UTAH DEPARTMENT OF TRANSPORTATION
Streamlined Request for Qualifications
Project No. F-I15-7(309)318 & 650 North & I-15 Interchange/Intersection

COVER PAGE

Date	July 8, 2015
Streamlined RFQ Name and Description	**650 North & I-15 Interchange/Intersection Pre-construction Engineering Services**
Prime Firm	**Avenue Consultants**
Prime Firm's Federal ID No	56-6673543
Sub-consultants:	Lochner Terracon Consultants, Inc. ESI Engineering, Inc. Cardno, Inc. Active Planning

Primary Contact (Prime)

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Acknowledgement

I understand the acceptance and completion criteria, submittal, financial screening requirements, contract selection types and contract caps. My firm shall comply with all state and federal contracting requirements applicable to the project. I understand UDOT policies, procedures and processes may change during the duration of the project and shall comply with any changes required by UDOT. I have fully and accurately disclosed any debarment, license issues, and/or investigations being performed by any governmental entity. Employees listed on the staffing plan are current bona fide employees of the firm.

As authorized to sign for my organization, I certify the content of this Statement of Qualification to be true, accurate and all matters fully disclosed as requested in the Request for Qualifications. I understand any misrepresentations or failure to disclose matters in the Statement of Qualifications is immediate grounds for disqualification.

Signature	Andrew Gemperline
Name	Andrew Gemperline
Title	Project Manager

650 North & I-15 Interchange/Intersection

Michael Romero
UDOT Region One

166 West Southwell St.
Ogden, UT 84404-4194

ePM PIN No. 11092
Project No. F-I15-7(309)318

Avenue Consultants is excited for the opportunity to work with UDOT on this project. Avenue has partnered with Lochner (Avenue Team) to provide UDOT with an exceptional team who has completed over 50 federal aid intersection and interchange designs and over 400 traffic studies in the past 10 years. We have brought together a team with exceptional talents and expertise focused on addressing UDOT's project goals.

1. **Improve the level of service** of the interchange and intersections
   - Avenue developed the initial concept report and proposed configuration for this project and have identified and verified an additional enhancement using a validated VISSIM model that **improves level of service by an additional 17 percent**
   - Experts in traffic analysis, operational improvement strategies, innovative design, and UDOT standards
2. Develop a PS&E package for a **March 2016 advertisement**
   - Proven, experienced, and trusted firms continually selected by UDOT to deliver quality designs and products on schedule
   - Depth and breadth of resources – dozens of experienced and locally available staff to support this project
3. **Identify and manage project risks to keep the project on schedule and within budget**
   - Talented Project Manager (Andrew Gemperline) with unique relationships at Hill AFB (Andrew's previous employer) and the Falcon Hill Development
   - Solution oriented Design Lead (Aaron Rasmussen) with many corridor, intersection, and interchange design projects
   - Many years of experience managing 3rd Parties and multi-disciplinary teams
   - Expert quality & risk manager (Jason Phillips)

PROJECT TEAM

Andrew Gemperline, PE (Avenue) – Project Mgr (26 yrs.)

Andrew is committed to proactively leading and expediting delivery for this project. He will coordinate the consultant team's efforts with UDOT, manage 3rd party risks by facilitating communications with Hill AFB, MIDA, and the Sunset Ridge Development Partners (SRDP), and closely work with UDOT right-of-way lead to communicate with property owners to minimize property impacts. Andrew's specific experiences which will add value to this project's goals include:

- **Organizationally deep and trusted relationships with UDOT and local Stakeholders**, having worked both for and with UDOT (as a PM) and Hill AFB (as an Engineer) to deliver over two decades of safety and capacity, federal aid construction projects and manage and foresee similar risks associated with this project.
- Expert Interdisciplinary and inter organizational team leadership and **Project Management expertise on over 50 UDOT roadway and interstate projects** including recent roles as:
  - » The Consultant PM for the I-215 west belt reconstruction project in Region 2.
  - » A UDOT Consultant PM leading two UDOT-designed I-15 pavement rehab projects in Region 4
  - » The Assistant PM to Troy Peterson on the 5400 South Corridor Widening.

