DELIVERING A BETTER WORLD.

STATEMENT OF QUALIFICATIONS

Town of Gilbert At-Grade Crossing Elimination Study

CONTRACT NUMBER 2026-012

MARCH 6, 2026

Dear Selection Panel Members:

The Union Pacific Railroad (UPRR) bisects the Town of Gilbert (Gilbert) on a diagonal, creating recurring bottlenecks on the crossing roadways and limiting the reliability of east/west and north/south travel. This project will develop a comprehensive, Federal Railroad Administration (FRA)-compliant plan that prioritizes at-grade crossing improvements, advances the most critical locations toward feasible grade-separation concepts, and delivers a long-term strategy to enhance safety, mobility, and operational efficiency.

AECOM Technical Services, Inc. (AECOM) proposes a comprehensive approach to prioritizing grade-separated crossing locations. Our project manager, Robert Ringwald, PE, SE, brings extensive experience in bridge design and railroad coordination. **Our team's familiarity with Gilbert—including the contributions of our subconsultant Kittelson & Associates, who authored Gilbert's Transportation Master Plan—results in an informed and locally grounded approach.**

Our team brings the following benefits to ADOT and Gilbert.

A Defensible, Transparent Alternatives Evaluation Framework

We apply structured, data driven methods for screening and selecting preferred alternatives—combining safety analysis, operational impacts, environmental and economic considerations, and community priorities.

Proven Success Achieving Public & Stakeholder Consensus

We excel at facilitating community dialogue and aligning diverse stakeholder interests to provide recommendations that reflect both technical needs and the community vision.

A Multidisciplinary Team Experienced With UPRR Requirements

Our team includes planners, safety analysts, traffic engineers, environmental scientists, outreach specialists, structural engineers, railroad specialists, and grant experts to deliver a holistic study and supported recommendations. We are well-versed in UPRR's design standards, coordination processes, and review timelines—critical for advancing viable concepts to 15% design.

A Deep Working Knowledge of FRA Evaluation & Prioritization Processes

We have extensive experience preparing FRA-aligned planning documents and applying GradeDec tools to support transparent prioritization and competitive federal grant applications for subsequent design phases.

AECOM is not a DBE firm. We commit the key personnel identified to meet ADOT's quality and schedule expectations. We are interested in being selected for this project and look forward to partnering with ADOT, Gilbert, the FRA, and UPRR to deliver a study that advances safety, mobility, and rail corridor efficiency.

Sincerely,

AECOM Technical Services, Inc.

Jennifer Bixby, PE, PTOE (AZ #33782)
Vice President, Principal-in-Charge
480.363.0447
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Authorized SOQ Signer

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

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: **2026-012** Consultant Name: **AECOM Technical Services, Inc.**

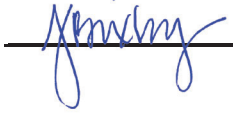
Please read the fifteen (15) statements below. The statements are to ensure Consultants are aware and in agreement with Federal, State and ECS guidelines related to the award of this contract. Consultants shall submit the specific Certification form attached to each RFQ advertised, as revisions to the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

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

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

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

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

Signature:  Date: **March 6, 2026**

Revised 2/11/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2026-012

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

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

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

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

Under A.R.S. §35-393:

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

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

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

…

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

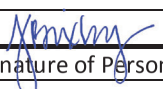
The certification below does not include boycotts prohibited by 50 United States Code Section 4842 or a regulation issued pursuant to that section. *See* A.R.S. §35-393.03.

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

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

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

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

AECOM Technical Services, Inc. Company Name	 Signature of Person Authorized to Sign
7720 North 16th Street, Suite 100 Address	**Jennifer Bixby, PE, PTOE** Printed Name
Phoenix **AZ** **85020** City State Zip	**Vice President** **March 6, 2026** Title Date

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

ADOT Infrastructure Delivery and Operations

FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

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

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

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

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

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

AECOM Technical Services, Inc.
Company Name

7720 North 16th Street, Suite 100
Address

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

March 6, 2026
Signature of Person Authorized to Sign

Jennifer Bixby, PE, PTOE
Printed Name

Vice President
Title

ADOT ECS Contract No: **2026-012**

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

1. PROJECT UNDERSTANDING & APPROACH

PROJECT OVERVIEW

The Town of Gilbert At-Grade Crossing Elimination Study is a transformative initiative to improve safety, reduce delays, improve emergency response times and enhance traffic flow across the Union Pacific Railroad (UPRR) rail corridor that runs diagonally through Gilbert. With 14 at-grade crossings to evaluate and prioritize, this study will identify feasible solutions to eliminate or improve crossings, advance the top three locations to conceptual design, and recommend safety improvements at the remaining 11 locations. **The project's success depends on a thorough understanding of existing conditions, stakeholder collaboration, and adherence to Federal Railroad Administration (FRA) requirements to align with Gilbert's long-term vision.**

Led by project manager (PM) Robert Ringwald, AECOM brings deep expertise in scoping, planning, designing, and delivering federally funded projects, as well as understanding the challenges posed by at-grade crossings. We have extensive experience writing successful grant applications to secure future funding, and our established relationships give us an advantage fostering collaboration with the UPRR, the Arizona Corporation Commission (ACC), the FRA, Gilbert, and ADOT to facilitate seamless coordination and compliance with regulatory and grant requirements.

Our multidisciplinary team, which includes planners, transportation (highway and railroad) engineers, safety experts, environmental planners, and grant specialists, is uniquely positioned to address the complexities of this study and deliver innovative and actionable solutions.

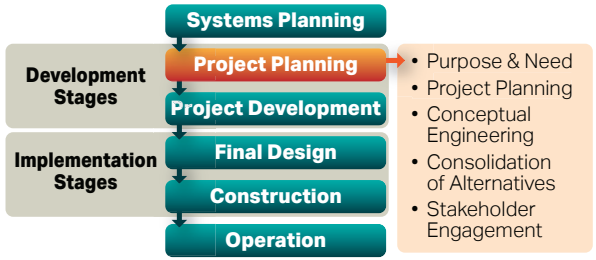
Our team includes **Kittelson and Associates**, who successfully delivered the *2022 Gilbert Transportation Master Plan* (TMP) and the *2023 Gilbert Heritage District Circulation Plan*. **The team will incorporate efficiencies in data collection, town vision understanding, and lessons learned with the implementation of these studies.**

The *2022 State Highway-Rail Grade Crossing Action Plan* (SHRAP) included two of the 14 crossings on the top 15 recommended crossing treatment locations within Arizona: Val Vista Drive and McQueen Road. Subsequently, Gilbert was awarded an FRA Railroad Crossing Elimination (RCE) grant to develop this elimination study (see **Figure 1**).

FIGURE 1 | RCE GRANT OBJECTIVES

The town's goal for this study is to be well-positioned for the next stage in the FRA life cycle development process with conceptual design, preliminary environmental analysis, and conceptual cost estimates. FRA's RCE is a full lifecycle program that can fund identified projects from the initial project phases of planning to final design and construction (see **Figure 2**).

FIGURE 2 | FRA LIFE CYCLE DEVELOPMENT PROCESS



Three critical pieces of meeting FRA compliance include project administration, developing a Project Management Plan (PMP), and project closeout. The PMP identifies key deliverables based on FRA Attachment 2 guidance. Deliverables include preliminary Purpose and Need Statement, Stakeholder Coordination Plan, Existing Conditions Report, alternative analyses, and capital cost estimates. **Annette Baker's experience managing discretionary and capital grant programs as a former PM with the FRA's Railroad Development Office will contribute to AECOM's success in these areas.**

We Understand the Project Needs

- ☑ *Improve safety and reduce crash risk for all modes of travel, including vehicles, rail, and vulnerable road users considering FHWA Safe System Approach principles*
- ☑ *Improve level of service (LOS) and reduce congestion on Gilbert's arterial street network*
- ☑ *Improve emergency response times*
- ☑ *Increase community connectivity*

Alongside the transportation goals and objectives, a clearly defined preliminary Purpose and Need Statement provides the basis for developing and evaluating alternatives, supporting adherence to the National Environmental Policy Act (NEPA), and forming the backbone for future federal grant applications.

TABLE 1 | AECOM'S 2-PHASE APPROACH

Phase		Focus
1	**At-Grade Crossing Elimination Prioritization**	• Initial analysis of 14 crossings to identify three priority locations
2	**Alternatives Development, Conceptual Design, & Environmental Review**	• Develop 15% conceptual design and cost estimates for three priority crossings • Identify safety enhancements at 11 remaining locations • Conduct preliminary environmental review • Be grant-ready for the FRA Project Development stage

Technical/Institutional Elements, & Major Tasks

Institutional Elements

- Stakeholder and agency coordination, including UPRR, the ACC, the FRA, Gilbert, ADOT, and the local communities
- FRA Model for Highway-Rail Crossing Accident Prediction
- Meet FRA grant and reporting compliance
- Quality control and assurance reviews

Technical Elements & Major Tasks

PHASE 1

- Project Management Plan ◄
- Stakeholder Coordination Plan ◄
- Data collection and analysis
- Analysis of existing and future conditions
- Risk model and safety analysis (FRA GradeDec)
- Preliminary Purpose and Need Statement ◄
- Alternatives analysis methodology ◄
- Feasibility analysis of the 14 at-grade crossings ◄
- Recommend three prioritized grade-separated locations

