Jacobs Challenging today. Reinventing tomorrow.

September 12, 2025

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

RE: Statement of Qualifications for ADOT Contract Numbers 2026-001: SR30 (Tres Rios): SR303L – Estrella Parkway New Freeway and System Interchange // 2026-005: SR30 (Tres Rios): Dysart Road – 97th Avenue New Freeway // 2026-004: SR30 (Tres Rios): Estrella Parkway – Dysart Road New Freeway

Dear Rashidul Haque and Members of the Selection Committee,

The West Valley's rapid growth demands a connected, reliable freeway network. SR30 is more than an I-10 reliever, it's a strategic investment to improve safety, mobility, and regional connectivity. As one of the first major Proposition 479 (Prop 479) projects, SR30 offers a chance to showcase smart, accountable delivery and build public trust. ADOT and MAG's prioritization underscores its importance, and the Jacobs team is ready to deliver with strong local insight, trusted partnerships, and an efficient, forward-thinking approach. We are excited to collaborate, **Today, Tomorrow, and Together**, and formally express our interest in being selected.

Led by Troy Sieglitz, PE, a proven project manager trusted by ADOT, and Michael Okamoto, PE, our design team lead, we bring unmatched experience delivering complex freeway expansion projects across the MAG region, including system interchanges (System TI) and traffic interchanges (TI). With partners like AZTEC, Point and Ethos, we offer deep regional insight on projects directly tied to SR30, including Aztec's work on the I-10/SR303L System TI and SR303L corridor from Van Buren to MC85. Collectively, our team has collaborated with ADOT to save hundreds of millions of dollars in the delivery of some of your largest, most complex, and time-sensitive projects.

The Jacobs Team MAG Freeway Delivery Experience

7+	**MAG System Interchanges**	Including SR101L/I-10, SR303L/US60, I-10/SR202L, SR303L/I-17, I-10/SR143, SR51/SR101L, and SR202L/US 60**...we know how to optimize system interchanges.**
15+	**MAG Traffic Interchanges**	TI improvements at numerous arterial connections, including the award winning SR303L TIs at 51st and 43rd Avenues to support TSMC**...we know how to enhance arterial TIs.**
220+	**MAG Freeway Lane Miles**	Hundreds of lane miles of freeway widenings to improve operations and safety, including for greenfield facilities**...we know how to deliver freeway expansion projects.**

SR30 is a pivotal investment in the West Valley's future, and ADOT deserves a partner who can deliver with precision and purpose. Our team knows how to deliver from concept through construction, without rework, delays, or surprises. With Troy's leadership and our combined expertise, ADOT can move forward with confidence, knowing this project is in capable hands. We are ready to work together to bring this transformative corridor to life, and ask ADOT to choose our team which was built for SR30.

Sincerely,
JACOBS

Andrew Haines, PE (AZ PE No. 46955)
Project Principal & Authorized Signatory
andrew.haines@jacobs.com / 602.710.6310 (c)

Troy Sieglitz, PE (AZ PE No. 41722)
Project (Contract) Manager
troy.sieglitz@jacobs.com / 602.708.3450 (c)

Andrew confirms the commitment of key personnel identified herein to the extent necessary to meet ADOT's quality and schedule expectations. While Jacobs is not a certified DBE, our team includes DBE partners with whom we have a strong, proven track record of successfully delivering major ADOT projects. Jacobs intends to meet the established DBE goal, or make a good-faith effort to meeting the goal, for ADOT Contract No. 2026-001, SR30 (Tres Rios): SR303L-Estrella Parkway, New Freeway and System Interchange. Jacobs prefers the following ranking order for the three contracts/projects:

1. *2026-001: SR30 (Tres Rios): SR303L – Estrella Parkway New Freeway and System Interchange*
2. *2026-005: SR30 (Tres Rios): Dysart Road – 97th Avenue New Freeway*
3. *2026-004: SR30 (Tres Rios): Estrella Parkway – Dysart Road New Freeway*

Today, Tomorrow, Together...

Trusted Expertise Driving Smart Delivery for SR30

Today: Deep Roots = CLEAR VISION

Our long-standing involvement with SR30 has shaped a clear, cost-effective vision for delivery:

- Troy's 7-year leadership as the SR30 Corridor Manager ensures continuity and alignment with ADOT's goals.
- Aztec's SR303L experience supports efficient development and stakeholder-approved solutions at the system interchange.
- Suzanne Deitering (Point Engineers) provides key utility coordination to reduce schedule risks from overhead impacts.
- Under the MC contract, our team authored and refined the restacking memo, minimizing early Prop 479 cost impacts through optimized strategies.

With a comprehensive understanding of restacking, utility, floodplain, earthwork, and clearance challenges, we're ready to bring SR30 from concept to reality.

Tomorrow: Forward Compatibility = REAL SAVINGS

Our phasing strategies deliver cost and schedule efficiency through forward-compatible solutions.

- **On SR101L/I-10,** Troy and Rashidul's DHOV ramp design avoided costly bridge reconstruction and public disruption, while an innovative slip ramp saved time and utility relocation costs.
- **On SR30,** our design concept delivers a three-phase restacked interchange with optimized ramps, reduced earthwork, mitigated drainage risks, preserved BWCDD clearance, and avoided utility impacts, resulting in zero throwaway.

Using trusted cost estimating tools, we've demonstrated over $301M in savings along with $160M in potential VE opportunities.

Together: Partnership = PRECISION

At the heart of our approach is our commitment to partnering and collaboration.

- **Project efficiency starts** with early stakeholder alignment and collaborative decision-making.
- **Troy and our team offer trusted, long-standing relationships** with ADOT, MAG, Goodyear, SRP, FCDMC, and others—ensuring informed design from day one.
- **Troy's proactive coordination** drives early issue resolution, shared vision, and delivery of innovative, cost-effective solutions.

By eliminating the need to backtrack, we streamline the design process and keep the project moving forward with clarity, confidence, and precision.

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: 2026-001; 2026-004; 2026-005 Consultant Name: Jacobs Engineering Group Inc.

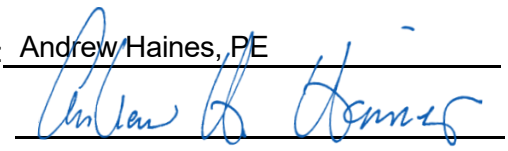
Please read the fifteen (15) statements below. The statements are to ensure Consultants are aware and in agreement with Federal, State and ECS guidelines related to the award of this contract. Consultants shall submit the specific Certification form attached to each RFQ advertised, as revisions to the 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: Andrew Haines, PE Title: Project Principal and Authorized Signatory

Signature:  Date: 09/09/2025

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.

Jacobs Engineering Group Inc. Company Name	 Signature of Person Authorized to Sign
1501 West Fountainhead Parkway, Suite 401 Address	Andrew Haines, PE Printed Name
Tempe AZ 85282 City State Zip	Project Principal and Authorized Signatory 09/09/2025 Title Date

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.

Jacobs Engineering Group Inc.
Company Name

1501 West Fountainhead Parkway, Suite 401
Address

Tempe | AZ | 85282
City | State | Zip

Signature of Person Authorized to Sign

Andrew Haines PE
Printed Name

Project Principal and Authorized Signatory
Title

1. Project Understanding & Approach

Understanding: A Foundation for SR30 Future

The Center Segment of SR30 is a vital east-west link between SR303L and SR202L, easing I-10 congestion and supporting rapid West Valley growth. Spanning Goodyear, Avondale, and Phoenix, it's key to MAG's long-term freeway mobility goals. With planning complete and design beginning, Jacobs' SR30/SR303L restacking strategy enables phased delivery under Prop 479, deferring costly interchange work to Phase 3. SR30 will enhance mobility with new interchanges, grade separations, and multimodal upgrades, cutting travel times, boosting safety, and driving billions in development. Delivering this vision requires deep expertise, a clear strategy, and strong partnerships. **This is where we come in.**

Today: Deep Roots = CLEAR VISION: Troy Sieglitz, ADOT's Corridor Manager, brings unmatched continuity through right-of-way (R/W) and utility coordination. He will oversee segment integration, driving schedule and clearance progress. Michael Okamoto leads daily design, supporting Troy's strategic and interagency efforts.

Tomorrow: Forward Compatibility = REAL SAVINGS: Jacobs' MC team developed the SR30/SR303L restacking concept, deferring high-cost elements to Phase 3 and reducing Prop 479 Phase 1 and 2 costs, unlocking over **$301M** in savings (with a potential for an additional **$160M** in value engineering opportunities).

Together: Partnership = PRECISION: Jacobs, AZTEC, and POINT have aligned with ADOT, MAG, utilities, and local agencies to position SR30 for success. Our team's deep experience has minimized high-voltage power line relocations, improved alignments, and reduced costs—ensuring efficient, high-value delivery.

Special Issues that Result in Unnecessary Costs

Through our DCR review, 2023 Restacking Memo, and stakeholder interviews, we identified key issues **(see Figure 1),** most notably the lack of phasing and constructability planning, which inflated costs. Given limited funding and rising demand in the Southwest Valley, a 3-phase approach is critical to meet current needs and avoid waste.

- **Phase 1 (Interim):** Creates the link between SR303L and SR30, continuing to Estrella Parkway to the east (early funded Phases of Prop 479)
- **Phase 2:** Creates the SR30 link between SR85 and SR303L (later funded phase of Prop 479)
- **Phase 3:** Extends SR303L south of SR30 (unfunded)

Our optimized SR303L/SR30 interchange design reduces high-voltage utility relocations, improves alignments, and cuts construction costs. The following sections highlight our focused approach, deep institutional knowledge, and proven delivery strategies for this high-priority corridor.

Figure 1: Project Issues, Features, and Opportunities

GENERAL:
- **G1** - Provide forward-compatibility for future DHOV 🔶$
- **G2** - Heavy embankment project, reduce fill heights $
- **G3** - Strategically remove MC85 temporary connection
- **G4** - Separate crossings to eliminate level 4 flyover ramps 🔶$
- **G5** - Assist ADOT with remainder of R/W acquisition
- **G6** - Complete construction of NB SR303L
- **G7** - Planned multi-use pathway

ROADWAY:
- **R1** - Retrofit Cotton Lane to diamond configuration, construct ramps C & D during Ph 1 and ramps A & B during Ph 2 $
- **R2** - Identify access control requirements
- **R3** - Consider combined entrance/exit ramps 🔶$
- **R4** - Incorporate BWCDD's 34' vertical requirement $
- **R5** - Shift ramp EN to ground level removing level 3 flyover 🔶$
- **R6** - Consider flipping SR30/SR303L alignments to defer costs 🔶$
- **R7** - Shift ramp SE to ground level removing level 4 flyover 🔶$
- **R8** - Construct half of Sarival Avenue during Ph 1

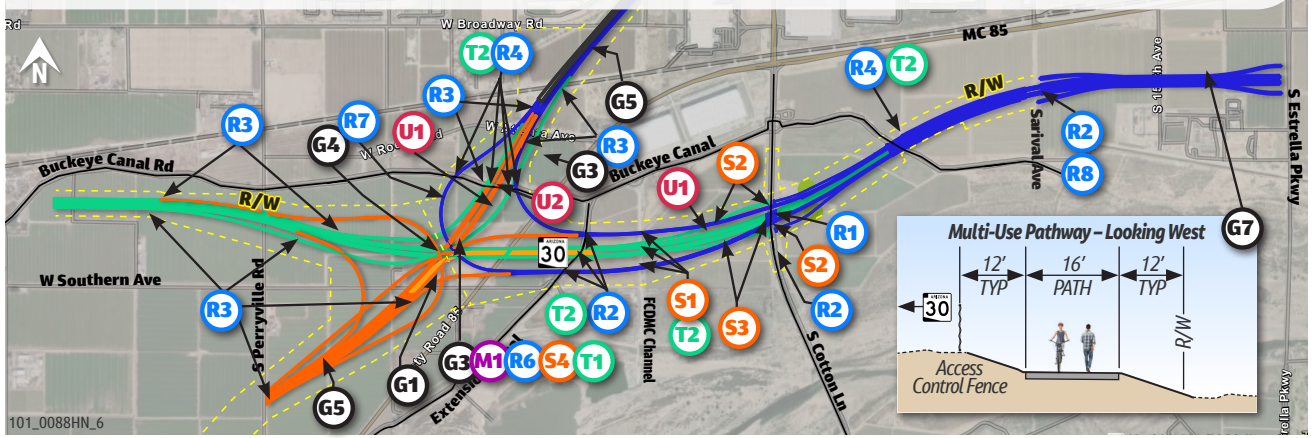
TRAFFIC / ITS / FMS / LIGHTING:
- **T1** - Forward-compatible high mast lighting 🔶
- **T2** - Vertical crossing of ITS elements

STRUCTURES:
- **S1** - Consider use of box culverts instead of bridge 🔶$
- **S2** - Shift Ramp SE to east to simplify structures
- **S3** - Consolidate structure crossings over facilities $
- **S4** - Defer highest flyover ramps to Ph 3 🔶$

MATERIALS:
- **M1** - Possible substandard soils

UTILITIES:
- **U1** - Overhead transmission conflict, consider relocating overhead transmission during Ph 1 🔶$
- **U2** - Protect 96" APS waterline

🔶 - Innovation $ - Cost Savings $ - Cost Increases



Institutional Elements

- **Project Initiation and Consensus Building:** We will start with a stakeholder meeting and site visit to define roles and build the risk register for PMG tracking, ensuring zero surprises.
- **Project Management Group Support:** Troy and Michael will support Rashidul by ensuring Workfront and the schedule is updated prior to progress meetings and at key milestones.
- **Cost Risk Assessment and Value Engineering (CRA-VE):** We will actively support risk assessment and value-driven solutions through CRA-VE, with findings building on the initial cost savings.
- **Enhanced Stakeholder Engagement:** Our corridor experience enables us to engage local governments, utilities, and property owners to align goals, resolve issues, and deliver seamless solutions. We have also developed a public communication strategy to share key messages and timelines.
- **IGAs/JPAs:** Our team will support ADOT in finalizing IGAs/JPAs, with Troy leading coordination and Michael providing the technical data needed for execution.
- **CLOMR/LOMR:** If required by Goodyear/FCDMC, development of the CLOMR/LOMR will be expedited, streamlining FEMA approval.
- **Clearances (Utility, R/W, and Environmental):** We will actively coordinate and prepare documentation, so that all clearances are in place no later than the Stage IV submittal.
- **C&S Coordination:** Partnering with C&S, we'll hold an initial meeting to align on scope, schedule, and review expectations. Two weeks before submittals, we'll conduct PS&E over-the-shoulder reviews to ensure C&S understands the design requirements.
- **Accurate Estimates and Constructability Reviews:** We will provide cost estimates and constructability reviews at key miles to verify compliance against the programmed funding.

Ultimate Configuration Leading to Interim Condition (Phase 1) with Pros, Cons, Cost Savings

The DCR did not consider the phasing of the system interchange improvements, and the levels are not in the order of what they should be. The DCR system interchange design requires four levels of construction with two directional ramps at Level 4, approximately 120' above ground. One of these is the south to east ramp, which is a Phase 1 ramp, leaving it exposed by itself for many years. As shown in the DCR concept in **Figure 1** on the previous page, there are two directional ramps at Level 3, approximately 90' above ground, and one is the west to north ramp which is also in Phase 1. SR303L is typically on Level 1, which is in the last phase. The Jacobs technical memorandum that restacked the system interchange considered the phasing and made better use of available funding and construction techniques. It is more efficient to build from the ground-up, than top-down when constructing system interchanges. For this reason, we have reimagined the entire system interchange by improving the layout and the levels of each ramp as shown in **Figure 2.**

System Interchange Restacking

Jacobs, led by Troy Sieglitz, completed a study for ADOT and MAG in 2023 that recommended restacking the system interchange to lower the initial investment cost, and implement the phases so the lower levels are constructed first. Phase 1 would construct lower levels first, Phase 2 the next level up, and with Phase 3 the highest level coming later. This new restacked interchange concept develops more efficient design and construction, and further reduces the construction costs, and lowers the Prop 479 investment cost. Our revised system interchange design reduces the system interchange levels by 1 compared to the DCR **(see Figure 3 below),** resulting in improved constructability and cost savings.

Figure 3: Optimized Ramp Levels

Ramp/ Roadway	Phase Constructed	DCR Design Level	DCR Design Max. Elev	Jacobs Restack Level	Jacobs Restack Max. Elev	Jacobs Savings
Ramp SE	1	4	120'	1	39'	81'
Ramp WN	1	1	39'	1	39'	0'
SR30	2	2	61'	2	55'	6'
Ramp EN	2	3	92'	1	52'	40'
Ramp SW	2	1	36'	1	36'	0'
SR303L	3	1	36'	3	63'	-27'
Ramp NW	3	4	125'	3	92'	33'
Ramp NE	3	2	79'	1	40'	39'
Ramp WS	3	3	92'	3	92'	0'
Ramp ES	3	1	30'	1	30'	0'
Our optimizations result in 172' of structure height savings, significantly reducing project costs!						172'

Figure 2: Phasing Concept - Our interim (phase 1) alternative provides connection service and reduces construction funding needs

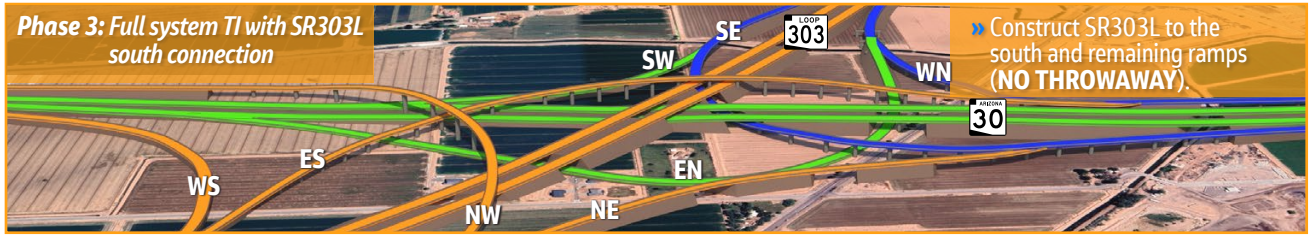
Phase 1: Interim ramp connections from SR303L to SR30

Pros:
- ☑Provides SR303L and SR30 connection
- ☑Reduces structures height
- ☑Significantly lowers construction funding need
- ☑Enhanced constructability with no throwaway

Cons:
- ☒Defers costs to Phase 3 (unfunded)

Phase 2: Connection to SR30 heading west

Phase 3: Full system TI with SR303L south connection

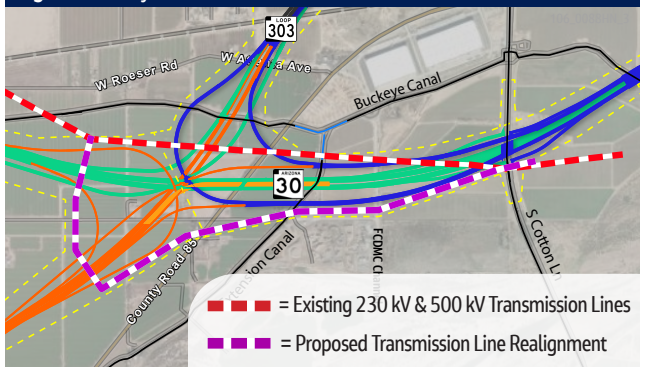


In addition to its practicality, the need for a four-level system interchange has been eliminated with our redesigned system interchange layout. To further reduce the investment costs for the SR303L/SR30 system interchange, we recommend additional enhancements to the layout of the interchange. Our strategy is to implement a design solution that has no throw-away and costs substantially less than the DCR system interchange concept. All Phase 1 elements can be utilized during future phases without unnecessary waste of tax-payer money, resulting in **no throwaway.**

Relocate Power Transmission Lines Early

The high voltage transmission lines will require relocation to accommodate each phase of the system TI. Our redesign of the TI reduces the impacts to the transmission corridor by lowering the proposed improvements under the lines and shifting the alignments. The relocation could be a multi-step process, only moving what is required for each phase, or we could consider a "Move Once" approach and take care of it now. In **Figure 4,** we developed a concept for the relocation that takes advantage of available R/W, significantly reducing the time needed for planning, permitting and relocating these lines. Since the current estimates for SR30 between SR303L and Estrella Parkway include costs for this relocation, we recommend we move them now before development in the area further complicates the relocation. Additionally, it will cost significantly more if we wait until Phase 2.

Figure 4: Utility Relocations



Phasing and Constructability

As this is a greenfield project, constructability and phasing will be carefully planned in coordination with IMavens to look for efficiencies to further reduce costs, expedite construction or use materials that provide benefits with lower costs. By constructing the lowest level in Phase 1, it will be easier to construct the next levels in Phase 2, and the highest levels in Phase 3. **Troy has already been working on this corridor, and Suzanne is working with the utility companies as part of the ongoing ADOT design projects.**

Alignment Shifts Optimization

The Jacobs restack incorporates several alignment shifts when compared to the DCR. Our concept reduces the complexity of the System TI design, while improving constructability and saving significant construction costs. **Figure 5** illustrates our alignment shifts as well as the benefits and value to this project.