Andrew Gemperline, PE
Project Manager

Aaron Rasmussen, PE
Design Lead

Jason Phillips, PE
Quality Risk Manager

Mel Bodily, PE - Advisor
Derek Lahusen, PE - Roadway
Ivan Hooper, PE - Traffic
Jeff Sims, PE - Drainage
Santiago Loaiza, PE - Utilities
Brian Byrne, PE - Structures
John Gaster, PE - Retaining Wall

TERRACON (Geotech/Soil Nail Walls) - Rick Chesnut, PE
ACTIVE PLANNING (Bike/Ped) - Shaunna Burbidge, PhD
CARDNO (SUE) - Elisha Ritchie
ESI (Survey/ROW) - Kirk Morgan

Environmental / ROW Acquisition - UDOT
Public Outreach - UDOT / Langdon Group

- **To ensure project decisions consider previous efforts and that critical knowledge gaps are eliminated, Mel Bodily** (the PM for the original I-15 Interchanges Concept Study – 650 N, 5600 S, and 2600 S) will support Andrew throughout this effort.

Aaron Rasmussen, PE (Avenue) – Design Lead (13 yrs.)

Aaron is committed to leading the accelerated design delivery efforts, managing the design efforts of discipline leads to maximize design opportunities and minimize design risks, and assuring PDN process delivery. Aaron's specific experiences which will add value to this project's goals include:

- Successful delivery on UDOT roadway and interstate projects with expedited schedules and constraints. This experience allows innovative application of design criteria to improve costs and schedules

within UDOT's standards and minimize risks while meeting schedules and budgets.

- Design lead expertise to evaluate alternatives, refine cost estimates, advanced 3D modeling, and coordination of multi-disciplinary design efforts and construction documents proven on I-15 CORE as design segment lead, 114th South Interchange, I-80 and SR-36 Interchange, and 1000 N in Tooele.
- Close staff relationships in Region 1 and the Complex which will help address potential design exceptions/waivers.

Jason Phillips, PE (Lochner) – Quality/Risk Mgr (23 yrs.)

Jason is committed to actively monitoring quality and risk on this project. His specific experiences which will add value to the project's goals include:

- Managed and/or designed over 20 arterials and 15 interchanges in Utah giving him the ability to identify quality or design issues and identify and address the risks associated with project decisions.
- Successful track record of managing fast-paced projects for UDOT.
- Leadership, perspective, collaboration skills, and technical comprehension to support timely decisions to support design, integration, and cost reviews, and advertising package delivery.

Design Team

To meet the demands of an expedited schedule and assure a quality product, the Avenue Team provides expertise and manpower that will ensure completion of this project within the required schedule. The following named individuals each bring 10-25 years of experience to this project and are supported by ample support staff in the local offices.

- Ivan Hooper's (Traffic) and Derek Lahusen's (Roadway) expertise will ensure that alternative designs are quickly evaluated from both a traffic and design perspective so that enhancements can be incorporated into final design.

PROJECT EXPERIENCE TABLE

Our ability to develop innovative solutions and successfully advertise complex projects while coordinating with local agencies and businesses shows we can address your project's critical needs and goals to improve the interchange/intersection operations and effectively use project dollars to identify and address risks and minimize the impacts on an expedited schedule.