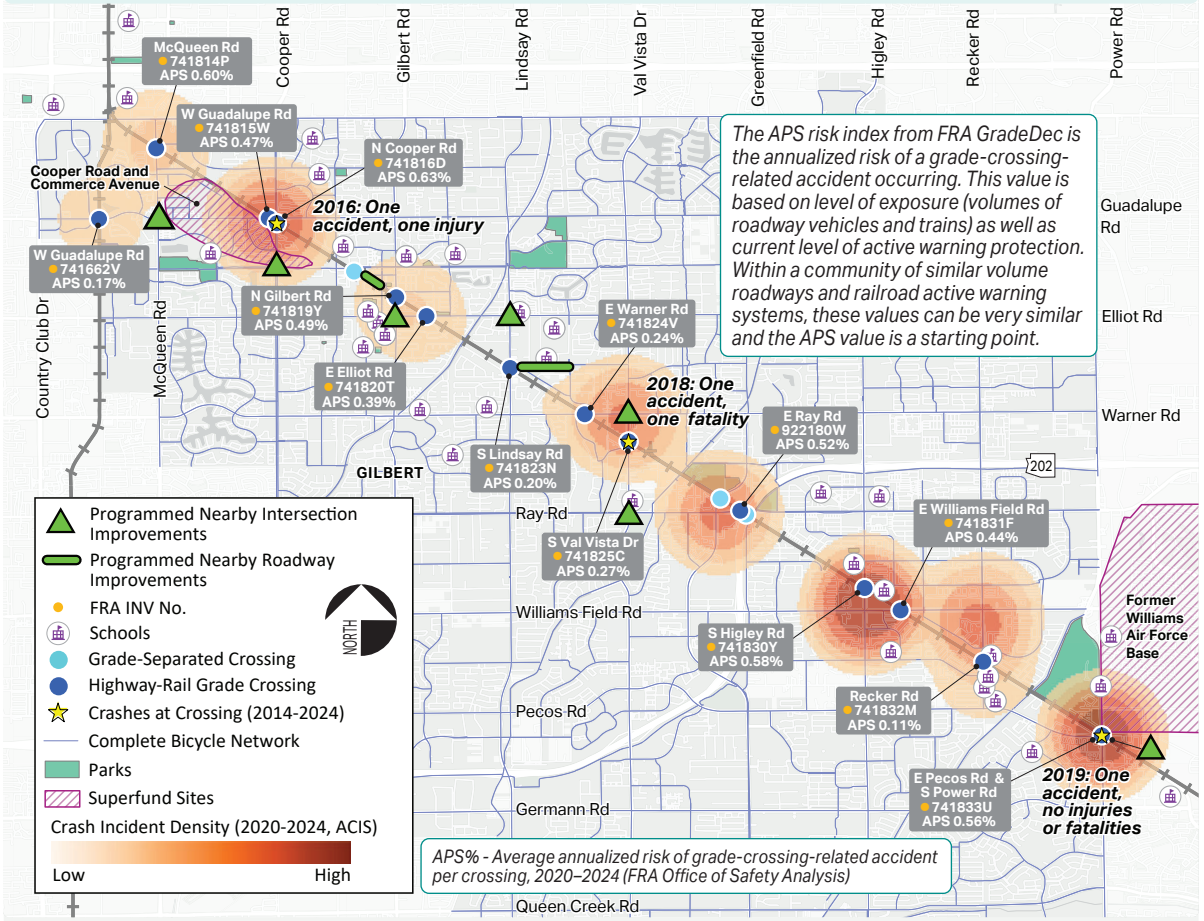
PHASE 2

- Utility and railroad (U&RR) coordination
- Enhanced analysis of the three priority at-grade elimination locations
- Preliminary environmental review
- 15% concept plan development and cost estimates ◄ ◄
- FRA Project Planning Draft and Final Reports ◄
- Grant preparation

UPRR & FRA Coordination Stakeholder Engagement

Requires FRA Review ◄ | *Requires UPRR Review* ◄

FIGURE 3 | PROJECT OVERVIEW • UPRR crossing locations and respective APS risk index for each are shown below. Our initial crash analysis indicates hot spot locations at crossings along Power Road, Val Vista Road, and Cooper Road.



Typical Issues at Railroad Crossings

1. Most crossings are midblock typical crossings along the arterial grid, with the railroad bisecting the town
2. A substantial number of school buses use the crossings daily, as schools are located on both sides of the tracks
3. Potential large utility conflicts may lead to costly relocations, depending on prior rights
4. The Gilbert Road crossing is located on the south side, entering downtown and the Heritage District
5. Trails and multi-use pathways, along with access to recreational facilities, are present throughout the railroad corridor and near the crossing locations

PROJECT APPROACH

Stakeholder Coordination Plan

Gathering input from the public and stakeholders on the alternatives analysis and preliminary environmental and engineering work is essential to this study. Demonstrating stakeholder support for the study's recommendations is crucial for advancing the project through the FRA development process. Led by Kittelson's Phyllis Huegel, we will collaborate to create the Stakeholder Coordination Plan with ADOT and Gilbert, including its Digital Engagement Team. This effective plan will identify relevant state, local, and federal agencies, key contacts among private service providers, interest groups, community and business organizations, public officials, and the general public. It will outline engagement activities tied to key project milestones, such as reviewing the Purpose and Need Statement. Additionally, the plan will incorporate public outreach opportunities that build on the Gilbert Transportation Master Plan (TMP) to gather input and provide educational information on roadway-rail crossing safety.

Kittelson's Gilbert TMP website attracted nearly 5,000 unique visitors, with almost 2,000 surveys and over 700 map comments, showcasing our team's effectiveness in engaging stakeholders. Public engagement will build on these successful outreach methods, potentially including digital surveys and in-person community events.

Stakeholders engaged in the study include UPRR, FRA, various Gilbert departments, ACC, MAG, business owners, interest groups, and community members. Many of these stakeholders provided letters of support for the FRA RCE grant application, indicating strong agreement on the project's necessity. We plan to build on this support by meaningfully engaging stakeholders, gathering substantive input at key milestones, and incorporating that feedback into the alternatives analysis and conceptual design.

Collaboration with UPRR is crucial for project success. Field reviews will be coordinated with UPRR, involving a joint safety assessment with engineers and safety experts from UPRR, ADOT, Gilbert, and AECOM. ADOT U&RR will act as the liaison between ADOT and the railroad. At project initiation, we will collaborate with ADOT U&RR to develop a formal introductory letter or email detailing the project scope, safety goals, mobility improvements, and project benefits. Understanding shared objectives, potential challenges, and collaboration opportunities with UPRR will be essential, which can be achieved through an interdisciplinary kickoff meeting early in the project. **AECOM's expertise in rail operations, planning, railroad design, and safety requirements will be instrumental in addressing UPRR's operational concerns regarding the feasibility of proposed improvements.**

PHASE 1: At-Grade Crossing Elimination Prioritization

Phase 1 lays the groundwork for this study by prioritizing grade crossing improvements using an organized, transparent methodology for stakeholders. **AECOM will tailor this process to fit Gilbert's needs.**

1. Desktop Data Collection | We will gather multimodal data on rail, traffic, pedestrian, and bicycle activity at all 14 crossings. AECOM will review existing documentation, conduct safety analyses, and perform preliminary environmental screenings to understand current conditions and future needs. **AECOM uses interactive dashboards and ArcGIS to organize collected crossing data, field information, and risk analysis.**

Existing Conditions Initial Data Collection

- *Current FRA inventory records and incident reports, including all dates of reporting*
- *Visible crossing details (crossing surface length, number of lanes, speeds, medians, and crossing geometry)*
- *Review current bicycle and pedestrian routes, sidewalks, and crosswalks*
- *Review of existing nearby intersection details (intersection control, spacing from railroad, historical crash data)*
- *Available existing roadway AADT, rail traffic volumes, school bus use, and percentage of truck traffic*
- *Future adjacent infrastructure improvements for vehicle and multimodal users*
- *Maricopa Association of Governments (MAG) Year 2055 conformity model volumes*
- *Gilbert model projections*
- *Emergency vehicle routes and usage*
- *Initial FRA GradeDec analysis and ADOT risk assessment to provide a baseline for existing crossing risk factors*
- *Current grade crossing active warning system and traffic signal interconnectivity information from UPRR and town of Gilbert*

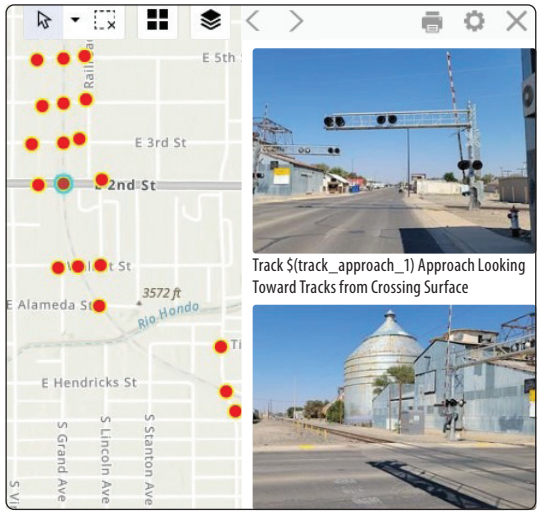
We will begin the data collection effort by using data already collected and available within our TMP database and develop a Gilbert Crossing Elimination project-specific ArcGIS interactive database (see Figure 4).

FRA GradeDec Crossing Evaluation Tool | GradeDec offers risk analysis for individual crossings and entire corridors, providing an accident prediction score (APS) for each crossing, which indicates the likelihood of at-grade crossing incidents. This tool identifies high-risk crossings based on factors such as roadway and rail traffic volume, incident history, and the presence of school bus and emergency routes. We will use GradeDec to analyze existing conditions, future predicted scenarios, and alternatives for crossing improvements, comparing the GradeDec risk score with the ADOT risk assessment method.

Our AECOM grade crossing specialists, led by Alexander Ricci, have successfully used the FRA GradeDec tool on multiple projects, including the NMDOT Carlsbad Corridor (described on Page 12), to prioritize crossing improvements.

2. Field Review & Traffic Assessment | Field reviews will include onsite assessments of all 14 at-grade crossings to observe existing conditions, operational challenges, and safety concerns. This hands-on evaluation will enhance data collection efforts by providing insights into traffic patterns, pedestrian activity, and potential environmental or infrastructure constraints. We will document crossing conditions outside the railroad ROW using photos and ArcGIS Survey123 tailored to this study's needs.

FIGURE 4 | SAMPLE ARCGIS DATABASE



Using an ArcGIS database centralizes all crossing information and spatial context, making it easier to identify high-risk locations and evaluate safety conditions. This leads to clearer, data-driven decisions about which at-grade crossings are feasible candidates for closure or grade separation.

AECOM's Existing Condition Photo Documentation Checklist

- *Railroad crossing surface type and condition*
- *Railroad crossing signage and pavement markings present and their condition*
- *Nearby intersections (potential for queuing over crossing surface)*
- *Current environmental conditions*
- *Review sidewalks and crosswalk conditions and deficiencies*
- *Review existing drainage at each grade crossing*

3. Environmental Analysis and Future Needs Assessment | *Environmental Analysis* • A screening-level environmental analysis will address key factors such as noise, air quality, cultural resources, biological impacts, and social and economic considerations to identify potential challenges early in the planning process for all 14 locations to inform the identification of the three prioritized grade separations. The screening analysis will identify environmental resources of concern, as well as potential technical study and environmental compliance requirements.

Future Needs Analysis • From newly collected multimodal traffic data, AECOM will use predictive growth trends to identify future at-grade crossing exposures and develop new future FRA and ADOT risk indices for each crossing. This will enable data-driven prioritization of crossings for grade separation or other safety enhancements based on quantified risk reduction, environmental impact, stakeholder/public input, and cost-benefit performance.

4. Candidate Selection and Feasibility | Upon completion of the previous stages, the 14 crossings will be prioritized. AECOM will present an initial analysis for stakeholder input to determine priority and discuss recommended locations to advance. The crossing conditions to use as the basis of evaluation include:

- **FRA GradeDec and ADOT risk indices** • Existing condition and future predicted condition
- **Environmental screening** • Preliminary review of sensitive environmental resources and potential for adverse impacts
- **Feasibility** • Review of potential impacts to abutting businesses, railroad ROW, and roadway alignment and profile

PHASE 2: Alternatives Development, Conceptual Design, & Environmental Review

Phase 2 will develop preliminary design alternatives for three recommended grade-separated locations and associated 15% design plans and estimate, identify safety enhancements for the remaining 11 crossing locations, perform a preliminary environmental review for the grade-separated recommendations, and assist in grant writing for future final design possibilities.

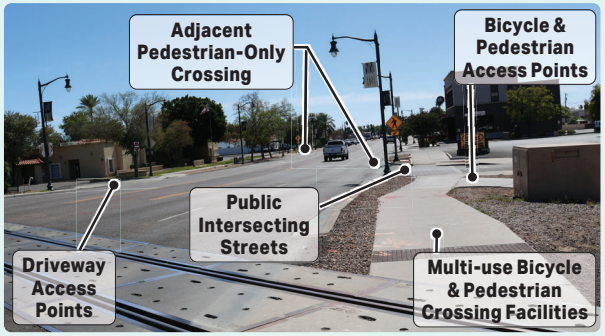
1a. Conceptual Design (15% Plans) | AECOM will evaluate alternatives for grade separation for the three prioritized crossing locations. Alternatives may include taking the roadway over or under the at-grade railroad, or taking the railroad over or under the at-grade roadway.

