SR 30, SR 303L to 97th Avenue (Multi-Select)

Contract Nos. 2026-001 • 2026-004 • 2026-005

AECOM Delivering a better world

September 12, 2025

Dear Selection Panel Members:

The SR 30 and SR 303L system interchange is a cornerstone of the SR 30 freeway project, designed to improve regional mobility, facilitate freight access, reduce congestion, and enhance connectivity in the southwestern Phoenix metropolitan area. This interchange will serve as a critical link between regional economic hubs and local communities, supporting growth and improving access for freight and passenger vehicles alike. The Design Concept Report (DCR) and Environmental Assessment (EA) were completed and approved by ADOT in 2019 and identified several benefits of the corridor's 'center' segment from SR 303L to SR 202L, including added capacity to support regional mobility and future development in the West Valley. When complete, SR 30 will connect the cities of Buckeye, Goodyear, Avondale, and Phoenix and provide much-needed freeway capacity in the West Valley.

SR 30 design and construction is funded through the regional sales tax collected through Proposition 479 (Prop 479). As labor and material costs continue to escalate, the ability for MAG and ADOT to fund all projects identified in the program is at risk. Costs for current freeway projects were presented to MAG Regional Council in January 2025 and showed the cost of major scope items increased by up to 135% from 2021 to 2024. **Understanding the importance of cost efficiency, our team has developed solutions that enhance the DCR concepts and reduce costs from the programmed construction budget.**

***Dale Wiggins, PE**, will lead our team as project manager with more than **40 years of experience delivering major ADOT highway projects**. Dale offers a proven record of building consensus and delivering best value by balancing operations, costs, constructability, and long-term maintenance. He brings a results-driven approach through effective communication, coordination, and accountability. Dale will have **90% availability** to commit to this project starting January 2026 when Notice to Proceed is anticipated.*

Our team provides the following benefits to ADOT:

Cost Savings & Operational Efficiencies through:

- ☑ *Performance-Based Practical Design (PBPD)*
- ☑ *Right-sizing improvements for Phase 1*
- ☑ *Innovative construction techniques*
- ☑ *Traffic analyses to confirm operations and avoid over-building*

Future-Ready Solutions that Provide:

- ☑ *Simplified implementation of Phase 2 projects*
- ☑ *Minimal throwaway*
- ☑ *Enhancements that reduce costs in Phases 1 and 2*
- ☑ *Roadway and structures designed to easily facilitate the ultimate improvements*

A Committed Team of Experienced Engineers:

- ☑ *Senior Project Manager with 90% availability*
- ☑ *ADOT regional freeway design experience*
- ☑ *Deep bench of engineers, designers, and communication specialists with relevant experience and availability to deliver this project on time and on budget*

The following Statement of Qualifications focuses on Contract 2026-001, SR 30 (Tres Rios): SR 303L to Estrella Parkway, New Freeway and System Interchange. Our team includes major subconsultants **TY Lin**, **Parsons Transportation Group**, **Ethos Engineering**, and **Avenue Consultants** to provide a greater depth of staff and access to additional experts in the major tasks required for this project. AECOM is interested in being selected for this project and commits the key personnel identified herein to the extent necessary to meet ADOT's quality and scheduled expectations. AECOM is not a Disadvantaged Business Enterprise (DBE) firm. We have teamed with four specialty subconsultants to meet the contract's 9.47% DBE goal.

AECOM prefers the following rank order for the three contracts/projects:

1. 2026-001 • SR 30 (Tres Rios): SR 303L – Estrella Parkway, New Freeway and System Interchange
2. 2026-004 • SR 30 (Tres Rios): Estrella Parkway – Dysart Road, New Freeway
3. 2026-005 • SR 30 (Tres Rios): Dysart Road – 97th Avenue, New Freeway

Sincerely,
AECOM Technical Services, Inc.

Jennifer Bixby, PE (AZ #33782), PTOE
Vice President, Principal-in-Charge
480.363.0447 • jennifer.bixby@aecom.com
Authorized SOQ Signer

Dale Wiggins, PE (AZ #26609)
Project (Contract) Manager
602.400.4488 • dale.wiggins@aecom.com

Prepared for:
Arizona Department of Transportation
Engineering Consultants Section
205 South 17th Avenue, Mail Drop 616E
Phoenix, Arizona 85007

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: **2026-001 • 2026-004 • 2026-005** Consultant Name: **AECOM Technical Services, Inc.**

Please read the fifteen (15) statements below. The statements are to ensure Consultants are aware and in agreement with Federal, State and ECS guidelines related to the award of this contract. Consultants shall submit the specific Certification form attached to each RFQ advertised, as revisions to the form may occur from time to time. Failure to sign and submit the certification form specified in the RFQ with the SOQ proposal will result in the SOQ proposal being rejected.

Submission of the SOQ by the Consultant certifies that to the best of its knowledge:

1.	The Consultant and its subconsultants have not engaged in collusion with respect to the contract under consideration.
2.	The Consultant, its principals and subconsultants have not been suspended or debarred from doing business with any government entity.
3.	The Consultant shall have the proper Arizona license(s) and registration(s) for services to be performed under this contract. Furthermore, the Consultant shall ensure that all subconsultants have the proper Arizona license(s) and registration(s) for services to be performed under this contract.
4.	The Consultant's signature on any SOQ proposal, negotiation document or contract constitutes that a responsible officer of the Consultant has read and understands its contents and is empowered any duly authorized on behalf of the Consultant to do so.
5.	The Consultant's Project Team members are employed by the Consultant on the date of submittal.
6.	All information and statements written in the proposal are true and accurate and that ADOT reserves the right to investigate, as deemed appropriate, to verify information contained in proposals.
7.	Key members of the Project Team, including subconsultants, are currently licensed to provide the required services as requested in the RFQ package.
8.	All members of the Project Team who are former ADOT employees did not have or provide information that gives the Consultant a competitive advantage; and either (1) concluded their employment with ADOT at least 12 months before the date of the SOQ or (2) have not made any material decisions about this project while employed by ADOT.
9.	Work, equating **at least 51%** of the contract value, shall be completed by the Consultant unless otherwise specified in the SOQ or contract.
10	No Federally appropriated funds have been paid or shall be paid, by or on behalf of the Consultant for the purpose of lobbying.
11.	The Consultant understands that it is required to have a compliant accounting system, in accordance with Generally Accepted Accounting Principles (GAAP), Federal Acquisition Regulation (FAR) of Title 48, Code of Federal Regulations (CFR)-Part 31, applicable Cost Accounting Standards (CAS), and ADOT Advance Agreement Guideline.
12.	If project is funded with Federal Aid funds, the Consultant affirmatively ensures that in any subcontract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award, in accordance with Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations.
13.	The Consultant shall utilize all Project Team members, subconsultants and DBE firms, if applicable, submitted in the SOQ, and shall not add other Project Team members or subconsultants, unless the Consultant has received prior written approval from ADOT.
14.	The Consultant shall either meet its DBE goal commitment and any other DBE commitments or make Good Faith Efforts to meet the DBE goal commitments as stated in its SOQ proposal or Cost Proposal and shall report on a timely basis its DBE utilization as detailed in the contract.
15.	If selected, the Consultant is committed to satisfactorily carry out the Consultant's commitments as detailed in the contract and its SOQ proposal.

I hereby certify that I have read and agree to adhere to the fifteen (15) statements above and/or that the statements are true to the best of my knowledge as a condition of award of this contract.

Print Name: **Jennifer Bixby, PE, PTOE** Title: **Vice President**

Signature: Date: **September 12, 2025**

Revised 2/11/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2026-001 • 2026-004 • 2026-005

This Certification is required in response to legislation enacted to prohibit the State from contracting with companies currently engaged in a boycott of Israel. To ensure compliance with A.R.S. §35-393, this form must be completed and returned with any response to a solicitation (SOQ), Contract Cost Proposals, and Contract Time Extensions. The Consultant understands that this response will become public record and may be subject to public inspection.

Please note that if any of the following apply to this Solicitation, Contract, or Contractor, then the Offeror shall select the "Exempt Solicitation, Contract, or Contractor" option below:

- The Solicitation or Contract has an estimated value of less than $100,000;
- Contractor is a sole proprietorship;
- Contractor has fewer than ten (10) employees; OR
- Contractor is a non-profit organization.

Pursuant to A.R.S. §35-393.01, public entities are prohibited from entering into contracts "unless the contract includes a written certification that the company is not currently engaged in, and agrees for the duration of the contract to not engage in, a boycott of goods or services from Israel."

Under A.R.S. §35-393:

1. "Boycott" means engaging in a refusal to deal, terminating business activities or performing other actions that are intended to limit commercial relations with entities doing business in Israel or in territories controlled by Israel, if those actions are taken either:

   (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
   (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.

2. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.

…

5. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

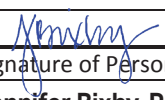
The certification below does not include boycotts prohibited by 50 United States Code Section 4842 or a regulation issued pursuant to that section. *See* A.R.S. §35-393.03.

In compliance with A.R.S. §§35-393 *et seq*., all offerors must select one of the following:

☑ The Company submitting this Offer **does not** participate in, and agrees not to participate in during the term of the contract, a boycott of Israel in accordance with A.R.S. §§35-393 *et seq*. I understand that my entire response will become public record in accordance with A.A.C. R2-7-C317.

☐ The Company submitting this Offer **does** participate in a boycott of Israel as described in A.R.S. §§35-393 *et seq*.

☐ **Exempt Solicitation, Contract, or Contractor.**
Indicate which of the following statements applies to this Contract:
☐ Solicitation or Contract has an estimated value of less than $100,000;
☐ Contractor is a sole proprietorship;
☐ Contractor has fewer than ten (10) employees; and/or
☐ Contractor is a non-profit organization.

AECOM Technical Services, Inc. Company Name	 Signature of Person Authorized to Sign
7720 North 16th Street, Suite 100 Address	**Jennifer Bixby, PE, PTOE** Printed Name
Phoenix **AZ** **85020** City State Zip	**Vice President** **September 12, 2025** Title Date

Participation in Boycott of Israel – Consultant Certification
Form Revised - 4/28/2020

ADOT Infrastructure Delivery and Operations

FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

Please note that if any of the following apply to the Consultant, then the Offeror shall select the "Exempt Consultant" option below:

- Consultant is a sole proprietorship;
- Consultant has fewer than ten (10) employees; OR
- Consultant is a non-profit organization.

Pursuant to A.R.S. § 35-394, the State of Arizona prohibits a public entity from entering into or renewing a contract with a company unless the contract includes written certification that the company does not use the forced labor, or any goods or services produced by the forced labor, or use any consultants, subconsultants, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China.

Under A.R.S. §35-394:

1. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.

   (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
   (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.

2. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

In compliance with A.R.S. §§ 35-394 et seq., all offerors must select one of the following:

☑	The Company submitting this Offer does not use, and agrees not to use during the term of the contract, any of the following: • Forced labor of ethnic Uyghurs in the People's Republic of China; • Any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China; or • Any Consultants, Subconsultants, or suppliers that use the forced labor or any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China.
☐	The Company submitting this Offer **does** participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
☐	**Exempt Consultant.** Indicate which of the following statements applies to this Consultant (may be more than one): ☐ Consultant is a sole proprietorship; ☐ Consultant has fewer than ten (10) employees; and/or ☐ Consultant is a non-profit organization.

AECOM Technical Services, Inc.
Company Name

7720 North 16th Street, Suite 100
Address

Phoenix | **AZ** | **85020**
City | State | Zip

Signature of Person Authorized to Sign — **September 12, 2025**

Jennifer Bixby, PE, PTOE
Printed Name

Vice President
Title

ADOT ECS Contract No: **2026-001 • 2026-004 • 2026-005**

Forced Labor of Ethnic Uyghurs Ban Certification Form *(rev 10-2022)*

1. PROJECT UNDERSTANDING & APPROACH

▸ PROJECT OVERVIEW

SR 30 Tres Rios Freeway is an important new corridor that adds capacity and supports mobility within the Maricopa Association of Governments (MAG) region. ADOT and MAG programmed the SR 30 center segment (SR 303L to SR 202L) to be implemented in phases, with segments advertised for construction every 2 years from FY 27 to FY 33. This approach shows continual progress and visible benefits of Proposition (Prop) 479.

This project will design the segment of SR 30 from SR 303L to Estrella Parkway. SR 30 and its connection with SR 303L is proposed to be designed and constructed in three phases:

- **Phase 1** will provide three travel lanes in each direction on SR 30 and connect to SR 303L north
- **Phase 2** (outside Prop 479 funding) will build a total of five lanes in each direction on SR 30 to the east, extend SR 30 west of SR 303L, and build the system TI ramps between the north and the west
- **Phase 3** (outside Prop 479 funding) is the future extension of SR 303L south of SR 30 and the associated system TI ramps

AECOM reviewed the studies for SR 30 and SR 303L, the recent construction plans for H6870 01C SR 303L, MC 85 to Van Buren Street (referred to as H6870), and the *H6867: SR 30 at SR 303L Interim System Interchange Connection* memo dated 01.26.2024 (referred to as the *Restacking Memo*).

FIGURE 1 | PROJECT ISSUES & FEATURES

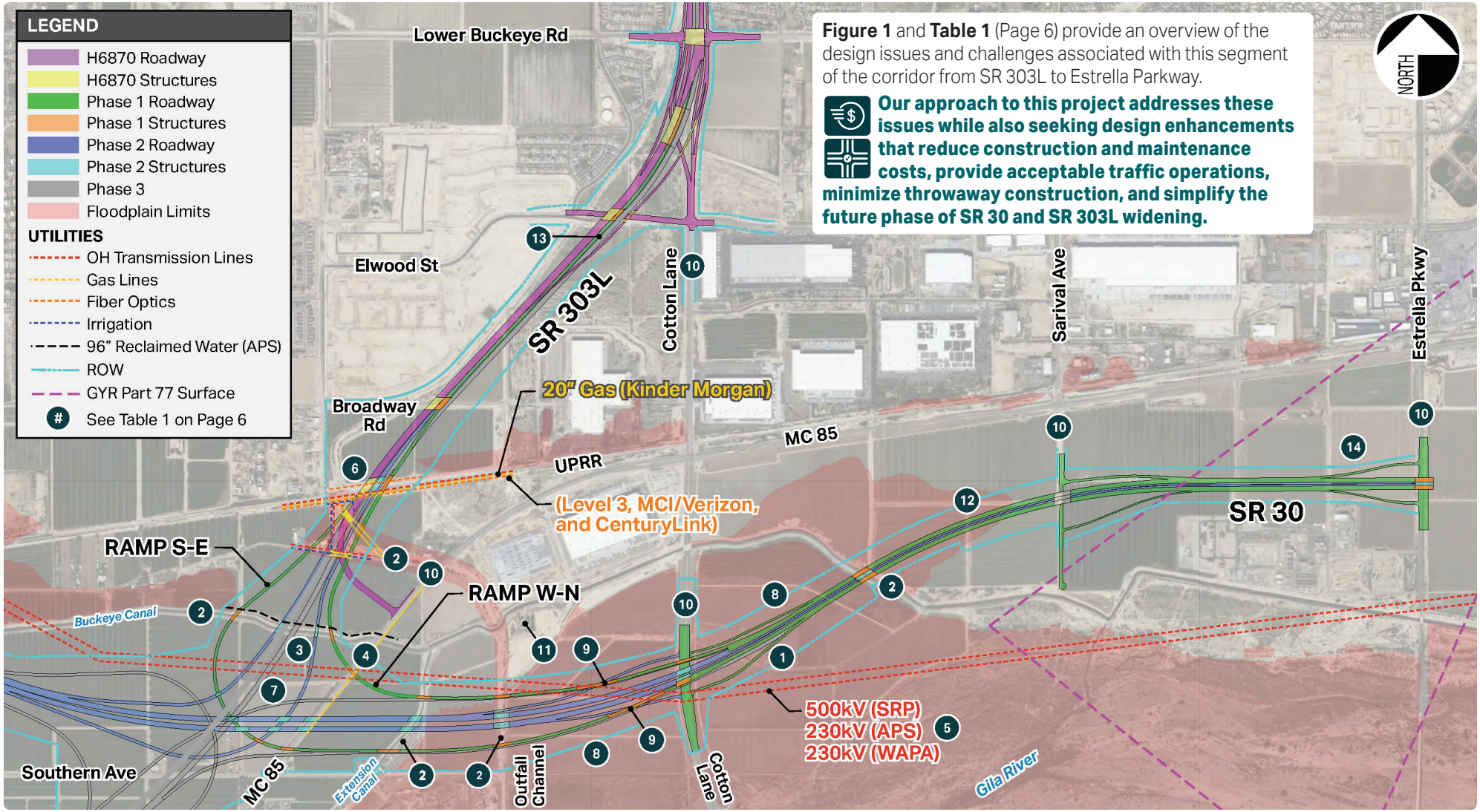


Figure 1 and **Table 1** (Page 6) provide an overview of the design issues and challenges associated with this segment of the corridor from SR 303L to Estrella Parkway.

Our approach to this project addresses these issues while also seeking design enhancements that reduce construction and maintenance costs, provide acceptable traffic operations, minimize throwaway construction, and simplify the future phase of SR 30 and SR 303L widening.