Related Services Performed	Roadway / Drainage	Accelerated Schedule	Interchange	Right of Way	Innovative Design	Signal / Light / ITS	Structures	Soil Nail Walls
New Signal Along SR-273 | 2013-14 | DBB | $1.0M | Region 1 (Kaysville)	✓			✓	✓	✓		
UDOT, Brett Slater, PE 801-620-1689 **Team:** PIC - Andrew Gemperline | PM - Blake Unguren | Derek Lahusen **Description:** Traffic, roadway design, signal design, ROW, utilities to add signal at two locations and realign roadway **Innovation and Benefits:** **Successful coordination with McDonalds (no condemnation)**, outside the box (innovative) solutions helping business owners, collaboration with city								
I-15 at 11400 S; State St to Bangerter Hwy | 2009-2010 | DB | $150M | Region 2	✓	✓	✓	✓	✓	✓	✓	✓
UDOT, Marwan Farah, 801-887-3415 **Team:** Aaron Rasmussen (w/ HDR) **Description:** **New interchange design with closely spaced intersections**. Placement of hybrid soil nail walls under I-15 to minimize impacts during construction. **Innovation and Benefits:** Developed innovative engineering solutions that minimized impacts and costs by adjusting profile grades. Improved traffic within closely spaced intersections by balancing left turn movement storage and adding dedicated right turn to access to both State and Lone Peak.								
R1 I-15 Interchange Concept Study | 2011-12 | Region 1	✓		✓		✓	✓	✓	
UDOT, Nathan Peterson, PE 801-887-3637 **Team:** PM - Mel Bodily | Blake Unguren **Description:** Developed designs to **create concept reports for the I-15 & 650 N**, 5600 N, & 2600 S interchanges **Innovation and Benefits:** Innovative traffic/design to minimize impacts allowing for low-cost, fundable improvements								
I-15; I-215 to US-89 & SR-232 to I-84 Cat. Ex. | 2013 | $390M | Region 1	✓		✓	✓		✓	✓	
UDOT, Brett Slater, PE 801-620-1689 **Team:** PM - Jason Phillips | John Gaster | Jeff Sims | Brian Byrne **Description:** Developed prelim design to widen I-15 mainline and structures to add HOV lanes, wrote Cat Ex. **Innovation and Benefits:** Understand inside widening and foundation concept for I-15 at 650 N structure								
I-15 Layton Interchange | 2013-14 | DB | $65M | Region 1	✓	✓	✓	✓	✓	✓	✓	✓
UDOT, Darin Fristrup, PE 801-620-1607 **Team:** John Gaster | Brian Byrne **Description:** Interchange and closely spaced intersection design, signal design, roadway widening **Innovation and Benefits:** Implemented innovative concepts to reduce impacts and overall costs, **designed on-ramp to fit under bridge in place of slope protection using soil nail walls**								

- Jeff Sims' (Drainage) and Santiago Loaiza's (Utilities) expertise will ensure that drainage and utility details are not overlooked and that they are closely coordinated with third parties within the constraints of the schedule.
- Brian Byrne's (Structures) and John Gaster's (Retaining Wall) expertise will be available for the successful delivery of this project.
- Additional staff, as shown in the Key Staff table.

Sub Consultants

Avenue has also teamed with ESI, Cardno, and Active Planning. Rick Chesnut's local geotechnical expertise at Terracon will guide the design and specifications for soil nail walls which will likely be utilized to remove slope protection under the structure, similar to the I-15 Layton Parkway project where the northbound onramp passed through the slope protection under the end-span of gentile Street. ESI will provide survey services under the direction of Kirk Morgan who has a history of providing quality survey and ROW instruments. Elisha Ritchie from Cardno will provide SUE for the project, while Shaunna Burbidge from Active Planning will be engaged to consider design enhancement opportunities for pedestrians and bikes.

CAPABILITY

Capability to Perform the Work and Experience with Scope:

The Avenue Team is very capable to perform this work as evidenced by our past experience and selections by UDOT over the past two decades to provide all discipline resources necessary to complete the scope items withing the RFQ. The strategic teaming of Avenue and Lochner provides the department with an abundance of design talent and project experience to ensure all the project goals are not only met but ideally exceeded. Avenue and Lochner have also developed close and integrated working relationships having successfully teamed on past planning and design projects similar to this work including our current 4100 South intersection designs and Bluff Street corridor design - solidifying our team's synergy. Avenue's main office is located in Taylorsville, Utah and each firm is within an hour drive of the project site and Region 1 offices to accommodate regular team meetings and coordination.