Consolidation of System Ramp Entrances and Exits

The DCR concept requires separation of ramp entrances. With the restack of the system TI, Jacobs intends to consolidate the ramp entrance and exit locations **(as show in Figure 5),** which will save costs and reduce complexity of design and construction. The intended consolidation of the system ramps are as follows:

- » C1 - Combine Ramp EN and WN Entrance onto NB SR303L
- » C2 - Combine Ramp WS and ES Entrance onto SB SR303L
- » C3 - Combine Ramp NE and SE Entrance onto EB SR30
- » C4 - Combine Ramp NW and NE Exit from NB SR303L
- » C5 - Combine Ramp SW and SE Exit from SB SR303L
- » C6 - Combine Ramp WN and WS Exit from WB SR30

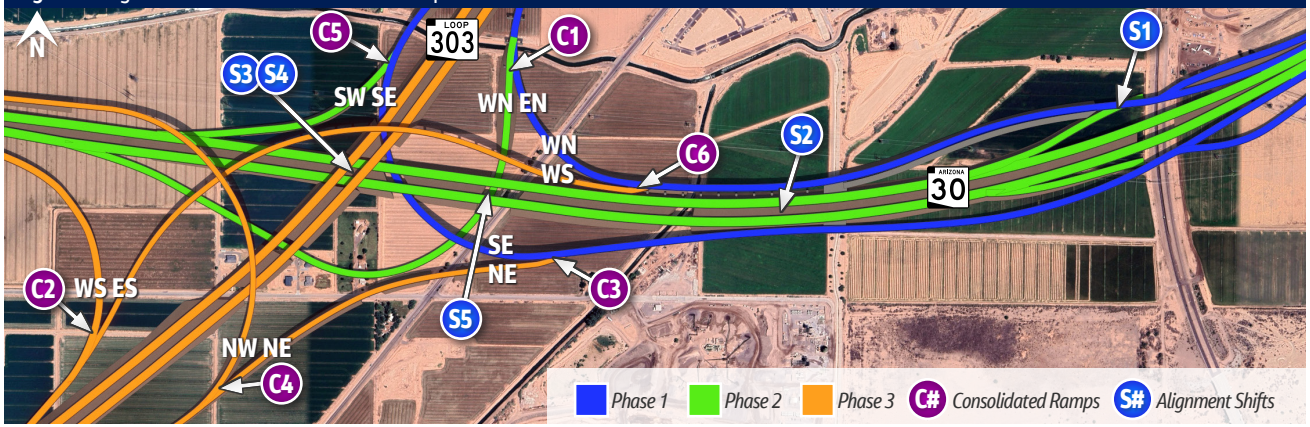
Deferred Costs of the System TI Restack

We compared construction costs for first two construction phases of our system interchange concept with the DCR design. Items that have the greatest influence on cost include over-excavation of unsuitable material, borrow, side slope plating, concrete pavement, concrete barriers, and structures. The Jacobs design provides cost saving for each project phase as shown in the table below. **As shown, some of the costs have been deferred to the unfunded Phase 3 of the system interchange, reducing the Prop 479 investment costs.**

Project	DCR System TI	Jacobs System TI	Potential Savings
Phase 1*	$ 867.2M	$ 694.1M	$ 173.1M
Phase 2**	-	-	$ 205.9M
Phase 3***	-	-	$ -78M
Total Savings			**$ 301M**

* *Estimate for SR303L to Estrella Parkway*
** *Estimate for system TI only*
*** *Estimate for system TI, incl. deferred costs from earlier phases*

Figure 5: Alignment Shifts and Consolidated Ramps



ALIGNMENT SHIFT	JACOBS OPTIMIZED APPROACH	BENEFIT/VALUE
S1 Shift Ramps WN and SE Connections to SR30 at Cotton Lane	The gores of these ramps have been shifted to the east of Cotton Lane, thereby separating these structures from the SR30 mainline structure over Cotton Lane. This configuration shifts the braiding of the directional ramps over Cotton Lane Ramps A and B, and consolidates these crossings to eliminate structures.	» Simple structure design » Cost savings » Eliminates bridges
S2 Shift Ramp WN and SE Toward SR30 Mainline	Located adjacent to SR30 between the Extension Canal and the FCDMC Channel, the fill in this location is extra high due to BWCDD requirements. In order to reduce the embankment required for construction, the alignments can be constructed adjacent to mainline SR30 to "share" the roadway prism and minimize R/W impacts and reduce embankment costs.	» Cost savings » Provides space for power transmission realignment
S3 Shift SR30 Intersection with SR303L to the North	Offsetting the SR30/SR303L system interchange to the north to provides more space for Ramp SE to traverse under SR30, and have enough space to build grade over MC85.	» Cost savings » Drops Ramp SE from Level 3 to the ground during Phase 1 » Reduced bridge length
S4 Shift SR303L Intersection with SR30 to the West	Shifting the intersection of SR30/SR303L to the west provides space to eliminate the need for Level 4 flyover ramps.	» Cost savings » Significant bridge savings » Eliminates bridges
S5 Shift Ramp EN to Adjacent to MC85 as it Crosses Underneath SR30 at the Ground Level	By incorporating all the above recommendations, a pocket opens at ground level between SR303 and MC85 that will allow for Ramp EN to pass underneath SR30 thereby eliminating the Level 4 flyover ramp.	» Cost savings » Significant bridge savings » Eliminates bridges

Pros and Cons of Our System Interchange Approach

Building on the Jacobs' restack of the SR30/SR303 System TI, optimizing alignment shifts, and consolidating the entrance and exit ramp locations, the interim (Phase 1) design achieves remarkable improvements in implementation and construction costs. **Our proposed solutions allow the project to proceed as envisioned.** These optimizations will achieve the following:

» Pros

- ☑ Significantly reduces Prop 479 investment for Phases 1 and 2
- ☑ Eliminates the need for Level 4 flyover bridges
- ☑ Avoids the construction of excessively tall ramps during Phase 1
- ☑ Optimizes the system interchange layout

» Cons

- ☒ Defers the higher project costs to Phase 3

Additional Options to Reduce the Interim (Phase 1) Investment

In order to further reduce the cost of the project, our team has investigated several items that could be considered during the value engineering study for Phase 1, potentially saving **$160M+** in construction.

Phase 1 (Only)	Pros (Advantages)	Cons (Challenges)	Savings
Inside out phasing: Construct the ultimate inside lanes first	» Reduces borrow » Initial drainage is an open system instead of closed » Future traffic control is less disruptive » One bridge vs. two parallel bridges	» Future costs are lower with outside in construction approach. » Very long TI ramps	$30M
Construct half-streets at TIs	» Provides access to SR30 at a lower cost. » Full section is constructed once local street improvements are connected to TI.	» Future arterial street construction requires more traffic control at TI ramps	$10M
Construct one direction of mainline and run two-way traffic with temporary median barrier (south side)	» May defer some utility relocations on the north side. » Ultimate half-freeway width would be in place	» Requires temporary ramps and intersection on the south side at TIs	$50M
Asphalt inside shoulders	» Lower initial cost » Has been successfully implemented in other locations	» Asphalt shoulder would be temporary until freeway is widened	$10M
Defer FMS construction	» Install trunkline infrastructure, but eliminates cost of DMS and other ITS items.	» Reduces communication to traveling public » May reduce safety	$10-20M
Defer the pathway project to future phases	» Eliminates Phase 1 cost	» Not consistent with other segments » Creates discontinuous pathway » Negative public perception » May not be supported by local agencies	$20M
Two lanes in each direction between Cotton Lane and Sarival Avenue, then three continuing west	» Only two lanes are needed extending to the two system ramps	» Phase 2 costs would be higher	$23M

Major Issues and Our Approach

Enhanced Vertical Clearance Requirements

Issue: Buckeye Water Conservation and Drainage District canals require 34' of vertical clearance. This requirement diverges from the DCR Concept and significantly increases the height of fills and structures throughout the project area. This impacts all crossings over the Buckeye Canal and Extension Canal. The design and costs shown in the DCR Concept did not account for this requirement.

Approach: With the increased vertical requirements at the canal crossings, our goal is to meet these requirements agreed upon by ADOT and BWCDD and seek to minimize fill heights to the extent possible. Refinements were implemented with our new system interchange concept that reduces the impact of these higher costs, while still saving money over the DCR design. **This approach helps maintain schedule by streamlining BWCDD's acceptance of our strategy.**

Elimination of High-Skew Crossings

Issue: The DCR concept has multiple locations where ramp alignments cross at high skews. High skew alignments require excessive structure length and present a constructability challenge.

Approach: Jacobs' design eliminates these high skew alignments, ensuring that crossings are as perpendicular as possible. In areas where there are complicated bridge requirements, Jacobs recommends either consolidating the crossings or shifting the ramp alignments to simplify geometry.

Vertical Stacking of the DCR System Interchange

Issue: A review of the DCR concept determined that all the crossings occur at the same general location, in the center of the system interchange. This causes the vertical alignments to be excessively high and are inefficient and expensive to construct. For example, in the DCR Concept in Phase 1, the vertical alignment for Ramp SE gets as high as 120' above ground! Consider that due to the DCR phasing of this system interchange, it will look peculiar to have a 120' high flyover ramp by itself for 15 years. It is important for local taxpayers to believe that their Prop 479 funds are being spent wisely.

Approach: A complete redesign of the ultimate system TI is necessary to realistically implement the proposed improvements, while saving taxpayer money with a design that makes sense. We propose to stagger these elements to lower vertical profiles and create more offset of the ramps to improve constructability.

Level 4 Flyover Bridges

Issue: It is common for system TIs to have flyover structures that connect the directional ramps to adjoining alignments. The DCR concept proposed a four-tier solution that will be expensive and should be optimized to maximize taxpayer value.

Approach: Jacobs has determined that it is feasible to remove this fourth level by implementing the restack configuration that we proposed in our 2023 Memo in combination with our optimized design, saving time and money.

Provisions for Future Direct High-occupancy Vehicle (DHOV) between SR30 and SR303L

Issue: The DCR Concept allows for a DHOV ramp to be constructed from NB SR303L to EB SR30, and WB SR30 to SB SR303L. The south leg of SR303 is not currently planned, and funds are not programmed; however, the final design should incorporate provisions for the implementation of a DHOV in the future when traffic warrants these improvements.

Approach: Jacobs proposes to strategically shift the DHOV alignment to the east side of the system TI to bypass the system ramps all-together, similar to our solution Jacobs developed for the SR101L/I-10 DHOV project.

Access Control

Issue: Access control is critical to the TI traffic operations to prevent interchange congestion and potential backing onto the freeway.

Approach: Access control will need to be identified and preserved at all the service interchange locations to eliminate the risk of future operational issues at the TIs. Troy Sieglitz has been actively coordinating with ADOT R/W and the Central District to ensure that access control requirements are included during the R/W acquisition process in compliance with the ADOT Roadway Design guidelines. We propose that Troy continue in this capacity, but also assist with the other segments to ensure that access control is preserved.

Completion of Northbound SR303L from UPRR to Lower Buckeye Road

Issue: The connection between SR30 and SR303L needs to be compatible with the upcoming SR303L construction project.

Approach: This project requires the design and construction of the NB SR303L alignment to complete the connection between UPRR to Lower Buckeye Road. The Ramp WN alignment will be designed and constructed to provide a seamless transition to the NB SR303L alignment, while creating a placeholder for Phase 2 and Phase 3 construction. Jacobs, with AZTEC, provides ADOT with unmatched alignment knowledge on this area to streamline the transition.

Old Traffic Data Results in Obsolete Solutions

Issue: The current DCR relies on outdated traffic projections, which results in lane geometry that does not adequately accommodate anticipated volumes for the 2050 horizon year. Both the DCR and the subsequent SR30 Traffic Report Addendum are based on traffic forecasts for the year 2040.

Approach: Developing a robust and accurate traffic model is essential to ensuring that the freeway and TI function efficiently on opening day and remain resilient to future growth. A well-calibrated model will inform design decisions, optimize lane configurations, and support long-term operational performance by anticipating evolving travel demand patterns through the 2050 horizon year and beyond. Jacobs will develop a detailed VISSIM microsimulation model to assess the operational performance of SR30 and SR303L, focusing on ramp queueing, merge and diverge dynamics, and overall system efficiency. We will conduct simulations at five-year intervals between 2025-2050 which will provide MAG and ADOT with insights to inform the timing of the need for the future SR30 west segment and Phase 2 of the system interchange improvements.

ADOT Requires Submission and Approval of a Change of Access Report (COAR) for this Project

Issue: A COAR will likely be required since this project will connect to a newly constructed SR303L freeway. Any delay in obtaining COAR approval poses a significant risk to the overall project timeline. Timely coordination and submission are critical to avoid schedule slippage and potential cost escalation.

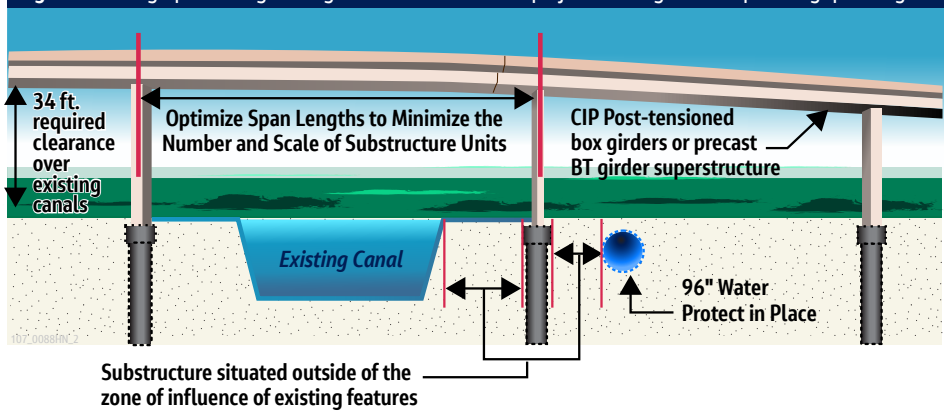
Approach: The COAR will involve proactive coordination with ADOT Roadway to foster early consensus on the design and safety considerations. This approach mitigates schedule risks and supports streamlined project delivery. The traffic analysis will incorporate projections through the Horizon Year 2050, and predictive safety analysis will be performed.

Additional Tasks and Our Approach

Structures/Bridges

The proposed system interchange and associated roadways will include a significant number of new bridge, culvert, and earth-retaining structures. Optimization of the structures will be a high priority in managing the project costs **(see Figure 6).** We will draw on our experience with recent interchange projects in Arizona, including the SR101L/I-10 System Interchange Improvements, SR303/I-17 System Interchange, SR303L at 51st and 43rd Avenues TIs, and the I-10 Kino Parkway and Country Club Road TIs, to guide the optimization efforts.

Figure 6: Strategic positioning of bridge substructures to meet project challenges while optimizing span lengths



Several factors will need to be considered with the structure designs, including:

- Proximity to the Gila River may affect foundation depths due to scour; optimizing bridge spans and foundations is key, an approach Jacobs used on the 101L/I-10 DHOV structures.
- Minimizing impacts to existing infrastructure (e.g., canals, APS waterline) reduces utility relocation costs. Jacobs applied this on the SR303L/I-17 Ramp SW bridge by refining span arrangements and coordinating across disciplines.
- Optimizing the bridge deck area and minimizing overbuilding structures to accommodate traffic control or other project related activities.
- Designing for future expansion avoids throwaway costs. For SR303L at 51st and 43rd Avenues, Jacobs ensured structures could be widened later without major demolition.

The most cost-effective structures tend to include precast, prestressed, bulb-tee girder or cast-in-place (CIP) post-tensioned (PT) box girder superstructures. Being an entirely new TI may afford the opportunity to construct CIP PT box girders, either on falsework or on soffit fill, which could reduce structure depths, thereby reducing fill costs. There is a balance of minimizing the number of substructure units, controlling impacts to existing infrastructure, and achieving optimal structure depths.

Geotechnical, Pavement Design and Groundwater

Based on our experience on the SR303L segment immediately to the north and the Estrella Parkway Bridge over the Gila River, the site soils are expected to consist primarily of coarse-grained sand and gravel with cobbles, with fine-grained silts and clays near the surface and interbedded layers at depth. The foundations best suited for bridges within these soils are drilled shafts. The use of shallow spread footings to support lightly loaded retaining walls is possible, but heavily loaded retaining walls will likely require ground improvement to increase bearing resistance and reduce settlement. MSE walls could also be considered for retaining walls as they tolerate movements better than cast-in-place walls.

The near surface site soils are anticipated to be clayey and may have R-values less than the ADOT minimum required. These subgrade soils are anticipated to require improvement like the current SR303L project, which is using lime-stabilized subgrade to improve the subgrade. For the pavement design, we will evaluate this alternative along with other alternatives (e.g. geogrid with geotextile and over excavation) to provide adequate subgrade support for the planned pavement.

Shallow groundwater levels are anticipated to be encountered due to the close proximity to the Gila River. Groundwater is expected to be encountered during drilled shaft construction, which may require temporary casing, slurry, or other stabilization techniques. Groundwater also limits the ability to vary the roadway profiles that would extend below the existing ground.

Pedestrian Pathway

The MAG *Rio Reimagined Active Transportation Study* is a 58-mile urban river restoration initiative on the Salt and Gila Rivers intending to revitalize the area into a vibrant, interconnected and sustainable corridor. Similar to the current F0504 and F0501 SR30 projects under active design to the east, we will look to provide interconnectivity through a multi-use path within the corridor. During final design, maintenance responsibilities and cost sharing will be coordinated with ADOT, MAG and the relevant 10 local participating agencies.

R/W Clearance

Troy Sieglitz developed the R/W Acquisition Management Plan that has been used to set priorities for acquisition and resulted in this project being on track for clearance prior to advertisement. R/W acquisition in this area has progressed to about 85% complete, and Troy will work with our team and ADOT to identify any remnant parcels that could be used for drainage basins, materials sources, and utility relocations. Any additional needs would be identified with the Stage II plans.

Environmental Clearance: EA Re-Evaluation (EA Re-Eval)

Our environmental clearance strategy focuses on a formal reevaluation (EA Re-Eval) of overlapping EAs and technical documents to clear the planned improvements. The original EA/FONSI was approved utilizing NEPA Assignment, allowing ADOT to complete and approve the EA Re-Eval. Efforts entail updates for noise and air analyses, cultural resources, biological resources, visual impacts and hazardous materials, coupled with ensuring the approved mitigation measures are incorporated into the final design, and preparing the overall Environmental Clearance. The SR30 EA will serve as the foundation for this EA Re-Eval, along with incorporating the relevant data from the SR303L EA and recent SR303L Environmental Clearance.

- **Noise:** Noise barriers were evaluated and recommended in previous studies. Jacobs will review updated land use and planned development alongside design changes to reassess those recommendations from the 2018 noise report, and re-analyze where noise mitigation is potentially warranted. Working directly with ADOT, we will engage nearby property owners to discuss the results of the updated analyses for any recommended noise mitigation. Building on the successful public outreach conducted for the I-10/SR101L TI project, we plan to implement a similarly effective approach.
- **Air Quality (AQ):** The project lies within Maricopa County non-attainment area for ozone and particulate matter (PM10 and PM2.5) and the AQ process will be a critical path. We will work with ADOT, MAG, and the adjacent project team(s) to make certain the SR30 projects are included in the State Transportation Implementation Plan for construction and meet conformity requirements. EPA/FHWA have recently changed interpretation of federal AQ conformity modeling requirements, resulting in multiple reviews on ADOT widening projects and causing delays to environmental clearance. Led by AZTEC, we know how to address these EPA/FHWA changes and will work with ADOT EPG to complete an updated AQ analysis once the final design recommendations are made.
- **Cultural Resources:** There are numerous significant cultural resources within this segment of SR30. Traditional Cultural Places (TCPs) are also known to occur. Some of these resources include the Buckeye Canal Farmstead District, Buckeye Canal, and Upper Zanjero House. Our team's first approach is to avoid any impact on cultural resources through proactive coordination between the design and environmental teams. If avoidance is not feasible, treatment would be outlined in a Historic Properties Treatment Plan. Given the presence of the TCP, early and frequent coordination with the Four Southern Tribes and other interested Tribes will be critical for project success. We are teamed with **Logan Simpson** who has relationships and expertise in working with the tribes to ensure smooth coordination and to provide the capacity to prepare TCP-related documentation, as needed.
- **Biological Resources:** The project area has been heavily modified by agriculture and urban development. Biological resources are anticipated to be addressed in a Biological Evaluation Short Form. Suitable habitat for the monarch butterfly and burrowing owl is present. A Tier 1 monarch habitat suitability assessment and a habitat assessment for burrowing owls will be undertaken; however, no consultation with the U.S. Fish and Wildlife Service is anticipated to be needed.
- **Section 4(f):** There are several recreational sites within 0.25 miles, including parks, a golf course, and trails. Historic and cultural resources warranting preservation in place are also present. Our team will conduct a full inventory of resources with a focus on the design avoiding these properties. If a direct use of properties is anticipated, we will work with the design team to address feasible and prudent alternatives, and document the decision-making process.
- **Waters of the US:** This SR30 segment is not anticipated to extend into the Gila River or cross other waters that may be jurisdictional. We will monitor the design refinements to determine if any Waters of the US will be affected. If needed, we will engage early with ADOT EPG to determine the necessary Section 404 permitting needs.
- **Public, Agency, and Tribal Coordination:** We recognize the importance of proactive engagement with resource agencies and the public, especially in communities like Goodyear. Routine updates, public notices, and involvement will be prioritized to maintain transparency and support. If determined by ADOT or if there are changes in impacts that require public involvement, such as Section 4(f) and Section 106, then the EA Re-Eval will be provided for the requisite review and comment. Similarly, we will work closely with ADOT to identify the level of agency coordination that is appropriate for this EA Re-Eval.
- **Future Development & Community Impacts:** The project area is rapidly developing, and Jacobs is working with the City of Goodyear and Maricopa County to monitor development and preserve access control. Jacobs has an established partnership with local agencies and has been tracking red letter activity for ADOT to prevent impacts on the future freeway. The area includes minority and low-income populations who may be affected. During the environmental re-evaluation, we will engage these communities with bilingual outreach to ensure their concerns are heard.