Concept Development Process

- ☑ *Develop the roadway or railroad profile to determine project impacts and limits*
- ☑ *Develop roadway cross section*
- ☑ *Incorporate multimodal provisions*
- ☑ *Develop access for roadway and driveways impacted by the grade separations*
- ☑ *Develop feasible bridge alternatives at each crossing*
- ☑ *Determine feasible construction phasing and maintenance of traffic and railroad*

It may be difficult to obtain UPRR approval for alternatives that include modifying the railroad tracks. Taking the railroad over the existing roadway is not feasible and this alternative at each location may end up becoming a fatal flaw.

FIGURE 5 | GILBERT ROAD CROSSING • If moved forward, some of the crossings such as this one would include multiple users and features to consider with development options.



Potential Evaluation Criteria for Selecting Grade-Separated Crossing Conceptual Design Recommendations

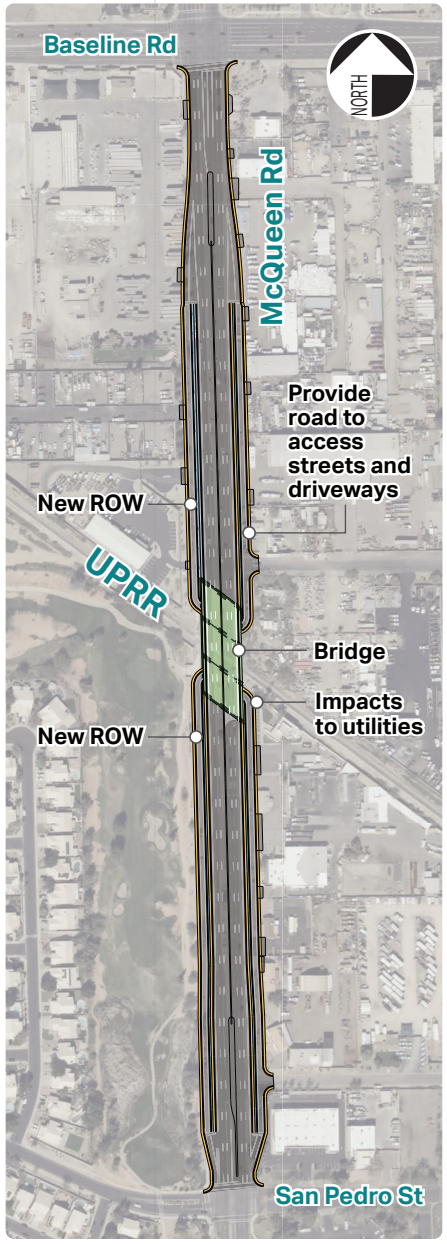
- ☑ *Utility impacts*
- ☑ *Direct ROW impacts*
- ☑ *Property access impacts*
- ☑ *Drainage impacts and design complexity*
- ☑ *Environmental considerations*
- ☑ *Safety*
- ☑ *Traffic operations*
- ☑ *Multi-modal accommodations*
- ☑ *Cost and constructability*
- ☑ *Local agency and public acceptance*

As access and ROW will be critical components of the evaluation process, our team will work closely with the ROW teams to identify opportunities to reduce ROW costs and potential acquisitions through strategic design refinements such as frontage roads.

Subsequent to the development of alternatives at each of the three identified priority crossing locations, a tiered evaluation analysis will be conducted using relevant design criteria. The evaluation process will be reviewed by FRA and UPRR. The resulting recommendations will include 15% design plans and estimates for each grade-separated crossing location. The 15% conceptual design will meet *UPRR Guidelines for Railroad Grade Separation Projects* Design Phase A requirements and will be submitted to UPRR for review and comment.

Figure 6 shows an example alternative for McQueen Road (one of the two high-prioritized state crossing locations), which would elevate the roadway over the UPRR corridor and maintain access by incorporating one-way frontage roads north and south of the railroad.

FIGURE 6 | MCQUEEN ROAD ALTERNATIVE



Traffic Analysis • AECOM will conduct comprehensive traffic studies at the three priority at-grade crossings to generate detailed forecasts of vehicle volumes, turning movements, queue lengths, and delay profiles under existing and future conditions. These results will feed directly into the alternatives analysis, enabling our team to test grade-separation concepts, quantify operational benefits, and refine layouts, costs, and constructability considerations before advancing to 15% design plans.

1b. Additional Safety Recommendations | We will analyze the remaining 11 at-grade crossing locations for additional safety improvement recommendations that may include:

- Improve existing signal systems with newer equipment, additional directional lights
- Improve nearby intersection traffic signal operations and grade crossing system interconnectivity efficiencies where they exist
- Identify additional nearby intersection improvements that go beyond the currently planned TMP and planned improvements
- Improve nearby intersections layout to prevent queuing over the crossing
- Update railroad crossing signage and pavement marking to improve visibility
- Implement ITS advanced improvements such as Trainfo | **Advanced ITS technologies such as Trainfo use sensors to collect and relay real-time data to inform public and/or emergency services about train delays.**

1c. Preliminary Environmental Review | Given the limited funding of $3M and the absence of NEPA approval requirements at the Project Planning stage, we will conduct a thorough preliminary environmental review to identify potential impacts of the three priority crossing projects, focusing on avoidance, minimization, and mitigation strategies. Based on the Phase 1 screening findings, we will collaborate with ADOT, FRA, and Gilbert to identify environmental studies or stakeholder coordination that can begin in Project Planning Phase 2 to comply with NEPA and related statutes in the next Project Development stage. Key environmental concerns for grade-separation projects typically involve impacts on adjacent properties and communities, including loss of access leading to acquisitions, partial acquisitions, displacements, and extended construction delays and closures.

2. Grant Assistance | Completing technical studies and a preliminary environmental review for the three priority locations positions Gilbert to apply for the next Project Development phase of funding under the RCE program. Additionally, USDOT programs—such as FRA's Consolidated Rail Infrastructure and Safety Improvement (CRISI), FHWA's Section 130, Highway Safety Improvement Program (HSIP), and discretionary programs like BUILD, INFRA, and SS4A—provide significant funding opportunities for at-grade railroad crossing improvements or eliminations. **AECOM's grant applications are recognized for their clarity, thoroughness, and defensibility, with agency reviewers praising our ability to highlight and quantify benefits like safety and stakeholder satisfaction.** AECOM will support ADOT and Gilbert with details needed to meet grant funding reporting requirements. We will collaborate to refine project scopes and develop detailed application narratives and submission materials to prepare for a project implementation phase funding application.

Our team understands the federal program eligibility, match requirements, and evaluation criteria. We use rigorous safety data analysis, facilitate early coordination, and build partnerships between railroads, state agencies, and local partners to implement grant-awarded projects. In the past 5 years, we have secured over $100M in discretionary grant funding for rail projects from RCE, CRISI, Reconnecting Communities Pilot Program, and other federal initiatives.

2. PROJECT RISKS & SCHEDULE

PROJECT RISK MITIGATION

Our Risk Register (**Table 2**) outlines key risks identified for timely project delivery, along with potential mitigation measures. Early risk identification and corresponding solutions are crucial for completing work on time and within budget. These risks will be discussed at the kickoff meeting, and our project manager, Rob Ringwald, will review them at each monthly progress meeting to assess their probability and severity, developing strategies to minimize impacts. **Our approach considers risks to minimize impacts to scope, schedule, and budget.** We will work with ADOT PMG, Gilbert, and other stakeholders to track each risk with the goal of retiring risks as we progress through the project design.

TABLE 2 | RISK ASSESSMENT & POTENTIAL MITIGATION

Risk Ratings: Low Medium High

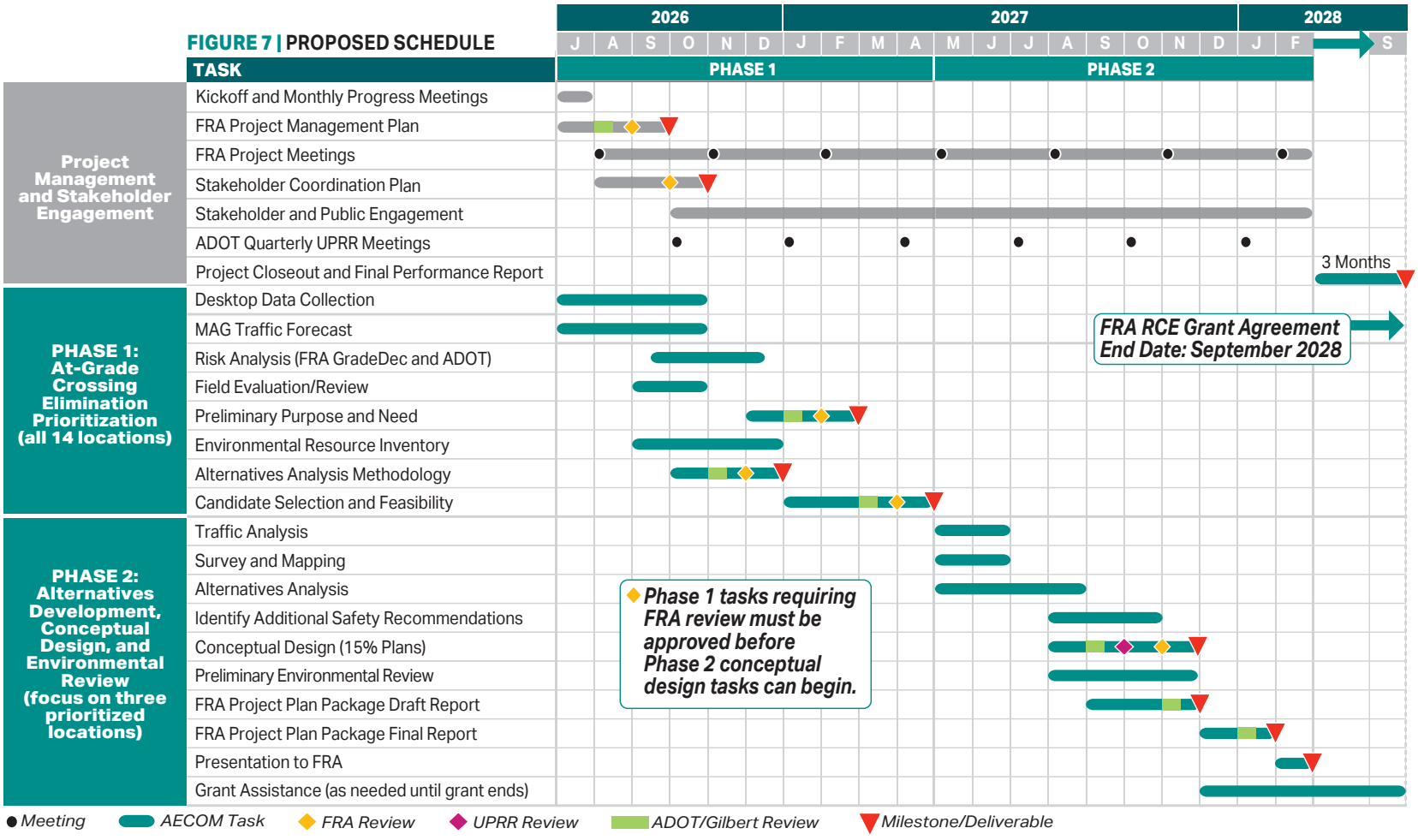
Potential Risk	Pre-Mitigation	Impacts: Scope	Impacts: Schedule	Impacts: Budget	Mitigation Strategies	Post-Mitigation
Railroad Coordination • Schedule delay due to FRA and UPRR coordination and long review times	H		☑		• Use our existing working relationships and knowledge of UPRR processes to be proactive with submittals • Develop realistic schedules to address potential slippage • Establish regular FRA project meetings as outlined in the RCE grant	M
Stakeholder Consensus • Schedule delay due to lack of timely decisions and consensus by stakeholders	M		☑		• Conduct recurring coordination meetings, provide supportive information, and document decisions • Hold agency scoping meeting(s) with emergency services, schools, and other agencies and incorporate their input into the project	L
Town Council Decision-Making • Town Council membership turnover may affect existing and future decisions	M	☑	☑		• Provide talking points on decisions made to date to Gilbert staff to update new Council members	L
ROW Impacts & Costs • Grade separations will require new ROW, which could result in displacement, community impacts, or increase project cost and construction timeline	H			☑	• Incorporate separate evaluation criteria for ROW needs, displacements, and other impacts into alternative analysis criteria • Develop a Stakeholder Engagement Plan that includes strategies to facilitate gathering feedback and input on impacts of potential ROW acquisitions	L
Construction Cost • Cost escalation due to increases in material and labor costs after the conceptual design is completed	H			☑	• Conduct a Cost Risk Assessment to quantify and mitigate risks • Include factors to account for inflation based on the anticipated construction date	M
Public Support • Risk with gaining public support of the preferred locations and improvements	M	☑	☑		• Identify how community input is incorporated into the evaluation criteria and concept design • Provide concept designs that strive to maintain access to streets, businesses, and trails	L
Railroad Permitting and Utilities • Obtaining permits through the UPRR and utility impacts can add schedule and cost, affecting a project's feasibility	M		☑	☑	• Identify utility locations and prior rights • Coordinate with utility companies to determine project costs and schedule impacts • Engage ADOT U&RR throughout the planning process to identify and adequately account for these requirements in the alternatives analysis, conceptual design, and cost estimates	L
Funding • Further design and construction is currently unfunded; Gilbert intends to secure funding for the next Project Development phase through the FRA grant process	M			☑	• Use our team's expertise in developing successful grant applications and knowledge of FRA funding processes to obtain needed funding	L
Environmental Impacts • Technical studies could identify the need to explore avoidance, minimization, or mitigation measures that can affect schedule and cost. If an EA or EIS is required, that could also affect schedule and cost.	M		☑	☑	• Identify potential for impacts and NEPA class of action during Phase 1 early in possible, so these elements can be considered in alternative evaluation criteria (if appropriate) and incorporated into project schedule and cost.	L