Unique Capabilities

- Avenue has an intimate knowledge of the project risks, constraints, transportation and design needs having prepared the concept report, traffic model and developed the proposed alternative.
- Unique experience implementing several first-of-their-kind projects with UDOT (e.g. CFIs, Flex Lanes, ThrU Turns, etc.) and proven ability to identify innovative, low-cost, and practical solutions as exhibited by the projects we've helped UDOT successfully implement over the years.
- Andrew Gemperline has existing relationships with Hill Air Force Base staff and in depth understanding risks associated with MIDA and the Falcon Hill Development.
- The Avenue Team has designed and implemented slope protection retaining structures to accommodate widening (I-15 CORE D/B, 114th South D/B, and I-15 South Layton D/B, I-15 South Cedar), including installation of soil nail walls.
- The Avenue Team brings the professional who prepared the Utah Bicycle & Pedestrian Master Plan Design Guide.
- Jason, Brian and John evaluated structures and developed bridge widening concepts associated with the addition of HOV express lanes with the I-15; I-215 to US-89 & SR-232 to I-84 project. We will apply this knowledge in a forward-compatibility mindset, to account for the piles/foundation of future widening of the 650 N structure relative to soil nail wall design.

Quality and Cost Control

Jason Phillips will be the Quality Assurance Manager to audit and verify that each discipline follows and documents their QA/QC procedures, including proper Interdisciplinary Reviews and red/yellow/green calc and plan checks at each phase, extending through our integrated UDOT team. Cost control will be supported by our project tracking and accounting system that logs actual labor and subconsultant billings. We perform monthly evaluations and reviews of planned versus actual expenses and team member generated cost-to-complete estimates accurately track project efforts to ensure delivery at or under the established budget.

Current Commitments

The Avenue Team is fully committed and available to apply the resources identified in this proposal and additional resources, if necessary, to successfully deliver this project. Furthermore, each firm has capacity (beyond the requirements of this project) to complete the Scope of Work identified in Appendix C.

Performance Record

Collectively, our team has been ranked #1 in the roadway pool, #1 in the environmental pool, #2 in the PM pool, and the #1 consultant for operational safety reports (OSRs) and delivers exceptional quality as evidenced by a 99% approval rating for our work on over 350 traffic signal warrant studies throughout the state in the past three years. Our team is excited, committed, and immediately available to perform the work necessary to successfully complete this project upon notice to proceed.

650 North & I-15 Interchange/Intersection

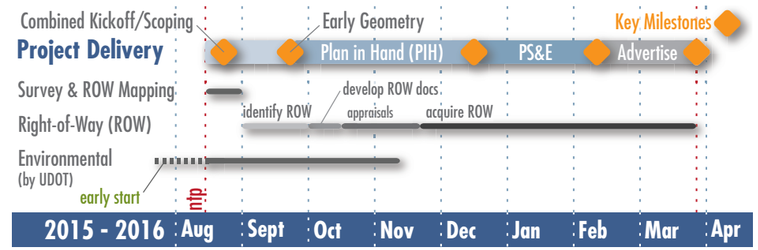
APPROACH

The Avenue Team's approach centers upon implementation of a modification to the current proposed (RFQ) solution by incorporating a **modified Continuous Flow Intersection (MCFI) lane** (Figure 1) behind the southern columns for the westbound (WB) left turn lane accessing the southbound (SB) I-15 on-ramp instead of splitting the two WB travel lanes affecting both NB off-ramp turns and WB through movements. All other improvements at the intersections will remain as currently proposed. This MCFI lane is similar to that used at the reconfigured 2600 South & I-15 interchange in Bountiful and enhances your project goals to improve mobility, operations and safety while mitigating right-of-way (ROW) and third party impacts. A description of these benefits are included in Figure 1.

We acknowledge the **critical risks on this project include schedule and budget impediments** hinging on an expedited environmental process (UDOT getting an "early start"), the early development and acceptance of the intersection and interchange geometrics, and timely and necessary ROW acquisition as well as PI and Third Party buy-in. Therefore, our approach includes an Early Action Plan to expedite the design process (shown in the schedule), engage in early, collaborative communications, and develop and manage the risk register to track, mitigate, and retire these risks.