Our team is very experienced clearing large-scale freeway projects in the Phoenix metropolitan area, having recently completed several major freeway final design clearances for projects such as ADOT's:

- **SR101/I-10 System TI**
- **SR202L Santan GPL**
- **SR303L TIs at 51st and 43rd Avenues**
- **I-17/SR303L System TI**

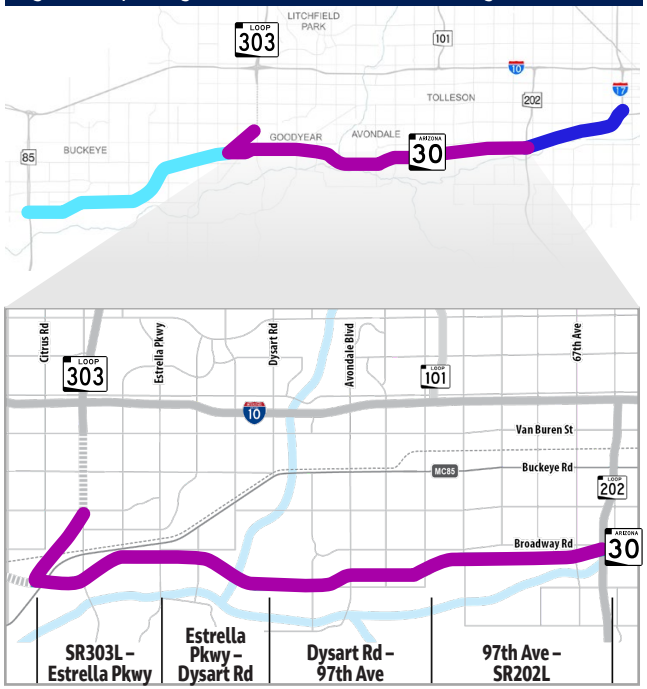
SR30 Central Segment Construction Sequencing

As shown in **Figure 7,** SR30 will be developed in three segments: the west segment between SR85 and SR303L, the center segment between SR303L and SR202L, and the east segment between SR202L and I-17. Regional planners at MAG have prioritized the center segment due to its immediate regional traffic benefit. By offering an alternate route to SR303L and SR202L, the center segment will help alleviate congestion on I-10. It will also allow regional and truck traffic to bypass Phoenix's central core, enhancing mobility and reducing pressure on existing infrastructure.

As the MC, we collaborated with ADOT and MAG in a workshop to determine the most effective implementation strategy for the center segment. We concluded that phasing construction from east to west would yield the greatest benefit. Eastern areas near SR30 are more densely populated and expected to generate higher traffic volumes. As construction progresses eastward, traffic will flow continuously along SR30 to SR202L. Once SR303L and SR202L connect through the center segment, the corridor will deliver its full regional benefit.

In contrast, an outside-in construction approach, starting with the east and far west segments and working inward, would disrupt traffic flow due to corridor gaps, forcing drivers to backtrack or rely on surface streets, which would negate any I-10 congestion relief. During a recent MAG Transportation Policy Committee meeting, member agencies broadly supported the east to west phasing approach.

Figure 7: Sequencing of Construction for SR30 Central Segment



Overall Drainage Requirements for the System Interchange and Drainage Outfall within the SR303L-Estrella Parkway Project

Our drainage design reflects a clear understanding of the project's challenges, including its location within the Gila River floodplain near the Lakin properties, Kings Ranch, and Cotton Lane. A key element is reconstructing the Loop 303 Outfall Channel. AZTEC brings recent, relevant experience with the ultimate alignment and design criteria, such as freeboard waivers and a 480 cfs flow rate, ensuring a smooth transition for the new freeway improvements.

Relevant Drainage Experience

Team partner, AZTEC, has a long and detailed history of providing critical drainage and hydraulic expertise for the SR303L and SR30 corridors, extending along SR303L from I-10 all the way to the river. AZTEC has been involved with all of the projects that will contribute to the drainage conditions, including:

- **SR303L/I-10 Ph 1:** Established regional stormwater basins, interceptor channels, and outfall drains.
- **Loop 303 Outfall Channel (FCDMC):** Advanced separately by FCDMC as a CIP project, securing R/W and establishing the channel as a District-owned asset.
- **I-10 West Channel Study (Buckeye/FCDMC):** Extended drainage west of SR303L, building on Phase 1's interceptor system.
- **SR303L/I-10 Ph 2:** Implemented the Loop 303 Outfall Channel.
- **SR303L, Van Buren to MC85:** Extended SR303L and designed ultimate outfalls to the Loop 303 Channel. Finalized location and design of the first-flush basin with flow split structure for runoff.

Our extensive experience gives us deep insight into the area's hydrologic conditions, design standards, and key stakeholder relationships essential for project success.

Comprehensive Floodplain and Geomorphic Evaluation

The El Rio Watercourse Master Plan's recommended levee and channel improvements along the Gila River's north bank, from the Agua Fria River to MC85, remain unbuilt. This elevates the importance of embankment protection for SR30. The area is classified as an "Ineffective Flow Area," where low velocities and shear stress suggest that standard crushed granite slope plating or rock mulch will provide sufficient long-term stabilization. Notably, the Master Plan's levee efforts were concentrated near Cotton Lane for floodplain management. Having worked on the Loop 303 Outfall Channel project, AZTEC understands the limiting capacity and contributing areas in the SR30 and SR303/SR30 system interchange area that drain to this channel.

Embankment may impact the Gila River floodplain along its banks. However, the encroachment lies entirely within a "zero velocity" ineffective flow area in the hydraulic model, making floodplain elevation changes unlikely. Any revisions would likely be limited to remapping the flood zone boundaries.

It is critical to consider the need for permanent stabilization of the freeway embankment within the river's water surface elevation (WSEL). Consideration should be given to the effects of shallow flood conditions near the embankment and the need for protection dikes or other permanent stabilization measures. We will proactively address the fact that Zone AH flood zone areas typically require compensatory offset volume and will explore the possibility that the new ADOT drainage channels can contribute to providing conveyance capacity to remove the Zone AH designation.

We will use the Lower Gila River Floodplain Delineation Study and Tres Rios PCED HEC-RAS model to assess freeway impacts on key flood parameters like water surface elevation and channel velocity. Our team will prepare 1D and 2D hydraulic analyses and reports for areas at risk of river flooding, as well as for bridges, drainage, and roadway features near floodplains—including the Gila River, Buckeye Canal, and Buckeye Extension Canal. This analysis will confirm the project does not adversely affect the existing floodplain

Loop 303 Outfall Channel

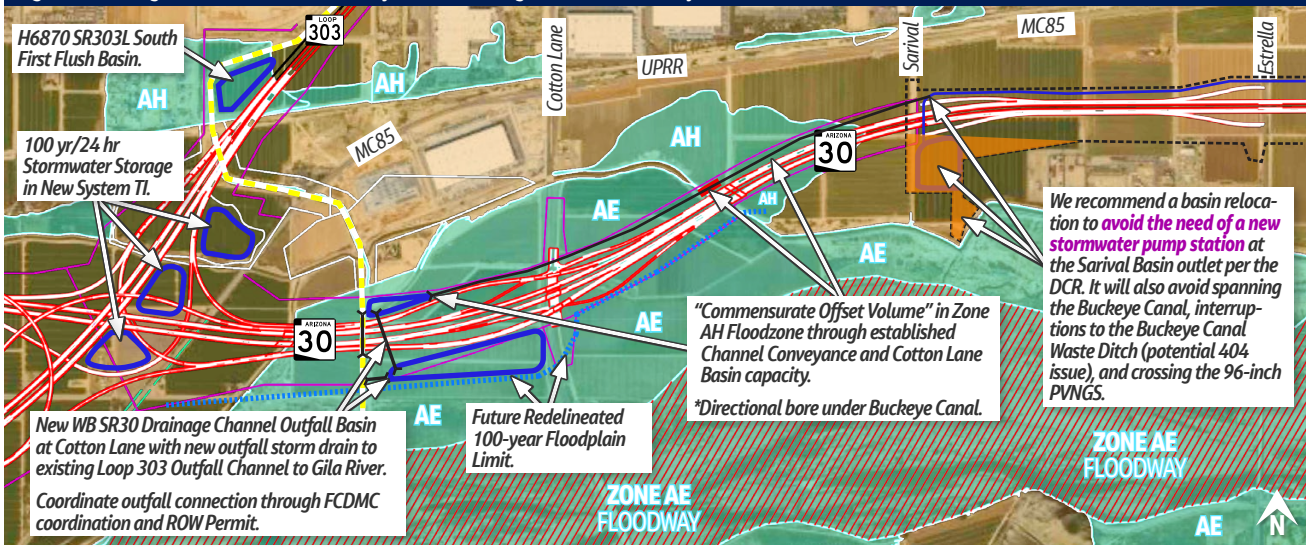
The freeway's alignment will re-impact portions of the Loop 303 Outfall Channel where ADOT's R/W intersects with the channel's realignment near the UPRR and east of the SR303L/SR30 system interchange. Out team member AZTEC has recent experience with this facility, having served as a key design consultant on the original FCDMC Loop 303 Outfall Channel. This knowledge of the channel's design and existing waiver areas will be critical for a design that seamlessly integrates the new freeway infrastructure while maintaining the channel's flood control function.

Storm Drain Systems and Retention Basins: Storm drain systems will outfall into large retention basins located to the northwest and southwest of the interchange **(as shown in Figure 8)**, a proven strategy used in the nearby I-10/SR303L interchange. These basins will also provide embankment material for roadway fill slopes. We also recognize the need for R/W Use Permits for both the SR303L and SR30 sections of the Loop 303 Outfall Channel.

Sarival Avenue DCR Basin Locations and Outfall

The storm drain outfall at the Sarival outfall basin to the Buckeye Canal irrigation waste ditch to the Gila River in the DCR will have property rights, flowage rights, and maintenance responsibility challenges. We will evaluate alternate basin locations and outfall configurations to better optimize current R/W availability. The acquired R/W may allow for alternate basin locations at the NW corner of Cotton Lane/SR30 and the SW corner of Cotton Lane/SR30. The strategic location of these basins would allow for the avoidance of the existing Buckeye Canal irrigation waste ditch at Cotton Lane which could have 404 implications. The proposed basin locations west of Cotton Lane allow for an optimized layout using the recently acquired Lakin property parcels which are low in elevation compared to the surrounding areas. Re-grading this corner of the Cotton Lane TI allows for a dual-purpose basin/dike along a new property line parallel to the Gila River to separate shallow Gila River floodwaters from the roadway embankment. A revised final storm drain outfall could connect to the FCDMC Loop 303 Outfall Channel. **This proposed outlet location would avoid a challenging discharge location to the Gila River, eliminates a pump station near Sarival, and would simplify maintenance of the freeway drainage system.**

Figure 8: Drainage Considerations from the system interchange to Estrella Parkway



Strategies to Reduce the Amount/Duration of Utility Relocations and Schedule Impacts

Early coordination with utilities will be critical to the success of this project to avoid lengthy schedule delays. Our Strategies to reduce utility relocation impacts is summarized in **Figure 9.** Our redesign of the system TI further reduces utility relocations and impacts as described below.

The APS, SRP and WAPA overhead (OH) transmission lines pose a significant schedule delay risks to the project. Our team's re-design is a "Move Once" approach that will relocate the OH lines one time and accommodate this project and future phases of the system TI. We have proposed an OH transmission alignment, shown in **Figure 4 on page 6,** that would keep the relocation within ADOT's new R/W and potentially avoid the Siting Selection Process (minimum 180-day process requiring approval from the ACC). We believe our solution is in the best interest for ADOT and the utilities because this "Move Once" approach: requires less R/W than relocating into a new transmission corridor; allows for suitable access for the utility owners through every phase of the project; provides cost savings by relocating the utility one time now and not risk increased material, labor, and R/W costs in future phases. **This approach could take two to three years off of the relocation time-frame!**

On the recent MC85 project, BWCDD required a 34' vertical clearance over their canal and requires canal lining within the ADOT R/W. There are cost savings associated with lowering the vertical clearance over BWCDD, but this could pose significant schedule delays and strain the relationship between BWCDD and ADOT. Our preliminary design meets the 34' vertical clearance requirement and would allow us to immediately begin design and coordination with BWCDD.

The 96" APS owned reclaimed water line, located in the BWCDD canal R/W, is critical infrastructure that supplies water to the Palo Verde nuclear generating plant. Our bridge design will span over the BWCDD canal with abutments set back to protect in place the reclaimed water line during construction and for future maintenance activities. Our team members are currently working with the APS reclaimed water line team in the SR30 corridor and will build upon this established relationship to bring efficiency to our utility coordination efforts.

Much of the land in the area has historically, and continues to be, farmland requiring irrigation. The irrigation facilities are often within lands owned by the Bureau of Reclamation (USA fee title land). Relocation of these facilities requires land exchanges that often take 18-24 months before the relocation can begin. We will initiate discussions with the irrigation owners immediately so that these facilities can be relocated prior to construction to keep the project on schedule.

Figure 9: Approach to strategies to reduce relocation impacts on schedule

APPROACH	APPLICATION TO PROJECT	SCHEDULE SAVINGS
Detailed and focused coordination meetings with utilities in both "all utility" and "1-on-1" meetings	» Combined bi-weekly meeting with APS (230kV), SRP (500kV) and WAPA (230kV) to discuss OH transmission impacts. » Monthly meeting with SRP transmission (69kV) and distribution (12kV) for relocations along Cotton Lane, 163rd Avenue and Beardsley Canal » Monthly meeting with SWG » Combined monthly meeting with BWCDD and APS. Split meetings out as needed.	Reduces schedule by holding all utility stakeholders accountable and ensures no one is waiting for information.
Accurate utility locating supplemented with utility records, permits and field observations	» 811 design ticket has already been submitted. » Immediately upon NTP we will request all utility records and permits from ADOT and local agencies to ensure we have the most current documents. » Begin Quality Level B utility designation immediately after NTP.	Reduces schedule by ensuring the design team has accurate information. No guessing on conflicts.
Early conflict reviews followed-up by potholing	» Identify potholes and include in early geotechnical/utility environmental clearance. Gas, fiber and potentially the APS water line.	Reduces schedule by advancing pothole clearance.
Support the utility companies with conflict mitigation by providing CAD files, profiles, cross sections and suggested relocation alignments.	» Provide grading along proposed transmission relocation alignment in both profile and cross section form. Our team has worked with the power companies before to relocate transmission lines and we understand the 3D file format they need. » Provide profile confirmation to BWCDD that the new bridge crossings will meet their required 35' clearance. Coordinate CAD file exchanges with their engineer, Cairo, so they can design the limits of canal lining that the BWCDD will require, and incorporate these plans and quantities into the ADOT bid package. » Support APS water design team by providing profiles and a detailed review of construction activities and protect in place alternatives. The lining of the BWCDD canal could cause conflicts with the APS water line, which will be investigated immediately. » Support SWG and all utilities to ensure relocations are not in conflict with construction and new valves and equipment set to the correct final grade.	Reduces schedule by being proactive in the utility mitigation process; established relationships allow our team to work directly with utility contacts and their design team; providing our design in the format the utility companies need expedites their review/design schedules.
Prior right reviews; utility agreements; utility clearance	» Request, review and track progress of prior right review. We suggest a monthly meeting with ADOT PMG, U&RR and R/W to track the progress of these reviews and agreements. » A Type 2 or 4 utility clearance will be needed for this project as some of the relocations (e.g. BWCDD) will be done by the ADOT contractor. All utility conflicts will be identified and have an approved mitigation plan prior to the 95% submittal.	Reduces schedule by ensuring all ADOT groups are aware of prior right review and agreement status; no gaps in communication.

Strategy for Public and Stakeholder Outreach

Engaging stakeholders and working collaboratively with ADOT Communications is a Jacobs strength. We will work with ADOT Communications to develop a Public Involvement Plan that details strategies and tactics to inform and seek input from the public to help guide project decisions. Given the diverse nature of the stakeholders impacted by this project, we are ready to conduct public information meetings, business-owner meetings, and one-on-one/issue-specific stakeholder meetings.

Collaborative Approach with ADOT and Local Stakeholders

Troy Sieglitz is familiar with the public, agency and utility stakeholders in the project area, having presented during the previous public hearing, working with the local agencies regarding development interests, utilities and other items over the years. Our public involvement team will maintain open communication with all key stakeholders, including ADOT, MAG, FCDMC, MCDOT and the City of Goodyear. Although located a little further away, the City of Buckeye is a stakeholder for this project as well; we will keep them engaged and informed. This collaboration ensures design decisions align with the project's purpose and need, and meet local requirements related to floodplain management. The use of ADOT's project manager to submit requests and share information will be strictly followed to streamline communication and maintain a single point of contact. This collaboration is essential for resolving conflicts related to FCDMC and city infrastructure.

Our team utilizes renderings and video fly-thrus to engage with stakeholders to help communicate technical concepts through easy to understand visualizations. The use of these tools streamlines the communication process and helps to shape design decisions.

Rendering developed for recent SR101L/I-10 System Interchange public meeting.

Jacobs' Approach to Additional Tasks

The following table outlines our approach to additional tasks that are required for the successful implementation of this project.

TASK	APPROACH
Freeway Management System (FMS)	This project will integrate with the newly constructed FMS along SR303L, incorporating the installation of new CCTV cameras for traffic monitoring, thermal cameras to enable wrong-way detection, and internally illuminated wrong-way signs at designated off-ramps to enhance roadway safety. Dynamic message signs will be integrated to support real-time traffic communication. The design will also include the placement of three 3" conduit trunk lines on both sides of the freeway, each housing 144-count single mode fiber optic cables which will be coordinated and tied into the adjacent segment. We will ensure that we avoid encroachment on the identified cultural site located between Cotton Lane and Sarival Avenue.
Signing and Pavement Marking	Overhead guide signs will be designed to accommodate both current and anticipated future locations, ensuring flexibility for evolving corridor needs. All designs will conform to the 11th Edition of the Manual on Uniform Traffic Control Devices, with the expectation that ADOT will have formally adopted the latest edition by the time of implementation.
Traffic Signals	New traffic signals will be required at Cotton Lane, Sarival Avenue, and Estrella Parkway as part of this project. While it is anticipated that the City will assume operational responsibility for these signals, it is critical that ADOT maintain input on the development and implementation of signal timing plans, particularly to ensure coordinated response strategies during freeway incidents and to support overall traffic management. **We will facilitate the operations and maintenance agreements at the TIs.**
Lighting	The proposed lighting system for the System TI will utilize 3000K LED high-mast luminaires as the primary illumination source. Comprehensive 3D photometric modeling will be conducted to validate compliance with all ADOT lighting standards and to achieve a uniform, performance-optimized lighting layout.
Pavement Design	A pavement design was not completed for the DCR, but it did estimate quantities assuming 13" PCCP over 4" AB for mainline; 10" PCCP over 4" AB for ramps, C-D roads and crossroads within access control. However, based on our team members' experience from the current SR30 design segments, these pavement sections are likely insufficient. The current projects are estimating thicker sections (16" PCCP over 4" AB section for the mainline and 11" PCCP over 4" AB section for ramps) due to larger than previously estimated traffic/truck volumes. We will investigate opportunities to reduce the pavement section and over-excavation, including possible use of geogrids and other means.
Landscape and Aesthetics	It is anticipated that the landscaping and aesthetics will follow current ADOT guidelines. If the local agencies desire enhancements and are willing to pay for them, we will work with ADOT Roadside Development and the City to develop a concept and facilitate execution of Intergovernmental Agreements that define maintenance responsibilities.
Visualizations/ Renderings	Visualizations play a powerful role in helping communities understand complex design concepts. They can enhance public understanding and engagement by showing how a project fits into the existing environment while providing a side-by-side comparison of alternatives. When people can clearly see what is being proposed, they are more likely to provide meaningful feedback, which leads to better-informed decisions and stronger community support.
Cost Estimating	Lewis Ferguson, PE, who leads cost estimating on the MC contract, will develop the construction cost estimates. Through the MC contract, our reliable estimating has led to estimates consistently within 2% of the bid price. To provide project costs that are reliable, Lewis and IMavens will provide cost estimates with each submittal phase (as well as during scoping), leveraging their background with current construction techniques and utilizing ADOT's most current cost information.