SCHEDULE MANAGEMENT

We developed a design schedule (**Figure 7**) based on Notice to Proceed (NTP) in July 2026. Our proposed schedule assumes a 20-month duration for producing final recommendations and study. Phase 1 will span approximately 10 months and Phase 2 the remaining 10 months.

Our project manager, Rob Ringwald, will further develop the detailed schedule, communicate the schedule requirements to all team members, monitor progress, and take ownership of the schedule. We successfully use ADOT's Workfront program on our current ADOT projects and will use it for schedule, reviews, and file retention on this project. Schedule progress, including upcoming tasks and deliverables, will be communicated to the ADOT PM and the team on a monthly basis and more frequently as needed.

FIGURE 7 | PROPOSED SCHEDULE



We Will Use These Strategies to Avoid Schedule Slippage:

- ☑ Communicate critical decision dates to ADOT and Gilbert early so appropriate priority can be assigned to resolving issues
- ☑ Apply for UPRR permits early and follow the *UPRR Guidelines for Railroad Grade Separation Projects*
- ☑ Use 1-month and 3-month look-ahead schedules to summarize technical, internal, and external coordination to keep focus and resolve issues
- ☑ Use a risk management plan and tracking log to track, anticipate, and mitigate issues
- ☑ Gain consensus on the purpose and need, alternatives evaluation criteria, and recommendations before all Phase 2 work commences
- ☑ Integrate our environmental planners with the design team to identify potential environmental concerns early
- ☑ Build float into the preliminary schedule so the overall schedule will remain intact if issues delay progress
- ☑ Identify and prioritize potential issues early, and communicate, track, and resolve issues before they become problems; we will give special attention to issues that might jeopardize the schedule

We Will Make up Schedule Slippage By:

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

3. PROJECT TEAM EXPERIENCE & AVAILABILITY

KEY PERSONNEL QUALIFICATIONS & EXPERIENCE

PROJECT (CONTRACT) MANAGER • ROBERT RINGWALD, PE, SE

BSCE • MSSE • 35 Years • PE AZ #33244 • SE AZ #31194 • *90% Committed*

Rob's Value to ADOT and Gilbert

- *Worked on 10+ projects involving railway crossings*
- *Deputy PM and PM for the ADOT MC+ contract, which included developing cost estimates for MAG freeway projects and coordination with ADOT ROW to estimate ROW costs*
- *PM for projects with a combined construction value of more than $1.5 billion*
- *Led the design of more than 40 bridges*
- *Completed 15+ studies for ADOT*
- *Engages stakeholders to build consensus and develop innovative solutions*

Relevant Experience | Rob exceeded quality, schedule, and responsiveness expectations on the following projects:

- **Project (Contract) Manager, RTPFP MC+** • ☑ *Provided program management and pre-design consulting for the MAG $9.6B RTPFP, which includes the entire Phoenix metropolitan area.*
- **PM, US 191 Cochise Railroad Bridge (Study, NEPA, Final Design)** • ☑ *Involved UPRR coordination; used performance-based practical design (PBPD) to bring the project within funding limitations and completed the design on schedule*
- **PM, ADOT SR 79 Gila River Bridge Replacement (CMAR, Study, NEPA, Final Design)** • ☑ *Delivered 2 months ahead of schedule and under budget*

Rob's Commitments at NTP | 90% Availability

- ADOT I-40 Lupton/Window Rock TIs, 10%

FIGURE 8 | TEAM ORGANIZATION

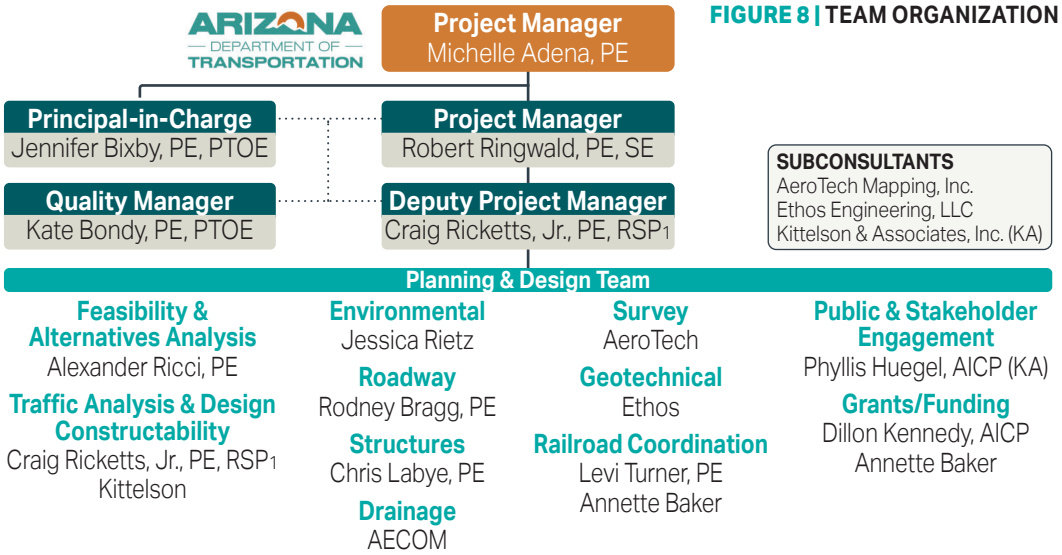


TABLE 3 | AECOM TEAM QUALIFICATIONS & EXPERIENCE

Key Personnel	Value to ADOT and Gilbert
 **Craig Ricketts	*80%*** Deputy PM, Safety, Traffic 14 Years • BSCE • PE AZ #64542 • RSP1 #1079	• Leads multidisciplinary teams in delivering data-driven safety solutions and mobility improvements • Manages comprehensive traffic safety studies, corridor analyses, and operational plans
 **Jessica Rietz	*60%*** Environmental 19 Years • BS Env. Sciences	• 19 years of environmental review and NEPA experience, including feasibility studies and environmental assessments for grade-separation projects
 **Alexander Ricci	*40%*** Alternatives Analysis 10 Years • BS, Rail Trans. Engineering • PE DE #25281	• Specializes in railroad grade crossing programs • Experienced in crossing analysis, corridor studies, closure programs, inventory management/ correction, and grade crossing surface renewal
 **Levi Turner	*40%*** Railroad Coordination 18 Years • BSCE • PE CA #77097	• Brings expertise in the planning, operations, design, and construction of UPRR freight railroad terminals, yards, and track capacity projects • Delivered more than 100 freight railroad projects
 **Rodney Bragg	*45%*** Roadway 32 Years • BSCE • PE AZ #32831	• 32 years of ADOT planning and design experience • PM on ADOT US 60/35th Avenue/Indian School Road project, which involves similar elements and requires extensive railroad coordination
 **Chris Labye	*60%*** Structures 28 Years • BSCE • PE AZ #37863	• Provided structures design for 5 ADOT projects involving grade-separated railroad crossings • Participated in 30% design of the Santan Freeway (SR 202L) UPRR crossing near Ray Road
 **Dillon Kennedy	*30%*** Grants/Funding 12 Years • MUEP • AICP #35094	• Leads grant development processes for local, state, and federal government agencies • Working with BNSF to develop grant strategies and provide direct grant development services
 **Annette Baker	*30%*** Railroad Coordination/ Grants Compliance 24 Years • BS Env. Studies	• Provides rail operations analysis and safety planning support • Former FRA PM experienced in providing federal award and grant application guidance
 **Phyllis Huegel	*40%*** Public/Stakeholder Engagement • 18 Years • AICP	• Deputy PM and engagement lead for the Gilbert TMP, which will inform this study • Designs/implements engagement strategies that shape Gilbert and ADOT transportation priorities
 **Kate Bondy	*10%*** Quality Manager 24 Years • BSCE • PE #45815 • PTOE #3160	• Experienced engineer on more than 50 ADOT projects; knows ADOT processes and standards • Knows AECOM quality process; works proactively with design staff to verify QC procedures are followed and documented