Early Action Plan Summary

Expedited Kickoff/Scoping (Weeks 1 & 2) - **(1)** Immediately progress survey, ROW research and existing utility identification **(2)** Verify with the UDOT PM & Region Traffic Engineer the operational alternatives considered and seek acceptance of the MCFI lane concept using our already validated existing VISSIM model analysis results (see VISSIM Results Alts Comparison in Figure 1) **(3)** Conduct a combined Kickoff/Scoping to complete the PDD



Early Geometry Review (Weeks 3 thru 5) - **(1)** Hold an internal strategy meeting to address local community, impacted property owners, and third party agency stakeholders (Clearfield, Sunset, Hill AFB, MIDA, and Sunset Ridge Development Partners (SRDP)) outreach efforts. **(2)** Seek an early understanding of local and corporate needs, build trust to gain early acceptance, and expedite acquisition and/or right of occupancy (ROO) instruments **(3)** Avenue has found tremendous value in early outreach efforts both from PI (Langdon led), and ROW (UDOT led) to schedule delivery and design risk management perspectives (Avenue led) when impacting corporate property owners, like Carl's Jr. and Taco Bell, or public/private endeavors like Falcon Hill Development **(4)** Andrew successfully expedited right of way clearance at a McDonalds/Chevron site in Kaysville for a UDOT project for Brett Slater, saving a full season of construction and avoiding condemnation proceedings with McDonalds – a "first of its kind" event in the past five years working with McDonalds **(5)** Schedule and advance geotechnical investigation for slope cutbacks **(6)** Accelerate Geometry phase to expedite footprint for completing the environmental process and developing ROW documents

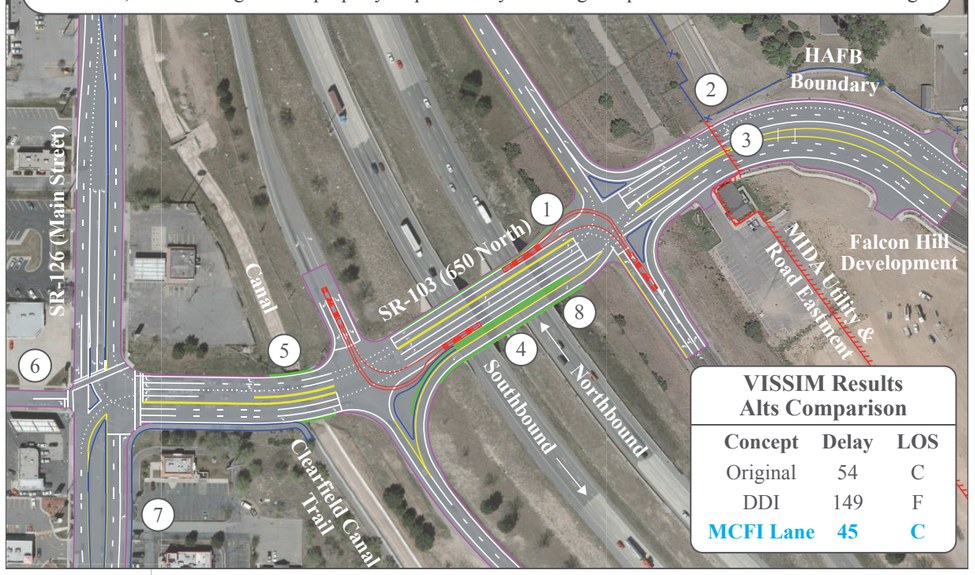
Outreach, Environmental and ROW instruments (Weeks 5 thru 7) - **(1)** Finalize identification of ROW needs and develop ROW documents to start appraisals **(2)** Execute the outreach strategy to gain buy-in from local community, impacted property owners and third party agency stakeholders **(3)** Assist PI and Environmental in their respective efforts by providing traffic and design related materials

Actively Perform and Manage remaining Project Delivery Network through Advertisement - **(1)** Progress the **Project Delivery Network** activities under Aaron's design leadership, continue to support UDOT in the PI & ROW process, and develop and maintain a utility conflict matrix and work with Region Utility Manager to create utility agreements as necessary. **(2)** Develop and manage the project schedule in MS Project and the project estimate to inform decision making. **(3)** Hold bi-weekly meetings with Mike and the project team to coordinate efforts, maintain and communicate schedule, budget and quality issues, and document decisions similar to what he is doing now as a Consultant PM to support Oanh Le-Spradlin (Region 2 PM) on the I-215 reconstruction project in Region 2, and last year as a UDOT Consultant PM for two Region 4 purple book, in-house design projects.