2. Project Risks & Schedule

Staying on Schedule is Essential to our Success, it's How we Build Trust, Momentum, and Results

Accelerating SR30 provides early visibility of the anticipated Prop 479 tax dollars at work. Our system interchange experts have reviewed the DCR design, identified its deficiencies and opportunities for improvements, provided concepts that work, and developed a schedule to deliver this project **(see Figure 10).** Once vetted with ADOT, MAG, and stakeholders, our solutions can be implemented and **we will baseline the schedule in Workfront.** We are also aware of other design methods currently being implemented on the SR30 segments to the east, and have already integrated those into our design approach, further enhancing our ability to meet the schedule. We will coordinate with ADOT to develop and submit the year 2050 traffic modeling requests to MAG upon selection, so we can begin traffic rebalancing and analysis at NTP. **Furthermore, with the combined resources of Jacobs, POINT, and AZTEC, and not workload burdened with the other SR30 segment work, we bring the capacity needed to deliver this project on schedule.**

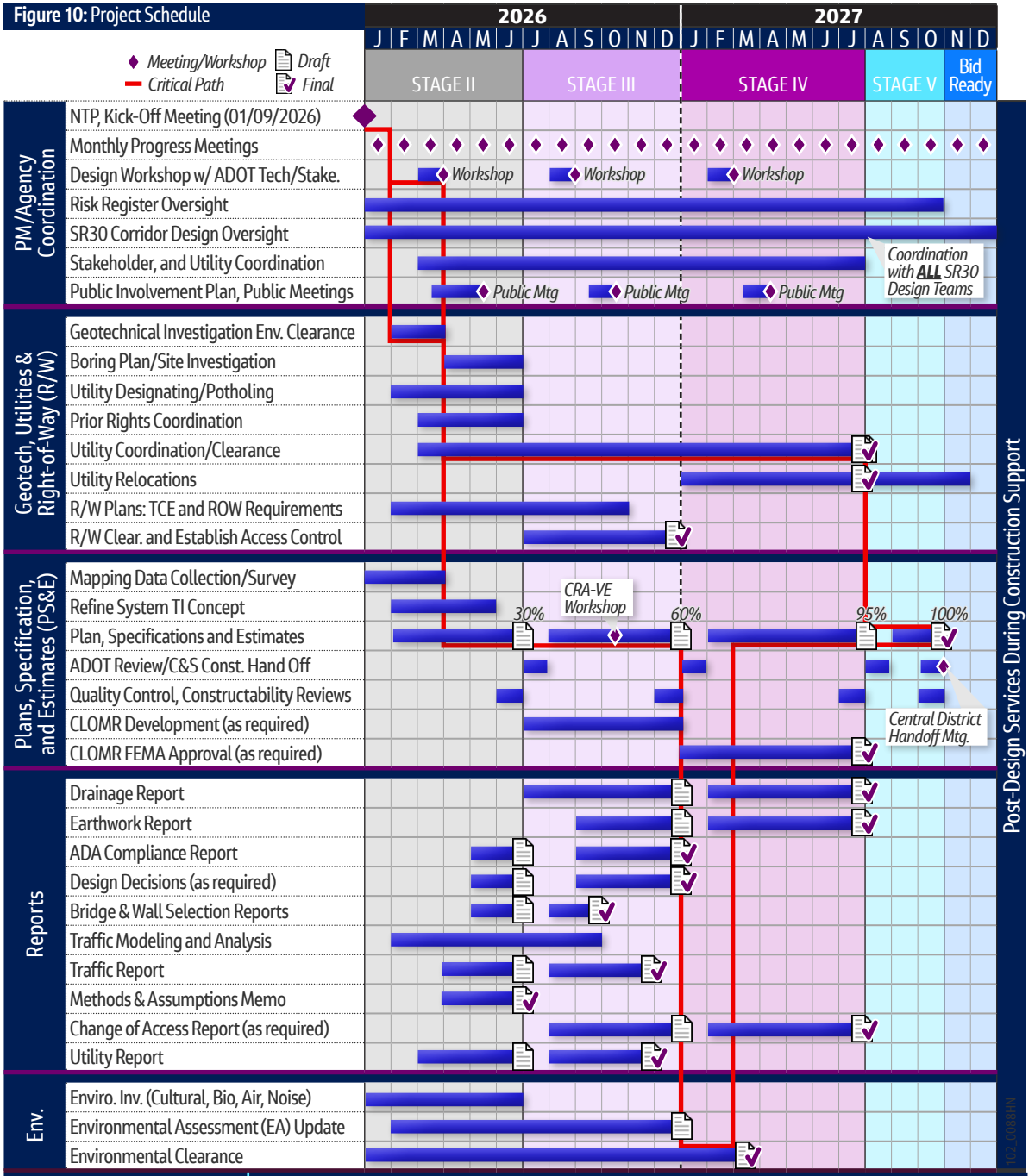
Our Strategies to Avoid Schedule Slippage:

- Capitalize on Troy's corridor history and working relationship with Rashidul to streamline solutions development and meet all of your institutional requirements.
- Use a risk management plan and tracking log to track, anticipate, and mitigate issues. This will include all schedule risks noted in on the next page as well as others identified at NTP and during the design process.
- Coordinate continuously with ADOT and stakeholders for timely issue resolution, documenting decisions to maintain momentum.
- Immediately engage with SRP, APS and WAPA on the transmission line relocations and irrigation owners for these long-lead relocations.
- 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 and plan reviews.
- Build float on long-lead items to maintain the critical-path schedule.
- Coordinate with ADOT C&S prior to each submittal to facilitate PS&E reviews and meet the construction advertisement date.
- Assist ADOT with FHWA Major Project reporting, maintaining project compliance.

We Will Make up Schedule Slippage By:

- Accelerating technical decisions by collaborating with Rashidul, and the assigned ADOT PM, to refine geometry, bridge layouts, and more while establishing clear communication channels to keep approvals moving efficiently.
- Finalizing R/W and utility coordination ahead of the Stage III submittal to enable swift clearances once environmental approval is secured.
- Monitoring earned value progress and reviewing task dependencies to proactively flag and address potential schedule risks.
- Managing project risks continuously, ensuring mitigation strategies are implemented and resolved before Stage IV.
- Conducting over-the-shoulder reviews prior to scheduled reviews.
- Mobilizing additional staff from our extensive resource pool to safeguard milestone submittals from delays due to production or QA/QC bottlenecks.

Figure 10: Project Schedule



Schedule Savings Value

We see a clear opportunity to reduce the project schedule to 18 months, unlocking time and resources to accelerate other Prop 479 priorities. This move would showcase ADOT's agility in responding to regional growth, reinforce stakeholder confidence, and demonstrate visible momentum and commitment to delivering results.

Risk Mitigation

Through our deep project knowledge and meetings with your staff, our Risk Register **(see Figure 11)** highlights key risks and mitigations to reduce impacts to cost, schedule, safety, and more. Early identification of risks and mitigation strategies is essential to delivering the SR30/SR303L system interchange on time and within budget.

Due to the project's complexity, Troy and Michael will begin risk discussions at the kick-off meeting and ensure the risk register is updated and reviewed at each monthly meeting, as done on other system interchange projects like SR101L/I-10. Troy will work with Rashidul, our team, and stakeholders to identify risks, assess probability and severity, and develop mitigation strategies to minimize impacts and retire risks as design progresses. Risks will be actively monitored with Rashidul and ADOT PMG, Central District, and C&S staff. The risk register will be refined during the CRA-VE workshop and updated monthly as a living document.

SR30 Central Segment Construction Sequencing

Our detailed discussion of the SR30 central segment construction sequencing is on page 10.

Risk Mitigation through Quality Processes

Quality is a culture at Jacobs and is inherent in the way we manage our projects.

Process: We bring ISO-compliant procedures designed to make your reviews easier, comprised of a system of checks, backchecks, and verification with feedback loops.

Incorporating Internal Quality and Compliance Reviews into the Schedule: As shown in our proposed schedule, we have included adequate time for quality reviews, including subconsultant reviews, prior to submittals. This will help reduce review times, allowing us more time to focus on innovation in design and risk mitigation.

Compliance: We have strategically placed Brad Olbert, PE to serve as our QA/QC Manager. Leveraging his ADOT insight into your quality expectations, he will verify we are meeting the commitments established in our Quality Management Plan at the onset of the project and at each stage submittal.

Figure 11: Risk Register

Initial Risk	Potential Risk Event (Real or Perceived)	Impact Areas	Jacobs' Proven Mitigation Strategies	Final Risk
H	**High-voltage overhead transmission line relocations require additional R/W:** The ultimate relocation may require acquisition of additional R/W. Delays in R/W acquisition could postpone utility relocations and possibly delay construction. Long-lead times to study and gain approvals for a new corridor could cause delays.	Utilities, R/W, Schedule, Cost	Leverage **Suzanne Deitering's** experience with relocations of similar high-voltage facilities. Keep relocations within ADOT right of way and fast track R/W acquisitions to cover areas needed for the ultimate relocations in the Phase II R/W area. This R/W is already cleared per the DCR and environmental documents. Lean on **Troy Sieglitz's** experience on the corridor to expedite this process.	M
M	**Lack of SR30 design continuity requires rework:** Differing designs between SR30 design segments yield inconsistencies in design approach and causes issues during construction.	Project-wide, Schedule, Cost	**Troy Sieglitz** and **Michael Okamoto** to provide proactive corridor-wide design oversight and regular coordination with adjacent SR30 projects to ensure seamless design.	L
H	**Lack of forward-compatible designs result in costly throwaway:** Failure to completely evaluate the entire SR30/SR303L system interchange could lead to project delays and additional throw-away costs.	Project-wide, Cost	Leverage our team's restack concept where we have further enhanced the design, in combination with constructability reviews by **IMavens,** to minimize costs and eliminate throwaway. Use the workshops identified on our schedule to vet forward compatible strategies.	L
H	**Long-lead irrigation and utility relocations cause schedule delays:** Irrigation facilities may reside in BOR/USA property (USA Fee Title), requiring land exchanges (18-24 months).	Utilities, R/W, Schedule, Cost	Expedite designs in irrigation areas and for long-lead utilities for early utility company submittals. Leverage **Suzanne Deitering's** experience to guide the process, ensuring timely reviews and clearance.	M
H	**Lack of timely CLOMR/LOMR delays the project:** Timely approval by FEMA could slow progress and delay this project.	Schedule	**Tim Mahon** to develop initial submittal with FEMA along with enhanced coordination and over-the-shoulder reviews to ensure submittal compliance to expedite FEMA reviews.	L
H	**34' vertical clearance over canals increases structures/ earthwork costs:** The DCR did not consider this requirement which increases costs due to higher embankments and the potential need to convert from embankment to structures.	BWCDD Canal Crossings, Cost	**Troy Sieglitz, Suzanne Deitering, Michael Okamoto,** and key discipline leads (including **Craig Borger**) to meet with BWCDD and other stakeholders to understand their needs and then develop alternatives that lower roadway profiles to reduce costs.	L
H	**Unstable soils require supplemental stabilization which increase costs:** Unsuitable material and groundwater under high embankments could require costly soil stabilization.	Project-wide, Cost	**Ethos** to perform early geotech investigation to identify areas of concern that require mitigation, and identify mitigation needs and assess impacts of embankments versus structures.	L
M	**Interim access to MC85:** Need to provide continuous connectivity to MC85, first via the interim connector and second via Cotton Lane.	Local Access	**Michael Okamoto** to develop project Special Provisions with **ADOT C&S** to ensure that access is uninterrupted. **Troy Sieglitz** to coordinate with stakeholders for early notification of temporary ramp closures.	L
H	**Constructability issues in future phases require rework:** Potential constructability issues in Phases 2 and 3 could present problems, especially with high structures over existing embankments.	Project-wide, Cost	**IMavens** staff to perform a constructability review for each structure to identify potential issues and opportunities. **Craig Borger,** in collaboration with ADOT's Bridge Group, to develop design alternatives at each location to resolve future constructability issues.	L
H	**Lack of material availability increases costs:** Federal funding requires Buy America/Build America materials, which may not be readily available or subject to tariffs.	Cost	**Lewis Ferguson** and **IMavens** will identify materials at Stage III which may be difficult to acquire. These materials will be considered for advanced procurement.	M
H	**Forward compatibility with future DHOV from south SR303L:** DCR design has the DHOV at a high level increasing cost.	Project-wide, Cost	**Lewis Ferguson, Brian Riley,** and **Ron Szwiec** to develop a DHOV design similar to Jacob's SR101L/I-10 design. DHOV would go over NB SR303L north of Perryville Rd, parallel SR303L, go under Ramp NW, turn right over EB SR30, and drop down into the SR30 median.	L
M	**Environmental resources trigger additional technical analysis:** Potential cultural resources could be discovered during EA re-evaluation, particularly TCPs leading to delays.	Project-wide, Scope, Schedule	**Nancy Shelton** will coordinate with our environmental staff, **Logan Simpson**, ADOT EP, and tribal nations to ensure any resources are identified early and additional studies/mitigations are completed.	L
H	**Lack of stakeholder and public coordination leads to lack of support for the project:** Failure to engage the agency stakeholders and the public early and often could create confusion, miscommunication, and frustration.	Project-wide, Schedule	**Troy Sieglitz's** agency experience and prior public coordination give him a strong start on communications. He and **Debi Bohnet** have successfully partnered on several ADOT projects and understand effective public involvement strategies.	L

3. Project Team Experience & Availability

Total Years of Experience | Project Availability/Commitment | Registration

Project (Contract) Manager – TROY SIEGLITZ, PE

29 | 40% | PE#: 41722

Serving 7 years as your SR30 corridor manager, Troy brings deep corridor expertise, ADOT institutional knowledge, and system interchange delivery experience, making him well-equipped to successfully lead the SR30/SR303L interchange to Estrella Parkway project. His familiarity with ADOT's processes, including Workfront, and track record delivering and supporting complex interchanges, like SR101L/I-10 and SR303L/I-17, make him uniquely qualified to drive this project forward. Troy's relationships with ADOT, MAG, and stakeholders allow him to build consensus, navigate challenges, and ensure solutions are constructable and aligned with agency goals. Troy's experience and credibility is unmatched.

Today: Deep Roots = CLEAR VISION: Troy has been rooted in managing MAG/ADOT priorities for 20 years, including SR30. Troy brings a clear understanding of corridor challenges. His experience guides the team in developing right-sized, cost-effective, and PBPD solutions that eliminate throwaway and align with future SR30 phases.

Tomorrow: Forward Compatibility = REAL SAVINGS: Troy is committed to delivering a **future-ready** solution that meets ADOT's budget and builds trust in Prop 479 funding. As shown in our approach, his leadership in optimizing the ultimate interchange condition generated over $300M in construction savings and improved constructability. He will continue driving design enhancements that generate lasting savings.

Together: Partnership = PRECISION: Troy's approach is built on strong, long-term partnerships. Drawing on seven years with SR30 stakeholders and collaboration with Rashidul on key ADOT projects. He applies proven insights to deliver precise project management and technical solutions, ensuring schedule integrity and minimizing throwaway work.

Troy's recent and relevant experience includes:

- ADOT SR30 from SR303L to SR202L Corridor Management
- ADOT SR101L/I-10 System Interchange Improvements
- ADOT SR303L/I-17 System Interchange Improvements
- ADOT SR303L/US60 System Interchange Interim Improvements
- ADOT SR303L TIs at 51st and 43rd Avenues
- ADOT Supplemental Services Project Delivery Manager for PMG
- ADOT Management Consultant for RTPFP

Concurrent Projects & Commitments: Troy recently delivered the final design for the SR101L/10 system interchange, providing him the **availability to prioritize SR30 (40% commitment)** and the MC for RTPFP. For SR30, Troy will focus on project and corridor management, tracking clearances, and ensuring our team is meeting the schedule. He will be supported by Michael Okamoto who will lead the day-to-day design and technical teams. Troy's concurrent commitments include: ADOT MC for RTPFP (50%), ADOT North-South Corridor DCR and Tier 2 EIS (5%), and ADOT SR101L/I-10 PDS (5%).

Design Lead – MICHAEL OKAMOTO, PE

26 | 70% | PE#: 51344

Michael brings deep familiarity with the SR30 and SR303L corridors, having worked on multiple projects in the area and understanding the design history and local constraints. He consistently drives teams to deliver cost-effective, forward-compatible solutions aligned with future SR30 phases. On SR101L/I-10, his leadership saved millions in cost and reduced the schedule. For NWE Phase 2, he optimized the LRT bridge design over I-17, saving Valley Metro over $75M and eliminating the need for a center pier and MOT on ADOT R/W. On WSDOT's Bellevue Braids, his MOT concept cut 9 months of construction and saved $40M in cost. As design manager, Michael will lead coordination across disciplines and segments, ensuring ADOT and stakeholder requirements are met while maintaining design continuity and community engagement.

Michael's recent and relevant experience includes (*Working with Troy):

- ADOT SR101L/I-10 System Interchange Improvements*
- ADOT SR303L/I-17 System Interchange Improvements*
- ADOT SR303L TIs at 51st and 43rd Avenues*
- ADOT I-10 TIs at Kino and Country Club
- ADOT I-17/SR74 TI Improvements
- WSDOT I-405/SR167 System Interchange
- WSDOT I-405 Bellevue Braids Interchange Improvements
- ADOT MC for RTPFP*

Design Lead: Michael Okamoto, PE

Roadway **Lewis Ferguson, PE** (JACOBS) **Brian Riley, PE** (POINT) **Ron Szwiec, PE** (AZTEC) JACOBS/AZTEC/POINT – Support	**On-site Drainage** JACOBS **R/W & Access Control** **Troy Sieglitz, PE** (JACOBS) **Traffic Operations/COAR** **Allen Barakovic, PE, PTOE** (JACOBS) JACOBS – Support **Traffic/ITS Design** JACOBS **Electrical/Lighting** JACOBS	**MOT/Construction Sequencing** IMAVENS **Utility Coordination** **Suzanne Deitering, PE** (POINT) AZTEC – SUE/Locating **Roadside Dev. (Landscape/ Aesthetics)** AZTEC **Stakeholder/Public Involvement** **Debi Bohnet** (JACOBS) JACOBS – 3D Visualizations	**Geotechnical/Pavement** ETHOS **Survey** AZTEC **Aerial Mapping** AEROTECH **Cost Estimating** **Lewis Ferguson, PE** (JACOBS) **Constructability** IMAVENS
Structures **Craig Borger, PE** (POINT) JACOBS/AZTEC/POINT – Support **Off-site Drainage** **Tim Mahon, PE, CFM** (AZTEC) JACOBS/AZTEC – Support			

NEPA Lead for EA Re-Evaluation: Nancy Shelton (JACOBS)

CWA/401/404/408 JACOBS **Biology** JACOBS	**Noise** JACOBS **Cultural** JACOBS/LSD	**Air Quality** AZTEC **Hazmat** AZTEC	**Environmental Justice** JACOBS **Enviro. Mgmt. Plan** JACOBS

KEY PERSONNEL ..... **NAMED STAFF**
DBE SUBCONSULTANT ..... ☆
JACOBS ..... **JACOBS**

AEROTECH MAPPING ☆ **AEROTECH**
AZTEC ENGINEERING ..... **AZTEC**
ETHOS ENGINEERING ☆ ..... **ETHOS**

INFRASTRUCTURE IMAVENS ... **IMAVENS**
POINT ENGINEERS ..... **POINT**
LOGAN SIMPSON DESIGN ..... **LSD**

KEY STAFF & VALUE TO ADOT

Total Years of Experience | Project Availability/Commitment | Registration

Lewis Ferguson, PE (Jacobs)
Roadway Segment Lead
36 | 65% | PE#: 27293

- Guides segment teams to develop cost saving solutions as he did on the **ADOT SR101L/I-10 System Interchange** (developed a DHOV ramp design that avoided costly bridge reconstruction).
- Evaluates how alignment design affects stakeholders and mitigates risks during design as he did on the **ADOT I-40/US93 System Interchange.**

Brian Riley, PE (Point)
Roadway Segment Lead
24 | 55 | PE#: 45657

- Maximizes designs to meet movement requirements, minimizing earthwork and cost and keeping lanes open during construction as he did on the **ADOT SR24/SR202L System Interchange.**
- Optimizes system interchanges, including on **ADOT's SR202L South Mountain Freeway DB,** to develop solutions compatible with future **SR30 interchange alternatives.**

Ron Szwiec, PE (Aztec)
Roadway Segment Lead
34 | 55% | PE#: 33563

- Brings experience leading design segments and/or providing quality reviews on 7 system interchanges for ADOT over the last 26 years **(including SR303L/I-17, SR303L/I-10, SR202L/I-10, SR202L/US60, and SR101L/I-10)**.
- Looks at projects holistically to develop solutions that span segments to reduce costs.

Craig Borger, PE (Point)
Structures Lead
27 | 50% | PE#: 32830

- Brings experience from **ADOT's SR202L/SR303L** and **SR24/SR202L System Interchanges,** developing bridge widenings to enhance constructability and solutions to minimize structure costs.
- Delivers quality results with minimal comments from reviewers as illustrated by his performance on the **ADOT I-10 TIs at Country Club and Kino DB.**

Tim Mahon, PE (Aztec)
Drainage Lead
11 | 55% | PE#: 65939

- Leads and manages drainage analysis and evaluations for projects, such as the **ADOT SR303L/I-17 System TI**, and has worked on **all the drainage projects in the SR30 area.**
- Performs complex drainage analyses similar to his work on the **ADOT I-10/SR303L System Interchange Ph 1&2** and knowledge of FCDMC's requirements from the **Loop 303L Outfall Channel**.