Figure 1 (Page 5) provides an overview of the project features along with reference numbers to the following major design issues to be addressed:

TABLE 1 | PROJECT ISSUES & POTENTIAL MITIGATION

	Issue/Challenge	Approach and Benefits to SR 30	Page
1	**A majority of the project is within the Gila River floodplain limits** and improvements could increase the base flood elevation (BFE), impacting adjacent properties	Onsite drainage systems will be located outside the floodplain; **strategic grading and design will avoid increases to BFE, simplifying CLOMR approvals**	7
2	**Coordination efforts** with Buckeye Water Conservation and Drainage District (BWCDD) on the main and extension canals, and with Flood Control District of Maricopa County (FCDMC) on the SR 303L Outfall Channel **could have schedule delays**	**Initiate early design coordination with BWCDD and FCDMC** to confirm solutions can be implemented that mitigate potential design and construction delays; Coordinate construction with dry-up periods	7
3	**Retention basin locations are dependent on the ultimate ramp configurations**	Implement early coordination between drainage and roadway to **design ramp alignments and retention basins simultaneously**, avoiding redesign	7
4	**Phase 1 improvements require significant fill**; the contractor will need to identify a source, which could have cost and schedule impacts (project-wide)	**Assess earthwork in design efforts to reduce borrow quantity**, including profile design and increasing retention basins as a source	7
5	Salt River Project (SRP), Arizona Public Service (APS), and Western Area Power Administration (WAPA) **high-voltage overhead power lines need to be relocated by third parties, which could cause schedule delays**	**Initiate early coordination**, evaluate alternatives that minimize or avoid impacts, provide Stage II plans for initial review, prioritize new utility corridors, and actively track their design and relocation schedules	8
6	**New structure over UPRR** requires coordination and approval from UPRR	**Initiate early coordination and submittals to UPRR**; build float into the schedule to account for potential delays in the UPRR process	9
7	**System TI must be designed for the ultimate improvements** so Phase 1 construction does not conflict with future Phases 2 and 3	AECOM developed solutions that **reduce costs in Phase 1 and simplify future construction phases**, avoiding throwaway or reconstruction	10
8	**Clay soils** require significant over-excavation and subgrade replacement (project-wide)	Use High Energy Impact Compaction (HEIC) to **reduce the volume of over-excavation**	11
9	System TI ramps have multi-span bridge structures that **increase construction costs**	**Evaluate alternatives** that reduce bridge spans, simplify construction, and reduce costs	11
10	**Maintain local access and circulation during construction**	**Develop a two-phase construction sequencing and maintenance of traffic plan** with feasible detours	12
11	**Zanjero House** (original canal operator's house) **was identified as historic in the EA**	We will map the historic 4(f) property for awareness; if needed, we will explore its current eligibility with ADOT Historic Preservation Team	12
12	**Multi-use path on the north side of SR 30** is a new design element that was not included in the DCR	Initiate early coordination on design criteria for the multi-use path to **develop an alignment that stays within the ROW footprint**	10
13	**DCR recommends constructing a portion of the new SR 303L NB lanes**, including widening three bridge structures, and restriping the SR 303L SB lanes	Conduct year 2050 traffic analyses to **confirm SB and NB traffic can continue using the SR 303L SB roadway section**, delaying construction of the SR 303L NB roadway	10
14	Improvements fall within the **Phoenix Goodyear Airport (GYR) Part 77 surface**	**Evaluate Part 77 intrusions for airspace obstructions**, coordinate with FAA, including Form 7460	12

▸ TECHNICAL & INSTITUTIONAL ELEMENTS, & MAJOR TASKS

Technical Elements

- Design and production of plans, specifications and estimate (PS&E) and cross sections
- Technical studies for traffic analysis, bridge/wall selection, drainage, geotechnical field investigation, bridge foundation design, earthwork, materials, and pavement
- Confirm early right-of-way (ROW) and temporary construction easements (TCEs)
- Value engineering
- Environmental mitigation measures
- Public outreach
- Utility coordination and prior rights determinations
- Elements of FHWA Major Projects, including Project Management Plan (PMP), Initial Financial Plan (IFP), and Cost Estimate Review (CER)

Institutional Elements

- Environmental, ROW, and utility clearances
- Stakeholder and agency coordination
- Design Decision Document
- National Environmental Policy Act (NEPA) compliance (FHWA NEPA assignment to ADOT)
- Quality control and assurance reviews
- Post-design services
- C&S coordination and bid advertisement support
- Assistance with intergovernmental agreement (IGA) coordination

Major Tasks During Final Design

- SR 30 mainline design with three general-purpose (GP) lanes in each direction, TIs, and associated design disciplines
- SR 30/SR 303L interim system traffic interchange (TI) compatible with the ultimate improvements
- Traffic analysis
- Hydraulic analyses of the Gila River floodplain and associated improvements
- Conditional Letter of Map Revision (CLOMR)
- Section 404 permitting
- Utility coordination and relocations
- UPRR coordination
- Coordinate with the adjacent SR 30 design projects
- Update the Final EA (FEA), as necessary; incorporate mitigation measures into design
- Review and update noise analysis
- Assist with Cost Risk Analysis – Value Engineering (CRA-VE)
- Coordinate with ADOT Communications for two public meetings
- Coordination with BWCDD and FCDMC

▸ PROJECT APPROACH

▸ STAKEHOLDER & PUBLIC OUTREACH

It has been nearly 6 years since the Finding of No Significant Impact (FONSI) was received in November 2019 for SR 30, SR 303L to SR 202L. The FONSI for the SR 303L, SR 30 to I-10 was received in November 2018. **This SR 30 design project will re-engage the local agencies, stakeholders, and the public to share the final alignment of SR 30 to Estrella Parkway and the system TI with SR 303L.**

Working in partnership with ADOT Community Relations and the Civil Rights Office, our public involvement lead, **Marsha Miller-Long (with Avenue Consultants)**, will prepare a project-specific Public Involvement Plan (PIP) that follows the agency PIP guidelines. Engagement efforts will include public meetings (in-person and virtual options), email blasts using GovDelivery, website updates, social media posts, the NextDoor app, and mailings.

__Marsha Miller-Long__ and her team worked on the SR 30 DCR/EA and are working with the City of Goodyear on its Safe Streets for All Safety Action Plan.

Two public meetings will be held for this project and combined with the adjacent SR 30 projects. Presentation materials will include a PowerPoint (or other presentation format) with script, fact sheets, and exhibits. **AECOM will prepare photo and 3D video simulations to assist in presenting the project features.** Our team will proactively coordinate with the ADOT PM and ADOT Communications to prepare for these meetings.

We will provide project information to partner agencies (City of Goodyear, the Maricopa Association of Governments [MAG], and Maricopa County Department of Transportation [MCDOT]) to share through their channels via email lists, social media, and websites. We will reach out to local industrial, commercial, and other businesses; residents; property owners; and the communities near the project, including Estrella Mountain Ranch and Rainbow Valley, whose residents previously participated in the final SR 30 public information meeting in May 2019 and the final SR 303L public meeting in December 2017 during the respective Design Concept Reports (DCRs) and EAs.

▸ DRAINAGE DESIGN & FLOODPLAIN ANALYSIS

Drainage design elements for SR 30 will encompass onsite and offsite drainage considerations, both of which will be impacted by the effective Gila River floodplain, delineated by the FCDMC as part of the *Lower Gila River Floodplain Delineation Study* (July 2017).

Our drainage leads, __Sherrick Campbell, PE, CFM__, and __Billie Denetdale, PE__, have worked with ADOT and FCDMC for 20+ years and know the agencies' requirements and expectations.

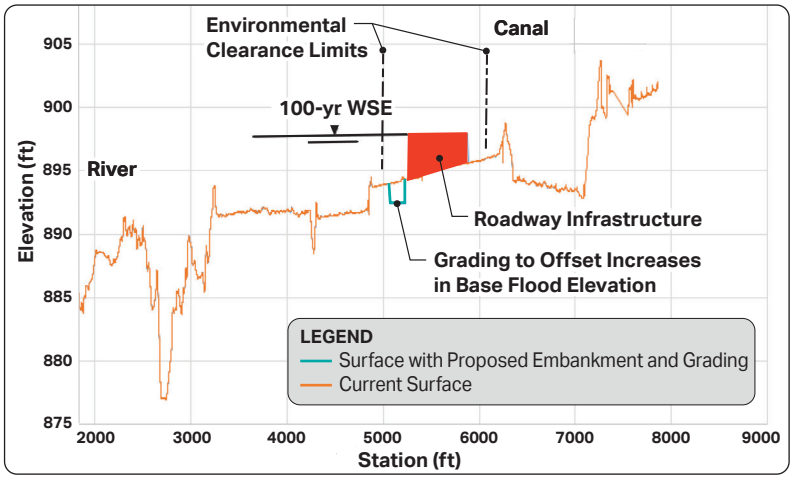
Drainage System Design

We will design the ultimate system TI drainage system as part of the Phase 1 project development. Retention basins will be located outside the floodplain, and first-flush basins and inline channels will accommodate the ultimate improvements. We will use flap gates, where needed, at basin outlets to reduce backflow and flooding of the onsite system during large flow events. Larger basins will be used at locations not impacted by the Gila River BFE, reducing the use of flap gates. **Recognizing the proximity to GYR, we will avoid locating retention basins within or near the Part 77 surface.**

This is a large earthwork borrow job and no dirt sources have been identified. **Our drainage and roadway engineers will coordinate to design and size the retention basins for needed stormwater storage capacity and a potential onsite dirt source.**

Onsite drainage design, comprised of freeway catch basins, manholes, storm drains, culverts, ditches, channels, outlet protection, and detention facilities, will be designed to serve immediate freeway conditions needs and optimized for future widening. We will initiate early coordination with the BWCDD, City of Goodyear, and FCDMC.

FIGURE 2 | BFE INCREASE MITIGATION CONCEPT



Mitigate Impacts of Embankment Fill

Roadway embankment fill will adversely impact the Federal Emergency Management Agency's (FEMA's) effective Gila River regulatory BFE and water surface profile. AECOM conducted preliminary assessments of impacts to the Gila River floodplain with embankment fill placed at a 3H:1V slope and an elevation equivalent to the Gila River regulatory BFE (see **Figure 2**).

Gila River Floodplain

The added fill yields an increase in the water surface elevation (WSE) of approximately 0.1 foot, which requires a CLOMR. **We anticipate approximately 2 feet of cut within the environmental limits to offset the WSE increases and simplify the CLOMR approval process and floodplain permitting efforts.** Grading design, coupled with hydraulic analysis based on the effective one-dimensional HEC-RAS model, will be documented in an application to authorities having jurisdiction and FEMA for the CLOMR.

The new roadways and embankment fill will also interrupt the ineffective Gila River inundation area extending north toward the BWCDD Main and South Extension Canal alignments. **We will provide drainage crossings under SR 30 to maintain connectivity within the Gila River floodway fringe, allowing overbank areas to continue receiving floodwaters and nutrients for agricultural land use.**

▸ UTILITIES COORDINATION

Table 2 presents the major utilities in the corridor, their design requirements and coordination needs, and their anticipated relocation time frames. All are lengthy relocations, but the overhead power lines are expected to take 7 years, which does not allow any cushion with the FY33 bid advertisement date. **The SRP-T, APS, and WAPA relocations are the critical path to delivering this project on time.**

*Our team includes TYLin's **Brenan Poe, PE**, as a dedicated utility coordinator. He will be proactive in coordinating with each utility to share our design files, identify their relocation needs, and monitor and support their design and construction schedules.*

Strategies to Reduce Relocation Costs & Schedule

- Initiate contact with utility companies at NTP to convey the design schedule
- Identify opportunities with Stage II design to avoid or reduce required relocations, including overhead power lines
- Maintain a risk register and status report specific to utilities
- Submit Stage II roll plots to each utility to initiate their designs early
- Schedule recurring coordination calls with each utility
- Prompt follow-up with utilities to address conflict review responses
- Coordinate with adjacent segments on overall corridor-wide utility relocations and coordination to maintain consistent communication with utility companies

TABLE 2 | MAJOR UTILITY RELOCATIONS

Owner, SR 30 Segment, & Utility		Design/Relocation	AECOM Design/Coordination	Relocation Duration
▸ **APS** **Segments 1, 2** 96-inch/114-inch reclaimed water line within the Buckeye Canal ROW		• Encase the existing water line during a dry-up period, or • Construct a new water line offline and connect it during a dry-up period	• Provide a cost analysis and schedule for both options to accelerate APS design decisions	**3 Years**
▸ **BWCDD** **Segment 1** Buckeye Canal and its Southern Extension, irrigation laterals, well sites		• Canal to be lined under the structure for a length to be determined by BWCDD Engineering	• Roadway structures will span BWCDD facilities and maintenance roads for access • Initiate early coordination to determine the canal lining extent and obtain the encroachment permit and JPA to cross the BWCDD ROW	**N/A**
▸ **UPRR** **Segment 1** SR 303L bridge structure over UPRR		• ADOT construction plans must be submitted and approved through UPRR's formal process, which has **potential for schedule delays**	• **Our proposed concept avoids new/widened structures over UPRR, mitigating this potential schedule delay** • Our team is experienced in executing UPRR's Construction and Maintenance Agreement ☑ *Our subconsultant, TYLin, has testified at the Arizona Corporate Commission to gain approval for three upgraded railroad crossings.*	**N/A**
▸ **Private Land Owners** **Segments 1, 2, 3** Private irrigation/wells		• Many existing agricultural land uses have private irrigation systems connecting to SRP • SRP relocation design and construction does not include private tie-ins	• Coordinate with private irrigation owners to design tie-ins and avoid water disruption ☑ *TYLin successfully coordinated private tie-ins on MCDOT's Northern Parkway.* • Wells are typically included as a cost to cure with ROW acquisition, shifting the risk of well-proofing to the property owners	**N/A**
▸ **SRP-T, APS, WAPA** **Segment 1** 500kV, 230 kV, and 230kV overhead power lines		• Utilities have previously been determined to have prior rights • Transmission power lines and poles need to be relocated outside proposed improvements	• Upon confirming prior rights, we will submit Stage II roll plots to utilities to begin the process early in the design phase, recognizing **the system TI vertical geometry is critical for the utilities to determine a proposed running alignment to carry forward for public siting**	**7 Years**
▸ **Build America Buy America (BABA) Compliance** **Segments 1, 2, 3**	Effective March 2025, all construction materials on federally funded projects must be made in America	• SRP uses specialty electrical components that do not meet this requirement, which **could be a schedule risk**	• We will facilitate discussions between SRP, ADOT and FHWA to confirm BABA guidance. ☑ *Brenan successfully implemented this strategy on Northern Parkway, allowing SRP to complete utility relocations on schedule.*	**N/A**
▸ **EPNG** **Segment 2**	**Not in Segment 1** Segment 2 has a 20-inch high pressure gas line	• A conflict exists in Segment 2 east of Avondale Boulevard	• Evaluate options to protect in-place or advance relocation efforts	**2 Years**
▸ **SRP-Irrigation (SRP-I) with USA (BOR) Land Rights** **Segments 2, 3**	**Not in Segment 1** Segments 2 and 3 require relocations generally east of 91st Avenue	• Requires BOR land exchanges to complete relocations • Coordinate with City of Phoenix to confirm the new SRP-I alignment is compatible with the 91st Avenue force main	• We will understand the underlying landowner to reduce iterations of the BOR packages • Conditions of Title will be ordered when relocation design is complete and new lands rights are delineated	**3.5 Years**

***Segments: 1** • SR 303L to Estrella Parkway | **2** • Estrella Parkway to Dysart Road | **3** • Dysart Road to 97th Avenue*

▸ ROADWAY DESIGN

SR 30 Phase 1 improvements include three GP lanes with a future ultimate build-out of four total GP lanes plus one high-occupancy vehicle (HOV) lane in each direction. The project includes three local service TIs at Cotton Lane, Sarival Avenue, and Estrella Parkway. **We will refine the roadway profiles to reduce the amount of fill required, as this is a large borrow job.** Access control on the crossroads will be reviewed with ADOT PMG, District, and ROW Group to comply with the most recent ADOT Roadway Design Guidelines.

The SR 30/SR 303L system TI Phase 1 design will include direct-connect system ramps between the north leg of SR 303L and the east leg of SR 30. As SR 30 is developed to the west in Phase 2, the system TI will provide connectivity between SR 303L north and SR 30 west. Phase 3 accounts for the potential of SR 303L to extend south and its associated system ramps. Phases 2 and 3 are not funded for construction within the next 20 years. **Phase 1 design of the SR 30/SR 303L system TI needs to address the ultimate configuration to confirm that ramp alignments, profiles, structures, drainage facilities, weaving operations, and utility relocations will accommodate the ultimate improvements.**

*Our roadway design team is led by **Greg Jacoby, PE**, and PTG's **Becky Fly, PE**, who both bring significant experience designing complex urban freeways.*

A multi-use path will be constructed on the north side of SR 30 per the MAG *SR 30 Active Transportation Conceptual Plan* (March 2023). **We will coordinate with ADOT for the design criteria of the multi-use path and confirm it stays within the ROW and environmental clearance footprint.** We will coordinate with the local jurisdictions to identify connections to local active transportation facilities. We can support ADOT, as needed, in developing the IGA for the path maintenance, including pathway lighting.

SR 30/SR 303L System TI

AECOM evaluated the alternatives presented in the DCR and the *Restacking Memo* with the goal of reducing costs and simplifying construction. The *Restacking Memo* identifies opportunities to reduce the overall height of the system TI and delay the highest-level ramp structures to future phases.

Our team developed several design enhancements to the ultimate system TI that will reduce costs in all phases. We subsequently developed concept enhancements and performance-based practical design (PBPD) improvements to the Phase 1 design elements.

***Figures 3–4** (Page 10) present a revised concept that saves more than $37M in Phase 1 construction costs, reduces the amount of throwaway construction, maintains acceptable traffic operations, and avoids any additional new ROW. **Table 3** (Page 10) presents the design refinements shown in **Figures 3–4** that our team developed in OpenRoads.*

Design Enhancement 5 in Table 3 (Page 10) provides the most significant cost savings at $16M by delaying construction of SR 303L NB until Phase 2. H6870 will construct the ultimate SR 303L SB roadway and structures; it will be striped for two lanes in each direction of travel (NB, SB) with a 12-foot curb and gutter median. Our concept ties Ramp W-N into the interim NB lanes (carried on the ultimate SR 303L SB roadway) via a new interim connection and reconstructing the curb and gutter median with a concrete barrier. The two-lane Ramp W-N serves as the capacity constraint to NB SR 303L since there are no local service TIs adding volume until Van Buren Street, where the NB lanes transition to the ultimate NB roadway. The SR 30 western extension and the SR 303L southern extension are not funded, so the ultimate SR 303L cross section may not be needed for decades. We evaluated this concept using a recent MAG year 2050 TransCAD model and VISSIM software. **Based on our initial analysis, the proposed concept provides acceptable traffic operations through design year 2050.** Upon NTP, we will request the latest MAG model and conduct a detailed analysis. Additionally, the DCR recommends three-lane system TI ramps. **Our concept includes two-lane ramps on Ramp W-N and Ramp S-E, which provide sufficient capacity for year 2050 volumes.** The ramps and structures will be designed to facilitate in-kind widening with Phase 2 and 3 construction.

We anticipate the need for a Design Decision Document for the two-lane entrance ramps since ADOT standards for travel lane and shoulder widths deviate from AASHTO. We will evaluate stopping sight distance on the system TI ramps to confirm design decisions.

Pros/Cons of AECOM's Proposed Interim Alternative and Design Enhancements

Advantages

- ☑ Saves over $37M in Phase 1; we anticipate additional cost savings when reduced embankment fill, ICAP, and other elements are quantified
- ☑ Defers construction of SR 303L NB roadway to Phase 2
- ☑ Avoids improvements over the UPRR
- ☑ Reduces structure lengths and associated costs for Ramp W-N and Ramp S-E bridges over Cotton Lane ramps
- ☑ Simplifies Ramp S-E bridge structure over Cotton Lane by realigning the ramp and shifting the gore
- ☑ Builds two lanes for system ramps in Phase 1
- ☑ Provides AASHTO-compliant lane drops on the mainline
- ☑ Avoids increasing the Gila River floodplain WSE and mitigates potential impacts to properties north and south of the river
- ☑ Strategic grading and sizing of the new retention basins will help offset the borrow needs
- ☑ Proposed improvements stay within the ROW footprint and environmental clearance limits
- ☑ Simplifies exit signing and reduces Phase 2 construction costs for SR 303L SB Ramp S-E and Ramp S-W

Disadvantages

- ☒ Continues the interim configuration of SR 303L with the SB roadway striped for both NB and SB traffic with a barrier median
- ☒ Still requires relocation of the overhead power lines
- ☒ Still requires significant borrow

Our proposed alternative improves the ultimate system TI operations and provides significant cost savings in Phase 1 and future phases. We will coordinate with ADOT, MAG, and the project stakeholders to further refine this concept and conduct detailed traffic analyses.