Availability & Expected Commitment

AECOM TEAM EXPERIENCE

US 191 Cochise Railroad Crossing

Project Details	Contract Value	Owner	Firm Role	Relevant Elements: Grade-Separated Crossing	Railroad Coordination	Safety Improvements	Grants/Funding Assistance	Roadway Design	Drainage Analysis/Design	Traffic Analysis/Design	MOT/Phasing	Structures Design	Environmental	Utility Coordination	Public/Stakeholder Outreach
US 191 Cochise Railroad Crossing • Final design to replace a three-span steel girder bridge crossing the UPRR with a new precast girder bridge, with piers in the railroad ROW built on a new roadway alignment to eliminate traffic impacts.	$2.7M	ADOT	AECOM Prime	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
I-10/Twin Peaks Road TI • DCR/final design for a new traffic interchange with new bridges over the Santa Cruz River, I-10, and the UPRR. The project eliminated an existing at-grade UPRR crossing to improve safety and reduce traffic delay.	$7M	ADOT/ Marana	AECOM Prime	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
US 60 (Grand Avenue)/35th Avenue/Indian School Road DCR/EA • Improving intersection operations, safety, and reducing vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway, which required extensive BNSF coordination.	$1.8M	ADOT	AECOM Prime	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
US 93 Vista Royale • Final design to reconstruct 3.1 miles of rural two-lane highway to a new four-lane divided highway with a variable width median. The project included a new bridge over the BNSF Railway, which required BNSF coordination.	$2.5M	ADOT	AECOM Prime	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Carlsbad Crossing Corridor Study • Reviewing nearly 150 public at-grade crossings to identify crossing recommendations, including closure, installing/replacing active warning protection, signage/striping, re-profiling, and roadway/intersection realignment.	$636k	BNSF Railway	AECOM Prime	✓	✓	✓	✓	✓		✓			✓		✓
Grant Management Services • Providing technical planning, scoping, and public agency coordination to identify priority infrastructure needs and develop grant applications across four BNSF divisions in nine states. Prepared successful grant applications for CRISI, RCE, RCP, BUILD (RAISE), and FSP.	$1.5M	BNSF Railway	AECOM Prime	✓	✓	✓	✓								
Val Vista Drive Widening • Final design to widen 1.5 miles from two lanes to six lanes, including three new signalized intersections, street lighting, ADA-compliant pedestrian signals, and ITS plans	$55k	Gilbert	AECOM Sub							✓	✓				
Gilbert Transportation Master Plan • Evaluated multimodal needs across roadway, bicycle, pedestrian, transit, and freight networks. Key railroad crossings were evaluated at a high level to assess the feasibility and need for grade separation, and strategic recommendations were developed to guide future investment.	$625k	Gilbert	Kittelson Prime	✓	✓	✓	✓			✓					✓

SPECIALTY SUBCONSULTANTS

The AECOM team includes three specialty subconsultants with which we have current and/or previous teaming relationships. Each firm brings technical experience and notable expertise, specialized resources, staffing capacity, and an outstanding record of performance for quality of work, meeting schedules, and responsiveness.

AERIAL MAPPING • **ATM has provided aerial mapping services for ADOT projects since 2002, delivering high-accuracy surveying, LiDAR, aerial imaging, and mapping for roadway and 10+ railroad projects.** • The firm employs ASPRS Certified photogrammetrists, CAD and GIS specialists, FAA Certified pilots and mechanics, and a Registered Land Surveyor. • ***Experience:*** *ADOT US 93 Cane Springs (with AECOM) • ADOT North-South Corridor Tier 2 EIS (with AECOM) • ADOT I-10/Kino Parkway to Country Club Road DB GEC (with AECOM)*

GEOTECHNICAL/PAVEMENT • **Ethos has completed 10 projects for Gilbert in the last 5 years and has extensive knowledge of the area's geotechnical conditions.** • Ethos provides geotechnical design services for highways, bridges, retaining and sound walls, slope stabilization, and various structures, including 500+ projects for ADOT. • ***Experience:*** *ADOT US 191 Cochise Railroad (with AECOM) • ADOT US 93 Cane Springs (with AECOM) • Gilbert, Queen Creek Road/Higley Road • Gilbert, Warner Road, Recker to Power Road • Gilbert, Galveston Street/Recker Road*

PUBLIC & STAKEHOLDER ENGAGEMENT • MODELING SUPPORT • **Kittelson led the development of Gilbert's TMP, including extensive engagement activities and partnering with MAG to develop a refined subarea travel demand model specific to the Gilbert Planning Area.** The existing calibrated model can be leveraged to evaluate grade separations at railroad crossings and other capacity improvements—**eliminating the need to build a new model from scratch**. • Kittelson brings nationally recognized expertise in travel demand modeling, simulation, and integrated corridor analysis with direct, hands-on experience supporting the Town of Gilbert. • ***Experience:*** *Gilbert TMP • Gilbert Heritage District Circulation Plan • Gilbert SR 202L Multi-use Path, Val Vista Drive to Cosmo Park (with AECOM)*

AECOM

90%

ROBERT RINGWALD, PE, SE
PROJECT (CONTRACT) MANAGER

Education:
- MSE, Structural Engineering, Arizona State University
- BSE, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer (Structural), AZ #31194
- Professional Engineer (Civil), AZ #33244

Years of Experience: 35

Company Title: Vice President, responsible for operational oversight of the Arizona and Utah structural teams

VALUE TO ADOT AND GILBERT

- ☑ *Worked on 10+ projects involving railway crossings*
- ☑ *PM for projects with a combined construction value of more than $1.5 billion*
- ☑ *Led the design of more than 40 bridges, including 10 bridges over UPRR or BNSF railroads*
- ☑ *Completed 15+ studies for ADOT*
- ☑ *Engages stakeholders to build consensus and develop innovative solutions*
- ☑ *Expert in developing bridge construction phasing concepts to maintain vehicle and train traffic*

PROJECT EXPERIENCE

Regional Transportation Plan Freeway Program (RTPFP) MC+, Maricopa County, AZ, ADOT. *Project Manager, Deputy Project Manager.* MC+ services included program management and pre-design consulting for the $9.6B RTPFP. This program is funded partially by a half-cent sales tax within Maricopa County, which includes the entire Phoenix metropolitan area. From 2005 to 2019, AECOM performed the overall RTPFP program management, conceptual design and environmental studies (NEPA), preliminary engineering, and 30% engineering plans development for more than 100 miles of the Regional Freeway System. Tasks included working with ADOT ROW to estimate ROW costs for programmed projects. AECOM was directly responsible for corridors including the Williams Gateway, Agua Fria, Pima, Price, Piestewa, Red Mountain, and Superstition freeways, and the I-10 corridor from the Piestewa Freeway east to the Maricopa County line.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Project Manager.* This project replaces the existing three-span steel girder bridge crossing the UPRR with a new precast girder bridge. The structure is built on a new roadway alignment to eliminate impacts to traffic. The existing soils in the area have excessive settlement and are highly corrosive. Protective measures are required to minimize settlement, especially around the existing railroad tracks. The project includes ROW, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek. Performance-based Practical Design (PBPD) was used to bring the project within funding limitations. The team obtained a variance to place piers within the railroad ROW.

Grand Avenue Interchange Reconstructions at 55th Avenue, AZ, ADOT. *Structures Lead.* This project included reconstruction of a six-legged intersection adjacent to the BNSF railroad. Rob was Engineer of Record for the design of a 500-foot long, three-span, precast segmental spliced girder bridge on a curve over the high-volume BNSF Railroad. **This was one of the first precast/pre-stressed AASHTO spliced girder bridges in Arizona.**

Grand Avenue Interchange Reconstructions at 59th Avenue, AZ, ADOT. *Structures Lead, Railroad Coordination.* This project included the design of retaining walls and a 90-foot-long by 290-foot-wide single-span, precast AASHTO girder bridge. The project entailed taking Grand Avenue (US 60) under the intersection of 59th Avenue and Glendale Avenue. The retaining walls within the depressed section of Grand Avenue consisted of tieback walls used to underpin an existing building and soil nail walls for the rest of the project. **This was the first time in the U.S. that BNSF Railway allowed the use of soil nail retaining walls to support its railroad, which resulted in a $770k savings.**

SR 79, Gila River Bridge Replacement PA, ED, and Final Design, AZ, ADOT. *Project Manager.* This CMAR project replaced the existing 1,507-foot-long, 30-span bridge built in 1957. The bridge replacement used the ABC bridge slide method of construction. The project included Section 404/401 permitting, major utility relocations, development of a utility corridor and R/W acquisition (including ASLD). The project includes eight FHWA EDC innovations and a 5% FHWA increase in funding. **AECOM worked with the CMAR contractor to develop an access plan to construct the bridge in the riverbed.**

SR 101L, Pima Freeway GP Lanes Widening, I-17 to Princess Drive DCR, Environmental Document, Scottsdale and Salt River Pima-Maricopa Indian Community, AZ, ADOT. *Project Manager.* Managed the Initial DCR. This $158M project included 13 miles of freeway widening to accommodate future GP lanes. The 28 bridge widenings included bridges over watercourses that required Section 404 permitting in addition to the CAP Canal. The alternatives considered included direct-connect ramps and flyover bridges. Project stakeholders included the FHWA, Maricopa County, Central Arizona Water Conservation District, Bureau of Reclamation, USACE, Arizona Game and Fish Department, and Arizona Department of Environmental Quality.

ROBERT RINGWALD, PE, SE
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AECOM

SR 101L (Pima) GPL, Shea Boulevard to SR 202L Stage II Design, Scottsdale and Salt River Pima-Maricopa Indian Community, AZ, ADOT. *Project Manager.* This project included 11 miles of freeway widening to accommodate future GPLs. The 11 bridge widenings included bridges over watercourses that required Section 404 permitting. The alternatives analysis considered direct connect ramps and flyover bridges. The project included major coordination with City of Scottsdale, MAG, and FHWA. **"Rob, thanks for the quality of work and your responsiveness in reference to the submittal of the SR 101L Stage II Design on October 28, two months ahead of schedule." — Ronald McCally, former ADOT PM.**

SR 143/Sky Harbor Boulevard TI Stage II Design and Environmental Document, Phoenix, AZ, ADOT. *Project Manager.* This project included reconfiguring the SR 143/Sky Harbor Boulevard TI to accommodate additional access. Bridge Selection Reports were prepared for the SR 143/Salt River Bridge Widening, the 1,161-foot-long Ramp WS flyover bridge, and the Ramp WS over Ramp NW Bridge. The work included a jurisdictional delineation for Waters of the U.S., wetlands delineation, and a biological evaluation. All work was in accordance with FHWA and NEPA guidelines and federal funds were used for construction. The project was delivered on time and within budget.