Allen Barakovic, PE, PTOE (Jacobs)
Traffic Analysis and Design Lead
18 | 50% | PE#: 51556

- Leverages traffic analysis to foster early consensus on design, mitigating schedule risks and supporting a streamlined delivery as shown on the **ADOT SR101L/I-10 System Interchange.**
- Forecasts traffic volumes to determine lane requirements to meet current and future demands as shown on the **ADOT SR303L TIs at 51st and 43rd Avenues.**

Suzanne Deitering, PE (Point)
Utility Coordination Lead
31 | 50% | PE#: 43837

- Develops early utility agreements and access solutions to minimize relocations as illustrated by her performance on **ADOT's I-10 Broadway Curve, US95, and US93 projects.**
- Screens design solutions so they meet R/W requirements of each utility.
- Works on early utility agreements to procure long-lead items, such as the poles.

Nancy Shelton
Environmental Lead
25 | 50% | PE#: N/A

- Brings experience on re-evaluations, such as **ADOT's Virgin River Bridge No. 1 Detour,** demonstrating how to efficiently update and adapt existing environmental documents.
- Coordinates with adjacent design teams to maintain consistency in messaging and adopt decisions and details that apply to the segment as shown on **ADOT's SR101L/I-10 System Interchange.**

Debi Bohnet
Public Involvement Lead
25 | 65% | PE#: N/A

- Translates technical concepts into easy to understand visuals, allowing the public to truly understand the improvements, as shown on the **ADOT's SR101L/I-10 System Interchange.**
- Coordinates with impacted stakeholders so the right people are engaged to bring their voice to the project which was demonstrated on the **ADOT SR303L TIs at 51st and 43rd Avenues.**

Brad Olbert, PE
QA/QC Manager
47 | 50% | PE#: 13955

- Performs quality audits to eliminate quality-driven schedule impacts and verifies compliance with our quality program as he did on the **ADOT's SR303L TIs at 51st and 43rd Avenues.**
- Establishes quality programs, providing transparent expectations and training to maintain quality as he has done on numerous projects, including the **ADOT's SR101L/I-10 System Interchange.**

Value-Added Subconsultants that Increase Capacity

Our team's deep-rooted experience with SR30 and adjacent corridors enables a clear, cost-effective vision for delivery **TODAY**, forward-compatible solutions that drive real savings **TOMORROW**, and precision through trusted partnerships that keep the project moving **TOGETHER.**

Aerotech Mapping (DBE) – Aerial Mapping

7 LOCAL STAFF

Aerotech Mapping will provide our aerial mapping. They have an experienced group of photogrammetric professionals who have completed over 8,200 successful projects, including 60 for ADOT. Their ADOT experience include: SR101L/I-10 System Interchange, SR202L South Mountain DB, I-17 from Anthem Way to SR69 Final Design, and the I-17/Indian School TI Final Design.

AZTEC Engineering – Multiple Disciplines

180 LOCAL STAFF

AZTEC brings continuity with Jacobs from ADOT projects, and has delivered 200 miles of new freeway and 300 miles of widenings on the MAG freeway system. Their ADOT system interchange experience includes: I-10/SR303L, I-17 /SR303L (with Jacobs as a sub), I-10/SR143, I-10/SR202L, SR51/SR101L, SR202L/US60, and SR101L/I-10.

Ethos Engineering (DBE) – Geotechnical and Pavement

20 LOCAL STAFF

Ethos will lead all geotechnical and pavement designs, leveraging their staff's experience on 250+ geotechnical investigations for ADOT. They are familiar with the soils in this area. Their ADOT experience include: SR101L/I-17 System Interchange, SR303L TIs at 51st and 43rd Avenues, I-10 TIs at Country Club and Kino, SR202L South Mountain Freeway DB.

IMavens – Constructability/Cost Estimates

3 LOCAL STAFF

IMavens has provided construction consulting for nearly 90 projects in Maricopa County. Their staff are former contractors who use lessons learned from heavy civil construction experience to provide constructability reviews. Their ADOT experience include: SR101L/I-10 System Interchange, SR303L/I-17 System Interchange, MC for RTPFP (multiple tasks), and I-10 at Jackrabbit TI.

Logan Simpson Design – Cultural/TCP Support

195 LOCAL STAFF

Logan Simpson will leverage their team's cultural resource management expertise working with tribal entities, including identified TCPs, to inform our solutions. Their ADOT experience includes: North-South Corridor (NCS) from US60 to I-10 Tier 1 EIS, SR505 NSC (Seg. 1) from US60 to AZ Farms Road Tier 2 EIS, and SR505 NSC (Seg. 2) from AZ Farms Road to I-10 Tier 2 EIS.

Point Engineers – Multiple Disciplines

13 LOCAL STAFF

POINT has extensive experience in MAG/ADOT regional freeway design and utility coordination, including prior rights, utility agreements, and relocation design. Their ADOT projects include: SR101L/I-10 System Interchange, I-10 Broadway Curve, SR101L/ Maryland Ave HOV Ramps, and SR202L South Mountain DB.

Relevant Experience of Comparable Character, Size, Budget, and Complexity

Leveraging our proven expertise designing complex, multi-level system interchanges and traffic interchanges for ADOT and DOTs nationwide, our team applies industry best practices to optimize SR30's ultimate configuration from the start. This approach establishes a strong foundation for phased implementation, delivering a constructible, future-ready plan that minimizes waste and maximizes long-term value.

Jacobs and Our Partners' Experience
By the Numbers

600+
Miles of Urban Freeway Miles

200+
System and Traffic Interchanges

300+
Freeway Bridges and Ramps

150+
Miles of Drainage Facilities

$1B+
Client Verified Cost Savings

"One of the most aggressive development projects I have witnessed in my career and you all nailed it. Definitely showed why you are considered one of the elite teams! Thank you."

Randy Everett, ADOT SR303L TIs at 51st and 43rd Avenues

PROJECT NAME & IMAGE	Role	Design Fee (M)	SOW Relevancies to this SR30 Contract: Interchanges	Drainage Design	Traffic Analysis	Structures (Bridges/Walls)	MOT/Phasing	NEPA/ENV	Const. Review	Utility Coord.	Stakeholder/ Agency Coord.	Subconsultant Involvement: Aerotech	Aztec	Ethos	IMavens	Logan Simpson	Point
ADOT SR101L/I-10 System Interchange	Prime	$13.8	●	●	●	●	●	●	●	●	●	●	-	●	●	-	-

Jacobs collaborated with ADOT and three LPAs to enhance regional connectivity through both preliminary and final interchange design. Our team successfully linked southbound SR101L traffic with 91st Avenue in one of the corridor's most congested areas, delivering the project on a tight schedule while addressing all stakeholder priorities. By partnering with Rashidul, we introduced a DHOV ramp design that avoided costly bridge reconstruction and minimized public disruption. Additionally, an innovative slip delivered significant cost savings, keeping the project on track and within budget.

ADOT SR303L TIs at 51st and 43rd Aves	Prime	$5.2	●	●	●	●	●	●	●	●	●	-	●	●	-	-	-

To meet this aggressive schedule (from 18 to 11 months), proactive coordination and collaboration with ADOT, City of Phoenix, MAG, ASLD, TSMC, FEMA, and utility providers was critical. Project issues and scope-creep were identified and mitigated in a timely manner. Our team coordinated regularly with ADOT procurement and C&S to identify schedule-critical items, resulting in the early procurement of nearly 40 items. Our team was able to advertise the project for construction ahead of schedule.

ADOT SR303/I-17 System Interchange	Sub	$10.9	●	●	●	●	●	●	●	●	●	-	●	●	●	-	-

AZTEC, with Jacobs (major sub), delivered final design services for a new System TI on SR303L corridor that improves the direct connection with I-17. Our design included completing SR303L in each direction (51st Ave to I-17) to three GPLs and System TI ramps (NW Flyover, SW, EN and ES) to alleviate congestion and accommodate regional growth. Aztec's role included extensive collaboration with ADOT, MAG, and local jurisdictions to ensure the project aligned with long-term transportation plans and development patterns. Traffic control strategies were developed to support construction phasing and minimize disruption to the traveling public. Major tasks included: roadway geometrics, structures, MOT, ITS, drainage, geotechnical, landscape architecture/aesthetics, utilities, and environmental compliance.

ADOT I-10/SR303L and SR303L, Van Buren to MC85	Aztec (P)	$20+	●	●	●	●	●	●	●	●	●	●	●	●	-	-	-

This $213M urban freeway project, ADOT's largest system interchange, features a five-level design with fully directional ramps connecting I-10 and SR303L, integrated with a frontage road network. AZTEC delivered 3 miles of I-10 realignment/widening, 2 miles of new SR303L mainline, 6 miles of frontage roads, 4 flyovers, 10 additional bridges, arterial improvements, drainage systems, major utility relocations, and MOT/traffic control. Aztec also designed SR303L from Van Buren to MC85, streamlining future SR30 connections.

ADOT I-10 at Country Club and Kino TIs (DB)	Prime	$38.3	●	●	●	●	●	●	●	●	●	-	●	●	-	-	●

The I-10 Country Club Road and Kino Parkway TIs project is located within the Tucson city limits and Pima County, Arizona along I-10 from approximately Park Avenue to Alvernon Way. The project consists of reconstruction of the I-10 interstate and interchanges within the project limits including new ramps, bridge replacements, and associated local roadway work as part of the reconstruction.

ADOT MC for RTPFP	Prime	$7.5	●	●	●	●	●	●	●	●	●	●	●	●	●	-	-

As a part of this contract, we maintain ADOT's Construction Cost Index, allowing us to regularly provide estimates within 5% of the ultimate construction cost. We have developed estimates for TI projects, including SR101L/SR51, SR303L/US60, SR303L at 96th Avenue, I-17 at 19th Avenue, I-17 at Indian School, and SR101 at 67th/7th Avenue. From the design perspective, we have provided final design improvements to the SR51/SR101L system interchange and the SR303L/US60 system interchange. Additionally, we developed the SR30 Restacking Memo which substantially reduced the initial investment for the interim solution and cost impacts to Prop 479, setting the stage for this procurement.

Troy Sieglitz, PE (Jacobs)

Project Manager | 29 Years of Experience | Phoenix, AZ

*"Having served as Corridor Manager for SR30 over the past seven years, I remain deeply committed to advancing this significant regional investment in a similar capacity, while being supported by a strong design lead, Michael Okamoto. With this team I look forward to delivering solutions that matter—**TODAY**, shaping mobility for **TOMORROW**, and building it **TOGETHER** with ADOT, MAG and our communities.*

As corridor manager for SR30, Troy brings unmatched experience to lead the team and has been instrumental in developing innovations that reduce project costs and optimize constructability and forward compatibility, while streamlining project delivery. Known for his communication and collaboration skills in leading ADOT projects, Troy focuses on partnering with ADOT technical groups, District staff, MAG, utility agencies, and stakeholders to drive consensus on the goals that permeate into Jacobs' delivery culture. He is also adept at navigating political pressures, stakeholder concerns, and technical challenges, often illuminating project opportunities that meet their needs or gaining consensus on solutions backed by stakeholder support. Troy has a great working relationship with ADOT and MAG, including coordinating visual aids/3D simulations, presentations, and drone imagery to communicate technical concepts in a way that is easily understood and accepted.

Years With Jacobs

9

EDUCATION

BS, Civil Engineering, New Mexico State University

Registrations | Certifications

Professional Engineer: AZ PE #41722

Distinguishing Qualifications

- Troy's experience and knowledge will lead the team in developing solutions that work, are cost-effective, eliminate costly throwaway, and are compatible with future phases
- He is a trusted partner to ADOT and Rashidul, having worked together on the SR101L/I-10 system interchange DCR and final design and on multiple tasks for the ADOT MC for RTPFP
- He has served as the SR30 corridor manager for the past 7 years, bringing historical knowledge of the decisions made, with a strong understanding of the issues that will serve the team in developing a design that meets ADOT's requirements

Professional Experience

ADOT, SR30 from SR303L to SR202L, Goodyear, Avondale, and Phoenix, AZ | Project Manager. Troy is serving as ADOT's project manager for this freeway corridor that will connect SR303L (Estrella) to SR202L (South Mountain) freeways, providing a vital east-west link in the West Valley. Troy was instrumental in getting the final Location/DCR and EA over the finish line. He worked with ADOT technical staff and management to keep the team organized and overcome the challenges to complete this project. As part of the Management Consultant for the RTPFP contract, Troy is continuing to lead this project for ADOT. A right-of-way cost risk assessment was completed to further define the requirements, limits, costs, contingency, and established acquisition priority for well over 400 parcels. A right-of-way acquisition management plan (RAMP) was developed to manage the acquisition process, and quarterly updates are provided to ADOT and MAG management.

ADOT, SR101L/I-10 System TI Improvements DCR, CE, and Final Design, Phoenix, AZ | Project Manager and Project Principal. Troy managed the team that evaluated concepts and provided cost estimates for a Direct High Occupancy Vehicle (DHOV) Ramp from eastbound I-10 to southbound SR101L to and westbound I-10 to northbound SR101L. The scope also included the 91st Avenue Connector, which connects southbound SR101L traffic with 91st Avenue through this heavily congested area. The final recommendations were documented in a DCR and CE environmental document, and advanced through the completion of final design. Through their understanding of the project development process, coupled with direct engagement with stakeholders and the public, Troy and his team delivered the project within the time sensitive schedule, while making sure all stakeholders' needs were met.

ADOT, SR303L TIs at 51st and 43rd Avenues PA, DCR, and Final Design; Phoenix, AZ | Corridor Manager and Project Principal. Troy led the team that evaluated concepts, participated in public meetings, developed a risk profile, and provided construction cost estimates for these interchanges and mainline improvements along SR303L in advance of the TSMC development. Leveraging advanced knowledge of technical and agency goals and objectives, the team was selected to fast-track final design to meet ADOT's aggressive schedule requirements.

ADOT, SR303L from LPP to I-17 DCR Update and CE, Phoenix, AZ | Project Manager. This project prepared a DCR update and 30% design for a third GPL in each direction of travel on SR303L, Lake Pleasant Parkway to I-17, including the implementation of the I-17/SR303L System TI direct connecting ramps. The DCR update included establishing new traffic models and developing, evaluating, and costing conceptual alternatives for the SR303L improvements, including proposed TIs at 67th, 51st, and 43rd Avenues and implementation of the ultimate I-17/SR303L SI ramp connections. The recommended improvements were carried to a 30% design level, including the I-17/SR303L SI, including system ramp design, preliminary bridge design, drainage concept design, signing and pavement marking, lighting and ITS.

ADOT/MAG, Management Consultant for Regional Transportation Plan Freeway Program, MAG Region, AZ | Project Manager. To deliver value and identify realistic construction cost estimates for projects, Troy is bringing a new approach to providing accurate and reliable data so that ADOT can make informed decisions; understanding economic influences to develop reliable and accurate ROW cost estimates; applying a consistent method and market-based estimates that are predictable, reliable, and allow for better cost management and programming; developing reliable estimates for programming, providing a prioritized list for project delivery, and eliminating bias from the programming effort; and providing tools to prepare the project teams and managers to understand, monitor, and retire project and program risks. Troy also functions as ADOT's SR30 Corridor Manager.

ADOT, SR202L (Red Mountain) DCR and CE from SR101L (Pima Freeway) to Gilbert Road, Mesa, AZ | Project Manager. Troy managed the preparation of a DCR and environmental document to evaluate options and select a preferred alternative that met the goals of the RTP Freeway Program, satisfied the requirements of NEPA, and obtained public support. The project provides for the addition of one GP lane in each direction of travel along SR202L

Troy Sieglitz, PE

Project Manager | 29 Years of Experience | Phoenix, AZ

Availability/Commitment: 40%
Years with the Firm: 9
Education: BS, Civil Engineering, New Mexico State University

Registration:
Professional Engineer AZ #41722
Corporate Title: Senior Project Manager

Current Commitments
ADOT MC for RTPFP 50%
ADOT North-South Corridor DCR and Tier 2 EIS 5%
ADOT SR101L/I-10 PDS 5%

Troy's recent and relevant experience includes:

- ADOT SR30 from SR303L to SR202L Corridor Management
- ADOT SR101L/I-10 System Interchange Improvements
- ADOT SR303L/I-17 System Interchange Improvements
- ADOT SR303L/US60 Interim Improvements
- ADOT SR303L TIs at 51st and 43rd Avenues
- ADOT Supplemental Services Project Delivery Manager for PMG
- ADOT MC for RTPFP

within the study limits. Minimizing impact to adjacent properties was critical to the project's success. To achieve this goal, Troy developed a cantilever roadway segment and gained approval of design exceptions to minimize property impacts to commercial and residential sites along the south side of the freeway.

ADOT, I-10 and SR210 DCR and EA, Tucson, AZ | Project Principal. This project includes widening I-10, extending SR210 with a system interchange connection to I-10 and evaluating 15 service interchanges. Extensive traffic operational analyses were performed to evaluate numerous TI alternatives, including a DDI and platform TI concepts. Two build-alternatives were refined for evaluation in the DCR and fully evaluated for technical and environmental concerns. Public involvement meetings and stakeholder progress meetings have been critical to the evaluation and refinement process. As principal, Troy helped verify the quality and timeliness of our deliverables.

ADOT, US60/Bell Road TI DCR and EA, Surprise, AZ | Project Manager. Troy led the development of a DCR and EA to evaluate the safety and operational characteristics of the existing US60/Bell Road intersection, and to evaluate alternatives for a new intersection or interchange configuration. The goal was to increase the intersection capacity and grade separate Bell Road over the BNSF Railway tracks and US60, while retaining the traffic connection between the high-volume regional roadways. The project lies within the heart of the City of Surprise commercial economic engine. Business and property owners were very concerned with the visual impact of the project. In response to their concerns, an innovative design solution significantly reduced the project footprint, minimizing the visual impacts along Bell Road and US60. Troy worked with your geotechnical and construction sections to develop a temporary geo-fabric retaining wall system that minimized the construction impacts on traffic without requiring additional ROW. Troy was responsible for preparing and presenting project information at numerous business owners, community associations, elected officials, and public meetings. Extensive coordination with FHWA, ADOT, MAG, MCDOT, and the City of El Mirage was required throughout the project's duration.

ADOT, Temp Part-Time Project Delivery Manager, Phoenix, AZ | Project Manager. Troy brings experience serving as a Project Manager for the delivery of ADOT projects to meet your 20-30-30-20 quarterly goals. His responsibilities have included managing schedules, facilitating communication of information, leading reviews, holding comment resolution meetings, and managing other project delivery activities. Through his integration with your staff, he has developed an understanding of all of your institutional requirements needed for projects, allowing him to streamline the delivery of this project for your assigned project manager.

NMDOT, I-25/I-40 System Interchange Reconstruction - The Big I Final Design, Albuquerque, NM | Lead Transportation Engineer. Troy was responsible for the design of the only full freeway-to-freeway system interchange in New Mexico. The five-mile project included a five-level system interchange; four traditional interchanges; 55 bridges, including eight pre-cast segmental box structures; over 70 retaining walls; and numerous soundwalls. Responsibilities included design of horizontal and vertical alignments, super-elevation, grading, retaining walls, and soundwalls; roadside design; quantities; and cost estimating. The work required extensive coordination between various design discipline engineers, both internally and externally, the City of Albuquerque, NMDOT, and required interaction with the general public at open houses and public meetings. The design conformed to AASHTO, FHWA, and NMDOT standards and guidelines.

ADOT, I-17/McGuireville TI Final Design, McGuireville, AZ | Project Manager. The steep terrain resulted in developing and evaluating several alternatives with the goal of maximizing traffic operations and safety, while minimizing capital and future maintenance costs. One of the challenges was to develop a plan for the construction sequence, detours and maintenance of continuous traffic that maintained two lanes of traffic in each direction while the I-17 bridges were widened at Dry Beaver Creek. Another challenge was to improve the original concept by modifying the existing northbound off ramp to significantly reduce construction and future maintenance costs, reduce the risk of slope failure and minimize the risk of adverse environmental impacts in the Beaver Creek floodplain. The final design included a reinforced slope of over 50 feet with subgrade drainage

ADOT, I-17 Near-Term Improvements, I-10/I-17 (Split) to 19th Avenue, Auxiliary Lanes PA, Schematic Design and Environmental Document, Phoenix, AZ | Project Manager. Troy served as the project manager with responsibilities for leading the evaluation of adding additional auxiliary lanes between successive entrance and exit ramps to improve traffic operations on I-17. Several traffic interchange modifications were evaluated as a part of this project

Mike Okamoto, PE (Jacobs)

Design Manager | 26 Years of Experience | Phoenix, AZ

"The best solutions come from teamwork and open dialogue among technical disciplines, as such, Jacobs' teams and partners are deeply collaborative. We will look at this project as a whole, across all disciplines, and actively engage ADOT, MAG, and project stakeholders to come to a consensus on the solution that is most cost effective and meets the needs of the community. As Design Manager, I am dedicated to facilitating this process and ensuring that everyone is working well together as a team and delivering a project that you will be proud of.

Mike has worked on multiple projects in the SR30 and SR 303 project area and has thorough knowledge of the background of all design decisions and local constraints. He proactively drives design teams to develop optimized solutions that save money, are forward compatible, and strategically align with future phases of SR30. As the design manager, Mike will be closely involved with all design and engineering disciplines, providing constant communication, facilitating internal team meetings and external team meetings, and coordinating the design to make sure ADOT and stakeholder requirements are met. He will also closely coordinate with all of the other segments to maintain continuity of design, details, quantities, and community engagement.

