analyzed the intersection's capacity and turn bay queue lengths, performed a safety evaluation, and looked at access spacing based on the Las Cruces Metropolitan Planning Organization Access Management Guidelines and the TRB Access Management Manual.
- **Sonoma Ranch Boulevard and Lohman Avenue Traffic Analysis.** Our team analyzed and developed alternatives for the intersection of Sonoma Ranch Boulevard and Lohman Avenue as an interim solution prior to the installation of a future signal. This study also analyzed cut-through traffic and recommended traffic calming solutions for the route comprised of La Camelia Drive to Paseo de Dia to Camino Coyote. We conducted 48-hour tube counts, 8-hour turning movement counts, and an origin-destination study for this study.

Contact:

Hector Terrazas, PE
hterrazas@las-cruces.org
575 541 2508

Costs:

Varies by task

Relevant staff:

Audra Gallegos, PM, Edward Cordova, PIC



Subject matter expertise

Project manager's experience within the last five years

Our PM, Robert Luna, PE, PTOE has more than 25 years of hands-on experience designing and successfully delivering traffic and transportation projects for the City. Robert will be the central link and point of contact between the City and the Wilson team for this on-call contract. He has an extensive background in roadway design, signal analysis & design, lighting analysis & design, traffic analysis & operations, traffic calming, traffic safety, intersection/roundabout geometrics, ITS design, and MOT, in addition to project management, coordination, and outreach tasks. The list below shows City projects on which Robert has recently worked in the capacity of project manager, task manager or quality reviewer:

- **Rail Trail Project**
 - Rail Trail - Central Crossing TIA
 - Rail Trail - Sawmill Section Roundabout Traffic Technical Support
 - Rail Trail - Central/1st Signal Upgrade QC
- **CIP Engineering On-call**
 - Task 7 - Hazeldine Alley Paving QC
 - Task 8 - University Striping QC
- **NTMP On-call***
- **Department of Municipal Development Engineering On-call**
 - Ladera and Market Alternatives Study and Design
- **Tierra Pintada & Mirehaven Roundabout QC***
- **Council Services Engineering On-call**
 - Tower & 86th Signal Warrant Study
- **City Wide On-Call Traffic Engineering 2020***
 - Washington & Copper Signal Warrant Analysis

*Prior to joining Wilson & Company

IV. Technical approach

Approach to on-call projects

Solution-based approach | Upon receiving a task assignment identified by the City, each project task will be analyzed by Robert to assess the needs and select the appropriate personnel for the project, determining man-hours and schedule required to complete the assignment. Our team has found it effective to discuss the project face-to-face (or in a video conference) with Tim Brown, PE, PTOE, the City’s PM, and City staff to confirm our full understanding of the project’s scope and goals. The proposed scope, schedule, and man-hours will be submitted to Tim for approval, verifying that all the needs for each task have been identified and will meet the City’s expectations and time frame. Depending on the on-call task, we will coordinate accordingly with City staff, AMAFCA, FHWA, NMDOT, Bernalillo County, or any other associated stakeholders to make sure the project covers all necessary items and follows required procedures as defined in the project scope. Our most valued goal is to build relationships with the project team and establish an open and effective line of communication between Wilson & Company and City staff. **Wilson & Company practices effective communication methods, resulting in an effective team that provides the City with a superior project.**