Cotton Lane Bridge over the Gila River CMAR, Goodyear, AZ, MCDOT. *Project Manager.* Managed MCDOT's first CMAR project. The project consisted of preliminary and final design of the 2,070-foot-long Gila River Bridge, the BID Canal Bridge, 2 miles of roadways, the Cotton Lane/MC 85 Intersection, and the Cotton Lane/Estrella Mountain Intersection. The alternatives analysis included evaluating multiple bridge location, bridge type, aesthetics, bank protection, and channelization options. The project required coordination with UPRR, APS, Buckeye Irrigation District, Flood Control District of Maricopa County, Goodyear, USACE, EPA, AGFD, ADOT, Arizona State Land Department, King Ranch, Estrella Mountain, and the State Historic Preservation Office. **The project included bridge design, Section 404/401 permitting, extensive hydraulic analysis, roadway design, construction access, and clearances.**

I-17/I-40 System Interchange, Bridge Rehabilitation, PA, Environmental Document, and Final Design, Flagstaff, AZ, ADOT. *Project Manager.* This $10.1M project included replacement of bridge decks on the I-40 WB bridge over I-17, I-40 WB bridge over Beulah Boulevard/Sinclair Wash, and the I-40 EB bridge over Beulah Boulevard/Sinclair Wash. It also included a deck rehabilitation of the I-10 EB Bridge over I-17 with a PPC overlay and miscellaneous upgrades. AECOM obtained environmental, utility, and R/W clearances ahead of schedule. A Section 404 permit was obtained for the construction in Sinclair Wash. **AECOM received a perfect client survey score of 10 out of 10.**

> *"AECOM and Robert Ringwald's group were great to work with on the I-40 bridge deck replacement project for the I-17 and Beulah Drive overpasses. Robert's group worked well with our agency partners within the City of Flagstaff. They involved ADOT's partners with the design and addressed issues that were important to all partners. Robert also assisted ADOT C&S and the District to resolve a preserved contract time issue prior to the bids being opened, saving the project from a potential rebid."* • ***Nate Reisner, ADOT Northcentral District***

I-40, EB Big Sandy and Peacock Wash Bridges Retrofits, PA, Final Design, PDS, AZ, ADOT. *Project Manager.* This $4.1M, 2.61-mile project replaced the existing bridge decks and applied an epoxy overlay to existing steel girder bridges. Cross-over traffic control was used to allow full access to the bridges during replacement of the bridge decks. Each pier was retrofitted with scour protection slabs, which required Section 404 permitting.

This project is an example of AECOM's ability to provide engineer's estimates within 5% of the bid, avoiding issues with reallocation of ADOT funds.

I-40, Willow Creek Bridge Nos. 1, 3, 4, and 5, PA, Final Design, PDS, AZ, ADOT. *Project Manager.* This $7M project replaced or rehabilitated the existing bridge decks of Willow Creek Bridge Nos. 1, 3, 4, and 5. The improvements at Bridge No. 1 included a longitudinal and transverse joint repair; Bridge No. 3 received an epoxy overlay; and Bridge Nos. 4 and 5 received full deck replacements that were phased with single-lane closures. The abutment bearings were replaced at all bridges. Phased deck construction and temporary loading were used to balance the loads on the existing piers during construction. The project included R/W, utility, and environmental clearances. Section 404 permitting was required to allow construction access in the creek. **This project received an A++ rating from the ADOT PM.**

> *"AECOM has done an A++ job completing the Willow Creek Bridges project on schedule, within budget, and with an outstanding level of quality. Besides thoughtful bridge design work, AECOM coordinated and prepared a complex and challenging construction schedule for four bridges on I-40. AECOM also prepared and presented a quality project handoff document for this project. This document was recently recommended by Northwest District for using as an example on another project. AECOM provided excellent customer service."* • ***Rashidul Haque, ADOT Project Manager***

I-40, WB Big Sandy and Peacock Wash Bridges Retrofits PA, Final Design, PDS, AZ, ADOT. *Project Manager.* This 2.61-mile project replaced the decks of two existing steel girder bridges. Epoxy overlays were applied to the new deck to increase their service life. Crossover traffic control was used to allow full access to the bridges during the deck replacements. Each pier was retrofitted with scour protection slabs, which required Section 404 permitting. **This project was delivered on time and within budget.**

AECOM

80%

CRAIG RICKETTS, JR., PE, RSP1

DEPUTY PROJECT MANAGER

Education:
- BS, Civil Engineering, Pennsylvania State University

Registrations:
- Professional Engineer, AZ #64542
- Road Safety Professional 1, #1079

Years of Experience: 14

Company Title: **Project Manager and Traffic Engineer**, responsible for leading traffic engineering and safety projects

VALUE TO ADOT AND GILBERT

- ☑ *Experienced in a variety of safety applications, including Road Safety Assessments and predictive safety analysis*
- ☑ *Develops a variety of traffic engineering design plans, including traffic signals, street lighting, signing and marking, traffic control, ITS, and traffic signal optimization*
- ☑ *His experience with traffic design provides a practical perspective to safety analysis relating to current best design practices*
- ☑ *Successfully manages projects with large data collection efforts and multiple key stakeholders*

PROJECT EXPERIENCE

US 60/35th Avenue/Indian School Road Intersection Improvements, Phoenix, AZ, ADOT. *Traffic Lead.* This project prepared a DCR (with 15% roll plot) and an Environmental Assessment and related studies to define a Preferred Alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and to reduce vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway. The project includes significant stakeholder coordination regarding multi-modal improvements. Craig is leading the development of the final design traffic plans.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Traffic Engineer.* This bridge replacement project replaced the existing three-span steel girder bridge crossing the UPRR with a new precast girder bridge. The structure was built on a new roadway alignment to eliminate impacts to traffic. The soils in the area had excessive settlement and were highly corrosive. Protective measures were required to minimize settlement, especially around the railroad tracks. The project included R/W, utility, and environmental clearances. Craig provided quality reviews for the final design traffic control and signing and marking plans.

Grand Avenue Traffic Signal Optimization, 99th Avenue to 163rd Avenue, Maricopa County, AZ, MAG. *Project Manager.* Craig led the traffic signal optimization of over 11 miles of Grand Avenue (US 60) in Arizona. The project spans three government agency jurisdictions, including ADOT, City of Surprise, and City of El Mirage. Craig delivered weekly project updates to the involved stakeholders, and was responsible for delivering optimized traffic signal timings for three peak travel hours of the day, including weekdays and weekends, a crash safety analysis, field implementation assistance with ADOT and MAG, and a final report documenting the project.

Val Vista Drive Widening Final Design, Town of Gilbert, AZ. *Traffic Engineer.* This project includes the widening of 1.5 miles of Val Vista Drive from two lanes to six lanes. Craig served as the lead traffic engineer for developing final design traffic signal plans at three intersections, including phasing, pole and conduit layouts, conductor schedules, and ADA-compliant pedestrian signals. Each of the three intersections included all new signal equipment. Craig also assisted with the street lighting and fiber optic designs.

Williams Field Road and Wade Drive Traffic Signal Design, Town of Gilbert, AZ. *Project Manager.* This project includes a new traffic signal and intersection lighting to be installed at the intersection of Williams Field Road and Wade Drive, along with median safety improvements to improve left-turn offset, updated ADA-compliant pedestrian ramps and crosswalks, and bicycle lanes. The project includes coordination for an adjacent new roadway extension of Somerton Boulevard on the south leg of the intersection. It requires coordination with local utilities, including SRP and El Paso Natural Gas.

Safe Routes to School at Freedom and Blue Horizons Elementary, MAG, City of Buckeye, AZ. *Project Manager.* This project included Safe Routes to School analysis of two elementary schools located within the City of Buckeye: Freedom Elementary School and Blue Horizons Elementary School. AECOM conducted a safety analysis of each school property and the surrounding neighborhood street network in about a 1-mile radius of each school. Safe walking and biking to school maps were developed to encourage students to use active transportation methods to go to school. Surveys were distributed to parents and students, and AECOM led meetings with school leadership, City engineers, and parents to learn more about any existing safety concerns, encourage active transportation, and offer safety recommendations to improve the safety of students walking and biking to school. Reports were developed for each elementary school to document safety recommendations and safety study findings.

AECOM

60%

JESSICA RIETZ
ENVIRONMENTAL LEAD

Education:
- BS, Environmental Sciences, minor in Communications, Northern Arizona University

Years of Experience: 19

Company Title: **Environmental Planning Lead** responsible for managing the Environmental Planning Team in Arizona

VALUE TO ADOT AND GILBERT

- ☑ *Seasoned environmental lead with an extensive understanding of the NEPA process and experience coordinating multidisciplinary environmental teams*
- ☑ *Technical experience in Section 404 permitting, traffic noise, environmental justice, and Section 4(f)*
- ☑ *Manages risks and is proactive in identifying potential environmental compliance issues that could affect on-time project delivery*
- ☑ *Environmental planning lead on more than 30 ADOT projects with a strong understanding of ADOT processes and procedures*

PROJECT EXPERIENCE

US 60 (Grand Avenue)/35th Avenue/ Indian School Road Intersection Improvements, Phoenix, AZ, ADOT. *Environmental Lead.* This project prepared a DCR (with 15% roll plot) and an EA and related studies to define a Preferred Alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and to reduce vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway. The project includes significant stakeholder coordination regarding multi-modal improvements. **Jessica led the assessment of environmental impacts, which includes developing a mitigation plan to address impacts to EJ populations.**

I-11 Corridor Alternative Selection Report and Tier 1 EIS; Arizona, ADOT. *Deputy Project Manager.* This study involved conducting alternatives analysis and preparing a Tier 1 EIS to assess a new 280-mile high-capacity, access-controlled transportation corridor from Nogales to Wickenburg. **Jessica's management of this project is an example of her ability to bring all aspects of planning together while coordinating with stakeholders across the state.** She was responsible for day-to-day management of the project team and various moving parts, as well as supporting the environmental lead in preparing the EIS.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Environmental Lead.* This bridge reconstruction project in Cochise County required a Categorical Exclusion (CE) supported by cultural, biology, hazardous materials technical studies. AECOM prepared an Approved Jurisdictional Determination.

North-South Corridor Tier 2 EIS & DCR, US 60 to Arizona Farms Road, AZ, ADOT. *Environmental Lead.* This project is evaluating new freeway alignments within the Tier 1 corridor that was selected in 2021. The 1,500-foot Tier 1 corridor will be refined to an approximate 400-foot R/W width for the Recommended Build Alternative and will include traffic interchanges, drainage improvements, bridge concepts, and other improvements. The EIS process includes extensive tribal consultation and coordination to identify and avoid archaeological sites and TCPs. **Jessica coordinated with numerous local, regional, state, tribal, and federal agencies to guide the development of constraints mapping for use in developing alternatives.**

MAG Regional Transportation Plan Freeway Program, Maricopa County, AZ, ADOT. *Environmental Planner.* Jessica worked on environmental investigations and NEPA documentation for various transportation projects within the Phoenix metropolitan area, including freeway widening projects, TI reconfigurations, and access changes. A majority of the projects involved minor environmental impacts with mitigation and were documented by a CE.

SR 202L (Red Mountain), I-10 to SR 101L, Phoenix and Tempe, AZ, ADOT. *Environmental Planner.* This project consisted of 10 miles of freeway widening to accommodate GPLs. The preliminary design included construction access to the Salt River and Indian Wash bridges. This $208M project included 24 bridge widenings, including the mile-long Salt River Bridges, the Indian Bend Wash Bridges over Tempe Town Lake, and bridges over the Grand Canal, Light Rail, and the UPRR. Work included an individual Section 404 permit, a Section 401 permit, jurisdictional delineation of WOTUS, wetlands delineation, biological evaluation, and a draft DB Scope of Work. This FHWA-funded project followed the NEPA process.

PlanEngage Interactive EIS Development, Various Projects, ADOT. *Environmental Lead.* AECOM has several task orders to bring ADOT's previously approved Final Tier 1 EIS and ROD documents for the North-South Corridor, Sonoran Corridor, and I-11 into our PlanEngage platform. PlanEngage is an online software that can be used to build interactive, digital NEPA documents to provide the public and stakeholders with easy access to information and streamline public engagement. Jessica is leading the technical team developing the digital EIS pages.