Years With Jacobs

26

Education

BS, Civil Engineering, Arizona State University

Registrations | Certifications

Professional Engineer: AZ PE #51344

Distinguishing Qualifications

- Design lead for SR303L/I-17 system interchange, developing design solutions that seamlessly blend into adjacent projects
- Hosts coordination meetings between various internal and external segment teams to drive corridor design continuity
- Participates in utility, environmental, and right-of-way coordination meetings to track progress against the clearance requirements and milestones

Professional Experience

ADOT, SR101L/I-10 System TI Improvements DCR and CE, Phoenix, AZ | Roadway Lead (Mainline and Direct High Occupancy Vehicle [DHOV]). This project partnered with ADOT; MAG; cities of Phoenix, Avondale, and Tolleson; and other adjacent stakeholders to improve regional connectivity through improvements at this critically important system interchange. Mike's team evaluated concepts and provided cost estimates for a DHOV Ramp from eastbound I-10 to southbound SR101L to and westbound I-10 to northbound SR101L. Scope also included the 91st Avenue Connector, which connects southbound SR101L traffic with 91st Avenue through this heavily congested area. The DCR process coupled with direct engagement with stakeholders and the public delivered the project within a time-sensitive schedule, while making sure all stakeholder's needs were identified and met.

ADOT, SR303L TIs at 51st and 43rd Avenues PA, DCR, and Final Design, Phoenix, AZ | Roadway Engineer. Mike and his team evaluated concepts, participated in public meetings, developed a risk profile, and provided construction cost estimates for the 51st and 43rd Avenue interchanges and mainline improvements along SR303L in expectancy of the TSMC development. Due to the fast-tracked nature of the project, it was critical that they partnered with ADOT, the City, utility entities, and other stakeholders on the final concept to move into construction. Additionally, they collaborated with local design firms to integrate the final design concepts for the City of Phoenix cross-streets that would tie into these improvements.

ADOT, SR303L from LPP to I-17 DCR Update and Environmental Document, Phoenix, AZ | Roadway Lead. This project prepared a DCR update and 30% design for a third GPL in each direction of travel on SR303L, Lake Pleasant Parkway to I-17, including the implementation if the I-17/SR303L System TI direct connecting ramps. The DCR update included establishing new traffic models and developing, evaluating, and costing conceptual alternatives for the SR303L improvements, including proposed TIs at 67th, 51st, and 43rd Avenues and implementation of the ultimate I-17/SR303L System TI ramp connections.

ADOT, 51st Avenue to Interstate 17 DCR Update, Environmental Document and Final Design, Phoenix, AZ | Roadway Lead. This project was a product of the DCR Update that provided the recommendations for improvement of the SR 303 / I-17 System Interchange. Michael and his team evaluated the proposed concepts and validated the ultimate design of the system TI to be implemented including the future direct high-occupancy vehicle ramp. As a subconsultant to Aztec, Michael led the Jacobs team as a prime subconsultant responsible for the completion of the SR 303 widening, ITS elements, structures, and the completion of the Change of Access Report.

ADOT, SR202L GEC, SR101L to Broadway Road, Maricopa County, AZ | Roadway Discipline Lead. Jacobs served as ADOT's proxy in the capacity of general engineering consultant (GEC) to oversee the design and support construction administration of GPLs from SR101L to Gilbert Road. Our overall scope included general DB program, DB procurement and contract, and engineering/design support as well as construction, and as-needed environmental management. This project included the widening of eight bridges and HOV lanes from Gilbert Road to Broadway Road along SR202L. Mike was responsible for reviewing roadways, traffic control/detour, and signing/marking plans.

ADOT, I-15 Virgin River Feasibility Study, DCR, and Final Design of Bridges 1 and 6 Littlefield, AZ | Deputy Project Manager and Roadway/MOT Lead. We prepared the corridor feasibility study, improvement concept, DCR, and final PS&E for two CMAR improvement projects. Bridge 6 was constructed with only two RFIs from the contractor even though the most complicated river and temporary access structures had been put in place, a testament to the advance coordination and collaboration between the CMAR and the design team in advance of the field work. The key to our success was collaboration with ADOT Bridge Design and constant communication between the teams to review/resolve all issues before they became problems.

ADOT, I-17/Carefree TI Study/Final Design, Phoenix, AZ | Deputy Project Manager and Roadway/MOT Lead. The DCR provided the final alignment geometry for all ramps and improvements, none of which were changed during final design by others. We created working simulations of each concept to show how traffic would operate, due to the huge left-turn movement resulting from a regional commerce center, future hospital, and many master planned

Mike Okamoto, PE

Design Manager | 26 Years of Experience | Phoenix, AZ

Availability/Commitment: 70%
Years with the Firm: 26
Education: BS, Civil Engineering, Arizona State University

Registration:
Professional Engineer AZ #51344
Corporate Title: Project Management Professional Senior

Current Commitments
SR303/I-17 PDS 10%
ADOT MC 5%

Mike's recent and relevant experience includes:

- ADOT SR101L/I-10 System Interchange Improvements
- ADOT SR303L/I-17 System Interchange Improvements
- ADOT SR303L TIs at 51st and 43rd Avenues
- ADOT I-10 TIs at Kino and Country Club
- ADOT I-17/SR74 TI Improvements
- WSDOT I-405/SR167 System Interchange
- WSDOT I-405 Bellevue Braids Interchange Improvements
- ADOT MC for RTPFP

communities. While ramps are uncommon these days on new traffic interchanges, a partial cloverleaf was the best solution, and was endorsed by every stakeholder group. We gained approval from Phoenix and national FHWA staff on the design. We achieved consensus because we took the time to first listen to their needs, then explain to everyone the alternatives, and then worked together to reach consensus on a solution that worked for everyone.

ADOT, I-10 and SR210 DCR and EA, Tucson, AZ | **Roadway Lead.** This project includes widening I-10, extending SR210 with a system interchange connection to I-10 and evaluating 15 service interchanges. Extensive traffic operational analyses were performed to evaluate numerous TI alternatives, including DDI and platform TI concepts. Public involvement meetings and stakeholder progress meetings have been critical to the evaluation and refinement process.

ADOT, US 93 Carrow to Stephens Roadway Improvements, Mohave County, AZ | **Jacobs Project Manager and MOT Discipline Lead.** This project added two lanes of traffic to the existing two-lane highway. As a major subconsultant, we were responsible for all drainage analysis and design, and we also were responsible for the construction staging and traffic control plans. Mike created drainage details and profiles that incorporated earthen berms to assist in the collection of median drainage. In locations where inadequate cover was provided, a unique approach was used to install a culvert in the median that intercepted the cross-culvert thereby eliminating the need for a median inlet.

WSDOT, I-405/SR167 Interchange Direct Connector, King County, WA | **MOT Discipline Lead.** This project improved traffic flow and decreased the likelihood of collisions by keeping traffic moving within the toll lane system. The ramp improvements reduced weaving along SR167 and I-405 along with the system interchange. Mike and the team delivered $4.2M in savings, reduced the construction schedule by six months, and reduced the roadway footprint by 50 feet and roadway excavation by 100,000 cubic yards. Mike was responsible for the MOT design, including staged construction, traffic control, and detour plans. Through close contractor coordination, Mike developed MOT plans that consolidated ramp access, while improving traffic operations during construction.

WSDOT, I-405 Bellevue Braids, Bellevue, WA | **MOT Discipline Lead.** The Bellevue Braids design-build involved the re-design of interchanges through the heart of Bellevue, WA. It also involved the design of multiple TIs and bridge structures that allowed for the elimination of the weaving movements for NB I-405 traffic as it passes through the City of Bellevue. The bridge construction schedule required numerous shifts of I-405 traffic and complicated work zone access requirements.

Through close coordination with the contractor and an understanding of the bridge construction and curing schedule, Mike delivered construction sequencing and traffic control plans that allowed the project to be delivered 6 months ahead of schedule.

Brad Olbert, PE (Jacobs)

QA/QC | 49 Years of Experience | Phoenix, AZ

Availability/Commitment: 50%
Years with the Firm: 43
Education: BS, Engineering, Arizona State University

Registration:
Professional Engineer AZ #13955
Corporate Title: Project Management

Current Commitments
Valley Metro/City of Phoenix, Capitol Extension Light Rail: 50%

Professional Experience

ADOT, MC for RTPRP, Phoenix, AZ | Quality Manager. Brad oversees our quality control program for the contract, which applies to all deliverables, including work by subconsultants. He confirms that quality control checks occur in a timely manner, using the proper procedures. Our QA/QC program is designed to maintain the quality, accuracy, and reliability of data ADOT requires us to make informed decisions and confirms that special studies and other task orders meet your requirements.

ADOT, I-10 and SR210 DCR and Environmental Assessment, Tucson, AZ | Project Manager. Brad worked with a team of transportation planners, traffic and design engineers, environmental planners, and technicians to develop system alternatives for improving the capacity of 13 miles of I-10 and SR210 to handle 2040 design year traffic volumes in Tucson. The project included widening I-10, extending SR210 with a system interchange connection to I-10, and evaluating 15 service interchanges. Extensive traffic operational analyses were performed to evaluate numerous TI alternatives, including the DDI concept. The team refined two build-alternatives for evaluation in the DCR, including technical and environmental concerns. The project included extensive public and agency outreach, including several public meetings and a public hearing.

ADOT, SR303L TIs at 51st and 43rd Avenue Project Assessment, DCR, and Final Design, Phoenix, AZ | Quality Manager. Brad implemented and monitored the QA/QC program for the project assessment and DCR for the 51st and 43rd Avenue interchanges and mainline improvements along SR303L. Robust quality management helped enable the design's completion in less than a year and project's successful construction. The projects are critical to enabling development of the TSMC semiconductor plant. The DCR was robust enough to enable ADOT to move directly into design on a faster-than-normal schedule. Brad reviewed work by Jacobs and subconsultants Aztec, Ethos, and B&N. Recognizing the value of the DCR, ADOT awarded Jacobs final design for the adjacent traffic interchanges and system interchange.

Valley Metro/City of Phoenix, Northwest Extension Phase II Light Rail, Phoenix, AZ | Quality Manager. Brad implemented the quality control program for the contract, which applies to all deliverables, including work by subconsultants. Prepared QAQC Manual and provided training for staff and subconsultants on the QC process to be used on the project. Project audits were prepared for all design submittals and for the Buy America requirements. The 1.6-mile extension includes three light rail stations, including Valley Metro's first aerial station, a park and ride garage/transit center facility, train signal and control systems, train power systems, embedded track, street and sidewalk improvements, landscaping, and underground and overhead utility improvements for the entire length of the project.

ADOT, Ehrenberg Port of Entry, La Paz County, AZ | Project Manager. Brad worked with a team of transportation planners, traffic, and design engineers to prepare final design plans for a new port of entry designed to handle future 2040 design year freight volumes. Freight entering the State of Arizona from California passes by state-of-the-art equipment that electronically identifies the truck driver, owner of the vehicle, driver and vehicle safety record, past inspection record and the weight of the vehicle. Vehicles needing permits, safety inspections and weight checks are automatically directed at the port. All weather port facilities were designed to facilitate issuing permits, provide safety checks and weigh vehicles. The port includes a new operations building, an all-weather inspection building, a new static scale, a new water system, a new wastewater treatment facility, and electronic scanning equipment. The facility operates 24 hours a day, 7 days a week and replaces the old port facility which was demolished. Work included developing environmental, right-of-way and utility clearance documentation.

Value to ADOT

- **Enforces the use of team's QC program, including checking and back checking through a color-coded system, and building in quality review deadlines baseline schedules to create an environment for quality compliance**
- **Applies the QA/QC process to program services, special studies, and all contract tasks as another tool to improve constructability and mitigate contractor change orders**
- **Managed DCRs, Environmental Assessments, and preparation of plans, specifications, and estimates for your urban freeways, including system interchanges, TIs, bridges, and walls**

Valley Metro/City of Mesa, Gilbert Road Light Rail (LRT) Extension, Mesa, AZ | Quality Manager. Brad implemented the quality control program for the contract, which applies to all deliverables, including work by subconsultants. Prepared QA/QC Manual and provided training for staff and subconsultants on the QC process to be used on the project. Project audits were prepared for all design submittals and for the Buy America requirements. This Valley Metro extension of light rail in Mesa from the existing end-of-line at Mesa Drive to Gilbert Road. The 1.9-mile extension includes two light rail stations, a park and ride/transit center facility, train signal and control systems, train power systems, embedded track, street and sidewalk improvements, landscaping, and underground and overhead utility improvements for the entire length of the project.

Nancy Shelton (Jacobs)

Environmental Manager | 25 Years of Experience | Tempe, AZ

Availability/Commitment: 50%
Years with the Firm: 10
Education: MEP, Natural Resource Management, Arizona State University

Registration: N/A
Corporate Title: Environmental Project Manager

Current Commitments
ADOT MC RTPFP: 10%
ADOT West Kingman TI: 10%
ADOT North-South Segment 2: 30%

Professional Experience

ADOT, SR303L GPLs from Happy Valley Parkway to Lake Pleasant Parkway, Peoria, AZ | Environmental Lead. Nancy served as the Environmental Lead for this widening project to add GPLs in both directions on SR303L between approximately MP 124.25 (Happy Valley Road) and MP 133.0 (Lake Pleasant Parkway). The project also included a spot improvement at approximately MP 122.25 for a traffic control sign and pavement repairs to the inside lane in each direction between MP 135 and MP 137. Environmental investigations included a biological evaluation (short form), Section 106 consultation, preliminary initial site assessment, agency scoping letters, and noise analysis technical memorandum.

ADOT/City of Phoenix, SR303L TIs at 51st and 43rd Avenues PA and Final Design, Phoenix, AZ | Environmental Lead. Nancy led the environmental clearance for this project to add two new traffic interchanges (TIs) to accommodate growing demand and a large semiconductor development north of SR303L. The project includes reconfiguring drainage, constructing a frontage road in addition to the two TIs. Nancy managed the biological, cultural, Section 404, air quality, noise, and hazardous materials technical teams; conducted NEPA scoping; coordinated closely with ADOT and the design team; and provided environmental support to ADOT to obtain an expedited environmental clearance. Through final design, Nancy continued to coordinate with the design team and ADOT EP to identify any additional studies necessitated by modifications to design and to mobilize technical crews and prepare documentation to keep construction on schedule.

ADOT, I-40/US 93 West Kingman TI, Kingman, AZ | Environmental Lead. Nancy was part of the project team that developed the Draft EA for the original West Kingman TI study that addressed the connection of US 93, I-40, local surface streets; subsequently, she led the completion of the EA and environmental studies during final design. The project purpose was to develop a free-flowing facility connection between I-40 and US 93. Nancy was the primary author of the EA and managed the technical specialists on the Jacobs team to prepare an expedited EA. This clearance required extensive cultural resources coordination, data recovery and documentation. She continues to serve as environmental lead during construction and the ongoing data recovery and tribal coordination.

ADOT, I-10 and SR210 DCR and EA, Tucson, AZ | Section 4(f) Lead. Nancy prepared the Section 4(f) and Section 6(f) evaluation for this complex project. She identified potential resources afforded protection, determined if a use would occur, coordinated with ADOT and the Officials with Jurisdiction to determine the impact of the loss. Nancy also prepared the Section 4(f) EA section. This project includes widening I-10, extending SR210 with a system interchange connection to I-10, and evaluating 15 service interchanges. Two build-alternatives were refined for evaluation in the DCR and fully evaluated for technical and environmental concerns. Public involvement meetings and stakeholder progress meetings were critical to the evaluation and refinement process.

ADOT, North-South Segment 2 (SR505) Tier 2 Environmental Impact Statement and Design Concept Report; Pinal County, AZ | Deputy Project Manager, Environmental Project Manager, NEPA Lead. Nancy serves as the deputy project manager and environmental lead for the Environmental Impact Statement in Pinal County. The project includes developing technical studies, conducting a constraints analysis to identify alternatives, and developing an Environmental Impact Statement identifying anticipated impacts due to the project. Public involvement and stakeholder and tribal outreach activities are a key component being undertaken to understand the needs of the communities and tribal nations and to inform alignment decisions. Nancy works closely with Troy and the ADOT team as well as two other Tier 2 EIS teams to collaboratively plan and execute this complex project.

ADOT, On-Call Environmental Planning, Various Locations, AZ | Task Order Project Manager. Nancy provided environmental clearances for statewide projects in coordination with federal, state, and local agencies; and various tribes. She performed field assessments of project sites to evaluate biological, socioeconomic, and cultural resources impacts as well as physical impacts. She has drafted environmental determinations, CEs, and EAs to provide clearances for projects. Nancy also assisted ADOT with Section 4(f) compliance by completing tasks including individual Section 4(f) evaluation, preparing Section 4(f) summary memoranda, completing the new Section 4(f) form, and coordinating with Officials with Jurisdiction. Working closely with ADOT on this contract fostered excellent working relationships with ADOT Environmental Planning and other agency partners.

ADOT, I-15, Virgin River Bridge 1 EA, Final Design, and Post Design, Mohave County, AZ | Environmental Project Manager. Nancy served as primary author of the EA that assessed the effects of the bridge widening of this important Interstate highway and associated river access and staging areas. The EA included numerous ESA species, wild and scenic-river status, a large cultural resources site, BLM visual requirements, and a Section 404 Individual Permit.

During preliminary design, Nancy presented the public hearing presentation; coordinated with federal, state, local agencies, and various Indian tribes; performed plan reviews; coordinated the technical resource evaluations and provided quality assurance reviews. During final design, she assisted with incorporation of mitigation measures and prepared an EA re-evaluation to address changes in the project scope and footprint. During construction, Nancy oversaw the implementation of environmental mitigation measures.

Value to ADOT

- **Collaborates with ADOT EP staff to develop a NEPA strategy that aligns with project scope, schedule, and risk**
- **Stays abreast of the current administration's NEPA requirements to maintain compliance and ensure defensibility**
- **Experience working across multiple teams, e.g., North-South or East West, coordinating with the design to identify areas of impact requiring clearances and the implementations of changes in design that could impact the environmental clearance, reducing throwaway**

Lewis Ferguson, PE (Jacobs)

Systems Interchange Roadway and Cost Estimating | 36 Years of Experience | Tempe, AZ

Availability/Commitment: 65%
Years with the Firm: 10
Education: BS, Civil Engineering, Northern Arizona University

Registration:
Professional Engineer AZ #27293
Corporate Title: Roadway Engineer and Cost Estimator

Current Commitments
ADOT MC RTPFP: 20%
ADOT SR101/I-10 PDS: 15%

Professional Experience

ADOT, I-10 and SR210 DCR and EA, Tucson, AZ | Constructability Reviews & Construction Cost Estimator (CCE). This project included recommendations to widen I-10, extend SR210 with a system interchange connection to I-10 and evaluate 15 service interchanges. Extensive traffic operational analyses were performed to evaluate numerous TI alternatives, including a DDI and platform TI concepts. Two build-alternatives were refined for evaluation in the DCR and fully evaluated for technical and environmental concerns. Public involvement meetings and stakeholder progress meetings were critical to the evaluation and refinement process. As principal, Troy verified the quality and timeliness of our deliverables.

ADOT, SR303L from Lake Pleasant Parkway to I-17 DCR Update and Environmental Document, Phoenix, AZ | Roadway Engineer and CCE. The purpose of this project was to prepare a DCR update and 30% design for a third GPL in each direction of travel on SR303L, including the implementation of the I-17/SR303L system interchange direct-connecting ramps. Since the completion of the interim freeway, there has been significant development, including TSMC's new microchip manufacturing facility. The DCR update included establishing new traffic models and developing, evaluating, and costing conceptual alternatives for improvements, including proposed TIs at 67th, 51st, and 43rd Avenues and implementation of the ultimate I-17/SR303L system interchange ramp connections. The recommended improvements were carried to a 30% design level, including the I-17/SR303L System Interchange, including system ramp design, preliminary bridge design, drainage concept design, signing and pavement marking, lighting and ITS. Significant coordination was required with ADOT, MAG, cities of Phoenix and Peoria, ASLD, TSMC and their development engineering teams, utility agencies, and many other stakeholders.

ADOT, SR303L TIs at 51st and 43rd Avenues PA and Final Design, Phoenix, AZ | Project Engineer and CCE. Our team evaluated concepts, participated in public meetings, developed a risk profile, and provided construction cost estimates for these interchanges and mainline improvements along SR303L in expectancy of the TSMC development. Due to the project's fast-tracked nature, it was critical that we partnered with ADOT, the City, utility entities, and other stakeholders on the final concept to move into construction. Additionally, we collaborated with another consultant to integrate their final design concepts for the City that will tie into these improvements. By leveraging our advanced knowledge of technical and agency goals, we were the only team able to fast-track the final design to meet your aggressive schedule requirements.

ADOT, I-40/US 93 West Kingman TI, Kingman, AZ | Roadway Engineer. Lewis served as the lead construction cost estimator for the project team that developed the draft EA for the original West Kingman TI study that addressed the connection of US 93, I-40, local surface streets. The project purpose was to develop a free-flowing facility connection between I-40 and US 93.