Plan to perform the services

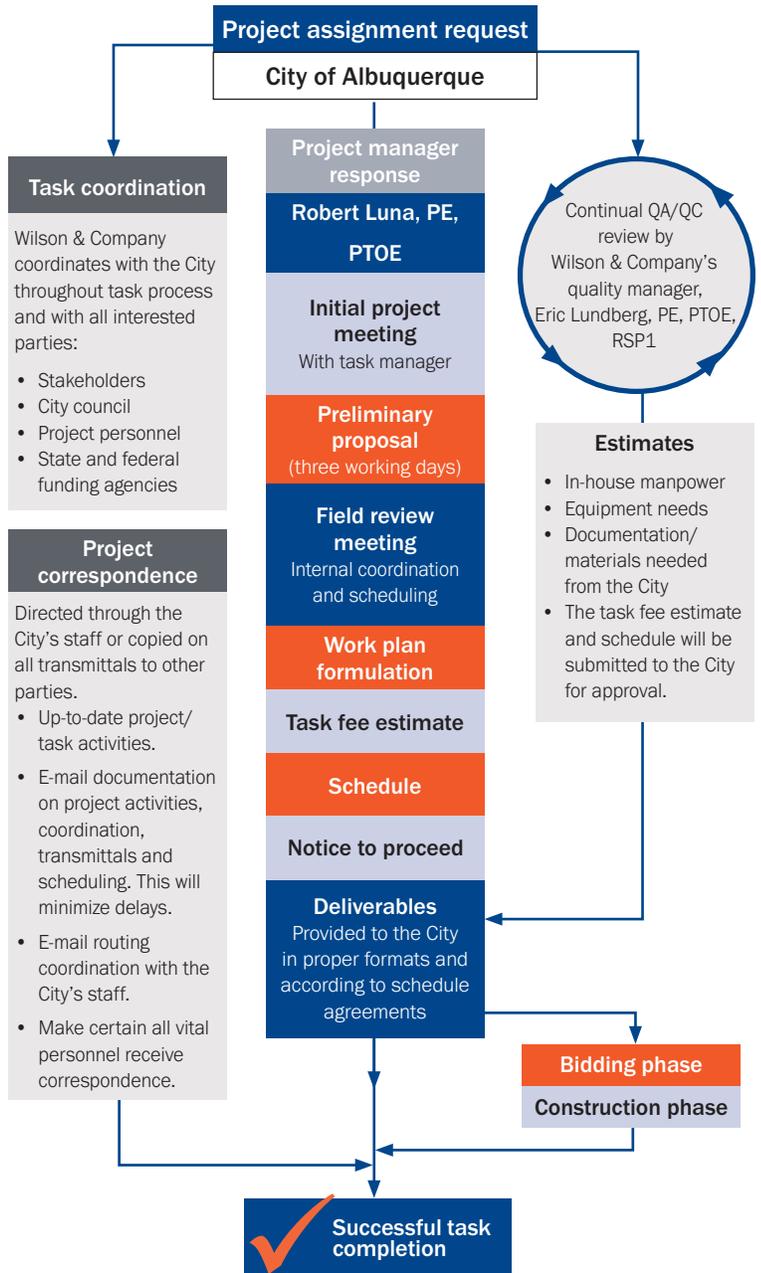
Under this contract, our team will partner with the City’s staff to address any engineering services the City may need. Robert and the task managers, Thaddeus Yazzie, PE, and Benson Long, EI, will help lead tasks and provide an additional avenue for expertise and quick response time. The task manager will visit the proposed project site with City staff to understand the task needs and challenges. After the site visit, we will prepare a detailed scope of work and fee estimate for the assignment. We will work with the appropriate technical staff to verify that the assignment is appropriately addressed and develop a task order proposal for the City, as shown in **Figure 2**.

Our team will work closely with the City to confirm a complete understanding of the work involved, project expectations, and objectives. Upon acceptance of a task order proposal, the PM will work directly with the City to execute the task order and move towards a notice-to-proceed.

Immediate response

Delivering value
Wilson & Company’s local team is available to meet at project sites or in-person meetings at short notice.

Figure 2. Wilson & Company’s task on-call process



Quality control program

QA/QC verified

Figure 3 illustrates our standard QA/QC process. We will verify the incorporation of all review comments from each review into the contract task deliverables.

Figure 3. QA/QC



Collaborative approaches

Specialized problem solving required in any phase of the project

Our team understands the key processes and timing and has the technical ability to respond efficiently to all task requests. We have a proven track record of responding swiftly and efficiently to tasks, as evidenced by our work history with the City. Wilson & Company understands the needs and process of developing, executing, and implementing solutions with collaborative approaches. Our team has an in-depth understanding of the operational analysis, safety evaluations, speed assessments, design aspects, construction implementations, and costs so that we can address the full impacts, minimizing costs and time for the City. Our work ethic and specialized abilities align with our task implementation process.