AECOM

40%

ALEXANDER RICCI, PE

FEASIBILITY & ALTERNATIVES ANALYSIS

Education:
- BS, Rail Transportation Engineering, The Pennsylvania State University

Registrations:
- Professional Engineer, DE #25281

Years of Experience: 10

Company Title: **Project Manager**, responsible for managing railroad engineering projects

VALUE TO ADOT AND GILBERT

- ☑ *Rail engineer specializing in managing railroad grade crossing programs*
- ☑ *Delivers a diverse portfolio, including crossing analysis, corridor studies, closure programs, inventory management/correction, and grade crossing surface renewal*
- ☑ *Experience with more than 10,000 crossings reviewed to date across multiple freight rail clients*
- ☑ *Recently selected to lead the BNSF Public Crossing Closure Program as part of a pilot program in 2026*

PROJECT EXPERIENCE

Carlsbad Corridor Study, Carlsbad Subdivision, New Mexico, BNSF Railway. *Program Manager.* Alexander managed this corridor study on the BNSF Carlsbad Subdivision. The scope entails three phases of work. The first phase is a GIS field review of each crossing followed by desktop analysis of potential enhancements that can be made to the crossing (adding flashers/gates, grade separation, closure, and providing new grade crossing surface). The second phase includes reaching out to public roadway authorities to gather input and refine the enhancements proposed. The third phase will identify and catalogue all tasks needed to support the production of future federal grant applications for the best alternatives from phase two.

Norfolk Southern Corporation, Public Crossing Closures, Various Locations. *Deputy Program Manager, Lead Closure Agent.* Alexander led this system-wide program to identify and pursue public crossings for closure. He was responsible for identifying redundant public crossings in states with high incident rates, coordinating possible Section 130 funding with State DOT, Norfolk Southern, and local officials, and negotiating closure resolutions through attending town hall meetings with the local jurisdiction.

BNSF Renewal Program, Various Locations. *Program Manager.* Alexander was responsible for soliciting public funding in partnership for the replacement and maintenance of (the roadway portion of) public at-grade crossings systemwide. Tasks include seeking public funding for the replacement of public crossing surfaces that are nearing the end of their useful life, and asphalt replacement and traffic control for crossings within the BNSF capital tie replacement limits. The program also includes identifying the correct roadway authority while notating crossing length, as well as contacting and working with the roadway authority to commit to a cost share in the surface replacement and/or asphalt patchwork and traffic control.

BNSF Private Crossing Closure Program, Various Locations. *Project Manager, Closure Lead.* Alexander led this system-wide program to identify, document, and pursue private crossings for closure. He was responsible for managing weekly coordination with BNSF, leading closure efforts for the team, and managing overall progress toward program goals. The overall program's goals included field reviewing each private crossing with a photo and site log, updating incorrect inventory records, removing unnecessary and redundant crossings, and documenting remaining crossings with permits.

Kansas City Southern, Private Crossing Closure Program, Various Locations. *Lead Closure Agent.* Alexander led this program on the Mexico and Roodhouse Subdivisions to identify, document, and close private crossings. He was responsible for location identification, property research, and agreement distribution. Additional responsibilities include managing exhibit/agreement creations and coordination with railroad employees and landowner representatives.

Norfolk Southern Corporation, Private Crossing Closures, Various Locations. *Lead Closure Agent.* Alexander led this system-wide program to identify, document, and pursue private crossings for closure. He was responsible for researching property records, and deeds of adjacent landowners for property boundaries/rights, including title, survey, and legal descriptions. He completed system-wide field visits for each proposed crossing closure candidate and negotiated with landowners to close crossings. He was also responsible for managing the hotline to answer questions from adjacent landowners regarding their received agreements, managing exhibit/agreement creations, and coordinating with railroad employees and landowner representatives.

Norfolk Southern Corporation, Commercial Grade Crossings, Various Locations. *Deputy Program Manager.* Alexander led this system-wide program to identify and pursue non-documented private commercial crossings for agreement. He was responsible for researching property records and deeds of adjacent landowners for property boundaries and rights, including title, survey, and legal descriptions. He was also responsible for negotiations and execution of agreements with commercial private crossing user, insurance review and coordination, and collection of initial yearly fee payments from businesses.

AECOM

40%

LEVI TURNER, PE
RAILROAD COORDINATION

Education:
- BS Civil Engineering

Registrations:
- Professional Engineer, CA #77097
- Professional Engineer, OK #26277
- Professional Engineer, TX #117563

Years of Experience: 18

Company Title: **Rail Engineering Manager**, responsible for AECOM's Gulf Coast Region and UPRR rail projects

VALUE TO ADOT AND GILBERT

- ☑ *Brings 18 years of experienced in freight railroad planning and design, including extensive experience on UPRR projects*
- ☑ *Specializes in project and program management, yard and terminal planning and design, site civil design, and permitting*
- ☑ *Leads transport projects and programs, successfully delivering 100+ freight railroad projects*
- ☑ *Expertise includes intermodal terminals, automotive facilities, pavement projects, hump and flat classification yards, and main line capacity improvement projects*

PROJECT EXPERIENCE

Houston GH&H Second Main Track, Houston, TX, UPRR. *Project Manager.* The GH&H second main track project involved adding more than 15km of continuous second main line track through a dense urban corridor from downtown Houston to an industrial area south of the city. The original single main line was over 100 years old. Dense commercial and residential development adjacent to the track and a high number of public road crossings required extensive public outreach and consideration for maintaining parks and other recreational features while meeting the required railroad standards. Modifications were required to 25 existing public crossings, including four grade-separated crossings. As the project manager and engineer-of-record, Levi was involved in every facet of the project, helping solve unique design challenges associated in a constrained corridor.

Track Capacity Project, Former Galveston, Houston, and Henderson Railway, Houston, TX, to Pasadena, CA, UPRR. *Project Manager.* Levi managed a track capacity project comprising four segments:

- **Segment 1, GH&H Yard to Tower 85:** 10,800 feet of main track, yard adjustments, eight public crossings, 3,200 feet of retaining walls
- **Segment 2, Tower 85 to Katy Neck:** 11,000 feet of main track, a new diamond crossing, crossing closures, three at-grade and four grade-separated crossings, a pedestrian underpass, and five bridges
- **Segment 3, Harrisburg Junction to Manchester Junction:** A diamond crossing, five public crossings, and 3,500 feet of new track
- **Segment 4, Manchester Junction to Pasadena Junction:** 18,300 feet of track, five crossings, two bridges, and 4,400 feet of retaining walls

Big Sandy Siding Extension, Big Sandy, TX. UPRR. *Principal-in-Charge.* The Big Sandy siding project involved extending the length of an existing siding in a topographically challenging area with multiple road crossings closed or modified. This project aimed to extend UPRR's Big Sandy siding to 15,000 track feet clear length. It involved extensive grading, drainage, and erosion control engineering in addition to track, bridge, and crossing design. Levi and his team were tasked with the design of 5 miles of new public roadway to provide access after the closure of three at-grade crossings. He led the coordination effort with the City of Big Sandy, Upshur County, TxDOT, and UPRR.

Prime Pointe Industrial Park Multiple Phases, Lancaster, TX. UPRR. *Principal-in-Charge.* The Prime Point Industrial Park Development involved establishing a backbone rail line and infrastructure to attract rail-served commercial businesses to the park. Levi was involved in the facility planning and design. Levi's team was responsible for three phases, including multiple road crossings, extensive track design, coordination with industrial developments, bridges, lighting, and yard buildings.

Inland Empire Intermodal Terminal Popup, Fontana, CA, UPRR. *Project Manager.* Levi managed UPRR's Inland Empire Intermodal Terminal (IEIT) popup intermodal facility. UPRR desired to quickly establish an intermodal presence in the Inland Empire region at its West Colton Yard location in San Bernardino County. The project included conceptual planning and producing construction plans for the facility. The fast-paced project required a cost-efficient means of establishing an intermodal working track, parking, and a gating system in a small footprint, using space previously used as an access road, parking, maintenance functions, and a transload lot. Levi's team successfully developed the project in three phases of construction, establishing a working track, container loading/unloading area, container parking, and a gate area.

Confidential Intermodal Terminal, Southern California. *Project Manager.* This project established a freight intermodal terminal within an established and highly constrained ROW in a congested urban setting. Levi was involved in every facet of the planning, design, and construction. The project consisted of modifications to an existing hump classification yard, and main line track to facilitate the construction and operation of an expanded intermodal terminal. Three groups of classification tracks were removed within the yard and replaced with a car repair facility and long intermodal receiving and departure tracks. Development of the long R&D tracks required significant changes to the departure yard and fueling tracks.

AECOM

45%

RODNEY BRAGG, PE
ROADWAY LEAD

Education:
- BS, Civil Engineering, Arizona State University

Registrations:
- Professional Engineer, AZ #32831

Years of Experience: 32

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

VALUE TO ADOT AND GILBERT

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

PROJECT EXPERIENCE

US 60/35th Avenue/Indian School Road Intersection Improvements, Phoenix, AZ, ADOT. *Project Manager.* This project prepared a DCR (with 15% roll plot) and an Environmental Assessment and related studies to define a Preferred Alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and to reduce vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway. The project includes significant stakeholder coordination regarding multi-modal improvements. **Rodney led the coordination efforts with ADOT, City of Phoenix, and BNSF Railway to develop a Recommended Alternative that addresses this complex intersection to enhance safety and operation while removing at-grade railroad crossings.**

I-11 Corridor Tier 1 EIS, Nogales to Wickenburg, AZ, ADOT/FHWA. *Engineering Lead.* This Tier 1 EIS identified a 280-mile Preferred Corridor Alternative for accommodating future multimodal traffic needs between Nogales and Wickenburg. The corridor study area traverses five counties – Yavapai, Maricopa, Pinal, Pima, and Santa Cruz. **Rodney led the development and evaluation of roadway corridor alternatives, which considered natural and built environmental constraints.** He participated in public and stakeholder outreach efforts to understand and incorporate needs and priorities into the alternatives development.

I-10 Corridor Study, Tangerine Road to Ina Road DCR, Pima County, AZ, ADOT. *Lead Roadway Engineer.* This project involved preparation of a DCR, EA, and Stage II (30%) plans for the evaluation of improvements for this 8-mile segment of I-10 from Tangerine Road to Ina Road. It included the evaluation of improvements to the mainline, frontage roads, and at the Avra Valley Road and Cortaro Road TIs. The recommended alternative included widening I-10 to provide five travel lanes in each direction, a closed median, one-way frontage roads, and reconstructing both interchanges to span over I-10 and the UPRR. **Rodney managed the alternatives development and evaluation process to achieve consensus from multiple stakeholders on the recommended alternative.**

Grand Avenue (US 60), SR 303L to 99th Avenue, Maricopa County, AZ, ADOT. *Lead Traffic Engineer.* This project prepared a DCR for ADOT to evaluate the widening of Grand Avenue to provide three lanes in each direction of travel between SR 303L and 99th Avenue, as identified in the RTPFP. This study also evaluated the addition of turn lanes along US 60, where warranted and involved coordination with the Cities of Surprise and El Mirage, Town of Youngtown, Maricopa County, and the BNSF Railway.