ADOT, SR303L/I-17 Systems Interchange, AZ | CCE. Lewis served as the lead construction cost estimator for the project that will construct a free-flow new system interchange between I-17 and SR303. The project will widen SR303L roadway and construct four new directional ramps for the I-17/SR303L System Interchange. The work includes installing a storm drain system, placing Portland cement concrete pavement, constructing retaining walls and sound walls, two post-tensioned concrete bridges, two precast prestressed girder bridges, and a bridge featuring precast prestressed girders along with structural steel tub girders.

Value to ADOT

- **Applies knowledge from 11 years as an ADOT employee in their construction administration, bridge design, and roadway design departments**
- **Ensures that our alternative analysis process includes constructability, cost, and implementation feasibility as major evaluation criteria.**
- **Develops cost estimates within two percent of final bid amount, providing reliability for construction programming.**

Yavapai County, Verde Connect DCR and EA, Yavapai County, AZ | Lead Roadway Engineer. Lewis served as the Lead Roadway Engineer for the conceptual roadway alternatives for an alternative transportation corridor in the Verde Valley. Role included public meetings, cost estimates, and design and construction schedules. This project was the only one in Arizona to be awarded a BUILD grant in 2018. The Verde Connect project will identify a corridor and design a road that will connect Cornville Road to SR260 in the Verde Valley area. This project will include a bridge over the Verde River which will improve access to residents along Middle Verde Road and in the Yavapai-Apache Nation, reduce out-of-direction travel, meet current and future travel demand, provide alternative routes and improve emergency response times, and support planned economic development.

Brian Riley, PE (POINT)

SR 30 Mainline East of System Interchange Roadway Lead | 24 Years of Experience | Phoenix, AZ

Availability/Commitment: 55%
Years with the Firm: 5
Education: BS, Civil Engineering, Arizona State University

Registrations:
Civil Engineer AZ #45657
Corporate Title: Principal Transportation Engineer and Vice President (POINT)

Current Commitments
ADOT, North of Nelson Rd to Gas Line Rd: 25%
ADOT, I-10 Kino & Country Club Tis: 10%
ADOT, SR30, 71st Ave to SR202L TI: 10%

Professional Experience

ADOT/Connect 202 Partners, SR 202L South Mountain Freeway P3, Salt River Segment, Phoenix, AZ | Project Engineer. Design of the Salt River Segment. Responsibilities included design of mainline and ramps for the Salt River/South Papago Segments, which included 7.5 miles of new mainline freeway with eight traffic interchanges. Work encompassed all aspects of freeway design and coordination of roadways, bridges, retaining walls, noise walls, drainage, signing and marking, lighting, and MOT. The project design was completed on fast track with multiple interdisciplinary and constructability reviews and a rigorous design quality control process and extensive documentation of quality control activities.

ADOT, SR 24, SR 202L to Ironwood Drive Phase II, Mesa and Queen Creek, AZ | Project Engineer. Project Engineer responsible for designing the five miles of new interim urban freeway (Phase 2). The project includes mainline and service interchange (TI) design, earthwork modeling and alternatives development to reduce overall cost. The design effort included: four new crossroad service TIs, completion of TI at Ellsworth, one crossroad overpass bridges at Mountain Road, retaining walls, onsite and offsite drainage facilities, lighting, traffic signals, FMS, signing/pavement marking, erosion control, utility relocations, and maintenance of traffic. The project also required close coordination with the City of Mesa, Mesa-Gateway Airport, adjacent developers, Pinal County, and the Town of Queen Creek, and the Maricopa County Flood Control District.

ADOT, SR 24, SR 202L to Ellsworth Road Phase I, Mesa, AZ | Project Engineer. Project Engineer responsible for designing the system interchange with SR202 (Phase 1), one-mile of new urban freeway, and one new partial service interchange (TI) at Ellsworth Road. The project includes mainline and system/service interchange design, earthwork modeling, and design refinement to reduce overall cost. The design effort included: one new crossroad service TI, four system ramp bridges, crossroad overpass bridges at Ray Road, retaining walls, onsite and offsite drainage facilities, lighting, traffic signals, FMS, signing/pavement marking, erosion control, utility relocations, and maintenance of traffic. As part of the MOT in Phase 1, Brian designed a mainline cross-over detour to allow both fly-over structures' hinges to be built in the same phase while maintaining two lanes of SR202L traffic in each direction. The project also required close coordination with the City of Mesa, adjacent developers, Mesa-Gateway Airport, and the Maricopa County Flood Control District.

ADOT, I-10, North of Nelson Rd to Dirk Lay Road, Gila River Indian Community, AZ | Project Manager. Final design of approximately eight miles of widening Interstate 10 through the Gila River Indian Community. This project consists of widening I-10 to add one general purpose lane in each direction, concrete barrier between directions, a new service interchange at Seed Farm Rd, crossroad improvements at Nelson Road, and Gas Line Road, bridge widening at Nelson Road, bridge replacements at Gas Line and Seed Farm Roads, culvert replacements, upgraded lighting, ITS infrastructure, and utility relocations.

ADOT / Jacobs Engineering, I-10 Kino & Country Club TIs, Tucson, AZ | Segment Lead. Final design of two new interchanges on I-10 within the City of Tucson. This design build project reconstructs and widens approximately three miles of I-10 from Kino Parkway to Alvernon Way. New interchanges at Kino Parkway and Country Club Road. Brian is the segment lead for the new Diverging Diamond Interchange (DDI) at Country Club Rd. Design includes four new service ramps at Country Club, DDI crossroad improvements, new I-10 bridge over Country Club, driveway improvements, ADA improvements, and coordination with other drainage and traffic disciplines.

ADOT, I-17/Central Avenue Bridge, Phoenix, AZ | Project Engineer. DCR and final design to replace the I-17 bridge over Central Avenue. Brian led the development of alternatives for the new bridge that will provide clearance for future light rail trains, including future widening of I-17 for auxiliary lanes, and ensures the frontage roads' operational characteristics are maintained. In Phase 1, the DCR examined the engineering characteristics, environmental impacts, and right-of-way needs of various alternatives. In Phase 2, the Final Design included all engineering plans, reports, specifications, and construction cost estimates to reconstruct the Central Avenue bridge and surrounding facilities.

Value to ADOT

- **Significant experience in restacking and optimizing system interchanges, specifically on the ADOT South Mountain Freeway DB where the current system TI he had to prove that the changes to the freeway didn't preclude ADOT from being about to do what they wanted to do with the SR30 Interchange**
- **Drives compatibility with other disciplines and constructability to ensure ease of construction**
- **Sequencing, phasing, and MOT is at the forefront of his mind when developing solutions**

Sequencing and MOT were critical items for this project's success. Brian worked closely with the structure and traffic engineers to establish a sequence to shift traffic, remove the existing bridge, raise the grade of I-17, and construct the new bridge in phases – all while maximizing the lanes available for I-17 traffic. This project also implemented smart work zone technologies that help keep motorists informed of travel times and potential construction related delays.

Ron Szwiec, PE (AZTEC)

SR303L to System Interchange Roadway Lead | 34 Years of Experience | Phoenix, AZ

Availability/Commitment: 30%
Years with the Firm: 20
Education: BS, Civil Engineering, Michigan State University

Registration:
Professional Engineer AZ #33563
Corporate Title: Arizona Lead for Transportation (AZTEC)

Current Commitments
ADOT SR 202L Val Vista to SR101L PDS: 20%
ADOT MC for RTPFP: 20%
Varies; PDOC Task Orders: 15%

Professional Experience

ADOT, MC for RTPFP, Phoenix, AZ | Project Manager. Ron oversees cost estimating services and other task orders. He assigns proper resources, monitors budge/schedule and ensures proper development procedures. AZTEC has provided semi-annual estimate updates to ensure adequate programming and design tasks. Ron's focus is providing realistic construction cost estimates for projects and engineering and coordination services that deliver value.

ADOT, SR 202L (Santan Freeway) Val Vista to SR 101L General Purpose Lanes DCR and Final Design, Chandler and Gilbert, AZ | Project Manager. Ron led the design for addition of one general purpose lane on SR 202L in each direction from Val Vista Drive to Gilbert Road and two general purpose lanes from Gilbert Road to SR 101L. Key elements include freeway widening, widening crossroad overpasses, retaining walls, extending the drainage system, traffic design, traffic analysis, traffic control, geotechnical and pavement design, landscape and aesthetics, construction cost estimating, and environmental documents. The project is currently under construction.

ADOT, SR 202L HOV Lanes, I-10 to Gilbert Road Design-Build, Chandler, AZ | Design Quality Control (QC) Manager. Ron provided QC for design and construction of HOV lanes in the median of SR202L in each direction and HOV directional ramps at the I-10/SR202L TI and the SR101L/SR202L TI. Other work included bridge widening, retaining walls, drainage improvements, signing, lighting, median barriers, landscaping, utility relocations, and survey. This 10-mile project significantly improved traffic flow by reducing congestion, encouraging carpooling, and facilitating an expanded regional transit network.

ADOT, SR202L South Mountain Freeway P3, Phoenix, AZ | Deputy Design Segment Manager (AZTEC). Segment D, which involved four miles of I-10 reconstruction (two HOV Managed lanes and six general purpose lanes), auxiliary lanes, service interchange ramps, four miles of parallel access/ frontage roads, freeway to freeway interchange ramps, and two miles of new freeway mainline construction with crossroad service interchange. AZTEC's design efforts included roadway geometrics, earthwork modeling/balancing, 11 new bridges, over 500,000 SF of retaining and noise walls, on- and off-site drainage systems, maintenance of traffic plan, freeway lighting, ITS, signing and marking, utility location and relocations, mobile/LiDAR survey, landscaping, Section 404 Individual Permitting, and environment compliance. AZTEC also provided structural engineering, survey, utility locating, and environmental compliance for the entire 22-mile corridor.

ADOT, I-10/SR303L Traffic Interchange, Phase I, ADOT, Goodyear, AZ | Quality Control Manager.. Ron provided quality control for the first phase of this two-phase project, which laid the groundwork for what is planned to be Valley's largest System TI. The TI includes a five-level configuration of fully directional ramps and an embedded one-way frontage road network to serve the arterial street system surrounding the TI. AZTEC designed the realignment to widen I-10 to its ultimate width between Citrus Road and Sarival Avenue. Other key project features include 14 bridges, crossroad improvements at Citrus Road, Sarival Avenue, Thomas Road, and McDowell Road, an on-site drainage system, a regionally significant off-site drainage system, traffic operations infrastructure, and major utility relocations.

ADOT, SR 101L/64th Street Traffic Interchange, Phoenix, AZ | Deputy Project Manager. Ron helped oversee contract plan preparation, including roadway plan and profiles and drainage, ROW, landscaping, signing, striping, and structural plans. He coordinated with the ADOT Project Manager and all AZTEC's subconsultants. AZTEC designed a new compact-diamond TI at Pima Freeway (SR 101L) and 64th Street, a half mile of interceptor channels, six box culvert extensions, a new bridge to carry 64th Street over SR 101L, new ramp connections from 64th Street to SR 101L, new auxiliary lanes on SR 101L from 56th Street to Scottsdale Road, new and revised storm drain, reconfigured SR 101L signing, lighting, FMS, and pavement marking elements, traffic control and construction sequencing plans, two new traffic signals on 64th Street, extension of a utility duct bank, and landscaping and irrigation work.

ADOT, On-Call Statewide Roadway Engineering, Statewide, AZ | Contract Manager. Ron managed tasks assigned to AZTEC under this on-call contract. He assigned tasks managers, monitored budget and schedule, and provided quality control. Tasks included Chino Road Extension Scoping Letter and Final Design, Douglas, AZ; US 160, Red Mesa Survey; I-8, Stateline to Fortuna Pavement Preservation; US191 B Realignment DCR and EA, Chino Road to US 191, Douglas AZ; and I-17, MP 309.9 to MP 310.82 Survey, SR 260 Elk Fencing MP 268 to 277.

ADOT, SR 303L, Happy Valley Parkway to Lake Pleasant Parkway, Peoria, AZ | Quality Control Manager. Ron provided quality control for the final design of this challenging and unique seven-mile freeway design project. As a cornerstone in ADOT's growing freeway system, this project included 15 bridges, miles of drainage improvements, deep cuts and tall fills, corridor earthwork balancing, and precedent-setting landscaping mitigation. Additional design elements included on and off-site drainage, traffic engineering, utility relocations, and construction sequencing plans. Ron oversaw AZTEC's evaluation of the concepts shown in the DCR and development of several alternatives to improve the design and reduce costs. The project balanced environmental stewardship with complex agency ROW acquisition, and AZTEC met a fast-tracked schedule to deliver construction documents in 14 months.

Value to ADOT

- **Experience leading design segments and/or providing quality reviews on 7 system interchanges for ADOT over the last 26 years, resulting in solutions that optimize the restacking of the SI, are constructable, eliminate throwaway, balance earth, and generally mitigate risk to ADOT**
- **Integrates stakeholder needs into the design, balancing the design criteria of both ADOT and Goodyear to achieve the project goals**
- **Understands the implications of moving design elements between phases to maximize the benefit to ADOT, stakeholders, and the traveling public taking into account the BCA to get the best value solution today and into the future**

Craig Borger, PE (POINT)

Structures Lead | 27 Years of Experience | Phoenix, AZ

Availability/Commitment: 50%
Years with the Firm: 17
Education: MS, Civil Engineering, University of Illinois at Urbana-Champaign | BS, Civil Engineering, University of Illinois at Urbana-Champaign

Registration: Professional Engineer AZ #32830
Corporate Title: President (POINT)

Current Commitments

I-10, North of Nelson Road to Dirk Lay Road: 15%
ADOT PDOC: 5%
US 93, Big Jim Wash Section: 15%
SR 30, 71st Ave to SR 202L TI: 15%

Professional Experience

ADOT, I-10 Country Club Road and Kino Parkway TIS, Tucson, AZ | Bridge Design Lead. As a subconsultant to Jacobs, Craig led the recently completed bridge design effort for four structures on the project including the Country Club TIOP, and I-10 over the Tucson Diversion Channel.

ADOT, I-10 North of Nelson Rd to Dirk Lay Road, Pinal County | Bridge Design Lead. The project includes adding a third lane in each direction of I-10, bridge widening of the Nelson Rd UP, bridge replacement at Gas Line Rd, bridge replacement and a new TI at Seed Farm Rd, and bridge removal at Dirk Lay Rd.

ADOT, MAG Regional Freeway System, Phoenix, AZ | Bridge Designer and Bridge Design Team Leader. Craig has led the preliminary and final design of over 25 freeway bridges in the Phoenix metro area on multiple routes (SR 303L, SR 202L, SR 101L, I-10, I-17, SR 143) including overpasses, underpasses, fly-over ramps, canal crossings and river crossings. Recent projects included the SR 303L, Happy Valley Rd to Lake Pleasant Parkway which included a bridge over the MWD Beardsley Canal and SR 101L Princess to Shea for which POINT designed the bridge widening over the CAP canal.

ADOT, I-10 Corridor Reconstruction, Tucson, AZ | Bridge Engineer. Bridge designer/structural engineer for four major projects on the I-10 corridor widening between I-19 and Twin Peaks Road in the Tucson metro area. These projects required complex bridge construction sequencing to manage I-10 traffic with minimal impacts. Craig was responsible for the design of multiple underpass bridges, as well as MSE retaining walls up to 40-ft tall. Projects included Prince Road TI, Twin Peaks TI, Ina Road TI CMAR, and most recently the Orange Grove Road TI OP as part of the Ina to Ruthrauff widening.

City of Peoria, Bridge Maintenance & Management, Peoria, AZ | Lead Bridge Engineer. Craig provided program management and design services for the City's inventory of over 100 bridge structures. This on-going term contract involves evaluating bridge inspections, implementation of maintenance and repair needs, design of safety and structural improvements, and aesthetic treatment upgrades.

ADOT/City of Phoenix, I-17 Design-Build, Thomas Rd to Peoria Ave, Phoenix, AZ | Lead Designer and Inspector. This project involved modified urban service TI underpasses at Camelback Rd and Glendale Ave, which were part of the $80M design-build improvements to I-17 from Thomas Rd to Peoria Ave. Each structure is a two-span urban TI with the characteristic hourglass shape. The structures were stage constructed over traffic. The bridges included custom aluminum and stone art enhancements custom designed by the artist.

Value to ADOT

- **Sits on a number of VE teams to help optimize design solutions to save millions of dollars of savings, including ADOT I-10 Kino Ramp D and the Diversion Canal Bridge were combined into one bridge, causing significant savings and enhancing constructability.**
- **History throughout the valley delivering bridge structures for ADOT**
- **Designed all of the various bridge types for ADOT, such as PT Box which is helpful in system TIs, Bulb T girder bridges on the I-10 GRIC**

Tim Mahon, PE (AZTEC)

Drainage Lead | 12 Years of Experience | Phoenix, AZ

Availability/Commitment: 65%
Years with the Firm: 10
Education: BS, Civil Engineering, Northern Arizona University

Registration:
Professional Engineer AZ #65939
Corporate Title: Transportation Practice Leader, Vice President (AZTEC)

Current Commitments
ADOT SR202L, I-10 to SR101L: 25%
Misc. Projects: 10%

Professional Experience

ADOT, SR303L TIs at 51st and 43rd Avenues PA, DCR, and Final Design, Phoenix, AZ | Lead Drainage Engineer. Led the critical path CLOMR for Upper Buchanan Wash by navigating schedule risks with third-party designs and multiple agency review and approval processes. The project team evaluated concepts, participated in public meetings, developed a risk profile, and provided construction cost estimates for these interchanges and mainline improvements along SR303L in advance of the TSMC development. Due to the project's fast-tracked nature, it was critical to partner with ADOT, the City of Phoenix, utility entities, and other stakeholders on the final concept to move into construction. Leveraging advanced knowledge of technical and agency goals and objectives, the team was selected to fast-track final design to meet ADOT's aggressive schedule requirements.

ADOT, SR303L 51st Ave to I-17 DCR and Final Design, Phoenix, AZ | Lead Drainage Engineer. Led the drainage design and hydraulic analysis of the soon to be valley's newest freeway system interchange. The SR303L/I-17 system interchange has completed its design phase and will begin construction in 2026. The drainage aspects of the project included system interchange ramp drainage system improvements, mainline SR303L drainage improvements, and I-17 mainline drainage improvements. The project also included a critical analysis of Ramp Northwest embankment fill into the Skunk Creek Zone AE floodplain. The project illustrated a no-rise condition through careful inspection and hydraulic analysis of the floodplain fringe impacts.

ADOT, SR303L MC85 to Van Buren Final Design, Goodyear, AZ | Lead Drainage Engineer. Led the drainage design for the SR303L, MC85 to Van Buren interim connection project. The project is in construction bidding and will begin construction in 2026. The key drainage aspects of the project included new freeway outfall connections to the existing Loop 303 Outfall channel which is in Flood Control District of Maricopa County property and required close coordination and Right-of-Way use permit approval with the County. The project included the relocation of the existing Loop 303 Outfall Channel first flush basin which is located now south of Elwood Road with a flow split hydraulic structure in the Loop 303 Outfall Channel. The interim MC85 connection constructed portions of the ultimate SR30/SR303L system interchange improvements for drainage features including the relocation and closed conduit conditions of the Loop 303 Outfall Channel north of MC85.

ADOT, SR303L 155th Avenue PA, Surprise, AZ | Lead Drainage Engineer. Led the drainage design and Flood Control District of Maricopa County coordination for the 155th Avenue Interchange Project Assessment Report in the northwest valley. The project is along SR303L north of the US60 interchange and aims to provide a new interchange to service the northwest Surprise area near the growing Asante and Escalante subdivisions. The drainage aspects of the projects included improvements to the SR303L freeway drainage systems at the proposed TI location as well as local road drainage improvements on 155th Avenue, Pinnacle Peak Road, and McMicken Way Road. Key coordination occurred between the PA team and the Flood Control District of Maricopa County to coordinate the proposed crossing of the McMicken Dam Outfall Channel. The Outfall Channel was recently constructed to its ultimate configuration with channel widening and realignment as well as dumped riprap weir connections. The 155th Ave. TI would place a portion of the channel in closed conduit (box culvert) drainage conveyance and would realign access ramps for the District to maintain.

ADOT, I-10/SR202L System TI Design Segment C & D for SMF P3 DB, Phoenix, AZ | Drainage Engineer. Designed offsite and onsite drainage infrastructure for five miles of a new urban freeway and modifications to existing infrastructure along the I-10 freeway, which included stormwater pump station analysis and attenuation/storage optimization for freeway expansion. Project included freeway connector traffic interchange between I-10 and SR202L at the 59th Avenue existing TI. Improvements from the UPRR railroad north to I-10 freeway included pump station analysis, open channel hydraulics for concrete lined offsite drainage interceptor channel, onsite drainage improvements, details, and hydraulic computations including hydrodynamic water quality improvements in drainage systems. Specific tasks included drainage design of offsite and onsite infrastructure for the new section of freeway and modifications to existing infrastructure along I-10 freeway.