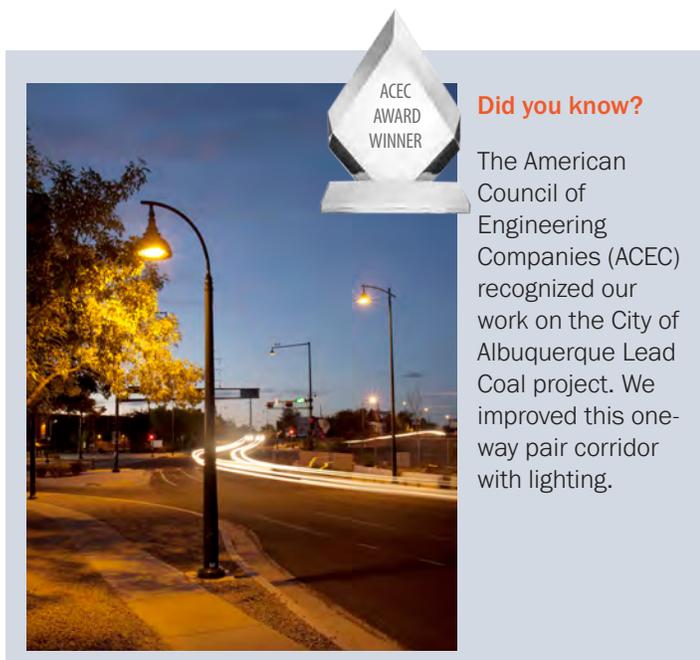
Traffic studies expertise | From 2018 through 2020, under the NTMP on-call, we provided traffic services to the City Traffic Engineering Division. As the City continues to improve its transportation system, you will benefit from our familiarity with the City's DPM, Highway Safety Manual, NACTO Complete Streets, and the NMDOT State Access Management Manual through streamlined coordination and partner collaboration.

Our staff is also well-versed in transportation publications, including:

- Highway Capacity Manual
- Highway Safety Manual
- MUTCD
- NMDOT Signing and Striping Manual
- NMDOT T/LPA Handbook
- Traffic Engineering Handbook
- Manual on Traffic Engineering Studies
- Trip Generation
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- Roadside Design Guide
- American Association of State Highway and Transportation Officials (AASHTO)'s Green Book, and Manual of Traffic Signal Design

Our team also has a broad background in traffic engineering applications, such as:

- **Operations studies**, including capacity analysis, warrants (stop control, signals, lighting, etc.), and development and implementation of coordinated signal timing plans.
- **Inventories of roadway/intersection conditions** or traffic signal equipment for analysis of improvements.
- **Roadside surveys**, origin-destination studies for transportation modeling activities, and administration of public questionnaires for travel assessment.
- **Safety studies** include conducting safety audits to identify potential geometric or traffic control deficiencies, collecting and analyzing crash data, developing engineering countermeasures for improvement, benefit/cost assessment for prioritization, and before/after analysis for tracking purposes. **Wilson & Company uses AASHTOWare Safety and Vision Zero Suite for historic crash analysis and HSM Part C Predictive Analysis.**
- **Traffic modeling** using PTV VISSIM micro-simulation software, SIDRA Roundabout analysis, TORUS Roundabout design, PTV Vistro, or Synchro macroscopic analysis and optimization software.



Did you know?

The American Council of Engineering Companies (ACEC) recognized our work on the City of Albuquerque Lead Coal project. We improved this one-way pair corridor with lighting.

Traffic counts and data collection capabilities | Wilson & Company has experience in all types of data collection. Using our in-house equipment to perform vehicle turning movement counts and tube counts, we reduce costs by eliminating the need for outside services for collection tasks.

Our capabilities include:

- **Pneumatic tube counters**—roadway segment volume, speed, classification
- **Turning movement count boards**—intersection turning volumes, classification
- **Cameras**—volume, classifications, speed, gap analysis, delay, origin-destination data and pedestrian/bicycle data

Signal design | Traffic signal design is a strong area of expertise at Wilson & Company, having worked with the City and many other municipalities. We are experienced in all aspects of signal design, signal analysis, and signal optimization. **To assist in the analysis, we have in-house software available, such as Synchro and Vistro for intersection operations analysis and VISSIM for more complex microsimulation traffic analyses.**

Federally Funded Projects/Reimburse | The Wilson & Company team is well versed in supporting local government clients with applying for Federal Funded Grants for projects and matching funds reimbursement. Ashley Martinez is experienced in successfully applying for all applicable infrastructure grants such as RAISE, SS4A, INFRA, CDBG, etc. and securing the funding for our clients. Our Construction Administration group has experience with Federally Funded Reimbursements. Robert Garcia, PE, is a former NMDOT employee who worked in the Government Oversight Division that supports local governments applications and reimbursement for matches. He understands the process and can help facilitate and expedite the application.