TABLE 3 | AECOM INTERIM ALTERNATIVE AND DESIGN ENHANCEMENTS

Location	DCR Concept	AECOM Refinement	Benefit to SR 30 & ADOT	Phase 1 Cost Savings
1 System TI Ramp S-E/ Cotton Lane	• Ramp S-E ties into SR 30 EB just past the crossroad, resulting in the gore on the SR 30 EB structure over Cotton Lane.	• Realign Ramp S-E slightly to the south and push the gore past the structure. The S-E ramp is on its own structure over Cotton Lane.	☑ Simplifies construction of the ramp structure ☑ Reduces the mainline structure to carry only the three GP lanes and avoids the extra width for the gore area	$1,870,000
2 System TI Ramp S-E/ Cotton Lane	• Ramp S-E and Cotton Lane Ramp B cross at an 80-degree skew angle. This high skew results in a seven-span structure, 1,090 feet long, with three straddle bents.	• Realign Ramp S-E and Cotton Lane Ramp B to reduce the skew angle to 70 degrees (see note below regarding other options).	☑ Reduces Ramp S-E structure from seven spans to two spans, reduces the length to 340 feet and only one straddle bent.	$12,200,000
3 System TI Ramp W-N / Cotton Lane	• Ramp W-N and Cotton Lane Ramp A cross at a 77-degree skew angle. This high skew results in a four-span structure, 556 feet long, with two straddle bents.	• Realign Ramp W-N and Cotton Lane Ramp A to reduce the skew angle to 66 degrees.	☑ Reduces Ramp W-N structure from four spans to two spans, reduces length to 250 feet and only one straddle bent.	$5,300,000
4 System TI Ramp S-E	• Ramp S-E and the future Ramp S-W are designed as two separate exits, with Ramp S-E as a two-lane exit in the vicinity of the SB 303L SB structure over UPRR.	• In the ultimate design, combine Ramp S-E and Ramp S-W into one three-lane exit just past the SR 303L SB structure over the UPRR: • Phase 1 constructs Ramp S-E as two-lanes • Phase 2 constructs Ramp S-W by adding a lane to the outside of Ramp S-E and widening the structure over Buckeye Canal from two lanes to three lanes	☑ **Phase 1:** Eliminates the need to widen the existing SR 303L SB bridge over UPRR ☑ **Phase 2:** ✓ Lane configuration is a 2-2 split just past the structure over Buckeye Canal, reducing the ultimate structure width over the canal ✓ Eliminates the need to construct additional pavement on SR 303L SB for Ramp S-W in Phase 2 ✓ Eliminates a bridge for Ramp S-W over Ramp S-E ☑ **Phase 3:** Eliminates a bridge for Ramp N-W over Ramp S-W	$2,100,000
5 System TI Ramp W-N/ SR 303L NB	• Ramp W-N is constructed in Phase 1 as a two-lane ramp connecting to the new SR 303L NB alignment between SR 30 and Van Buren Street.	• Ramp W-N ties into the interim SR 303L NB lanes (carried on the ultimate SR 303L SB roadway) via an interim connection.	☑ Allows the majority of Ramp W-N and the ultimate SR 303L NB to be constructed in Phase 2.	$16,100,000
				Total Savings: $37,570,000

FIGURE 3 | SYSTEM TI RAMP ENHANCEMENTS AT SR 30/COTTON LANE

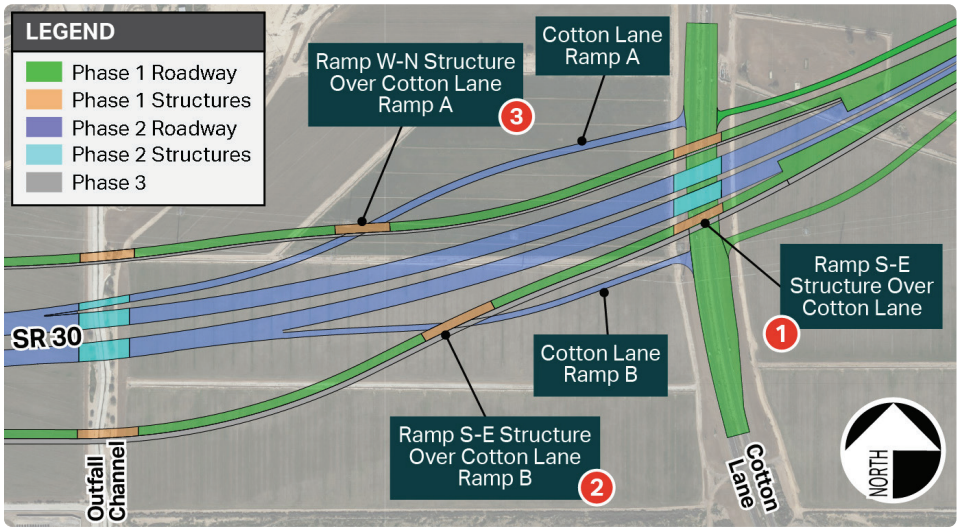
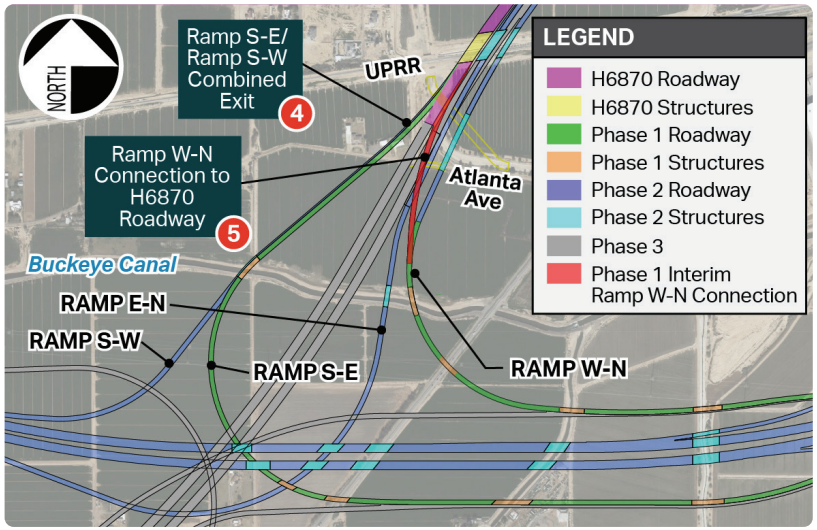


FIGURE 4 | SYSTEM TI RAMP ENHANCEMENTS AT SR 303L



▸ GEOTECHNICAL

Geotechnical

The local site geology is typically dense coarse-grained alluvial stream channel deposits with mixtures of sand, gravel, and cobbles. Adjacent to the Gila River channel, they are covered by 10 to 15 feet of low-plasticity clay and sandy clay.

Soils on the adjacent agricultural parcels are expected to be soft/compressible and potentially collapsible. These soils require remediation, which typically consists of over-excavation and recompaction with approved moisture conditioned fill.

*Our subconsultant **Ethos Engineering** conducted the geotechnical analysis for SR 303L and eastern portions of the SR 30 center segment, which are using High Energy Impact Compaction (HEIC) for compaction. HEIC methods are recommended to mitigate soils for this segment, which provides significant cost and time savings over traditional over-excavation.*

Pavement

The clayey subgrade soils likely require improvement to provide adequate pavement subgrade support. We will evaluate lime stabilized subgrade, which was used on the existing MC 85 and adjacent SR 303L project, along with other alternatives such as geogrid with geotextile and over-excavation.

Bridge Foundations

Drilled shafts are best suited for the soils in this area to penetrate the relatively soft near-surface soils. **At the system TI, a full-scale load test is recommended due to its ability to increase the vertical design capacity of the drilled shafts, resulting in significant cost savings to ADOT for Phase 1 and Phase 2 construction.** Ethos Engineering performed full-scale load tests at other ADOT system TIs (SR 24/SR 202L and SR 30/SR 202L) that resulted in vertical capacity increases on the order of 40% to 60%.

Groundwater within the limits of the system TI is generally at an elevation of 850–860 feet and is expected to impact drilled shaft construction. This may require temporary casing, slurry, or other stabilization techniques.

▸ STRUCTURES DESIGN

The project will require bridges over the following features:

- UPRR tracks and ROW (eliminated with our concept)
- ADOT Outfall Channel
- Buckeye Canal (first crossing)
- MC 85 (Buckeye Road)
- Extension Canal
- Cotton Lane
- Maricopa County Flood Control Channel
- Buckeye Canal (second crossing)
- Sarival Avenue
- Estrella Parkway

Span lengths at all bridge locations are expected to be within reach of precast prestressed concrete girders, which is generally favored by ADOT for its high durability, low maintenance, and low-cost characteristics. However, other bridge types — including post-tensioned concrete box girders, steel plate girders, or portal frame structures — are alternatives if excessive span length or tight roadway curvature preclude precast prestressed concrete girders.

At Cotton Lane, our concept significantly reduces the bridges for Ramps W-N and S-E to 250 feet and 340 feet, respectively. Portal frame structures may be an effective bridge type for the braided ramps with severe skew angles. Portal frames must be kept under 300 feet to avoid classification as a tunnel requiring fire suppression, lighting, and ventilation systems.

*Our structures lead, **Russ Stuart, PE**, has designed bridges on 30+ ADOT projects. He will evaluate opportunities to further reduce the bridge length of Ramp S-E if a portal frame structure is deemed feasible and desirable.*

Where Ramp S-E crosses MC 85 (Buckeye Road), the DCR proposed a multi-span bridge that also crosses the future Ramp E-N included in Phase 2. Instead of a multi-span bridge, two single-span bridges separated by a "soil plug" may offer opportunities to simplify bridge construction and reduce project costs.

Retaining Walls

Retaining walls are anticipated to be either ADOT SD 7.01 standard cantilever walls or mechanically stabilized earth walls. Soft soils supporting the walls may require ground improvement methods, including over-excavation and/or HEIC, to improve bearing capacity and reduce settlement.

▸ RIGHT-OF-WAY

ADOT has been actively working to acquire the parcels needed for the SR 30 corridor. **The concepts we developed do not require additional ROW and are not anticipated to impact the acquisition efforts underway.** Our team will prioritize confirming the ROW needs for Phase 1 and the future Phases 2 and 3, including evaluating and implementing ADOT's guidelines for access control and signal spacing on the crossroads and the need for TCEs. We will coordinate early and often with the ADOT PM and ADOT ROW Group.

▸ TRAFFIC ANALYSIS

Our proposed concept has Ramp W-N tying into the existing two NB travel lanes on the SR 303L ultimate SB roadway. **This defers construction of the SR 303L NB roadway until Phase 2.** Both Ramp W-N and Ramp S-E are proposed as two-lane ramps, which serve as the capacity constraint to the SR 303L travel lanes. We will perform year 2050 traffic analyses to confirm the proposed concept provides acceptable traffic operations. If needed, we will evaluate an approximate time frame when additional capacity is needed on SR 303L, recognizing that future traffic volumes are dependent upon build-out in the area.

*Traffic analysis will be led by **Kate Bondy, PE, PTOE,** who has been working with the MAG model to analyze the MAG freeway system for more than 20 years through ADOT Management Consultant (MC) contracts.*

Kate is adept at post-processing the MAG traffic demand model (TDM) to provide a sensitivity analysis for the proposed improvements, should traffic volume growth differ than what the TDM projects. Leveraging advanced tools and methodologies, Kate and our team will use the updated MAG TransCAD TDM with post-processing and VISSIM microsimulation software to evaluate the proposed concept, including lane configurations and weaving/merging. Analyses will focus on Phase 1 and Phase 2 improvements, emphasizing optimization of the system TI Phase 1 configuration to provide efficient traffic flow.

▸ TRAFFIC DESIGN

*Our traffic and MOT lead, PTG's **Skye Gentile Bush, PE, PTOE**, recognizes that effective traffic control elements provide safe and intuitive navigation through the SR 30 corridor, the system TI, and crossroads. She will coordinate with the team on the project's major traffic elements.*

Signing & Marking • We will optimize sign placement for visibility, including overhead and bridge-mounted signs, while adhering to the *Manual on Uniform Traffic Control Devices* and ADOT standards for size, retroreflectivity, and placement.

Our proposed design enhancements simplify exit ramp signing in Phase 1 and future Phases 2 and 3. We will coordinate with ADOT to determine the need and placement for Dynamic Message Sign (DMS) structures and the feasibility of roadside T-Mount structures to reduce long-term maintenance costs.

Lighting • Lighting will be designed to enhance safety, visibility, and operational efficiency while addressing the unique challenges posed by high-speed, high-volume traffic. We will design a separate pathway lighting system for the multi-use path on the north side of SR 30.

Airspace • The Federal Aviation Administration (FAA) Part 77 airport imaginary surfaces overlap the SR 30 improvements near Cotton Lane. We will assess the proposed improvements, such as lighting and overhead signing, for potential intrusions into the Part 77 surface. We will prepare and submit FAA Form 7460 for permanent fixtures and temporary airspace penetrations associated with construction activities.

Traffic Signals • New traffic signals at the ramp terminals and adjacent intersections will incorporate adaptive signal control systems to optimize traffic flow and minimize delays. Given the anticipated number of distribution centers, signal timings will account for high truck percentages and weaving movements.

Intelligent Transportation Systems (ITS) • We will incorporate ITS elements such as ramp metering, DMS, traffic cameras, and infrastructure for wrong-way detection systems. We will collaborate with ADOT to implement the *Arizona Broadband Statewide Middle-Mile Strategic Plan* in support of regional technology initiatives, such as vehicle-to-infrastructure (V2I) communication capabilities.

Maintenance of Traffic

Smart Work Zone (SWZ) Technology • SWZ applications, including real-time traffic monitoring and DMS, will be deployed to provide drivers with up-to-date information on detours, lane closures, and travel times.

Maintaining Local Access • Construction activities will be sequenced to preserve access and connectivity to key roads, such as Cotton Lane, Estrella Parkway, and MC 85. SR 30 bridge work will be completed at night, with detour routes to minimize impacts to traffic during daytime hours.

Collaborative Closures and Detours • Our team will work closely with the adjacent designers, ADOT, MAG, MCDOT, and local jurisdictions to evaluate allowable closures and detour routes for night/weekend construction activities to minimize disruptions to regional traffic.

▸ ENVIRONMENTAL

The FONSI for the Final EA (FEA) for SR 30, SR 303L to SR 202L (H6876) was approved in November 2019, and the FONSI for the FEA for SR 303L, SR 30 to I-10 (H6870) was approved November 2018. **Key issues for this project are anticipated to include hazardous materials, Clean Water Act Section 404 permitting, and the potential identification of areas within the footprint that were not covered in the previous H6780 and H6876 EA documents.**

***Scott Blackman** will lead the environmental efforts and track the implementation of final design mitigation measures included in the approved FEA.*

Environmental Clearance Limits • At NTP, we will review our proposed design against the previously approved environmental clearance limits to determine if any additional areas need to be investigated, particularly in the vicinity of the ramps on the western side of the TI. If a re-evaluation is needed to cover additional areas, we will work closely with ADOT Environmental Planning (EP) to determine documentation required (informal or formal).

Noise • An updated noise analysis will be required to reflect the revised traffic analysis and system TI design. The FEA did not recommend any noise walls within the current project limits. We will work closely with ADOT EP Noise and Air team to develop the methodology for the noise update.

Clean Water Act Section 404 • As an irrigation canal with a surface connection to the Gila River, the Buckeye Canal is considered a potential Water of the U.S. (WOTUS). While the SR 30 FEA included a preliminary jurisdictional determination (SPL-2006-01972), no delineations were documented in the H6870 SR 303L FEA. Our approach includes early coordination with ADOT EP and the U.S. Army Corps of Engineers to identify delineation requirements and survey area, and complete required delineations. We anticipate the project will avoid impacts within the Gila River jurisdictional limits and the canal ROW. **Scott will work closely with the design team to avoid temporary and permanent impacts within the canal ROW, which will eliminate the need for Section 404 permitting.**

Cultural Resources • This segment of SR 30 is not anticipated to present complex cultural resource concerns or mitigation measures. We will review design plans to monitor the potential for impacts in the vicinity of the historic Buckeye Canal. We will confirm implementation of applicable cultural resources mitigation measures from the EA documents.

Zanjero House & Buckeye Canal

As part of our concept refinement, we will seek opportunities to reduce or avoid utility impacts, including the overhead power lines. If a feasible alternative is identified that significantly changes the utility relocation costs by pushing the improvements north, we will review potential impacts to the Buckeye Canal Upper Zanjero House. If necessary, we will coordinate with ADOT EP and HPT regarding a potential re-evaluation of the historic eligibility of the site.

Hazardous Materials • Final design will require a new Preliminary or Phase I Initial Site Assessment (ISA), specifically on new ROW acquisitions, prior to final environmental clearance. Our team will prepare the PISA reports and Phase I ISA studies with quick turn-around times to avoid delays in ROW acquisition.

Geotechnical Clearance • We will initiate required biology, cultural, and hazardous materials studies at NTP to expedite geotechnical clearance, and work with the geotechnical team to adjust testing locations to avoid and minimize impacts, as needed.

2. PROJECT RISKS & SCHEDULE

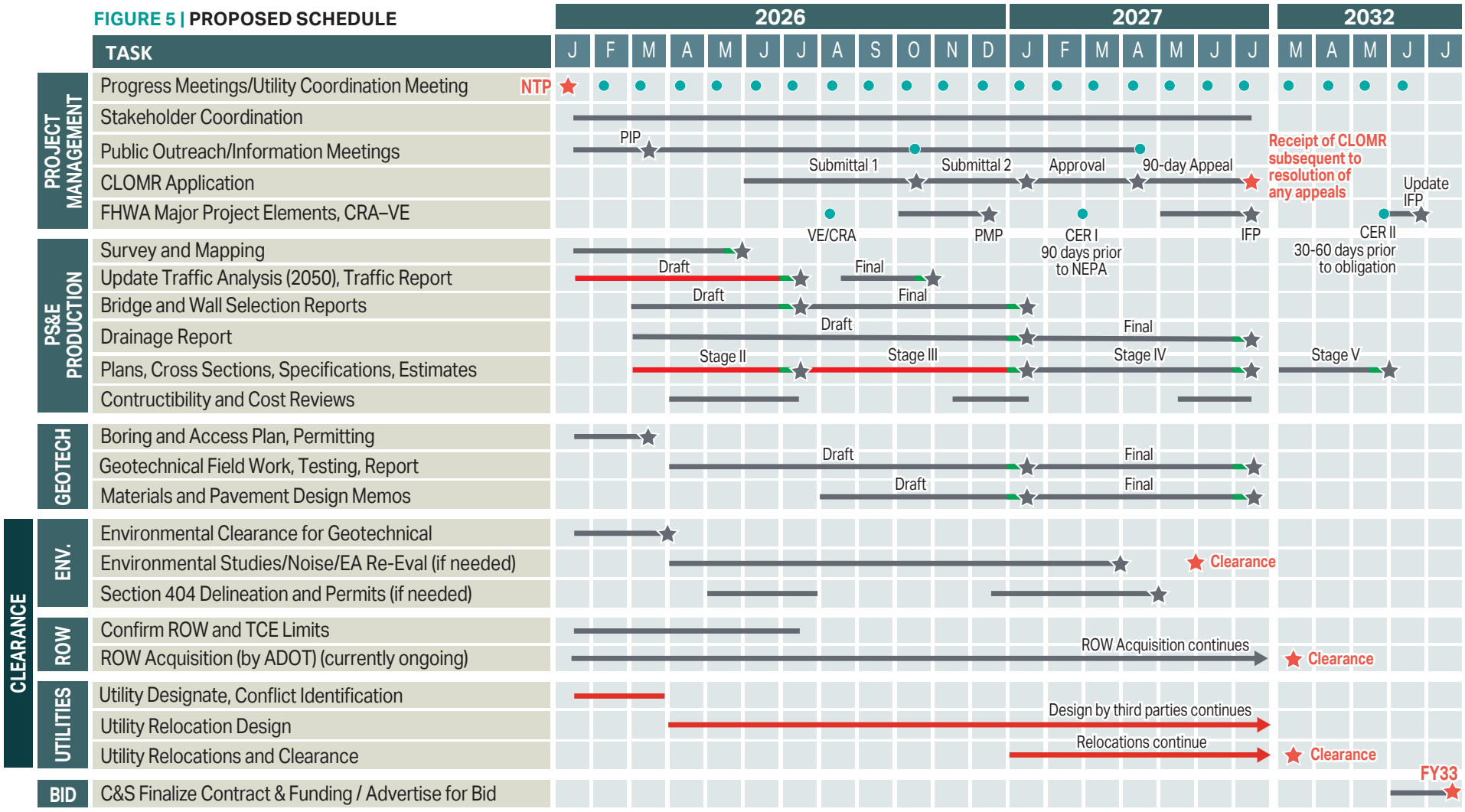
SCHEDULE MANAGEMENT

Our proposed schedule (**Figure 5**) allows ADOT to be ready to advertise the project for construction in FY 2033 Q1. Our project manager, Dale Wiggins, will further develop the detailed schedule, communicate the schedule requirements to all team members, monitor progress, and take ownership of the schedule. We successfully use ADOT's Workfront program on our current ADOT projects and will use it for schedule, reviews, and file retention on this project. Schedule progress, including upcoming tasks and deliverables, will be communicated to the ADOT PM and the team on a monthly basis and more frequently as needed.