FIGURE 1: Modified Continuous Flow Intersection (MCFI) Lane

MCFI Lane Benefits

- **Mobility** - Improves Level of Service by reducing vehicle delay by an additional 17 percent from the original concept.
- **Operations & Safety** - Improves driver expectations by eliminating the split lanes for the northbound off-ramp left turns (which would require atypical guide signing on the ramp) and the westbound through.
- **ROW & Third Party** - Reduces acquisition requirements by; eliminating larger turning radius and the need to have both lanes accommodate large trucks; improving alignment to avoid widening over the canal structure; and avoiding federal property acquisition by reducing footprint on east side of the interchange.



VISSIM Results Alts Comparison

Concept	Delay	LOS
Original	54	C
DDI	149	F
MCFI Lane	45	C

Identified Impacts, Impediments & Conflicts

Integral to this project success is the identification, development and retirement of project risks and inclusion of value added opportunities. Our Team has developed an initial risk register and mitigation strategies we will employ as follows (*numbers below correlate with numbers in figure*):

1. **Constrained Cross-Section at Bridge Bents** - Causes safety, lane utilization, truck turning, and driver expectancy challenges that pose risk to project budget.
   Mitigation: Apply the MCFI lane concept to eliminate larger turning radius due to the need to have both lanes accommodate large trucks turning from NB off-ramp, avoid atypical guide signage on interstate ramps, and reduce the number of conflicting movements with potential to impact columns. Brian Byrne will provide a barrier protection detail based on current standards along the existing bridge columns, similar to a number of projects he has completed in Regions 1 (South Layton Interchange) and 4.
2. **Hill AFB Property Impacts** - RFQ concept potentially requires ROW acquisition from Hill AFB to accommodate alignment of lanes through intersection posing risk to budget and schedule.
   Mitigation: Apply the MCFI lane concept to reduce required roadway width through better lane alignment thereby avoiding impact to Hill AFB property.
3. **Enhanced Use Lease Impacts** to MIDA and Falcon Hill pose project schedule risk.
   Mitigation: Andrew's recent discussions with former colleagues at Hill AFB, MIDA Executive Director, Ron Richins and SRDP V.P., Gary Stewart will drive effective communication & buy-in to facilitate use of MIDA's public right of way. Based on his conversations, the 17 percent increase in traffic mobility and opportunity to include pedestrian/bicycle movement are attractive to their interests.
4. **Design Exceptions/Waivers/Deviations** required pose risk to scope, budget, & schedule.
   Mitigation: The Avenue Team will develop and coordinate design exceptions/waivers/deviations early in design process (prior to geometry review) for anticipated reduction in lane widths (through lanes, left turn lane acceptance), bent protection (400 kip load design and barrier offsets), etc.
5. **Impacts of Canal Crossing** - RFQ concept potentially requires widening of canal crossing to accommodate large vehicle tracking and introduces seasonal construction constraints posing budget, schedule, scope, and constructability risk.
   Mitigation: Apply MCFI lane to align WB through lanes better between the interchange and the canal, which eliminates any need for widening over the canal structure.
6. **Community Acceptance of the Change in Traffic Pattern** for over 200 homes associated with removal of the left into and out of the west leg of 650 North/Main Street poses a risk to scope and schedule.
   Mitigation: Avenue can provide national award winning traffic operations analysis and technical communications materials in support of public understanding and outreach efforts by UDOT and the Langdon Group to gain community understanding and acceptance.
7. **Corporate Commercial Right-of-Way Impacts** associated with potential acquisitions of Carl's Jr. and Taco Bell property pose risk to delivery schedule.
   Mitigation: The Avenue team has had success in working with business operators and property owners through early communication to understand and address their concerns and needs through innovative design, thereby expediting ROW clearance without condemnation. Andrew will support UDOT in developing the relationships with the business owners and working with them early in the process.
8. **Pedestrian / Bicycle Access through Interchange**
   Opportunity: The Avenue Team will engage the premier Active Transportation planner, Shaunna Burbidge to assess and incorporate feasible pedestrian and bicycle opportunities in an attempt to complement MIDA's bike lanes and sidewalks on the east side and Clearfield Canal trail connections on the west side.