Streetlight design | With experience in dozens of lighting projects ranging from intersections to urban freeway and interchange layouts, we offer a team that efficiently produces a variety of optimal designs. Many software and equipment suppliers enjoy long relationships with us, built through our roadway lighting work on past projects. Other great working relationships are with PNM Electric and other electric companies throughout the state, which is critical in successfully completing these types of designs.

Traffic calming expertise | Our planners and engineers have public agency and consultant-based backgrounds in traffic calming programs and design solutions. Depending on the roadway facility type, the type of applicable solution for effectively calming traffic can provide a significant positive impact on reducing speeds as well as making it safer for all roadway users. Our team provided design for City projects using Complete Streets and Vision Zero methodologies that included curb extensions, speed humps, roundabouts, and striping mitigations.

Wilson & Company has designed calming traffic solutions on roadways, improving the quality of life and enhancing safety for many agencies, such as the cities of Santa Fe, Las Cruces, and Albuquerque.



While working at another firm, Thaddeus Yazzie and Benson Long completed the full analysis and design of the roundabout at Tierra Pintada Blvd NW & Mirehaven Parkway NW. Robert Luna completed the QAQC of the roundabout construction documents prior to delivery to the City.

GIS Data Gathering | As technology has advanced, the Wilson & Company team has embraced the utilization of geographic information systems (GIS) applications and data sets to supplement our traffic and safety analysis efforts. Our team will input data files to ArcGIS to help develop outputs for historic crash analysis such as heat maps and summarized data tables. We also use field ready tablets to inventory traffic features (i.e. signs, luminaires, roadside features, etc.) and populate a database that will then be uploaded to a web map to share in real time with staff and the public as necessary.

Public meeting experience | Public meetings are often the key to project success, and our team is especially adept at this facet of project development. We believe that early communication and building trust between our team and the residents, business owners, property owners, and users are critical to project success. **While working at other firms and several local and on-call projects, Robert and Francine Pacheco have led various public meetings to engage the public and answer questions.**

We recommend using digital, electronic, and traditional methods to distribute and receive input. Wilson & Company can work with the City to set up a website or employ social media for any sensitive projects that need this level of outreach. We also strongly encourage resident, property owner, and business owner interviews as a component of our public involvement strategy.

Street design | Our team has experience with the design of urban and rural roadways, from local streets to multilane arterials, and major intersections. We have engaged in the full roadway design process, determining the initial roadway alignment through construction, and providing value-added project enhancements that benefit each project. Wilson & Company has completed many intersection evaluations and designs, resulting in improved safety and capacity, with extensive experience in uncontrolled, signalized, and roundabout traffic control. We



are skilled in analyzing and designing other associated roadway improvements, such as bicycle and pedestrian accommodations, striping, safety, roadway lighting, and lighting for pedestrian corridors. We strive to enhance safety and aesthetics simultaneously, and our experience in roadway design makes us strongly suited to perform any on-call service required by the City. **Added Value, Wilson & Company uses SIDRA and TORUS to analyze roundabout capacity, entry speeds and entry angles to ensure proposed roundabouts will operate efficiently and safely.**