APPROACH TO MEETING THE PROJECT SCHEDULE

SR 30 is one of the first major projects of Prop 479 and it will showcase the measure's impact by easing congestion, shortening commute times, and enhancing regional mobility. **Although this segment is not programmed for construction until 2033, our team developed a 2-year schedule to deliver the design in conjunction with the adjacent SR 30 projects.** We developed concepts that — once vetted with ADOT, MAG, and stakeholders and evaluated with the 2050 traffic volumes — can be implemented to quickly move the project forward.

FIGURE 5 | PROPOSED SCHEDULE



We identified several schedule delays and potential mitigation measures on Page 15 to maintain progress and meet the project milestones and deadlines.

We Will Use These Strategies to Avoid Schedule Slippage:

- Coordinate with ADOT and MAG at NTP to **obtain the latest year 2050 TDM** for use in analyzing our proposed alternatives
- Identify early the **improvements that fall outside the environmental clearance limits** so surveys can be initiated
- Initiate **early and continuous coordination with utility companies** for prior rights and relocation design/ construction
- Use a **risk management plan and tracking log** to track, anticipate, and mitigate issues. This will include all schedule risks noted in **Table 4** (Page 15) as well as others identified at NTP and during the design process.
- Coordinate continuously with ADOT and stakeholders for **timely issue resolution**.
- **Develop and maintain an action item list** and review progress at each coordination meeting.
- **Monitor critical-path items** to prioritize tasks and resources.
- **Identify and prioritize potential issues early**, and communicate, track, and resolve issues before they become problems.
- **Communicate critical decision dates to ADOT early** so appropriate priority can be assigned to resolving issues.
- **Build float on long-lead items** to maintain the critical path.
- Coordinate with ADOT C&S prior to each submittal to **facilitate PS&E reviews and maintain construction advertisement**.
- Assist ADOT with FHWA Major Project reporting to help **secure funding**.

We Will Make up Schedule Slippage By:

- Reviewing task dependencies to start future tasks sooner
- Shifting priorities and conducting over-the-shoulder reviews prior to scheduled reviews
- Using built-in schedule float for unforeseen issues
- Mobilizing additional staff from our extensive resource pool

CONSTRUCTION SEQUENCING STRATEGIES FOR THE SR 30 CENTRAL SEGMENT (SR 303L TO SR 202L)

Our team understands the importance of aligning construction sequencing for the SR 30 central segment with MAG's phased construction funding schedule to provide efficient delivery, seamless integration, and minimal disruption to regional traffic. MAG has allocated the following construction funding from east to west as follows:

FY 27 SR 30/SR 202L System TI to 97th Avenue → **FY 29** 97th Avenue to Dysart Road → **FY 31** Dysart Road to Estrella Parkway → **FY 33** Estrella Parkway to the SR 303L System TI

This approach provides continual progress on the corridor, extending the new freeway with each segment and providing visible benefits of Prop 479 funding. The future extensions of SR 30 to the west and SR 303L to the south are not programmed and the SR 30/SR 303L system TI may exist in its interim condition for 20 years or more with only ramp connections to the north and east. Revising the system TI stacking order to build the initial ramps at ground level reduces costs in Phase 1 and avoids the perception of an oversized facility.

The SR 30/SR 303L system TI has several complexities as noted herein, with the high-voltage overhead power line relocations being a significant schedule risk to the project. Programming this as the last segment in FY 33 allows those utility relocations to be completed ahead of construction.

SRP-T, APS, and WAPA Overhead Power Lines

AECOM is committed to initiating early coordination with the utility companies to accelerate relocations, recognizing that the FY 33 timeline matches the estimated 7 years for the overhead power line relocations and does not allow for delays or deviations. **Our dedicated utility coordinator, Brenan Poe, will proactively coordinate with the utility companies, track their progress, and resolve issues and roadblocks along the way.**

RISK MITIGATION

Our Risk Register (see **Table 4**, Page 15) highlights some of the key risks our team has identified, along with potential mitigation measures. Early identification of risks along with solutions and mitigation strategies is essential in delivering work on time and within budget. These and other risks will be discussed at the kickoff meeting.

Our project manager, Dale Wiggins, will review project risks at each monthly progress meeting to determine risk probability/severity and develop mitigation strategies to avoid or minimize project impacts with the goal of retiring risks as we progress through the project design. **Our approach to developing design solutions considers design and construction risks to minimize impacts to scope, schedule, safety, and budget.**

AECOM'S QUALITY PROCESS

We will implement our established QA/QC process ahead of each deliverable, with qualified discipline and interdisciplinary reviewers performing technical backchecks. Our project manager, Dale Wiggins, is ultimately responsible for the final review of all deliverables prior to submittal to ADOT. Our quality manager, Rodney Bragg, provides quality assurance to confirm our review process is followed by all team members, including subconsultants. **This adds value by avoiding rework and focusing ADOT's review on technical elements.**

TABLE 4 | RISK ASSESSMENT & POTENTIAL MITIGATION

Risk Ratings: Low Medium High

Potential Risk	Pre-Mitigation	Impacts: Scope	Impacts: Schedule	Impacts: Budget	Mitigation Strategies	Post-Mitigation
Traffic volume forecasts may not accurately reflect future conditions due to changes in land use or other reasons, which could result in under- or over-design of the system TI	M	✓		✓	• **Conduct sensitivity analyses** to account for variations in growth scenarios. AECOM brings significant experience working with MAG and ADOT to review the TDM and post-process traffic volumes. • **Prioritize traffic analysis of the 2050 traffic volumes** based on our revised concept to confirm acceptable traffic operations and make refinements where needed.	L
Lack of consensus on the proposed Stage II deliverables	M	✓	✓	✓	• **Provide the proposed concept with traffic analysis results** to the VE/CER/CRA teams to review. • Incorporate input from the VE/CER/CRA teams into the Stage III design. • **Perform an over-the-shoulder review** with ADOT to confirm Stage II design prior to preparing formal deliverables.	L
Environmental re-evaluation and/or gaps in survey coverage may create delay	M	✓	✓	✓	• **Identify and review the environmental clearance limits compared to the current design early in the project** to identify gaps in environmental clearance coverage potentially requiring re-evaluation. • **Coordinate closely with ADOT EP to identify any formal/informal documentation required**; focus on changes since the NEPA approval and pertinent issues of concern. • **Continuous engagement** between our environmental lead, Scott Blackman, and our design team to identify and review proposed design changes affecting the project footprint as early as possible.	L
Difficult drilling conditions for geotechnical investigations and drilled shaft installations	H		✓		• **Perform a drilled shaft load test** to provide drilled shaft capacity information and understanding of the drilling conditions for construction.	L
Geotechnical information may not be available for initial bridge and pavement design	M		✓		• **Prepare the Field Investigation Plan (FIP) at NTP** and submit to ADOT Geotechnical for approval. • Use this plan to **promptly initiate the environmental clearance** and work with ADOT ROW Group to obtain access to private properties and submit applications for needed right-of-entry permits. • Ethos staff are familiar with the soils in this area from recent work on SR 303L and SR 30. If needed, we will use information from adjacent projects to initiate design.	L
The existing ground is not suited for embankment support and will require significant over-excavation and compaction, adding time and costs	H		✓	✓	• **Use HEIC in place of traditional over-excavation and replacement of soils** extending to depths of more than 15 feet, providing time and cost savings.	L
Changes to the adjacent SR 30 design project(s) could impact elements of our design and/or could create delays and cost escalations during construction	H	✓	✓	✓	• During scope development, **coordinate with ADOT to refine our proposed schedule to align with the adjacent segment(s)** to avoid delays in coordinating major design elements. • **Create a shared ProjectWise folder to exchange CAD files with the adjacent SR 30 design projects** to confirm that roadway alignments, signing, striping, drainage, lighting, FMS, and other design elements are compatible.	L
Changes to ROW could impact ongoing ROW negotiations and create cost and schedule impacts	H		✓	✓	• Design the project to **use the ROW footprint established** with the DCR as a priority constraint. • **Confirm there are no changes to the ROW footprint** prior to the Stage II submittal.	L
Utility conflicts and relocations are dependent on third-party utility companies and their time frames	H	✓	✓	✓	• **Establish early and recurring coordination meetings with each utility owner** to review the schedule and status of utility relocation design. • **Identify conflicts during Stage II to support expedited coordination** with the utility companies.	M
SR 303L bridge widening over the UPRR requires its formal review and approval process	H		✓		• **Our concept avoids construction improvements at UPRR** • If coordination is required, we will initiate early contact and coordination on UPRR's Construction and Maintenance Agreement for timely reviews and approvals	L
Delays in obtaining CLOMR approval	M		✓		• **Establish regular coordination** with the BWCDD, City of Goodyear, FCDMC, and FEMA Region IX to expedite reviews and approvals. • **Start application development during Stage II** and finalize with Stage III for local jurisdiction review and signature.	L
Construction bids are higher than the Engineer's Estimate	M			✓	• Led by Infrastructure Mavens, **review constructability, costs, and construction schedule ahead of each submittal** to confirm our design engineers' estimate. • **Coordinate with C&S on current costs** and an escalation factor to account for cost increases in year 2032/2033. • As the system TI segment of SR 30 is not programmed for construction until FY 33, **pause design after the Stage IV submittal and be prepared to update PS&E at Stage V submittal** prior to the bid advertisement date.	L

3. PROJECT TEAM EXPERIENCE & AVAILABILITY

▸ KEY PERSONNEL QUALIFICATIONS

PROJECT (CONTRACT) MANAGER • DALE WIGGINS, PE

BSCE • PE AZ #26609 • 40 Years • *90% Committed*

Dale has 40 years of experience managing and designing transportation projects. He brings well-rounded, diverse design experience in a variety of disciplines, including roadway, drainage, structures, and construction sequencing. He participates in numerous VE studies on ADOT projects and applies a VE and PBPD approach to the projects he manages. He served as roadway lead on major urban freeway design-build (DB) projects, giving him a contractor's perspective when evaluating design options, MOT, and cost savings.

Dale's Commitment as PM | *At NTP, Dale will be almost fully available to perform his role on this project. He will proactively manage scope, schedule, budget, and quality by establishing expectations at the project onset and clear lines of communication. He will establish regular communication with the ADOT PM to provide status updates, identify potential risks, resolve action items, and receive feedback.* **Dale is committed to delivering this project on time and on budget, while implementing cost savings solutions to maximize the impact of Proposition 479 funding.**

Dale's Relevant Experience | Dale excels as a project manager and brings the following value to ADOT:

- Senior PM with extensive transportation experience, including 36 years managing ADOT predesign and final design projects
- Project manager and/or roadway lead on ADOT urban freeway and system TI final design and DB projects
- Proven success managing large multi-disciplinary teams to deliver major ADOT projects on time and on budget
- Completed scoping and final design of more than 450 miles of freeways, highways, and roads across Arizona

Dale's Record of Successful Project Delivery as PM and/or Roadway Lead

- **ADOT SR 101L DB, Baseline Road to SR 202L** • Led the design team to deliver the final design within an accelerated schedule (4 months)
- **ADOT SR 101L DB, I-17 to Pima Road** • Delivered final design for the I-17 to SR 51 segment within a fast-paced schedule and within budget
- **ADOT US 93 Cane Springs Widening** • Delivered the project in 9 months to meet FY 24 funding constraints

Dale's Current Commitments | 90% Availability

- ADOT US 93 Vista Royale (3%) • 100% submittal 02/2026
- ADOT US 93 Cane Springs PDS (3%) • Construction end 12/2026
- ADOT/City of Kingman Rancho Santa Fe Parkway TI PDS (3%) • Construction end 07/2026

FIGURE 6 | TEAM ORGANIZATION

ARIZONA DEPARTMENT OF TRANSPORTATION

Rashidul Haque, PE

Principal-in-Charge
Jennifer Bixby, PE, PTOE

Quality Manager
Rodney Bragg, PE

Project Manager
Dale Wiggins, PE

Each discipline lead is supported by a team of individuals performing and back-checking design and analysis tasks.

ENGINEERING

System TI Geometry
- Becky Fly, PE (PTG)
- AECOM

Roadway Design
- Greg Jacoby, PE

Structures Design
- Russ Stuart, PE
- TY Lin

Drainage Design
- Billie Denetdale, PE
- PTG

River Hydraulics & Scour Analysis
- Sherrick Campbell, PE, CFM

Traffic Analysis
- Kate Bondy, PE, PTOE

Traffic Design/MOT
- Skye Gentile Bush, PE, PTOE (PTG)

Construction Phasing
- AECOM

Utilities Coordination
- Brenan Poe, PE (TYLin)

Utility Locating/ SUE
- T2ue

Constructability Review & Cost Estimating
- Infrastructure Mavens

Survey/ROW
- AECOM

Mapping
- AeroTech Mapping

Geotechnical/ Pavement
- Ethos Engineering

Aesthetics/ Landscape
- CDG

ENVIRONMENTAL

Environmental Lead
- Scott Blackman

Section 404 Delineation/Permitting
- AECOM

Noise/Air Quality & Hazardous Materials
- Newton

Public & Stakeholder Outreach
- Marsha Miller-Long (Avenue)

3D Visualization
- AECOM

SUBCONSULTANTS

- AeroTech Mapping, Inc. ●
- Avenue Consultants
- Ethos Engineering, LLC ●
- Infrastructure Mavens, LLC
- Corral Design Group, Inc. (CDG) ●
- Newton Environmental Consulting, LLC ●
- Parsons Transportation Group, Inc. (PTG)
- T2 Utility Engineers (T2ue)
- TYLin International

● DBE

The AECOM Team's ARIZONA RESOURCES

432 STAFF

This project requires a deep bench of committed staff to maintain continuity over the project lifetime and to maintain the design and construction schedule. AECOM, PTG, and TY Lin can pull resources from more than 300 local staff, if needed.

123 Roadway Design

37 Structures Design

16 Drainage & Floodplain

35 Traffic Analysis & Design

27 Environmental

54 Utilities

140 Other

TABLE 5 | AECOM TEAM QUALIFICATIONS & EXPERIENCE

% Available/Committed to Project

Key Personnel • Credentials	Experience & Qualifications
 **Rodney Bragg • 20%** Quality Manager 31 Years • BSCE • PE AZ #32831	• Phoenix office Quality Manager for 17 years; works proactively with design staff to verify QC procedures are followed and documented • Quality manager on ADOT final design and DB projects involving complex system TIs
 **Becky Fly • 30%** System TI/Geometry 26 Years • MBA • BSCE • PE AZ #40972	• Experience delivering roadway and system TI designs with efficient, safe, and innovative geometric solutions, including the SR 202L South Mountain Freeway and the SR 51 HOV Lanes DB projects • Deep familiarity with ADOT's design standards, policies, and procedures
 **Greg Jacoby • 80%** Roadway Design 26 Years • BSCE • PE AZ #40987	• Experienced roadway lead for Arizona projects, including providing final design documents for ADOT urban and rural freeways and TIs • Brings a thorough understanding of interchange planning and design, including geometric design, MOT, roadway modeling, and cost estimating
 **Russ Stuart • 60%** Structures Lead 31 Years • MSCE • PE AZ #32342	• Structures Team Lead for 30+ ADOT projects and led the final design of 50+ bridge widenings • Knowledgeable about bridge types and retaining walls commonly used in Arizona, as well as shallow and deep foundations for bridges and walls
 **Billie Denetdale • 60%** Drainage Design 24 Years • BSCE • PE AZ #48264	• Provided drainage analysis and design on over a dozen ADOT projects • Expertise includes hydrology & hydraulics, freeway storm drain systems, detention basins, culvert and channel design, and analysis of bridge crossings of major waterways
 **Sherrick Campbell • 50%** River Hydraulics 27 Years • BSCE • PE AZ #34569 • CFM #US-05-01710	• 25+ years of experience in drainage design and analysis, including hydrologic and hydraulic analysis of existing and proposed roadway facilities on ADOT projects • Works with the FCDMC on CLOMRs and area drainage master plans and knows ADOT design standards and guidelines
 **Kate Bondy • 40%** Traffic Analysis Lead 23 Years • BSCE • PE #45815 • PTOE #3160	• Performs traffic analysis and lane balance optimization on numerous MAG freeway and system TI projects • Works with design engineers to mitigate merging and weaving impacts to traffic operations
 **Skye Gentile Bush • 50%** Traffic Design Lead 15 Years • MSCE • PE AZ #59139 • PTOE # 4841	• Delivers innovative traffic solutions that improve mobility and safety for complex, high-capacity interchanges and system TIs • Develops MOT plans for safe and efficient traffic flow during construction, minimizing disruptions to the traveling public and freight corridors
 **Brenan Poe • 70%** Utilities Coordination 15 Years • BSCE • PE AZ #59781	• Extensive relevant experience mitigating utility conflicts and coordinating utility designs, land right acquisitions, and relocation construction • Will use his thorough understanding of the overall project to identify and schedule critical areas that need to be prioritized
 **Marsha Miller-Long • 40%** Public & Stakeholder Outreach 30 Years • BS Advertising	• 20+ years of communication experience on ADOT projects, including the SR 30 DCR/EA with ADOT and the City of Goodyear • Works effectively with ADOT Community Relations and the Civil Rights office, following ADOT's agency Public Involvement Plan
 **Scott Blackman • 30%** Environmental Lead 26 Years • BS Environmental Services	• Wide range of experience successfully completing and guiding clients through the NEPA compliance process • Experience achieving consensus through coordination with clients, involved agencies, tribal nations, and other stakeholders

▸ SPECIALTY SUBCONSULTANTS

▸ Teamed with AECOM

The AECOM team includes nine specialty subconsultants with which we have current and/or previous teaming relationships. Four of these firms are ADOT-certified Disadvantaged Business Enterprise (DBE) firms. Each firm brings technical experience and notable expertise, specialized resources, staffing capacity, and an outstanding record of performance for quality of work, meeting schedules, and responsiveness.