Appendix B
Proposed Key Personnel to Be Used On UDOT Project

Name	Firm Name	Proposed Role on Project	Certification Category/Level	Utah License/ Certification No.	Other State License/ Certification No.	Education Level
Andrew Gemperline	Avenue Consultants	Project Manager	Professional Engineer	PE UT #179951	N/A	BS, MBA
Aaron Rasmussen	Avenue Consultants	Design Lead	Professional Engineer	PE UT #5049058	N/A	BS
Mel Bodily	Avenue Consultants	Project Principal	Professional Engineer	PE UT #374833	N/A	BS
Jason Phillips	Lochner	Quality/Risk Manager	Professional Engineer	PE UT #265655	PE ID #12573	BS
Derek Lahusen	Avenue Consultants	Roadway	Professional Engineer	PE UT #9097171	N/A	BS
Ivan Hooper	Avenue Consultants	Traffic	Professional Engineer	PE UT #343657	N/A	BS
Jeff Sims	Lochner	Drainage	Professional Engineer	PE UT #183362	PE AZ #36587 PE ID #11016 PE MT #16098 PE OR #78758	BS, MS
Santiago Loaiza	Lochner	Utilities	Professional Engineer	PE UT #190593	PE AZ#36235 PE CA #C-49354	BS, MS
Brian Byrne	Lochner	Structures	Professional Engineer	PE UT #5717287	PE CT #22674 PE MA #41269 PE BC #156238 PE NB #L4395 PE ID #14594	BS, MS
John Gaster	Lochner	Wall Design	Professional Engineer	PE UT #343725	N/A	BS
Rick Chesnut	Terracon Consultants, Inc.	Geotech/Soil Nail Walls	Professional Engineer Professional Geologist	PE UT #313118 PG UT #313118	PE ID #14861 PE WY #13942	BS, MS
Shaunna Burbidge	Active Planning	Bike/Ped Facilities	N/A	N/A	N/A	PhD
Elisha Ritchie	Cardno	SUE	N/A	N/A	N/A	BS
Kirk Morgan	ESI Engineering	Survey/ROW	Professional Land Surveyor	PLS UT #171201	N/A	BA
Blake Unguren	Avenue	Traffic Design Engineer	Professional / PE	PE UT #5570602	NV19181	BS, MS
Samit Deo	Avenue	Signal/ATMS Engineer	Professional / PE	PE UT #8404661	N/A	MS
Dave Bezzant	Avenue	Design Engineer	Professional / PE	PE UT #7562999	N/A	BS

Name	Firm Name	Proposed Role on Project	Certification Category/Level	Utah License/ Certification No.	Other State License/ Certification No.	Education Level
David Webb	Avenue	Design Engineer	Engineer In Training	N/A	N/A	BS
Shawn Larson	Avenue	Design Engineer	Engineer In Training	N/A	N/A	BS
Spenser Taylor	Avenue	Design Engineer	Engineer In Training	N/A	N/A	BS
Ryan Erfert	Avenue	Design Engineer	Engineer In Training	N/A	N/A	BS

- Include all personnel proposed to work on this UDOT project, including sub-consultants. Add additional pages if needed.
- If the Project Team has a change in key personnel during the selection or negotiation process, the Consultant is required to submit notification in writing immediately to the UDOT Project Manager and the Consultant Services Administrator. If the Project Team has a change in **any** personnel after Notice to Proceed on a contract, the Consultant is required to immediately request a modification to the contract or a CMS Alternative Staff transaction. If UDOT does not approve the change, UDOT may request a revision to the proposal, revisit the selection process, score the Consultant lower on the Consultant Project Evaluation, or terminate the contract.
- The Form and an example of the completed form are available on the UDOT Website www.udot.utah.gov/go/csforms.