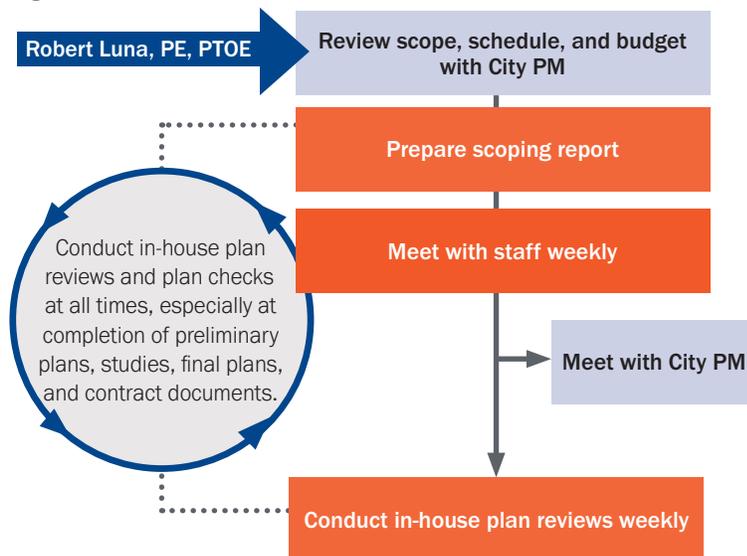
Construction documents preparation | Our in-house team has the expertise to provide engineering and technical support services before and during construction as required by the City. Our engineering staff can assist the City with contract books, bidding, pre-bid meetings, bid tabulations, and awards recommendations. During construction, we can provide design support consisting of clarifications, responses to RFIs, traffic control issues, reviews of proposals, change orders, etc. We can assign a construction PM and the appropriate inspection staff to handle any project. Our construction PMs are experienced in the federal reimbursement process and can assist the City with this process, so project funding is not jeopardized.

V. Cost control

Cost control of the design process

Cost control must be a prime project objective from beginning through completion. The most important factors in achieving this are time management and clear communication among members of the project team. Since project delay is the most frequent case for cost overruns, Wilson & Company will carefully manage schedules and costs at our weekly staff meetings. We will listen to the City's needs and concerns, creating scope documents that provide the framework for a sound, thorough, and comprehensive project, as illustrated in **Figure 4**.

Figure 4. Cost control flow chart



Cost control of the construction process

Project construction cost control can be attributed to good estimating practices and direct experience in managing construction projects. Wilson & Company has this expertise and will provide a PM with broad experience, a comprehensive understanding of City procedures and requirements, a rich background in the local and regional construction cost market, and the ability to keep the lines of communication open with the City at all times to determine what best fits the project needs while balancing available funding and budget.

If it appears the project budget will be exceeded, Robert will immediately contact Tim Brown 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.

Cost estimating techniques

The City wants reliable cost estimates throughout the design phase and engineers' estimates that are realistic and competitive with the final bid. We will produce a clear and concise set of construction documents so bidders know what is expected and can prepare a bid containing a minimum of contingency costs.

Comparisons of bid award amount to final cost estimate

Project name	City of Albuquerque Amole Mesa Traffic Calming	City of Albuquerque Central Decorative Lighting	City of Santa Fe El Camino Real Academy Multi-Use Trail
Bid date	October 2024	June 2024	January 2024
Number of bids	1	3	2
Final cost estimate	\$115,335	\$796,537.50	\$415,830
Bid award	\$100,000	\$576,475.61	\$320,423

VI. Forms/certifications



City of Albuquerque Capital Implementation Program

Agreement and Insurance Certification

We have reviewed the standard agreement for Engineering or Architectural or Landscape Architectural Services that are required for the project listed below, and hereby certify that we will, if selected for the project, enter into this standard agreement for this project and meet all insurance requirements listed therein.

This Certification is intended for the use of the City of Albuquerque only, in conjunction with the award of the Engineering or Architectural or Landscape Architectural Services Agreement for Project:

Project Name Citywide On-Call Traffic Engineering

Project Number 183.02

Date November 12, 2025 Firm Name Wilson & Company, Inc., Engineers & Architects

Signature [Handwritten Signature]

Title Vice President

STATE OF NEW MEXICO)

) ss

COUNTY OF BERNALILLO)

The above Certification was subscribed before me, the undersigned authority, by:

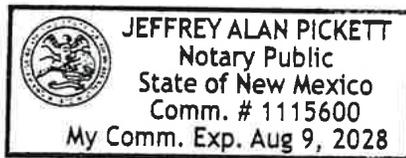
Scott F. Perkins

who swore upon oath that this Certification was signed of free act and deed, on this

11 day of November, 2025

[Handwritten Signature]
(Notary Public)

My commision expires: 08/09/2028



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