Six of our teaming partners are experienced on segments of SR 30 or related projects.

PARSONS

Roadway Geometry, Traffic & Drainage Design

71 STAFF

PTG brings experience directly related to the SR 30 project, including freeway design along SR 303L, I-10, SR 101L, US 60, SR 51, and I-17. The firm delivers integrated solutions that improve mobility, safety, and sustainability. | *▸ ADOT SR 101L DB, I-10 to Tatum Boulevard Project • ADOT I-17, SR 101L to Jomax Road • UDOT Mountain View Corridor DB, 4100 South to SR 201*

TYLin

Utilities Coordination, Structures Design

56 STAFF

TYLin provided final design for multiple large-scale system TI and freeway widening projects throughout the Valley. The firm has a reputation for innovation in design and construction engineering. | *ADOT I-10 Broadway Curve DB • ▸ ADOT SR 101L, I-17 to Pima Road DB • ADOT I-10/SR 303L TI • ▸ ADOT US 60/Bell Road TI DB (AECOM was GEC)*

ethos ENGINEERING, LLC.

Geotechnical/ Pavement

23 STAFF · DBE · 30

Ethos brings knowledge of soft soil and drilling conditions on this corridor, having performed geotechnical investigation for two segments of SR 30. The firm has managed geotechnical services for 500+ ADOT projects. | *ADOT SR 30, 97th Avenue to 71st Avenue and 71st Avenue to SR 202L South Mountain • ADOT SR 202L, MC 85 to Van Buren Street*

Infrastructure Mavens

Constructability Review & Cost Estimating

3 STAFF · SBC · 30

IMavens teams often with AECOM and brings current experience on the SR 30 corridor. The firm provides constructability and cost review, VE, risk analysis, and cost estimates for ADOT projects. | *ADOT SR 30 (Tres Rios), 97th Avenue to 71st Avenue • ▸ ADOT SR 101L DB, Baseline Road to SR 202L • ▸ ADOT SR 202L, Shea Boulevard to Chaparral Road*

avenue CONSULTANTS

Public Involvement (PI)

6 STAFF · 30

Avenue brings prior experience on SR 30 and a local staff informed by PI and communication efforts on 50+ ADOT projects. The firm, with nearly 20 staff in Arizona and Utah, successfully executes meaningful PI plans and deliverables that engage diverse audiences and multilingual stakeholder groups. | *ADOT SR 30 DCR/EA • ▸ ADOT I-11 Tier 1 EIS Re-Evaluation*

Aerial Mapping — 4 STAFF — DBE

ATM has provided aerial mapping services for ADOT projects since 2010. ATM employs two Certified Photogrammetrists, an FAA-certified pilot and mechanic, and a surveyor. | *ADOT El Mirage Road, SR 303L to Jomax Road • ▸ ADOT I-10 Kino Parkway to Country Club Road DB GEC • ▸ ADOT US 93 Cane Springs Widening*

Landscape & Aesthetics — 8 STAFF — DBE — 30

CDG is familiar with the corridor's required landscape solutions, having provided similar services for related segments of SR 30 and SR 303L. The firm provides landscape design on large-scale ADOT urban freeways. | *ADOT SR 30 (Tres Rios), 71st Avenue to SR 202L • ADOT SR 303L, MC 85 to Van Buren Street • ▸ ADOT SR 101L at I-10 System TI*

Noise & Air Quality, Hazardous Materials — 5 STAFF — DBE — 30

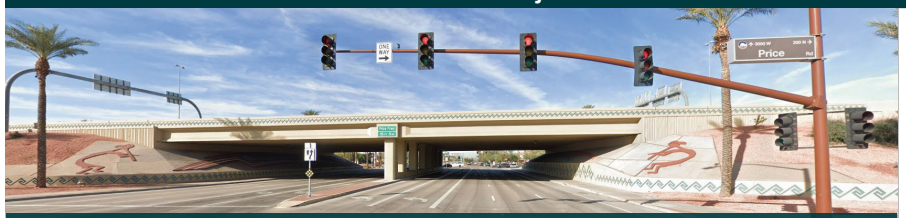
Newton is familiar with the project area through recent work on sections of SR 30 and SR 303L. The firm teams often with AECOM and provides environmental support, including air quality and noise analyses, for numerous ADOT projects. | *ADOT SR 30 (Tres Rios), 97th Avenue to 71st Avenue • ADOT SR 303L, SR 30 to I-10 • ▸ ADOT I-11 Tier 1 EIS*

Utility Locating & SUE — 54 STAFF — 30

T2ue provided SUE on two sections of SR 30 and is familiar with the utilities along this corridor. The firm has provided comprehensive SUE, utility coordination, and surveying services to ADOT for more than two decades. | *ADOT SR 30 (Tres Rios), 71st Avenue, SR 202L System TI and 97th Avenue to 71st Avenue • ADOT SR 303L, Van Buren to MC 85*

TABLE 6 | AECOM TEAM'S RELEVANT EXPERIENCE

☑ DB Team



SR 101L (Price Freeway) DB, Baseline Road to SR 202L
Included two system interchanges • Final design delivered in 4 months.

Project Details	AECOM Contract	Owner	Firm Role	Relevant Features: TI Operations/Improvements	Drainage Analysis/Design	Detailed Traffic Analysis	Retaining/Sound Walls	Bridge Aesthetics	MOT/Phasing	Environmental	Constructability Review	Utility Coordination	Public/Stakeholder Outreach	Team Involvement: Dale Wiggins	Rodney Bragg	Russ Stuart	Billie Denetdale	Sherrick Campbell	Kate Bondy	Scott Blackman	AeroTech Mapping	TYLin	Ethos (staff)	IMavens (staff)	Newton	T2 Utility Engineers
SR 101L (Price), Baseline Road to SR 202L (Santan) • DB • 6 miles of freeway and bridge widening, traffic analysis, and improvements at the US 60/SR 101L system TI and SR 101L/ SR 202L system TI. Modification of SRP siphon on U.S. fee title land	$4.2M	ADOT	Prime	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑			☑				☑	☑	☑	
SR 101L (Pima), Shea Boulevard to SR 202L • Final Design • 15 miles of freeway widening, 28 bridge widenings, traffic analysis, and improvements at the SR 101L/SR 202L system TI, including mitigating major weaving issues	$4.8M	ADOT	Prime	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑			☑				☑	☑		
SR 202L (Red Mountain), I-10/SR 51 to SR 101L • DB • 9 miles of freeway widening, 19 bridge widenings with improvements to the I-10/SR 51/ SR 101L system TI , SR 143/SR 202L system TI, and SR 101L/SR 202L system TI; included Section 404 and 401 permits	$13M	ADOT	Prime	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑		☑	☑			☑				☑			
SR 101L (Pima), I-17 to Pima Drive • DB • 13 miles of freeway widening, 22 bridge widenings with improvements to the I-17/SR 101L system TI, including mitigating major weaving issues at the I-17 to entry and exit ramps	$3.5M	ADOT	Sub	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑			☑			☑	☑		☑	
SR 79 Gila River Bridge • Final Design • Replacement of a 1,500-foot-long bridge over the Gila River using ABC, including 2D flow hydraulic analysis, ROW acquisition, utility relocations, and Section 404 permitting	$1.7M	ADOT	Prime		☑	☑	☑	☑	☑	☑	☑	☑	☑		☑	☑	☑		☑		☑		☑			
I-10/I-19 System TI • Final Design • New system TI with high-speed directional ramps between six-lane I-10 and four-lane I-19, including geometrics, roadway and traffic control plans, and 10 bridges, with alternatives development.	$9M	ADOT	Prime	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑		☑								☑		☑
SR 101L at I-10 System TI • DCR & Final Design • Developed a 9-mile VISSIM model that included the system TI and all TIs within the project limits to evaluate alternatives to enhance regional travel, mitigate weaving/safety issues, and improve connectivity at the system TI.	$3.1M	ADOT	Sub	☑	☑	☑	☑		☑				☑	☑	☑	☑	☑	☑	☑					☑		
I-10/Kino Parkway and Country Club Drive • DB GEC • Reconstructing I-10 to add three general-purpose lanes in each direction from west of Kino Parkway to Alvernon Way, including TIs at Kino Parkway, Country Club Road, and Palo Verde Road.	$13.2M	ADOT	GEC	☑	☑	☑	☑			☑				☑	☑	☑		☑	☑	☑	☑		☑	☑		

AECOM

90%

DALE WIGGINS, PE
PROJECT (CONTRACT) MANAGER

Education:
- BS, Civil Engineering, University of Arizona

Registrations:
- Professional Engineer, AZ #26609
- Professional Engineer, CA #46342

Years of Experience: 40

Company Title: Senior Project Manager, responsible for managing roadway projects and performing roadway design

▸ VALUE TO ADOT

- ☑ *Experience and knowledge of similar ADOT system and service traffic interchanges*
- ☑ *40 years of transportation experience, including scoping and final design of more than 450 miles of highways, freeways, and roads across Arizona*
- ☑ *Knows ADOT project delivery and processes from his work as an ADOT Supplemental Services PM*
- ☑ *Proven ability to respond and deliver large projects under challenging circumstances with aggressive schedules contributed to three of Dale's US 93 projects winning the APWA Project of the Year award and one winning the Gold Level NPHQ Achievement*

▸ PROJECT EXPERIENCE

US 93, Cane Springs Roadway Final Design, ADOT. *Project Manager.* Dale managed this project to reconstruct 3.4 miles of rural two-lane highway to a new divided four-lane highway with a variable median. It includes designing two new SB lanes and reconstructing the existing US 93 to two lanes for NB traffic. This project continues the improvements between Wikieup and I-40 that began in 2005. It will improve capacity, safety, and operational characteristics of the existing highway while minimizing environmental effects during and after construction. **Dale and his team delivered this $48.8M project in 9 months to meet FY 24 program funding constraints.**

SR 101L DB, I-17 to Pima Road, Phoenix, AZ, ADOT. *Roadway Lead.* This project added one GP lane to both directions of this 13-mile segment of SR 101L. As a major subconsultant, AECOM provided final design for the western segment from I-17 to SR 51. AECOM's scope included roadway design, widening seven bridge structures, roadway lighting upgrades, traffic control plans, signing and pavement marking plans, and design of over 300,000 square feet of retaining and noise walls. The project had several challenges, including limited allowable lane closures that were tailored to avoid many annual special events in the area. **The project included coordination with the City of Phoenix. Dale led the team to gain stakeholder consensus and deliver the project on time within an accelerated design-build schedule.**

SR 101L (Price Freeway) DB, Baseline Road to SR 202L, Chandler, AZ, ADOT. *Roadway Lead.* This DB project improved 6.4 miles of the SR 101L (Price Freeway) from just north of Baseline Road (MP 55) to the SR 202L (MP 61). The project included widening the SR 101L to add one general-purpose lane in each direction. The project included outside widening, bridge widenings, and modifications to ramps at nine service interchanges. AECOM provided a DCR and environmental document, and served as the lead designer on the DB project. **Dale led a team of roadway engineers to deliver the final design within an accelerated schedule.**

SR 101L System TI Improvements with I-10, DCR, Environmental Document, and Final Design, Phoenix, AZ, ADOT. *Roadway Engineer.* This project evaluated possible alternatives to enhance regional travel and mitigate existing weaving and safety issues to improve connectivity at the I-10/SR 101L system interchange including a DCR, Environmental Document, and Final Design. As a subconsultant, AECOM performed traffic analysis and portions of the roadway, drainage, and structural design for the SR 101L/I-10 system TI.

SR 347, I-10 to Maricopa Road, AZ, ADOT. *Project Manager.* Dale managed the final design for this 3.3-mile fringe urban highway widening that consisted of widening the existing four-lane rural roadway to a six-lane median divided highway from Riggs Road to I-10. Project elements included roadway geometric design, bridge design, geotechnical investigation, drainage and storm drains, construction phasing, signing and striping, traffic control plans, and environmental clearance. Design work also included widening the NB and SB bridges over Santa Rosa Wash.

US 60 (Grand Avenue)/35th Avenue/ Indian School Road TI DCR and ED, Phoenix, AZ. *Quality Manager.* This project includes preparing a DCR (with 15% roll plot) and an environmental assessment and related studies to define a preferred improvement alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and to reduce vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway. The project included preparing an Environmental Document and significant stakeholder coordination regarding multi-modal improvements.

I-40, Rancho Santa Fe Parkway TI DCR and Final Design, Kingman, AZ, ADOT/ City of Kingman. *Project Manager.* Dale managed the evaluation of design concepts and final design services to provide a new TI and arterial street connections to improve access to the east Kingman area and relieve congestion at the existing I-40/SR 66 TI. As part of the project, AECOM prepared a preliminary drainage report, traffic report, change of access report, and categorical exclusion documents.

DALE WIGGINS, PE

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AECOM

US 93, Four Separate Design Sections (Kaiser Spring, Boulders, Burro Creek & Cottonwood/Bridle Creek), Arizona, ADOT. *Project Manager.* Dale managed the final design of four separate design sections of rural highway through mountainous terrain on US 93 that crosses over BLM lands (19.5 miles). The four projects consisted of reconstructing the existing two-lane rural roadway section to a four-lane divided highway. Project elements included roadway geometric design, bridge design, hydrology and hydraulic design of cross drainage, construction phasing analysis report, signing and striping, traffic control plans, retaining wall plans, landscape / slope warping mitigation and blasting plans. The total construction cost for all four projects was $93M. **Three projects received the APWA Project of the Year award and one received the Gold Level NPHQ Achievement.**

I-40, Kingman Crossing TI, Kingman, AZ, City of Kingman. *Project Manager.* Dale managed the preparation of the DCR to develop and evaluate options to provide a new TI and arterial street connections to improve access to the east Kingman area and relieve congestion at the I-40/SR 66 TI. The project is located 1.5 miles east I-40/SR 66 TI and 1.5 miles west of the Rancho Santa Fe Parkway TI. As part of the project, AECOM prepared a Preliminary Drainage Report, a Traffic Report, Change of Access Report, and CE documents. Dale also managed the final design of the TI project, including roadway, storm drain, traffic signing and marking, traffic control, geotechnical investigation and updating the environmental clearance.

SR 303L, I-10 to US 60 DCR/EA, Phoenix, AZ, ADOT. *Roadway Engineer.* This project included preparing the DCR/EA for a 15-mile segment of a planned new freeway in the far west portion of the greater Phoenix Metropolitan Area. The project includes development of two interim four-lane road alternatives: one that would be part of the ultimate roadway and one that would be the least-cost solution. Preliminary plans for an ultimate six-lane freeway were also prepared. The project includes traffic forecasts and analyses, irrigation and well relocation, major off-site drainage considerations, and extensive public involvement.

US 95, Avenue 9E to Aberdeen Road DCR and EA, Yuma, AZ, ADOT. *Project Manager.* Dale managed the preparation of this DCR and EA to develop and evaluate options for improving a 26-mile segment of US 95 just north of Yuma to enhance safety and traffic operations, and to meet future traffic demands. Work included developing concepts to widening the existing two-lane roadway to a four-lane divided highway. The project traverses the BOR, BLM, ASLD, and Yuma Proving Grounds lands, which required significant agency coordination. Considerable environmental resource impacts were studied, and mitigation developed to address cultural, visual, and biological resources.

I-10 Fort Grant TI Design, Willcox, AZ, ADOT. *Project Manager.* Dale managed the design of the complete reconstruction of the I-10/Fort Grant Road TI, including the ramps, extensive crossroad improvements, retaining walls, earthwork, on-site and off-site drainage, traffic signals, landscaping, aesthetics, traffic control, and construction sequencing, to increase the safety, capacity, and operational characteristics of Fort Grant Road and the interstate ramps. Pedestrian safety, local drainage problems, and the ability of the TI to handle future traffic growth are key aspects of the project.

I-10 East Willcox TI Underpass Bridge Rehabilitation, Willcox, AZ, ADOT. *Roadway Lead.* This bridge rehabilitation project is to complete a scoping document and final design for placing a polyester polymer concrete (PPC) overlay on the existing bridge deck and approach slabs and to replace the existing deck joints, abutment bearings and miscellaneous barrier and slope paving repairs. The project included ROW, utility, and environmental clearances.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Roadway Lead.* This bridge replacement project will replace the existing three-span steel girder bridge crossing UPRR with a new precast girder bridge. The structure is built on a new roadway alignment to eliminate impacts to traffic. A new structure will also be constructed to cross over the Walnut Wash. The existing soils in the area have excessive settlement and are highly corrosive. Protective measures are required to minimize settlement, especially around the existing railroad tracks. The project includes ROW, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek.

I-25/Rio Bravo Boulevard Interchange Reconstruction, Bernalillo County, NM, NMDOT. *Roadway Lead.* Dale led a project team to prepare a DCR to improve the I-25/Rio Bravo Boulevard interchange in Albuquerque. The study evaluated three alternative interchange configurations, including a Diamond, Single Point Urban Interchange (SPUI), and a hybrid offset SPUI with a grade-separated loop ramp. The project included environmental analysis and an Interchange Access Change Request.

Project Development On-Call, AZ, ADOT. *Task Order Project Manager and Contract Manager.* Dale was responsible for the project management of on-call task orders for the development of statewide projects for ADOT, including LPA projects throughout the state. Provided full-service development of roadway infrastructure projects, including but not limited to roadway engineering, bridge design, traffic design, materials testing and geotechnical investigation, survey and mapping, utilities and railroad, landscape architecture, facilities and maintenance design, and environmental planning services.

AECOM

20%

RODNEY BRAGG, PE
QUALITY MANAGER

Education:
- BS, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer, AZ #32831

Years of Experience: 31

Company Title: Associate Vice President, responsible for managing the Highway Group in our Phoenix office

▸ VALUE TO ADOT

- ☑ *28 years of ADOT planning, predesign, and final design experience*
- ☑ *Knows ADOT design guidelines and standards*
- ☑ *Phoenix office quality manager for 12 years*
- ☑ *Works proactively with the design staff to verify our quality procedures are followed and documented*
- ☑ *Extensive understanding of planning and design on 20+ TIs on the MAG urban freeway system*

▸ PROJECT EXPERIENCE

SR 101L System TI Improvements with I-10, DCR, Environmental Document, and Final Design, Phoenix, AZ, ADOT. *Roadway Lead.* This project evaluated possible alternatives to enhance regional travel and mitigate existing weaving and safety issues to improve connectivity at the I-10/SR 101L system interchange including a DCR, Environmental Document, and Final Design. As a subconsultant, AECOM performed traffic analysis and portions of the roadway, drainage, and structural design for the SR 101L/I-10 system TI. Rodney served as the roadway lead for the new, braided exit ramp on SB SR 101 to McDowell Road.