Value to ADOT

- **Performs complex and detail drainage analysis will be leveraged to optimize the drainage facilities with the goal of reducing project costs**
- **Brings experience with ultimate system TI retention basin configuration, interim sizing, and earthwork optimization**
- **Engages in early collaboration with the City of Goodyear and FCDMC to gain consensus on if a CLOMR/LOMR would be needed, and, if so, coordinate with ADOT drainage, City of Goodyear Floodplain Manager, and FCDMC technical reviewers to process the Floodplain Use Permit for construction and a FEMA conditional and final mapping revision**

ADOT, I-10/SR 303L System TI, Phase II, Goodyear, AZ | Drainage Designer. Responsible for design of offsite and onsite drainage infrastructure improvements for the PS&E final design efforts for Phase II of this project. This five-level System TI connects I-10 and SR303L and serves a major regional flood control function in addition to a freeway interchange. Some of the project's 13 storm water basins serve as outfalls for the 220-square mile SR303L corridor/White Tanks Area Watershed. All runoff collected in the freeway corridor from Bell Road to I-10 drains to this TI. The joint effort collection system (District and ADOT) provides flood protection for the watershed east of SR303L. The basins will be connected to the SR303L Outfall Channel at Van Buren. The project included approximately 13,500 LF of channels, two drop structures, 1,700 LF of concrete box culverts, 13 retention/ detention basins, and over 40,000 LF of new storm drainpipe.

Allen Barakovic, PE, PTOE (Jacobs)

Traffic Operations and Design Lead | 19 Years of Experience | Tempe, AZ

Availability/Commitment: 50%
Years with the Firm: 18
Education: BS, Civil Engineering, Arizona State University

Registration:
Professional Engineer AZ #51556
Corporate Title: Group Lead – Traffic Design and Safety

Current Commitments
ADOT I-10/Quartzsite Ave TI: 10%
ADOT I-10/Kino Pkwy & Country Club Rd: 10%

Professional Experience

ADOT, SR101 at I-10 System TI Improvements DCR, CE, COAR, and Final Design, Phoenix, AZ | Lead Traffic Engineer. Jacobs/AECOM partnered with ADOT; MAG; cities of Phoenix, Avondale, and Tolleson; and other adjacent stakeholders to improve regional connectivity through improvements at this critically important system interchange. Our team evaluated concepts and provided cost estimates for a Direct High Occupancy Vehicle (DHOV) Ramp from eastbound I-10 to southbound SR101L to and westbound I-10 to northbound SR101L. The project included the 91st Avenue Connector, which connects southbound SR101L traffic with 91st Avenue through this heavily congested area. The final recommendations were documented in a DCR and CE environmental document. Allen wrote the COAR and coordinated with ADOT and FHWA to get it approved in a timely manner. During final design, Allen served as the lead traffic engineer responsible for signing/pavement marking, traffic signals, traffic related specifications and cost estimate, and coordination with sub-consultants working on various traffic aspects of the project. Through our understanding of the DCR/COAR and final design process coupled with our direct engagement with stakeholders and the public, we delivered the project within the time-sensitive schedule, while confirming stakeholder needs were identified and met.

ADOT/City of San Luis, Cesar Chavez (formerly Juan Sanchez) Boulevard Improvements PA and Final Design, San Luis, AZ | Lead Traffic Engineer. We developed the PA and preliminary design plans to transform this five-mile section to a four-lane divided roadway consistent with the City of San Luis' latest General Plan. The project has heavy pedestrian movements to schools and public resources. The design, inclusive of the roundabout, manages access to/from the street and pedestrian crossings and adds traffic signals at major cross streets to improve overall safety. Allen was closely involved with this project as he wrote the traffic report, conducted the traffic analysis using Synchro and VISSIM, and served as the lead traffic engineer for final design which was completed in early 2025.

ADOT/City of Phoenix, SR303L TIs at 51st and 43rd Avenues PA and Final Design, Phoenix, AZ | Traffic Engineer. Our team evaluated concepts, participated in public meetings, developed a risk profile, and provided construction cost estimates for these interchanges and mainline improvements along SR303L in advance of the TSMC development. Due to the project's fast-tracked nature, it was critical that we partner with ADOT, the City of Phoenix, utility entities, and other stakeholders on the final concept to move into construction. By leveraging our advanced knowledge of technical and agency goals and objectives, we were also selected to fast-track final design in order to meet your aggressive schedule requirements. Allen conducted the traffic analysis for the corridor and wrote the traffic report. He also conducted the official review of the traffic signal, ITS, and signing/marking design for the entire project.

ADOT, SR68 - Bacobi Road to Verde Road – Construct Raised Median, Golden Valley, AZ | Lead Traffic Engineer. We provided final design engineering services to ADOT (as a sub-consultant to Matrix) to improve SR68 in Golden Valley by converting an existing two-way-left turn-lane to a raised median. Jacobs was responsible for the utility coordination, review of the access evaluation and assessment study, as well as the signing/marking design for the 3.1-mile corridor. The project included close coordination with ADOT, NW District and especially local businesses and landowners, as well as other stakeholders. Allen was responsible for the coordination with the prime consultant (Matrix), ADOT and NW District traffic, utility coordination and the design of the signing/marking plans for the entire corridor.

Value to ADOT

- **Coordinates with adjacent corridor segments to ensure consistency in design elements such as signing, pavement markings, and ITS, promoting seamless integration across the project**
- **Accurately forecasts traffic volumes to determine appropriate lane requirements for each phase of the project, thereby optimizing the design to accommodate both current and future demand**
- **Specializes in developing VISSIM microsimulation models to accurately forecast future traffic conditions, supporting data-driven design and operational decisions**

MCDOT, McKellips Road, SR101L to Alma School, Mesa, AZ | Lead Traffic Engineer. We provided the final design for roadway improvements to this 2.1-mile section of McKellips Road. Roadway capacity improvements included curb, gutter, sidewalk, raised median, storm drain, ITS and signal/lighting improvements, and access control. Work includes installing storm drain facilities, improvements at three intersections, relocating existing utilities, and ROW delineation. We collaborated with the stakeholders (MCDOT, SRPMIC, SRP) to realign the project priorities (schedule and clearances), creating transparency and building trust. Allen provided the traffic signal and signing/marking design for the entire corridor.

Suzanne Deitering, PE (POINT)

Utility Coordination Lead | 24 Years of Experience | Phoenix, AZ

Availability/Commitment: 50%
Years with the Firm: 18
Education: BS, Civil Engineering, Arizona State University

Registration:
Professional Engineer AZ #43837
Corporate Title: Vice President (POINT)

Current Commitments
ADOT US 93 Big Jim Wash: 35%
ADOT Warner Road: 15%

Professional Experience

ADOT, I-10, I-17 (Split) to SR 202L (Santan/South Mtn), Phoenix, AZ | GEC Utility Coordinator. Suzanne served as ADOT's General Engineering Consultant (GEC) Utility Coordinator for the widening of I-10. The affected utilities include Salt River Project (SRP) power and irrigation, Century Link, Cox Communications, Air Products, Southwest Gas, El Paso Natural Gas, City of Phoenix, City of Tempe, and several other communication companies. Suzanne conducted over 20 utility coordination meetings and Developer 1-on-1 meetings. Suzanne coordinated extensively with SRP Transmission to develop a concept to allow their existing 69kV to remain in place at I-10/US60 and at the Tempe Drain. This coordination effort saved over $4M in construction budget in addition to a schedule savings during construction. Suzanne also led the coordination effort with SRP Irrigation to reach an acceptable design solution to keep Western Canal in place.

ADOT, US95,Wellton-Mohwak Canal to Imperial Dam Road, Yuma, AZ | Utility Coordinator. Suzanne is responsible for the utility coordination on this roadway widening project along US95. WAPA and APS both have overhead transmission lines within the project limits. The project improvements are impacting on access to the transmission towers along with relocation of the Welton-Mohwak Canal overhead (12kV) power lines. Suzanne is working with the project team and utility partners to determine relocation alignments and new access.

Warner Road Improvements, Gilbert, AZ | Project Manager. Suzanne is the project manager for the final design of Warner Road from Recker Road to Power Road. The improvements include reconstructing/widening Warner Road to meet the Town of Gilberts major arterial standard of a six-lane roadway. The scope also includes a new water line, sewer stub outs, extensive SRP transmission relocations, Roosevelt Water Conservation District (RWCD) relocations, ROW acquisition, lighting, and new signals. This is a local government project being administered by ADOT. Suzanne is utilizing her extensive ADOT project delivery experience to bridge the gap between the ADOT staff and the Town of Gilbert to ensure a seamless delivery of the project.

ADOT, SR 303L from Happy Valley Parkway to Lake Pleasant Parkway, Peoria, AZ | Utility Coordinator. Suzanne was responsible for the utility clearance for the project and design of a new City of Peoria water line crossing at Jomax Road. The project includes a general-purpose lane for six miles of freeway, new traffic service interchange at Jomax Parkway, full freeway construction near the Jomax Parkway TI, new bridge crossings over the Beardsley Canal, TI design, four new bridges, lighting, striping, and signals. Suzanne coordinated with the City of Peoria for a smooth connection at the Jomax Parkway TI to the City's Jomax Parkway project, on schedule, and to accommodate future utilities.

ADOT, SR 101L from Baseline Road to SR 202L (Santan), Chandler, AZ | GEC Utility Coordinator. Suzanne coordinated the designation and conflict review during the procurement phase for this six-mile design-build project. She wrote the utility-related technical text of the RFP. She conducted utility coordination meetings and developer one-on-one meetings. Extensive coordination between the developer, ADOT and SRP was required to meet relocation widows and avoid delays to construction. Suzanne also assisted ADOT Utilities and Railroad for prior rights review and utility agreements. The affected utilities include SRP power and irrigation, Century Link, Cox Communications, Air Products, Southwest Gas, El Paso Natural Gas, and City facilities.

ADOT, SR 303L from Waddell to Mountain View, Surprise, AZ | Project Engineer and Utility Coordinator. This freeway segment included 3.6 miles of new six-lane freeway, a new arterial roadway at Greenway Road, new Greenway Road bridge, roadway and offsite drainage channel, extensive retaining and sound walls, and substantial utility coordination and relocations. Suzanne was responsible for the corridor-wide utility coordination effort, which included two well-site abandonments, new irrigation siphons under the freeway, irrigation easements, design of water and sewer line relocations, and dry utility crossings in the new Greenway Road Underpass. Suzanne also helped coordinate the execution of five utility agreements and one utility-related IGA for this project.

Value to ADOT

- **Served as an ADOT Supplemental Project Delivery Manager delivering over $170M in construction projects**
- **Experience with SRP, APS, and WAPA specifically dealing with their transmission and high-voltage corridors, bridging the gap between the design team and utility to streamline the relocation activities**
- **Develops an integrated approach sequencing the utility activities with the project's critical path**

ADOT, I-10 Perryville Road TI, Buckeye, AZ | Project Engineer & Utility Coordinator. Suzanne served as the Project Engineer and Utility Coordinator, providing utility design and coordination services for a fast-tracked construction of a new two-span concrete prestressed girder bridge on I-10 over Perryville Road to accommodate a new traffic interchange. The existing bridge was demolished and the new bridge construction was completed in three months. Utility coordination and relocations included facilities from APS, Century Link, MCI, and installation of future utility sleeves in Perryville Road for the Town of Buckeye. Due to the accelerated design-build schedule, proactive and effective utility coordination was required to complete the utility clearance in a timely manner.

Debi Bohnet (Jacobs)

Public Involvement Lead | 25 Years of Experience | Las Vegas, NV

Availability/Commitment: 65%
Years with the Firm: 25
Education: BS, Marketing, Iowa State University

Registration: N/A
Corporate Title: Communications

Current Commitments
ADOT I-10, Tunnel to Split 15%
ADOT Quartzsite TI 10%
RTC Maryland Pkwy BRT 10%

Professional Experience

ADOT, SR101L/I-10 System Interchange DCR, Environmental, and Final Design, Phoenix, AZ | Public Involvement Specialist. Debi worked closely with ADOT staff to update the Public Involvement Plan and plan/execute three public meetings (combination of virtual and in person) for the proposed DHOV ramps in the SR101L/I-10 System Interchange and the 91st Avenue Connector, as part of the DCR and CE. For the first meeting, Debi provided oversight of another consultant. For the second meeting, Debi continued to provide oversight of another consultant but also led several tasks including developing the presentation in English and Spanish and developing the exhibit boards for the in-person meeting. For the third meeting, Debi and her team led the entire effort, from selecting a meeting date to writing the meeting summary. This meeting was hosted on Zoom and included live translation in Spanish.

ADOT, SR303L DCR and EA from Lake Pleasant Parkway to I-17, Phoenix, AZ | Public Involvement Specialist. Debi worked closely with ADOT staff to plan/execute a virtual public meeting to provide information about the purpose and need and anticipated timeline, and to seek public comments on the proposed near-term and long-term improvement plans for SR303L, as part of the DCR and EA. The project's goal was to improve SR303L to four GPLs and one HOV lane in each direction, while developing and evaluating service interchange alternatives in the area, including the fast-tracked 51st and 43rd Avenue TIs to meet TSMC requirements. Tasks included developing/following a workback schedule, developing the presentation and script, translating all materials to Spanish, and hosting the virtual meeting on Zoom.

ADOT, Quartzsite TI, Quartzsite, AZ | Public Involvement Lead. Debi is working closely with ADOT staff to develop a PI Plan that effectively reaches the permanent and temporary residents of Quartzsite during final design of improvements to the Quartzsite TI on I-10. The scope also includes planning and executing a public meeting in the Town of Quartzsite to gather input from the community during the design phase.

ADOT, SR303L TIs, Phoenix, AZ | Public Involvement Specialist. Debi worked closely with ADOT staff to develop slides and a script to be presented during MAG's US 60 (Grand Avenue) - SR303L to SR74 Corridor Study public meeting.

RTC of Southern Nevada, Maryland Parkway Bus Rapid Transit Project, Las Vegas, NV | Community Engagement Lead. Debi is leading the community engagement efforts during construction of this 12.5-mile corridor to improve safety, comfort, and accessibility for all users, whether they walk, cycle, ride transit, or drive. The extensive outreach efforts include development of a detailed outreach plan for pre-construction and construction; creation of and weekly updates to project website (marylandparkway.com); development of project messaging and creative materials; development of a virtual public meeting room; tabling in the corridor; proactive outreach to residents, businesses, and commuters; canvassing the project corridor; bi-weekly stakeholder meetings; weekly updates sent via email and text message; weekly social media posts; monitoring the project hotline and email; responding to inquiries within two business days; and weekly reporting of outreach efforts.

NDOT, Downtown Access Project, Las Vegas, NV | Community Liaison. Debi led stakeholder outreach and public involvement efforts as part of the environmental and alternatives development process for improvements to I-11 between Rancho Drive and Mojave Road, through downtown Las Vegas. Outreach efforts included group and individual stakeholder meetings, direct communication with elected officials, grassroots outreach to communicate with adjacent residents and businesses, two public information meetings (virtual and in-person), social media channels, as well as a project office, project website, hotline, and email.

NDOT, Project Neon Design-Build Advisory Services, Las Vegas, NV | Public Information Plan Manager and Community Liaison. Debi represented NDOT as the public information plan manager for this $600M design-build project, serving as the design-builder's single point of contact for all public information activities. Responsibilities included providing proactive communication with affected stakeholders and elected officials, including understanding their individual concerns and tailoring outreach efforts based on their areas of interest. Managed stakeholder meetings to provide project updates/information and provided oversight of public meeting strategy and preparation. Coordinated with special events potentially impacted by construction, with the NDOT PIO for media outreach and messaging, and with RTC/FAST, City of Las Vegas, and Clark County on signal timing for major closures impacting local streets.

NDOT, I-515 Viaduct Rehabilitation, Las Vegas, NV | Public Information Officer. Providing public outreach support during construction of this $40M project to rehabilitate the I-515 viaduct, between Eastern Avenue and I-15, to extend the near-term service life. Services include communications with impacted residents and businesses as well as coordination with adjacent projects.

Value to ADOT

- **Organized and on top of the process; understands the work-back schedule to hit the critical path milestones for visualizations, presentation, mailings, planning of the virtual meetings, etc. to plan for the public meetings.**
- **Bridges the gap between the engineering team and the public, translating technical concepts and jargon into easy to understand visual, allowing the public to truly understand the impacts of the improvements**
- **Embodies equity and inclusion, coordinating with impacts stakeholders to ensure the right people are engaged to bring their voice to the project and inform design decisions**

From: ADOT Business Engagement and Compliance Office
To: Crooks, Nick
Cc: contractorcompliance@azdot.gov
Subject: [EXTERNAL] Bidders List for Jacobs Engineering Group Inc.
Date: Friday, September 5, 2025 11:06:20 AM

Jacobs Engineering Group Inc., AZUTRACS Number: 10561 has submitted a Bidder/Proposer list for **2026-001** on 09/05/2025 at 8:05 AM 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
Ardurra Group, Inc.	1001 N. Central Avenue, Suite 900 Phoenix, AZ 85004	Caucasian	M	10+ years	$5 million to $10 million	Non-DBE	541330
AZTEC Engineering Group, Inc.	501 N. 44th Street Phoenix, AZ 85008	Other	M	10+ years	$10 million to $50 million	Non-DBE	541330
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	541990
Logan Simpson Design, Inc.	222 S Mill Avenue, Suite 222 Tempe, AZ 85281	Caucasian	M	10+ years	$10 million to $50 million	Non-DBE	541620
Point Engineers, LLC	7600 N. 16th Street, Suite 202 Phoenix, AZ 85020	Caucasian	M	10+ years	$1 million to $2 million	Non-DBE	541330
Y2K Engineering, LLC.	1921 S Alma School Rd Ste 204 Mesa, AZ 85210	Asian-Pacific American	F	8-10 years	$2 million to $5 million	DBE	541330

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2026-001; 2026-004; 2026-005

CONTACT PERSON: Andrew Haines, PE

E-MAIL ADDRESS: Andrew.Haines@jacobs.com

TITLE: Project Principal and Authorized Signatory

CONSULTANT FIRM: Jacobs Engineering Group Inc.

ADDRESS: 1501 West Fountainhead Parkway, Suite 401

CITY, STATE, ZIP: Tempe, AZ 85282

TELEPHONE: 480.966.8188

FAX NUMBER: N/A

UNIQUE ENTITY ID# (FROM SAM WEBSITE): VBXLMKKVC5C5

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
Aerotech Mapping Technologies, LLC	Aerial Mapping	Yes
AZTEC Engineering Group, Inc.	Multiple Disciplines	No
Ethos Engineering, LLC	Geotechnical and Pavement	Yes
Infrastructure Mavens LLC	Constructability Reviews and Pavement	No
Logan Simpson Design, Inc.	Cultural Support for TCPs	No
Point Engineers, LLC	Multiple Disciplines	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 Technologies, LLC
CONTACT PERSON:	Leo Torres
E-MAIL ADDRESS:	leotorres@atmlv.com
TITLE:	Authorized Signer
ADDRESS:	8433 N. Black Canyon Hwy
	Suite 120
CITY, STATE ZIP:	Phoenix, AZ 85021
TELEPHONE:	623.242.7656
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	J34PH4CCSMJ4

SUBCONSULTANT FIRM NAME:	AZTEC Engineering Group, Inc.
CONTACT PERSON:	Ron Szwiec
E-MAIL ADDRESS:	rszwiec@aztec.us
TITLE:	Vice President
ADDRESS:	501 North 44th Street
	Suite 300
CITY, STATE ZIP:	Phoenix, AZ 85008
TELEPHONE:	602.402.8805
FAX NUMBER:	602.454.0403
UNIQUE ENTITY ID #:	F8UEAZAM19A3

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.

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Ethos Engineering, LLC
CONTACT PERSON:	Pancho Garza, PE
E-MAIL ADDRESS:	pgarza@ethosengineers.com
TITLE:	President/Senior Geotechnical Engineer
ADDRESS:	9180 S. Kyrene Road
	#104
CITY, STATE ZIP:	Tempe, AZ 85284
TELEPHONE:	480.326.8487
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	QQGVC86EHVA5

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

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SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Logan Simpson Design, Inc.
CONTACT PERSON:	J. Andrew Darling, PhD
E-MAIL ADDRESS:	adarling@logansimpson.com
TITLE:	Ethnography Lead
ADDRESS:	222 South Mill Avenue
	Suite 222
CITY, STATE ZIP:	Tempe, AZ 85281
TELEPHONE:	480.967.1343
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	REB3J4JAMTE5

SUBCONSULTANT FIRM NAME:	Point Engineers
CONTACT PERSON:	Suzanne Deitering
E-MAIL ADDRESS:	sdeitering@pointengineers.com
TITLE:	Vice President
ADDRESS:	7600 N. 16th Street
	Suite 202
CITY, STATE ZIP:	Phoenix, AZ
TELEPHONE:	480.628.4306
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	VK5BKQCMCS69

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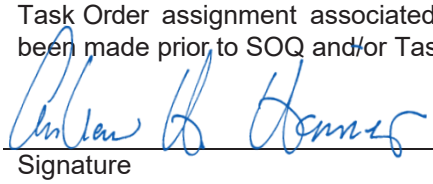
DBE GOAL ASSURANCE/DECLARATION

This Contract is Race Conscious. The DBE goal percentage is set at 2026-001: 9.47%; 2026-004: 9.09%; 2026-005: 0%

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

09/09/2025

Date

Andrew Haines, PE

Printed Name

Project Principal and Authorized Signatory

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
N/A	Supplemental Services Disclosure Form (Required for Supplemental Services Type Contracts ONLY)

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