ADOT, SR 79 Gila River Bridge Replacement, Pinal County, AZ, ADOT. *Quality Manager.* This ADOT project included replacing the 1,500-foot-long Gila River Bridge using the slide method of construction. This project used the CMAR method of delivery and eight FHWA Every-Day-Counts innovations.

SR 101L DB, Baseline Road to SR 202L, Chandler and Tempe, AZ, ADOT. *Quality Manager.* This 6-mile project added one additional outside GPL in each direction along SR 101L between Baseline Road and Frye Road, and upgraded features to current ADA standards at all intersections and along the existing frontage roads. The project included bridge widenings, drainage modifications, and environmental analyses.

SR 101L DB, I-17 to Pima Road, Phoenix, AZ, ADOT. *Quality Manager.* This project added one GPL to both directions of this 13-mile segment of SR 101L. As a major subconsultant, AECOM provided final design for the western segment from I-17 to SR 51. AECOM's scope included roadway design, widening seven bridge structures, roadway lighting upgrades, traffic control plans, signing and pavement marking plans, and design of over 300,000 square feet of retaining and noise walls. The project had several challenges, including limited allowable lane closures that were tailored to avoid many annual special events in the area.

SR 101L, I-17 to Princess Drive DCR, Maricopa County, AZ, ADOT. *Quality Manager.* AECOM completed a DCR and CE for improvements to the SR 101L corridor from I-17 to Princess Drive. This project completed the ADOT scoping document and received FHWA clearance for the addition of a general-purpose lane in each direction of travel, and additional lanes near the I-17 TI and the SR 51 TI. The CE was completed in compliance with NEPA requirements and was approved by the FHWA. Stakeholders included ADOT, MAG, FHWA, MCDOT, BOR, CAWCD, ASLD, and the cities of Phoenix and Scottsdale. This project included traffic projections using the MAG regional travel demand model, and traffic operational analysis of the SR 101L corridor.

SR 101L (Pima), Princess Drive to SR 202L DCR, Maricopa County, AZ, ADOT. *Quality Manager.* This project prepared a DCR to evaluate general-purpose lane improvements along SR 101L from Princess Drive/Pima Road to SR 202L as identified in the RTPFP. This project will result in the addition of one general-purpose lane in each direction of travel.

This project also evaluated options to improve the traffic operations approaching and departing the SR 101L/SR 202L north of the traffic interchange.

I-10/Kino Parkway to Country Club Road DB GEC, Pima County, AZ, ADOT. *Quality Manager.* ADOT is reconstructing I-10 from west of Kino Parkway to Alvernon Way, including traffic interchanges at Kino Parkway, Country Club Road, and Palo Verde Road. AECOM's GEC role includes providing environmental studies, developing utility design files, conducting stakeholder engagement and coordination, performing design and construction reviews and oversight, developing construction cost estimates, and developing procurement documents to shortlist qualified teams to construct the project. The project is currently in the design stage, with construction continuing through 2028.

Rodney served as quality manager on the above representative projects. In this role, he led our QA efforts to confirm cross-discipline coordination and technical backchecks occurred in a timely manner to avoid rework and deliver projects on schedule.

PARSONS

30%

BECKY FLY, PE

SYSTEM INTERCHANGE GEOMETRY

Education:
- MBA, University of Phoenix
- BS, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer, AZ #40972
- Professional Engineer, TX #115299
- Professional Engineer, UT #14148848

Years of Experience: 26

Company Title: Parsons Vice President, Senior DB Design Manager, responsible for project oversight and leading multidisciplinary design teams

▸ VALUE TO ADOT

- ☑ *26+ years of experience delivering roadway and system TI designs for complex urban and rural freeway projects, including major Arizona corridors such as the SR 202L South Mountain Freeway and SR 51 HOV Lanes DB, providing efficient, safe, and innovative geometric solutions*
- ☑ *Deep familiarity with ADOT's design standards, policies, and procedures, combined with strong relationships cultivated through decades of collaboration with ADOT and local agencies, resulting in seamless project delivery and alignment with Arizona's transportation priorities*

▸ PROJECT EXPERIENCE

SR 202L South Mountain Freeway Corridor Design-Build-Maintain, Phoenix, AZ, ADOT. *Deputy Design Manager.* This project completed the SR 202L from I-10 (Maricopa Freeway) to I-10 (Papago Freeway), a distance of approximately 22 miles. The new system TI includes a direct high-occupancy vehicle (DHOV) ramp connection to and from the east on I-10. The roadway typical section consists of eight lanes with three GP lanes and one HOV lane in each direction. The project includes 17 TIs and approximately 77 bridges along the freeway corridor. As the Deputy Design Manager, Becky's responsibilities included technical discipline and production support, project controls, schedule management, invoicing, and contractor/agency coordination.

US 183 South (Bergstrom Expressway) DB, Austin, TX, CTRMA. *Project Manager.* Becky was responsible for contractor/agency coordination, compliant design development, and timely plan approvals for this $581M toll road expansion and reconstruction project. The major scope elements within the 8.5-mile-long project include the construction of 43 new bridges, including a crossing of the Colorado River, mainline controlled access toll roads, general purpose frontage roads, five grade-separated TIs, and two system-to-system interchange improvements. The improvements include considerable MOT schemes, along with the design of retaining walls, drainage, traffic, and utilities.

I-10, Broadway Curve Improvements DB, Phoenix, AZ, ADOT. *Project Manager.* Becky managed the development of schematic plans, environmental approvals, and the procurement of a ~$750M P3 project. The project includes widening, reconstruction, and increased capacity of I-10 from I-17 (Split) to 202 (Santan), approximately 12 miles long. This project will improve capacity and level of service through a segment of I-10 that has been a historically congested pinch point for commuters.

SR 202L (Santan Freeway) DB, HOV Lanes from I-10 to Gilbert Road, Chandler, AZ, ADOT. *Deputy Project Manager and Roadway Discipline Lead.* Becky was responsible for coordinating the project development and design with the contractor client (Pulice Granite Joint Venture) and ADOT oversight for this $85M HOV lane median widening project. The project scope included new flyover structures at the SR 202L/I-10 and SR 202L/101L TIs, 12 miles of new median widening, drainage relocations, lighting, FMS, and landscaping.

I-10, SR 87 TI, Pinal County, AZ, ADOT. *Deputy Project Manager.* Becky was responsible for preparing design and construction documents for the 4-mile realignment of I-10 through the Town of Picacho. The project reconstructed the I-10/SR 87 TI, in preparation for ultimate five-lane improvements planned for the I-10 Casa Grande to Tucson corridor. The project involved the design of proposed improvements, which resulted in a widening of I-10 from two lanes in each direction to three lanes in each direction, including utility relocation, ROW acquisition of approximately 80 parcels, construction of two new bridges (one over the UPRR Mainline), installation of drainage facilities, traffic signals, and lighting.

SR 51 HOV Lanes DB, Phoenix, AZ, ADOT. *Design Engineer.* Becky was directly involved with the roadway design and plan preparation for this fast-paced DB project. This $76M project included widening the existing freeway to accommodate the addition of HOV lanes as well as reconfiguring a portion of the I-10/202L/SR 51 interchange to improve traffic flow and facilitate HOV access to I-10. During the construction activities, Becky became the point person for coordinating all of the field changes between the contractor and the appropriate designers.

SR 202L (Santan Freeway), Arizona Avenue to Dobson Road, Chandler, AZ, ADOT. *Project Manager.* Becky managed the roadway design of both the mainline and the three crossroads for this $46M construction project. This project is a 2.3-mile segment of urban freeway along the Santan Freeway Corridor through the Chandler city limits. Her responsibilities also included coordinating the design with ADOT, the various internal disciplines and subconsultants, as well as the City of Chandler and neighboring private developers.

AECOM

80%

GREG JACOBY, PE
ROADWAY DESIGN

Education:
- BS, Civil Engineering, University of Dayton

Registrations:
- Professional Engineer, AZ #40987

Years of Experience: 26

Company Title: Senior Roadway Engineer, responsible for developing preliminary and final design documents for roadway projects

▸ VALUE TO ADOT

- ☑ *Experienced roadway lead for Arizona projects, including providing final design documents for ADOT urban and rural freeways and interchanges*
- ☑ *Well-versed in ADOT and federal roadway design guidelines and standards*
- ☑ *Final design work for state, county, and municipal projects includes geometric design, maintenance of traffic, roadway modeling, and cost estimating*
- ☑ *Brings a thorough understanding of interchange planning and design*

▸ PROJECT EXPERIENCE

US 60 (Grand Avenue), 35th Avenue, and Indian School Road Intersection DCR/EA and Final Design, Phoenix, AZ, ADOT. *Roadway Lead.* This project prepared a DCR (with 15% roll plot) and an Environmental Assessment (EA) and related studies to define a Preferred Alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and to reduce vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway. The final design effort involves elevating the 35th Avenue and Indian School Road TI to remove two railroad crossings, with ADA improvements, safety improvements, and accommodate future light rail and BRT facilities. **Greg provided roadway design, 3D modeling, plan production, cost estimating, and cross-discipline coordination.**

I-40, Kingman Crossing TI, Kingman, AZ, City of Kingman. *Roadway Lead.* This project includes the final design of a TI on I-40, 1.5 miles east of the East Kingman TI and an ultimate roadway between Southern Avenue and I-40 to provide access to the east Kingman area. Work included roadway, storm drain, traffic signing and marking, traffic control, geotechnical investigation, and updating the environmental clearance. Multiple alternatives were developed to maximize future land development. **Greg provided roadway design, cost estimation, and producing the construction schedule.**

SR 101L/I-10 System TI Improvements DCR, Environmental Document, and Final Design, Phoenix, AZ, ADOT. *Roadway Engineer.* This project evaluated possible alternatives to enhance regional travel and mitigate existing weaving and safety issues to improve connectivity at the I-10/SR 101L system interchange, including a DCR, environmental document, and final design. As a subconsultant, AECOM performed traffic analysis and portions of the roadway, drainage, and structural design for the SR 101L/I-10 system TI. **Greg provided roadway design, wall design, 3D modeling, plan production, and cross-discipline coordination.**

SR 101L Widening DB, I-17 to Pima Drive, Phoenix, AZ, ADOT. *Roadway Engineer.* This project added one general-purpose lane to both directions of this 13-mile segment of SR 101L. As a major subconsultant, AECOM provided final design for the western segment from I-17 to SR 51. AECOM's scope included roadway design, widening seven bridge structures, roadway lighting upgrades, traffic control plans, signing and pavement marking plans, and design of over 300,000 square feet of retaining and noise walls. The project had several challenges, including limited allowable lane closures that were tailored to avoid many annual special events in the area. **Greg provided roadway design, roadway modeling, wall design, cross-discipline coordination, and led the PS&E development.**

Southeast Connector DB, Tarrant County, TX, TxDOT. *Roadway Engineer.* AECOM served as lead designer for this nearly $1.6B project that included the design, construction, and maintenance of approximately 16 miles of non-tolled freeways, frontages, and local access roads at interchanges I-820, I-20, and US 287. The project improved overall mobility, operational efficiency, accessibility, safety, and emergency response within the city limits. **Greg provided roadway design, wall design, plan production, and cross-discipline coordination.**

SR 101L DB, Baseline Road to SR 202L, Chandler and Tempe, AZ, ADOT. *Roadway Engineer.* This 6-mile project added one additional outside general-purpose lane in each direction along SR 101L between Baseline Road and Frye Road, and upgraded features to current ADA standards at all intersections and along the existing frontage roads. The project included bridge widenings, drainage modifications, and environmental analyses. **Greg provided roadway design and QA/QC reviews.**

I-10/Fairway Drive TI, Avondale, AZ, ADOT. *Roadway Engineer.* This project included final design of a new freeway TI on I-10 between Dysart Road and Avondale Boulevard. The project included a new two-span bridge over I-10, more than 41,000 square feet of retaining walls, new auxiliary lanes on I-10, 900 linear feet of arterial roadway and associated drainage, signal, FMS, and lighting improvements. **Greg provided roadway design, 3D modeling, earthwork report, plan production, and cross-discipline coordination.**

AECOM

60%

RUSS STUART, PE
STRUCTURES DESIGN

Education:
- MS, Civil Engineering, Iowa State University of Science and Technology
- BS, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer, AZ #32342

Years of Experience: 30

Company Title: Arizona Structures Team Leader, responsible for managing structures design staff and providing design reviews

▸ VALUE TO ADOT

- ☑ *Structures Team Lead for 30+ ADOT projects, including 10 design-build projects*
- ☑ *Led final design on 50+ bridge widenings in the metro Phoenix area*
- ☑ *Experienced with phased bridge construction and using precast elements to keep traffic moving*
- ☑ *Designed 20+ new bridges for TIs, stream crossings, and wildlife crossings*
- ☑ *Structures lead for recent 1,500-foot-long SR 79 Gila River Bridge Replacement*

▸ PROJECT EXPERIENCE

SR 101L/I-10 System TI Improvements DCR, Environmental Document, and Final Design, Phoenix, AZ, ADOT. *Structures Team Leader.* This project evaluated possible alternatives to enhance regional travel and mitigate existing weaving and safety issues to improve connectivity at the I-10/SR 101L system interchange, including a DCR, environmental document, and final design. As a subconsultant, AECOM performed traffic analysis, and portions of the roadway, drainage, and structural design for the SR 101L/I-10 system TI. **Russ performed alternatives design and evaluation for the proposed DHOV bridge structures and the McDowell Road Ramp C over Thomas Road bridge structure.**

SR 79, Gila River Bridge Replacement, AZ, ADOT. *Structures Engineer.* This CMAR project included an assessment of the existing 1,507-foot-long, 30-span bridge built in 1957 and an evaluation of full bridge replacement. The recommended alternative was a 14-span bridge replacement using an FHWA ABC lateral slide technique that significantly reduces impacts to traffic during construction. The replacement structure includes wider shoulders and a sidewalk. The project includes reconstruction of approach roadways, modification to a canal owned by the San Carlos Irrigation and Drainage District, and utility relocations. **Russ guided the design team through technical challenges related to the bridge slide and performed quality reviews for the replacement bridge at every submittal stage.**

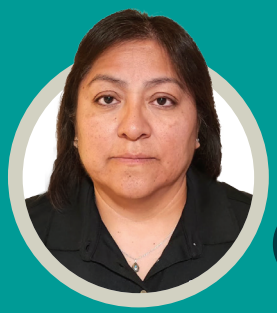
I-10/Kino Parkway to Country Club Road DB GEC, Pima County, AZ, ADOT. *Lead Structures Reviewer.* ADOT is reconstructing I-10 from west of Kino Parkway to Alvernon Way, including traffic interchanges at Kino Parkway, Country Club Road, and Palo Verde Road. AECOM's GEC role includes providing environmental studies, developing utility design files, conducting stakeholder engagement and coordination, performing design and construction reviews and oversight, developing construction cost estimates, and developing procurement documents to shortlist qualified teams to construct the project. The project is currently in the design stage, with construction beginning mid-2025 and continuing through 2028.

SR 101L (Pima) GPL Widening DB, I-17 to Pima Drive, Phoenix, AZ, ADOT. *Segment Structures Lead.* This project added one GPL to both directions of this 13-mile segment of SR 101L, within the cities of Phoenix and Scottsdale. AECOM was a major subconsultant, providing final design for the western segment from I-17 to SR 51. AECOM's scope included roadway design, widening eight bridge structures, roadway lighting upgrades, traffic control plans, signing and pavement marking plans, and design of over 300,000 square feet of retaining and noise walls. The project had several challenges, including limited allowable lane closures. **Russ managed the AECOM Structures Team to meet an aggressive design schedule, especially the 19th Avenue Bridge widening.**

SR 101L (Price Freeway) GPL Widening DB, US 60 to SR 202L (Santan Freeway), ADOT. *Structures Engineer.* This 6-mile project added one GP lane in each direction of SR 101L. Russ performed QA/QC for multiple structures, including the northbound Chandler Boulevard TI Underpass widening, which used dapped-end girders and an inverted T-beam pier cap, two soil-nail retaining walls, special roadway barriers, and modifications to an existing "staple" sign structure. **Russ was the Engineer of Record for the original Chandler Boulevard TI underpass and provided insights to the design team.**

SR 202L (Red Mountain) DB, I-10/SR 51 to SR 101L, Phoenix and Tempe, AZ, ADOT. Structures Team Lead. One through-lane and one auxiliary lane were added to the EB direction of the SR 202L freeway between the I-10/SR 51 System TI and SR 101L along with one through-lane and one auxiliary lane in the WB direction between Scottsdale Road and SR 101L. **Russ and his team were responsible for eight bridge widenings and numerous non-standard retaining walls. Bridges at 24th Street, 32nd Street, and Scottsdale Road used the cast-high-and-lower construction technique.**

AECOM



60%

BILLIE DENETDALE, PE
DRAINAGE DESIGN

Education:
- BS, Civil Engineering, Northern Arizona University

Registrations:
- Professional Engineer, AZ #48264

Years of Experience: 24

Company Title: Senior Drainage Engineer, responsible for leading drainage staff on highway projects, producing drainage reports, and providing quality control of drainage final design documents

▸ VALUE TO ADOT

- ☑ *Provided drainage analysis and design on nearly a dozen ADOT projects*
- ☑ *Experienced in drainage analysis and design for street and roadway projects, highways, river channelization, regional flood control, and bridge crossings of major waterways*
- ☑ *Brings expertise in hydrology and hydraulics, flood control channels, detention basins, storm drain systems, culvert design, highway and street drainage, bridge hydraulics, erosion control measures, and drainage reports*

▸ PROJECT EXPERIENCE

SR 101L System TI Improvements with I-10, DCR, Environmental Document, and Final Design, Phoenix, AZ, ADOT. *Drainage Engineer.* This project addressed traffic congestion at the SR 101L and I-10 system TI. Billie served as the drainage lead for the drainage systems on I-10 and SR 101L, including the associated ramps and DHOV. She led the design and PS&E efforts and prepared the drainage report.

US 93, Cane Springs Roadway Final Design, ADOT. *Drainage Engineer.* This project will reconstruct 3.4 miles of rural two-lane highway to a new divided four-lane highway with a variable median. It includes designing two new SB lanes and reconstructing the existing US 93 to two lanes for NB traffic. This project continues the improvements between Wikieup and I-40 that began in 2005. It will improve capacity, safety, and operational characteristics of the existing highway while minimizing environmental effects during and after construction. **Billie provided drainage plans, profiles, and drainage reports between the 30% design and final submittal.**

US 60 (Grand Avenue)/35th Avenue/ Indian School Road TI DCR/EA, Phoenix, AZ, ADOT. *Drainage Engineer.* This project includes preparing a DCR (with 15% roll plot) and an environmental assessment and related studies to define a preferred improvement alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and to reduce vehicle/train conflict, including grade-separating 35th Avenue from the BNSF Railway. Billie provided oversight and QC of the drainage report.

I-40/4th Street Bridge Replacement & Butler Avenue Bridge Rehabilitation, Flagstaff, AZ, ADOT. *Drainage Engineer.* This project used phased construction and cross-over traffic control on I-40 to replace two bridges on 4th street and place a bridge deck overlay on the Butler Avenue bridges. The bridge replacements used accelerated bridge construction with a bridge slide to reduce closure durations on 4th Street to only 2 weeks. Billie was responsible for quality review of the drainage design up to the final submittal. **The team produced the PS&E package (NTP to bid advertisement) in 10 months, 1 week ahead of schedule.**

SR 79 Gila River Bridge Replacement, AZ, ADOT. *Drainage Engineer.* This CMAR project assessed the condition of the superstructure and recommended replacing the existing 1,507-foot-long, 30-span bridge built in 1957. ABC methods were evaluated. The recommended alternative is a multi-span bridge replacement with wider shoulders and a sidewalk using the bridge slide method of construction. The project includes modifying a canal owned by the San Carlos Irrigation and Drainage District and relocating utilities. **Billie provided drainage design, profiles, drainage reports, and quantity and cost estimates.**

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Drainage Engineer.* This project replaces the existing three-span steel girder bridge crossing UPRR with a new precast girder bridge. The structure is built on a new roadway alignment to eliminate impacts to traffic. The project also includes a new bridge over the Walnut Wash. The existing soils in the area have excessive settlement and are highly corrosive. Protective measures are required to minimize settlement, especially around the existing railroad tracks. The project includes ROW, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek. **Billie provided quality review of the drainage design at the bridge crossing.**

Lower Buckeye Road, 67th Avenue to 71st Avenue, Buckeye, AZ, MCDOT. *Drainage Engineer.* This project widened Lower Buckeye Road from 67th Avenue to 71st Avenue. The project was extended to include the intersection at 72nd Avenue. The widening added vertical curb for the length of the project. Billie performed onsite drainage design, which included several catch basins, new storm drain trunk line and laterals. The new storm drain connects to the existing 96-inch storm drain under 67th Avenue. The drainage design required coordination of irrigation drainage structures and delivery/tailwater ditches for ongoing farming operations.

AECOM

50%

SHERRICK CAMPBELL, PE, CFM

RIVER HYDRAULICS

Education:
- BS, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer, AZ #34569
- Professional Engineer, TX #108153
- Professional Engineer, NM #23446
- Certified Floodplain Manager, #US-05-01710

Years of Experience: 28

Company Title: Drainage Team Lead and Project Manager, responsible for providing drainage analysis and coordinating offsite and onsite drainage designs

▸ VALUE TO ADOT

- ☑ *Experienced in drainage design and analysis, including hydrologic and hydraulic analysis of existing and proposed drainage systems*
- ☑ *Brings extensive drainage analysis and design experience roadway projects ranging from pavement rehabilitation to roadway design*
- ☑ *Adds significant FCDMC experience in preparing Conditional and Letter of Map Revision (CLOMR/LOMR) applications based on both design and refined mapping and study*

▸ PROJECT EXPERIENCE

Navajo Housing Authority (NHA) Scattered Sites Floodplain Analysis, NHA. *Project Manager.* These projects provided development of floodplain analyses for scattered sites throughout the Navajo Nation. The analyses included procurement of digital topography obtained with unmanned aerial systems (UAS)/drone technology. The detailed analyses were provided to the NHA for use in planning and siting residential housing units.

Drainage Improvement Project, Gila Bend, AZ, Flood Control District of Maricopa County (FCDMC). *Project Manager.* This project encompassed planning and design of drainage mitigation projects to address historic flooding within the Town of Gila Bend. Efforts included procurement of a utility mapping effort and development of an updated hydrologic and hydraulic analysis for the area. The results of the analyses were used to develop schematic-level improvement concepts and associated costs for submittal to FCDMC. The project was halted due to magnitude of improvement costs.

San Carlos Regional Wastewater Treatment Facility Floodplain Analysis and Mapping, Peridot, AZ, Indian Health Services (IHS). *Senior Drainage Engineer.* This project encompasses the planning and siting of a new wastewater treatment facility to ultimately replace current infrastructure on the San Carlos Apache Reservation near Peridot. Sherrick led the development of existing condition hydrologic and hydraulic analysis for the region to inform the planning and siting of conceptual treatment facility components.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Drainage Engineer.* This project replaces the existing three-span steel girder bridge crossing UPRR with a new precast girder bridge. The structure is built on a new roadway alignment to eliminate impacts to traffic. The project also includes a new bridge over the Walnut Wash. The existing soils in the area have excessive settlement and are highly corrosive. Protective measures are required to minimize settlement, especially around the existing railroad tracks. The project includes ROW, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek. Sherrick supported coordination of the permitting effort, drainage analysis, and developed the Stormwater Pollution Prevention Plan (SWPPP).

Lower Buckeye Road, 67th Avenue to 71st Avenue, Maricopa County, AZ, MCDOT. *Drainage Engineer.* This project widened Lower Buckeye Road from 67th Avenue to 71st Avenue. The project was extended to include the intersection at 72nd Avenue. The widening added vertical curb for the length of the project. Sherrick developed the drainage component of the project scoping assessment in 2016 and has continued to provide analysis and design support during the design phase. This work included the design of a storm drain lateral with outfall into the regional storm drain.

Ironwood Drive Roadway Enhancements, Pinal County, AZ. *Drainage Engineer.* Sherrick was responsible for the hydrologic and hydraulic analysis for culvert and storm drain retrofits along a 5-mile segment of Ironwood Drive in Pinal County. The roadway project encompassed a widening from 2 feet to 12 feet, flatter fore slopes (6:1) and left/right turn lanes at intermediate access points. The results of the analyses were compiled in a drainage report to accompany the final construction plans, specifications, and cost estimate prepared for this construction project.

Litchfield Road, Northern Parkway to Peoria Avenue, Maricopa County, AZ, MCDOT. *Drainage Engineer.* Sherrick led the development of the drainage aspect of the scoping assessment for Litchfield Road, which encompasses roadway widening and storm drainage improvements for accommodation of both onsite and offsite storm flows.

SR 101L Spillway Erosion Protection Design, Salt River Pima–Maricopa Indian Community. *Drainage Engineer.* Sherrick developed a hydrologic/hydraulic analysis coupled with the development of construction documents in support of the mitigation design for significant erosion hazards on the Salt River Pima–Maricopa Indian Community.

AECOM

40%

KATE BONDY, PE, PTOE

TRAFFIC ANALYSIS

Education:
- BS, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer, AZ #45815
- Professional Traffic Operations Engineer #3160

Years of Experience: 23

Company Title: Arizona Traffic Team Leader, responsible for managing the Traffic Team in Arizona

▸ VALUE TO ADOT

- ☑ *Kate has successfully led traffic design and scoping on ADOT final design projects for over 20 years*
- ☑ *She brings expertise in lane balance optimization and traffic design implementation that will help successfully deliver this important project*
- ☑ *23 years of ADOT traffic analysis and design experience*
- ☑ *Lane balance optimization on over 6+ metro urban projects*
- ☑ *Knows ADOT Traffic Design Standards and latest TSMO & Traffic Design Implementations*
- ☑ *Understands key traffic issues during design that help keep design and construction schedules on track*

▸ PROJECT EXPERIENCE

SR 101L System TI Improvements with I-10, DCR, Environmental Document, and Final Design, Phoenix, AZ, ADOT. *Traffic Lead.* This project evaluated possible alternatives to enhance regional travel and mitigate existing weaving and safety issues to improve connectivity at the I-10/SR 101L system interchange, including a DCR, environmental document, and final design. As a subconsultant, AECOM performed traffic analysis, and portions of the roadway, drainage, and structural design for the SR 101L/I-10 system TI. **Kate analyzed Year 2050 traffic pattens and system performance to develop alternatives and assisted in evaluating the preferred recommendations that have progressed to final design efforts.**

SR 79, Gila River Bridge Replacement, AZ, ADOT. *Traffic Lead.* The project included assessment of superstructure and full bridge replacement of the existing 1,507-foot-long, 30-span bridge built in 1957. An evaluation of the FHWA ABC method was included. The recommended alternative is a multi-span bridge slide. The replacement structure includes wider shoulders and a sidewalk. The project includes modification to a canal owned by the San Carlos Irrigation and Drainage District and relocation of utilities, including two existing AT&T and CenturyLink fiber optic lines, City of Florence sewer main and sewer line, and a power line owned by the San Carlos Irrigation Project. TCEs and new R/W were needed and costs were included in estimated costs. Kate was responsible for the design of construction plans and cost estimate for the traffic control, and signing and marking along SR 79.

SR 101L DB, Baseline Road to SR 202L, Chandler and Tempe, AZ, ADOT. *Traffic Lead.* This 6-mile project added one additional outside GP lane in each direction along SR 101L between Baseline Road and Frye Road and upgraded features to current ADA standards at all intersections and along the existing frontage roads. The project included bridge widenings, drainage modifications, and environmental analyses. Kate and her team were responsible for MOT and signing and marking plans between US 60 and SR 202L. The MOT included mainline lane shifts, ramp closures, and crossroad lane restrictions. **Kate successfully managed the traffic task force meetings and met the aggressive DB schedule for deliverables.**

I-10/Kino Parkway to Country Club Road DB GEC, Pima County, AZ, ADOT. *Traffic/MOT Reviewer, Change of Access Report.* ADOT is reconstructing I-10 from west of Kino Parkway to Alvernon Way, including traffic interchanges at Kino Parkway, Country Club Road, and Palo Verde Road. AECOM's GEC role includes providing environmental studies, developing utility design files, conducting stakeholder engagement and coordination, performing design and construction reviews and oversight, developing construction cost estimates, and developing procurement documents to shortlist qualified teams to construct the project. Kate is a traffic senior reviewer and an overall senior advisor. She serves as a point of review for all aspects of lane balance and operational review for final and MOT lane assignments.

SR 101L GPL Widening DB, I-17 to Pima Drive, Phoenix, AZ, ADOT. *Segment Traffic/MOT Lead.* This project added one GPL to both directions of this 13-mile segment of SR 101L. As a major subconsultant, AECOM provided final design for the western segment from I-17 to SR 51. AECOM's scope included roadway design, widening seven bridge structures, roadway lighting upgrades, traffic control plans, signing and pavement marking plans, and design of over 300,000 square feet of retaining and noise walls. The project had several challenges, including limited allowable lane closures that were tailored to avoid many annual special events in the area. **Kate provided MOT and signing and marking plans for Segment 1 between I-17 and SR 51.**

I-10/Fairway Drive TI, Avondale, AZ, ADOT. *Traffic Lead.* This project included final design of a new freeway TI on I-10 between Dysart Road and Avondale Boulevard. The project included a new two-span bridge over I-10, more than 41,000 square feet of retaining walls, new auxiliary lanes on I-10, 900 linear feet of arterial roadway and associated drainage, signal, FMS, and lighting improvements. Kate prepared the design construction plans and cost estimate for signing, pavement marking, and traffic control. **Kate gained consensus on an innovative striping solution at the ramp meter to balance the high truck volume anticipated at this TI.**

PARSONS

50%

SKYE GENTILE BUSH, PE, PTOE

TRAFFIC DESIGN

Education:
- ME, Civil Engineering, Arizona State University
- BS, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer, AZ #59139
- Professional Transportation Operations Engineer, #4841

Years of Experience: 15

Company Title: Parsons Arizona Transportation Group Manager and Office Manager, responsible for overseeing project delivery and managing a team of 25+ engineers

▸ VALUE TO ADOT

- ☑ *Delivers innovative traffic solutions for complex, high-capacity interchanges that improve mobility and safety*
- ☑ *Specializes in signing and marking, MOT, and traffic signal design for freeway and interchange projects*
- ☑ *Brings long-standing relationships with ADOT, MAG, and other key stakeholders, fostering collaboration and alignment with Arizona's transportation priorities*
- ☑ *Having started her career in the ADOT Traffic Group, she has a deep familiarity with ADOT's project management and project development processes*

AECOM

▸ PROJECT EXPERIENCE

75th Avenue Intersection Improvements, Phoenix, AZ, ADOT. *Traffic Lead.* This Highway Safety Improvement Program (HSIP) project aimed to enhance safety and operational efficiency at the high-crash intersections of 75th Avenue/Cactus Road and 75th Avenue/Peoria Avenue. Improvements included dual left-turn lanes, right-turn lanes, and additional through lanes. **Skye's responsibilities included crash data and capacity analysis, as well as signing, marking, MOT, and traffic signal design.**

I-10/Perryville Road TI Design-Build, AZ, ADOT. *Traffic Engineer.* This project involved the design and construction of a new TI on I-10 at Perryville Road to improve access and reduce congestion. **Skye assisted with traffic signing, pavement marking, and traffic control design, providing safe and efficient operations during construction and final implementation.**

SR 101L/Maryland Avenue HOV Lanes Design-Build, Glendale, AZ, ADOT. *Traffic Engineer.* This project included the design and construction of new high-occupancy vehicle (HOV) entrance and exit ramps on SR 101L at Maryland Avenue. **Skye assisted with traffic signing, pavement marking, lighting, and permanent traffic signal design, supporting the project's goal of improving mobility and reducing congestion in the corridor.**

SR 89/Road 4 North and SR 89/ Perkinsville Road, Chino Valley, AZ, ADOT. *Traffic Engineer.* Parsons provided design services to upgrade two at-grade intersections by implementing roundabouts at SR 89/Road 4 North and SR 89/Perkinsville Road in Chino Valley. Skye's responsibilities included traffic signing and pavement marking design, construction sequencing, and MOT plans to provide safe and efficient operations during construction. **Her efforts to engage local stakeholders and address concerns about transitioning from traditional intersections to roundabouts helped build consensus and maintain the project schedule.**

Mountain View Corridor Design-Build, 4100 South to SR 201, Salt Lake Valley, UT, UDOT. *Traffic Engineer (Signing & Marking Lead).* Parsons provided comprehensive design services for this new freeway segment connecting 4100 South to SR 201 in Utah's Salt Lake Valley. A key project feature was the design of a system TI at SR 201, facilitating high-speed, high-capacity movements between the two major corridors to improve regional mobility and reduce congestion. **Skye led the signing and marking design for the north segment, confirming compliance with UDOT standards and delivering clear, safe, and efficient traffic operations.**

Broadway Road Bridge at Tempe Canal, AZ, MCDOT. *Traffic Lead.* Parsons provided design services for the replacement of two bridges on Broadway Road over the Tempe Canal, east of SR 101L. The project aimed to improve operational capacity and safety while minimizing impacts to the surrounding area. Skye led the design of signing, pavement marking, construction sequencing, and MOT, providing safe and efficient traffic flow during construction. **Her close coordination with MCDOT and major stakeholders ADOT, City of Tempe, and City of Mesa helped resolve design challenges quickly, keeping the project on schedule and within budget.**

SH 183 Managed Lanes Design-Build (Midtown Express), Dallas and Fort Worth, TX, TxDOT. *Traffic Engineer.* This $847.6M design-build project reconstructed more than 20 miles of urban freeway and frontage roads, adding managed toll lanes to improve capacity and maintain traffic flow at 50 mph. Skye contributed to the traffic design by assisting with signing, pavement marking, and permanent traffic signal designs. **Her ability to adapt designs to meet TxDOT standards and collaborate with the design-build team helped maintain the project's aggressive schedule.**

Project Development On-Call, Statewide, AZ, ADOT. *Project (Contract) Manager & Traffic Engineer.* Parsons has provided or is providing services for 35+ task orders throughout all ADOT districts under the two most recent contracts. Skye played a key role in completing tasks on time and within budget. **Her ability to coordinate with stakeholders has been instrumental in achieving consensus on project priorities and solutions.**

TYLin

70%

BRENAN POE, PE
UTILITIES COORDINATION

Education:
- BS, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer, AZ #59781

Years of Experience: 15

Company Title: Roadway Engineer, responsible for utility relocation design coordination, land right acquisition, and construction

▸ VALUE TO ADOT

- ☑ *Heavy civil freeway construction and design expert*
- ☑ *Extensive relevant experience mitigating utility conflicts and coordinating utility designs, land right acquisitions, and relocation construction*
- ☑ *Brings a thorough understanding of the overall project and can identify and schedule-critical areas that need to be prioritized*
- ☑ *Knowledgeable in the processes for the utility companies in the SR 30 corridor*
- ☑ *Strong communication skills to effectively coordinate with utility companies and help drive their schedules*

▸ PROJECT EXPERIENCE

I-10/I-17 Split to SR 202L Santan (I-10 Broadway Curve DB, Phoenix, AZ, ADOT. *Roadway and Utility Design Engineer.* Brenan led the roadway design for Segment 3 and supported the utility clearance process. He led the design team to adjust designs, when possible, to mitigate/eliminate relocations or meet utility owner requirements when they have prior rights. **Brenan identified an opportunity to improve designs along the westbound CD Road adjacent to I-10 by adjusting the vertical geometry to tie into existing and eliminate over 400 linear feet of full width roadway reconstruction.** While adjusting the vertical geometry, he was able to meet SRP's requirements for loading on its Western Canal Box Culvert crossing, avoiding further mitigation requirements. Brenan assisted developing exhibits for Kinder Morgan gas line crossings. **Through early coordination, he determined a modification to the noise wall footing and locating wall panel joints at strategic locations would mitigate KM conflicts.**

SR 101L (Pima Freeway) DB, I-17 to Pima Road, Phoenix, AZ, ADOT. *Roadway Design Engineer.* TYLin served as the lead designer for structures, roadway, and drainage design for this project. This DB project added two GP lanes in each direction between I-17 and 7th Avenue, a single GP lane in each direction between 7th Avenue and Pima Road, and an auxiliary lane in each direction between 7th Street and Cave Creek Road for a total of 26 miles of roadway widening (13 miles in each direction). The work included roadway widening, 13 bridge widenings including one new bridge for a future Scottsdale roadway, ADA improvements, multiple retaining walls, miscellaneous structures, ITS, lighting and signal improvements, utility coordination and relocation, landscape and aesthetic features, signing and marking and drainage improvements.

Northern Parkway DB, 103rd Avenue to 91st Avenue, Maricopa County, AZ, MCDOT. *Deputy Project Manager and Utility Lead.* Brenan is leading the overall technical project design, land right acquisition, and utility coordination on this segment of MCDOT's Northern Parkway Program, which connects SR 303L to SR 101L within the cities of El Mirage, Peoria, and Glendale. The project improvements will accommodate multiple regional partners and local agencies. Extensive utility relocations were required. Brenan led the effort to obtain the BOR land exchange to relocate approximately 1 mile of 36-inch SRP Irrigation. Relocations were needed from SRP-Irrigation ($12M), SRP-Distribution ($3M), Kinder Morgan 16-inch gas line ($2.5M), SROG sewer monitoring station ($3M), Water, Lumen, Cox, and Verizon/MCI. **Brenan led the effort to work with utility owners to develop their relocation plans, identify prior rights, obtain land rights, develop utility agreements, and permit for construction.** Build America Buy America (BABA) was encountered during the project design phase. Brenan led the discussions between SRP and FHWA to confirm BABA requirements. Several discussions with SRP detailed the challenges of meeting this new standard, which requires construction materials to made in the U.S. SRP indicated specialty electrical components do not currently meet this requirement.

To facilitate SRP-Irrigation's 36-inch relocation, additional utilities needed to be relocated in advance. Moving these utilities prevents work stops from SRP during construction and avoids delays. **Brenan led the effort to develop a separate design plan set and use an IGA to allow this relocation work to occur in advance of the construction funding obligation.** Funding was requested through MAG as part of the utility relocation phase. Brenan coordinated relocation designs with each respective utility owner and confirmed the city agreed, building consensus with the team. The city requested a power source for each of its two traffic signal controllers, which would have created a significant amount of additional work for SRP. Brenan developed an exhibit and met with the city and SRP so everyone understood the challenges associated with providing multiple power sources. **The city allowed the traffic signal controller to be moved to a location that met its needs while reducing the amount of work SRP needed to perform, essentially satisfying the city and SRP while reducing SRP's relocation costs.**

avenue CONSULTANTS

40%

MARSHA MILLER-LONG

PUBLIC & STAKEHOLDER OUTREACH

Education:
- BS, Advertising, Northern Arizona University

Certification:
- Public Participation Practitioner and Emotion, Outrage and Public Participation, IAP2
- Facilitation for Public Participation Practitioners, IAP2

Years of Experience: 30

Company Title: Arizona Communication Principal, responsible for managing business development and marketing efforts, and project and staff coordination

▸ VALUE TO ADOT

- ☑ *Brings 20+ years of communication experience on ADOT projects (28 projects since 2002)*
- ☑ *Has direct knowledge of the SR 30 corridor through work with the City of Goodyear and ADOT on the SR 30 DCR/EA*
- ☑ *Understands the importance of working together with ADOT Community Relations and the Civil Rights Office and following ADOT's agency Public Involvement Plan*

▸ PROJECT EXPERIENCE

SR 30, SR 303L to SR 202L EA/DCR, Goodyear, Tolleson, and Phoenix, AZ, ADOT. *Public Involvement Manager.* This nearly 13-mile new facility will run parallel to I-10 between the future TI at SR 303L and SR 202L south of Broadway Road. **Marsha prepared for and managed the public hearing held in Avondale to present the final build and no-build alternatives to the public.** Outreach included mailings, emails, newspaper advertising, and promotion through ADOT Community Relations GovDelivery.

El Mirage, SR 303L to Jomax Road DCR/EA, Peoria, AZ, ADOT. *Communication Principal.* **Marsha provided oversight for PI efforts during the multi-jurisdictional NEPA study.** Tasks included researching demographic data and writing the project Public Involvement Plan, developing a website, creating a stakeholder database, creating and maintaining a public inquiry log, writing and distributing email alerts to the public and key stakeholders, developing collateral and print advertisements, creating a project survey, leading an online public scoping phase, and planning/implementing in-person public alternatives meetings and a virtual public hearing. These efforts resulted in the following accomplishments:

- Exceeded by more than 1,000% the team's PI goal of 50 email subscribers: currently at 985
- Fostered excellent working relationships with ADOT, Peoria, MCDOT, and FCDMC
- Close coordination with the environmental team to promote accuracy of NEPA and EA-related information

I-17 Construction Improvements, Anthem to Sunset Point, AZ, ADOT. *GEC Communications Oversight Manager.* ADOT is improving I-17 between Anthem Way and Sunset Point. The work includes widening 15 miles of roadway, replacing two bridges and widening 10 others, and constructing approximately 8 miles of flex lanes. **Marsha's responsibilities included developing and managing the overall community outreach strategy and program as a member of ADOT's Project Management Consultant team.** She oversaw the Developer team's implementation of the outreach and communication program, in close coordination with ADOT technical staff and ADOT Communications Department. Early communication with residents and businesses in Anthem, New River, and Black Canyon City allowed for a better project understanding and an open dialogue with the project team.

SR 202L South Mountain Freeway Construction, AZ, ADOT. *GEC Communications Oversight Manager.* The $1.7B South Mountain Freeway project completed the SR 202L from I-10 Papago Freeway to I-10 Maricopa Freeway, approximately 22 miles, in the southwest Phoenix metropolitan area. The eight-lane highway has three GP lanes and one HOV lane in each direction. The median is closed with concrete median barrier dividing the directions of travel, including over 40 bridges along the freeway corridor.

Marsha's responsibilities included developing and managing the overall community outreach strategy and program as a member of ADOT's Project Management Consultant team. She oversaw the Developer team's implementation of the outreach and communication program, in close coordination with ADOT technical staff and ADOT Communications Department. **This was the state's first Design-Build-Maintain contract. The highly controversial project saw hundreds of stakeholder questions, comments, and complaints, all of which were recorded and responded to within 24 to 72 hours.**

SR 303L, Woodlands Avenue to Gila River Outfall Drainage System Design, City of Goodyear, AZ, FCDMC. *Public Involvement Manager.* Drainage design south of the future SR 303L interchange involved agency and community engagement regarding collecting and carrying stormwater runoff to the Gila River. Improvements included design of a concrete-lined channel, box culverts, storm drain pipe, retaining walls and landscaping.

Marsha will apply the same level of detailed attention as she did on projects like the SR 202L South Mountain Freeway, the I-17 Anthem Way to Sunset Point Flex Lanes, and the I-10 Wild Horse Pass EA projects. Each of these projects involved high-profile agency and public engagement over a multi-year span, characteristics that match the needs of this project.

AECOM

30%

SCOTT BLACKMAN
ENVIRONMENTAL LEAD

Education:
- BS, Wildlife Biology/Ecology and Management, University of Arizona

Years of Experience: 26

Company Title: Senior Environmental Planner, responsible for supporting AECOM's Environmental Planning Team

▸ VALUE TO ADOT

- ☑ *Brings a wide range of experience successfully completing and guiding clients through the NEPA compliance process*
- ☑ *Supported numerous federal agencies within the western U.S. on a variety of projects, including Luke Air Force Base and Buckeye Military Reservation*
- ☑ *Experienced senior biologist and has managed numerous state and federal projects with endangered, threatened, and sensitive species*
- ☑ *Extensive experience with the NEPA process involving contentious issues and effective communication with clients, including agencies, native nations, and other stakeholders*

▸ PROJECT EXPERIENCE

I-10 Kino and Country Club TIs General Engineering Consultant, ADOT, Pima County, AZ, ADOT. *Environmental Lead.* This project on I-10 through Tucson is a priority for ADOT, Pima County, Pima Association of Governments, and the City of Tucson, and funding has been accelerated in the current 5-year program to be delivered using the design-build delivery method. Improvements include TI reconstruction at Kino Parkway, a new TI at Country Club Road, and removal of the Palo Verde TI. Scott is serving as environmental lead on the GEC contract, overseeing environmental staff in AECOM's Tucson office that handle the day-to-day project delivery of environmental tasks. Major environmental tasks include supporting development of technical provisions in the RFP, preparing an EA re-evaluation, and providing technical studies to support the R/W acquisition process. **Scott has been facilitating on-time deliverables through effective internal and external coordination.**

North-South Corridor Tier 2 EIS & DCR, US 60 to Arizona Farms Road, AZ, ADOT. *Senior Environmental Planner.* The Tier 1 Final Environmental Impact Statement (EIS) and Record of Decision, North-South Corridor Study, U.S. Route 60 to I-10 was completed in August 2021, which identified a 1,500-foot-wide Selected Corridor Alternative and general location for the future highway. This Tier 2 study is advancing the northernmost segment from US 60 to Arizona Farms Road and will identify a specific 400-foot-wide highway alignment within the 1,500-foot-wide Tier 1 corridor. A project-level EIS will be prepared. This is ADOT's first Tier 2 study for the North-South Corridor, and the NEPA process will be conducted in accordance with the 327 MOU with ADOT assuming the legal responsibility. Key project challenges include coordination with the Four Southern Tribes and the potential for previously unknown cultural resource sites and traditional cultural places and an ongoing 3-year-long wildlife data collection study. The project was initiated in late 2022 and is anticipated to be complete in 2026.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Senior Biologist.* This bridge replacement project replaced the existing three-span steel girder bridge crossing the Union Pacific Railroad with a new precast girder bridge. The structure was built on a new roadway alignment to eliminate impacts to traffic. **Scott led the biology efforts and conducted field reviews to validate the potential for ESA-listed and sensitive species.**

I-10 East Willcox TI Underpass Bridge Rehabilitation, Willcox, AZ, ADOT. *Senior Environmental Planner.* This bridge rehabilitation project is to complete a scoping document and final design for placing a polyester polymer concrete (PPC) overlay on the existing bridge deck and approach slabs and to replace the existing deck joints, abutment bearings and miscellaneous barrier and slope paving repairs. The project included ROW, utility, and environmental clearances.

I-40 Window Rock TI, Arizona, ADOT. *Environmental Lead***.** This project will replace the Window Rock TI Bridges EB/WB and Lupton TI bridges and improve the vertical clearances at the crossroads. Scott is providing environmental oversight in the development of the Project Assessment, including the potential for ESA-listed and sensitive species for the project.

US 60 (Grand Avenue), 35th Avenue, and Indian School Road Intersection DCR/EA, Phoenix, AZ, ADOT. *Senior Environmental Planner.* This project included preparing a DCR (with 15% roll plot) and an EA and related studies to define a preferred improvement alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and reduce vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway. The project included significant stakeholder coordination regarding multimodal improvements. Scott provided environmental planning and GIS support for the NEPA process.

From: ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>
Sent: Wednesday, September 10, 2025 11:10 PM
To: Lassiter, Genie
Cc: contractorcompliance@azdot.gov
Subject: Bidders List for AECOM Technical Services 01

AECOM Technical Services 01, AZUTRACS Number: 10053 has submitted a Bidder/Proposer list for **2026-001** on 09/10/2025 at 10:10 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	Address	Ethnicity	Gender	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
AeroTech Mapping	3285 N. Fort Apache Las Vegas, NV 89129	Hispanic American	F	1-3 years	Unknown	DBE	541370
Avenue Consultants	5353 N. 16th St., STE 380 Phoenix, AZ 85016	Caucasian	M	10+ years	$10 million to $50 million	Non-DBE	541820
Corral Design Group, Inc.	4632 S. 36th St Phoenix, AZ 85040	Hispanic American	M	10+ years	$500,000 to $1 million	DBE	541320
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	Hispanic American	M	10+ years	$1 million to $2 million	DBE	541330
Infrastructure Mavens, LLC	21001 N. Tatum Blvd., Suite 1630-603 Phoenix, AZ 85050	Caucasian	M	10+ years	Less than $500,000	Non-DBE	237310
J2 Engineering & Environmental Design, LLC	4649 E Cotton Gin Loop Phoenix, AZ 85040	Native American	M	10+ years	$5 million to $10 million	DBE	541320
Newton Environmental Consulting, LLC	9859 East Winchcomb Drive Scottsdale, AZ 85260	Caucasian	F	8-10 years	Less than $500,000	DBE	541620
Parsons Transportation Group, Inc.	1050 West Washington Street, Suite 114 Tempe, AZ 85281	Caucasian	M	10+ years	More than $100 million	Non-DBE	541330
T.Y. Lin International	1475 N. Scottsdale Road Scottsdale, AZ 85257	Other	M	10+ years	More than $100 million	Non-DBE	541330
T2 UES, Inc.	19621 N 23rd Dr Phoenix, AZ 85027	Other	M	4-7 years	More than $100 million	Non-DBE	541618

Per RFQ requirement, this list includes any firm that discussed teaming with AECOM, regardless of final teaming agreements.

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: **2026-001 • 2026-004 • 2026-005**

CONTACT PERSON: **Jennifer Bixby, PE, PTOE**

E-MAIL ADDRESS: **jennifer.bixby@aecom.com**

TITLE: **Vice President**

CONSULTANT FIRM: **AECOM Technical Services, Inc.**

ADDRESS: **7720 North 16th Street, Suite 100**

CITY, STATE, ZIP: **Phoenix, AZ 85020**

TELEPHONE: **480.363.0447**

FAX NUMBER: **602.371.1615**

UNIQUE ENTITY ID# (FROM SAM WEBSITE): **EPUXNLX5EYC4**

ADOT CERTIFIED DBE FIRM? (YES/NO) **No**

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
AeroTech Mapping, Inc.	Survey, Mapping, Aerial	Yes
Avenue Consultants	Public Invlmt & Related Services	No
Corral Design Group, Inc.	Landscape Architecture	Yes
Ethos Engineering, LLC	Geotech, Material Testing, Subsurface	Yes
Infrastructure Mavens, LLC	Construction Admin & Constr. Related S	No
Newton Environmental Consulting, LLC	Environmental & Related Services	Yes
Parsons Transportation Group, Inc.	Civil Engineering	No
T2 Utility Engineers	Utilities & Related Services	No
T.Y. Lin International	Civil Engineering	No

NOTE: This page is not evaluated by the Selection Panel but is used by Engineering Consultants Section for administrative purposes.

Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	**AeroTech Mapping, Inc.**
CONTACT PERSON:	**Alicia Mendoza**
E-MAIL ADDRESS:	**aliciamendoza@atmlv.com**
TITLE:	**Business Development Manager**
ADDRESS:	**8433 North Black Canyon Highway**
	Suite 120
CITY, STATE ZIP:	**Phoenix, AZ 85021**
TELEPHONE:	**602.245.5088**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**J34PH4CCSMJ4**

SUBCONSULTANT FIRM NAME:	**Avenue Consultants**
CONTACT PERSON:	**Marsha Miller-Long**
E-MAIL ADDRESS:	**marsha@avenueconsultants.com**
TITLE:	**Communications Principal**
ADDRESS:	**5353 North 16th Street**
	Suite 380
CITY, STATE ZIP:	**Phoenix, AZ 85016**
TELEPHONE:	**602.697.9566**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**W7ZXANLFJQC7**

NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The CIP is not evaluated by the Selection Panel but is used by Engineering Consultants Section for administrative purposes.

*Please confirm that each Subconsultant listed is in the eCMS database. If a Subconsultant's name is not in the eCMS database, contact ECS at E2@azdot.gov and allow two (2) business days to have the Subconsultant added to eCMS. Click Here check the eCMS database or go to ECS Website.

Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	**Corral Design Group, Inc.**
CONTACT PERSON:	**Edward Corral**
E-MAIL ADDRESS:	**ecorral@corraldesigngroup.com**
TITLE:	**President**
ADDRESS:	**4632 South 36th Street**
CITY, STATE ZIP:	**Phoenix, AZ 85040**
TELEPHONE:	**602.222.9822**
FAX NUMBER:	**602.222.9079**
UNIQUE ENTITY ID #:	**D2PBVZ6LJMJ9**

SUBCONSULTANT FIRM NAME:	**Ethos Engineering, LLC**
CONTACT PERSON:	**Keith Dahlen**
E-MAIL ADDRESS:	**kdahlen@ethosengineers.com**
TITLE:	**Principal**
ADDRESS:	**9180 South Kyrene Road**
	Suite 104
CITY, STATE ZIP:	**Tempe, AZ 85284**
TELEPHONE:	**480.326.8487**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**QQGVC86EHVA5**

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Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	**Infrastructure Mavens, LLC**
CONTACT PERSON:	**Andrew Flecky**
E-MAIL ADDRESS:	**aflecky@infrastructuremavens.com**
TITLE:	**Manager/Independent Construction Expert**
ADDRESS:	**21001 North Tatum Boulevard**
	Suite 1630-603
CITY, STATE ZIP:	**Phoenix, AZ 85050**
TELEPHONE:	**602.721.3853**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**X3DADKL2A8G6**

SUBCONSULTANT FIRM NAME:	**Newton Environmental Consulting, LLC**
CONTACT PERSON:	**Angela Newton**
E-MAIL ADDRESS:	**angie@newtonec.com**
TITLE:	**Principal**
ADDRESS:	**9859 East Winchcomb Drive**
CITY, STATE ZIP:	**Scottsdale, AZ 85260**
TELEPHONE:	**602.332.9642**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**UFLBN1TNC5H9**

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Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	**Parsons Transportation Group, Inc.**
CONTACT PERSON:	**Skye Gentile Bush, PE, PTOE**
E-MAIL ADDRESS:	**skye.gentilebush@parsons.com**
TITLE:	**Project Manager**
ADDRESS:	**1050 West Washington Street**
	Suite 114
CITY, STATE ZIP:	**Tempe, AZ 85288**
TELEPHONE:	**602.734.1094**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**Y36XU1TNFJW1**

SUBCONSULTANT FIRM NAME:	**T2 Utility Engineers**
CONTACT PERSON:	**James Mueller, PE**
E-MAIL ADDRESS:	**james.mueller@t2ue.com**
TITLE:	**Senior Project Manager**
ADDRESS:	**19621 North 23rd Drive**
	Suite 150
CITY, STATE ZIP:	**Phoenix, AZ 85027**
TELEPHONE:	**602.977.8076**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**VXR7DY7K6DJ7**

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Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	**T.Y. Lin International**
CONTACT PERSON:	**James Barr, PE**
E-MAIL ADDRESS:	**james.barr@tylin.com**
TITLE:	**Vice President**
ADDRESS:	**1475 North Scottsdale Road**
	Suite 450
CITY, STATE ZIP:	**Scottsdale, AZ 85257**
TELEPHONE:	**480.968.8814**
FAX NUMBER:	**N/A**
UNIQUE ENTITY ID #:	**LKVMEJWCCVG5**

SUBCONSULTANT FIRM NAME:	**N/A**
CONTACT PERSON:	
E-MAIL ADDRESS:	
TITLE:	
ADDRESS:	
CITY, STATE ZIP:	
TELEPHONE:	
FAX NUMBER:	
UNIQUE ENTITY ID #:	

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Revised 05/02/2024

DBE GOAL ASSURANCE/DECLARATION

This Contract is Race Conscious. The DBE goal percentage is set at **9.47** %

By signing below, and in order to submit an SOQ proposal and be considered to be awarded for this contract, in addition to all other pre-award requirement, the consultant/Proposer certifies that they will meet the established DBE goal or will make good faith efforts to meet the goal for the contract and that arrangements with certified DBEs have been made prior to SOQ and/or Cost Proposal submission. The proposer will meet the established DBE goal or will make good faith efforts to meet the goal on each Task Order assignment associated with the contract and that arrangements with certified DBEs have been made prior to SOQ and/or Task Order proposal submission.

Signature	**09/12/2025** Date
Jennifer Bixby, PE, PTOE Printed Name	**Vice President** Title

SOQ SUBMITTAL CHECKLIST

Place a check mark on the left side of the table indicating compliance with the following items. Only include the Supplemental Services Disclosure Form listed below if the form is requested in the Request for Qualifications:

✓	SOQ is within the page limit indicated in the RFQ
✓	SOQ is combined into one PDF Document no larger than 15 MB
✓	All Amendments are Included and Signed
✓	Introduction Letter (Including all required elements/statements)
✓	SOQ Proposal Formatted According to Requirements Listed in RFQ Section IV, #11.
✓	Correct SOQ Certification List (15 pt **OR** 9 pt) Signed and Dated by a Principal or Officer of the Firm
✓	Completed Consultant Information Pages (CIP)(Including listing DBE firms, if applicable)
✓	DBE Goal Assurance/Goal Declaration completed (located at the top of this page)
✓	All Subconsultants & Proposed Work Type listed on CIP (Including indicating DBE firms)
✓	Any Additional Required Documents (Specific to RFQ such as Resumes for all Key Personnel named)
✓	Commenting or User Rights Feature Enabled in SOQ PDF Document
	Supplemental Services Disclosure Form (Required for Supplemental Services Type Contracts ONLY)

NOTE: This page is not evaluated by the Selection Panel but is used by Engineering Consultants Section for administrative purposes.

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