North-South Corridor Tier 2 EIS & DCR, US 60 to Arizona Farms Road, AZ, ADOT. *Project Manager.* This project is evaluating new freeway alignments within the Tier 1 corridor that was selected in 2021. The 1,500-foot Tier 1 corridor will be refined to an approximate 400-foot ROW width for the Recommended Build Alternative and will include traffic interchanges, drainage improvements, bridge concepts, and other improvements. The EIS process includes extensive tribal consultation and coordination to identify and avoid archaeological sites and TCPs.

SR 202L/Lindsay Road TI Feasibility Report, Maricopa County, AZ, MAG. *Project Manager.* Rodney managed the preparation of a Feasibility Report to provide a high-level overview of the existing and future conditions near the intersection of SR 202L with Lindsay Road, and provide planning information for a potential new TI at this location. The issues and constraints associated with the potential TI were identified, and a potential interchange concept was developed along with planning-level cost estimates. **Rodney led the team to successfully deliver this fast-paced project in 4 months and within budget.**

AECOM

60%

CHRIS LABYE, PE
STRUCTURES LEAD

Education:
- BSE, Civil Engineering (emphasis in structural engineering and post-graduate work in geotechnical engineering), University of Colorado at Boulder

Registrations:
- Professional Engineer, AZ # 37863

Years of Experience: 28

Company Title: **Senior Bridge Engineer**, responsible for transportation structures design and analysis

VALUE TO ADOT AND GILBERT

- ☑ *Extensive DCR and preliminary design experience as a structural lead, including 50+ miles of the MAG Regional Freeway system and numerous new TIs requiring continuous access throughout construction*
- ☑ *Provided structures design for 5 ADOT projects involving grade-separated railroad crossings*
- ☑ *Participated in 30% design of the Santan Freeway (SR 202L) UPRR crossing near Ray Road*

PROJECT EXPERIENCE

US 60 (Grand Avenue)/35th Avenue/ Indian School Road Intersection Improvements, Phoenix, AZ, ADOT. *Lead Structures Engineer.* This project prepared a DCR (with 15% roll plot) and an Environmental Assessment and related studies to define a Preferred Alternative at the 35th Avenue/Indian School Road intersection at US 60. The study evaluated numerous alternatives to improve intersection operations and safety and to reduce vehicle/train conflicts, including grade-separating 35th Avenue from the BNSF Railway. The project included significant coordination with stakeholders and the BNSF. The project is in final design.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Quality Manager.* This project replaces the existing three-span steel girder bridge crossing UPRR with a new precast girder bridge. The structure is built on a new roadway alignment to eliminate impacts to traffic. The existing soils in the area have excessive settlement and are highly corrosive. Protective measures are required to minimize settlement, especially around the existing railroad tracks. The project includes R/W, utility, and environmental clearances. Section 404 permitting is required to allow construction access in the creek.

US 60 (Grand Avenue)/Bell Road TI DCR, Maricopa County, AZ, ADOT. *Lead Structures Engineer.* Chris prepared structural recommendations for a DCR to provide a new grade separation of Bell Road. This new grade separation occurred at an existing at-grade intersection with Bell Road and Grand Avenue as well as an at-grade crossing with Union Pacific Railroad. Several MOT and bridge phasing concepts were evaluated to keep Bell Road and Grand Avenue open.

SR 202L, Red Mountain Freeway, I-10 to SR 101L GP Lanes, DCR, Environmental Document, Stage II Design, and Design-Build Scope of Work, Phoenix and Tempe, AZ, ADOT. *Lead Structures Engineer.* This project consisted of 10 miles of freeway widening to accommodate general-purpose lanes. The preliminary design included construction access to the Salt River and Indian Wash bridges. This $208 million project included 24 bridge widenings, including the mile-long Salt River Bridges, the Indian Bend Wash Bridges over Tempe Town Lake, and bridges over the Grand Canal, Light Rail, and the UPRR. Work included individual Section 401/404 permitting.

SR 202L, Red Mountain Freeway/ Gilbert Road to Santan Freeway/I-10 HOV Lanes DCR/ED, ADOT, Chandler, Gilbert, and Mesa, AZ. *Lead Structures Engineer.* This project consisted of 39 miles of freeway widening and included HOV directional ramps at the I-10, SR 101L, and US-60 system interchanges. The project stakeholders included the City of Chandler, Town of Gilbert, City of Mesa, MAG, UPRR, Salt River Project, USACE, AGFD, Gila River Indian Community, and Salt River Pima-Maricopa Indian Community. AECOM received a project final evaluation score of 153 of 155 points from the ADOT project manager.

I-10 Near Term Improvement Study, DCR, Phoenix, AZ, ADOT. *Lead Structures Engineer.* Chris was responsible for preparing structural recommendations for a DCR for the general-purpose lanes widening of I-10 between SR 143 and the SR 202L System TIs. This design concept included the evaluation of two bridge widenings and eight new bridge structures. The project also included the development of retaining wall and noise wall estimates. Chris developed new bridge structure alternatives in a tight urban corridor with numerous constraints, including utilities and ROW, in addition to consideration of interim traffic impacts.

AECOM

30%

DILLON KENNEDY, AICP
GRANTS/FUNDING

Education:
- BS, Urban Planning, Arizona State University

Certification:
- American Institute of Certified Planners #35094

Years of Experience: 12

Company Title: **Transportation Planner**, responsible for leading grant development and performance-based planning projects

VALUE TO ADOT AND GILBERT

- ☑ *Provides funding assistance and develops various grant and competitive funding applications, meeting client grant writing expectations*
- ☑ *Leads and supports numerous grant development processes for local, state, and federal government agencies*
- ☑ *Serves in management roles on transportation studies*
- ☑ *Conducts performance-based corridor assessments, long-range plans, multi-modal transportation assessments, and integrates performance-based planning measures into programming processes*

PROJECT EXPERIENCE

BNSF Grant Support, BNSF Railway. *Grant Development Support.* AECOM is providing grant management support to BNSF Railway to develop a long-term, comprehensive grant approach strategy and direct grant development services for the California and Chicago Divisions, and previously the Red River and Southwest Divisions, across the BNSF Railway network. This project includes an extensive review of local, regional, statewide, tribal, and other public agency documentation to identify planned and programmed improvements interacting with or applicable to the BNSF Railway network. Ongoing coordination and communication with BNSF Railway technical staff is being used to identify priority needs across the railway network. These project needs and opportunities are analyzed and prioritized to potential key funding pursuits to various federal competitive funding programs. **Dillon led or supported five grant awards in Arizona and New Mexico, coordinating between BNSF and local jurisdictions to receive approximately $100M in discretionary grant funds.**

Discretionary Grant Preparation, City of Tempe, AZ. *Grant Development Support.* AECOM is providing grant preparation support, guidance, and ongoing coordination to the City of Tempe to pursue upcoming federal discretionary grant opportunities. AECOM worked directly with City of Tempe staff to revise and refine the *Baseline Road: Setting a New Baseline for Multi-Modal Safety Safe Streets for All* grant application. This project envisions the modification of Baseline Road to prioritize active transportation safety and connectivity and prioritizing bicycling and pedestrian infrastructure to deliver upon the City of Tempe's Vision Zero Plan. AECOM refined the grant narrative, modified scope of work, developed a planning-level cost estimate, and provided visualization and graphic support to include in an update grant submission package. **The city was awarded $12.5M in funding to deliver this capital investment.**

Discretionary Program Research and Funding Strategy Development, Maricopa County, AZ, MCDOT. *Grant Support.* AECOM provided grant preparation support to MCDOT, conducting a comprehensive review of federal transportation discretionary grant programs and analysis of planned and programmed project alignment with grant programs. AECOM assisted Maricopa County to identifying suitable discretionary transportation infrastructure funding programs based upon actual planned and programmed projects to develop a funding strategy that would provide the greatest potential for a funding award, by aligning specific projects with grant programs based upon understanding project eligibility requirements, evaluation criteria, and additional funding requirements. Dillon provided planning and grant research support throughout the funding strategy development process. He conducted background research of available grant funding programs, provided technical guidance in the strategy development, and coordinated directly with MCDOT staff during project coordination.

Transportation 2050 (T2050) Program Management and Grant Development, City of Phoenix, AZ. *Grant Assistance Task Manager, Planning & Programming Lead.* T2050 is a 35-year citywide transportation (streets and transit) improvement plan initiated by voter approval in 2015. AECOM is the management consultant for the entire program, working directly with city leadership and planning and engineering staff to identify the overall program direction, providing supplemental support to city staff in all transportation disciplines. Within T2050, AECOM provides extensive grant development and assistance services for both Street Transportation and Public Transit departments. This assistance includes developing successful regional, state, and federal grant funding pursuits, and provided technical expertise throughout numerous public and stakeholder events.

Dillon served as a deputy project manager and/or lead planner for the development of BUILD grant applications for 2019, a successful award of $17.4M BUILD award in 2020, a successful award of $25M RAISE award in 2022, an ATCMTD grant application in 2018, supported the development of a $12M Low/No-Emission Grant award, over $25M of SS4A planning and construction grants, a $1.4M Reconnecting Communities Pilot program planning grant, and has assisted the city to be awarded >$4M in competitive multimodal funding programs.

AECOM

30%

ANNETTE BAKER

RAILROAD COORDINATION
GRANTS COMPLIANCE

Education:
- BS Environmental Studies, Florida State University

Certifications:
- Certificate Urban/Regional Planning, Florida State University
- Certificate Emergency Management, Florida State University

Years of Experience: 24

Company Title: **Senior Rail Operations Lead**, for operations analysis interpretation and federally funded grant compliance

VALUE TO ADOT AND GILBERT

- ☑ *Brings extensive technical knowledge and proven leadership in rail operations and federal program management*
- ☑ *Specializes in rail network planning and operations across both Class I and Class II railroads*
- ☑ *Consistently delivers value-driven solutions that strengthen the efficiency, safety, and reliability of rail infrastructure*
- ☑ *Served as a project manager with the FRA's Railroad Development Office, where she successfully managed discretionary and capital grant programs*

PROJECT EXPERIENCE

Whitefish Rail Crossing Elimination Study, City of Whitefish, MT. *FRA Project Manager.* Annette oversaw project progress and verified full compliance with grant requirements and regulations on rail crossing elimination at three at-grade crossings and one viaduct along a 3-mile section of the BNSF Kootenai River Subdivision.

Front Range Passenger Rail Station Area Planning, Fort Collins and Loveland, CO, CDOT. *BNSF Coordination.* Ft. Collins and Loveland are beginning the site selection and the station planning process for new passenger rail service along Colorado's Front Range. This novel service will use existing BNSF freight tracks. Annette is leading operations coordination efforts with BNSF.

Passenger Rail Final Report, Utah, UDOT. *Operations and Maintenance Analysis and Federal Funding Advisor.* Annette examined and prepared reporting related to operations and maintenance facilities to serve potential new passenger service. She prepared final reporting related to funding opportunities and implementation strategies.

Infrastructure Drainage and Safety, City of Shelby, MT. *FRA Project Manager.* Annette initiated the project closeout process by receiving final deliverables and documenting their acceptance. She assisted in developing a final performance report, reconciled the project budget, and generated closing invoices. She monitored grant compliance and met with the project sponsor to discuss opportunities for future project funding.

Montana State University Home-Grown Multidisciplinary Rail Workforce Development, Bozeman, MT. *FRA Project Manager.* Annette provided federal oversight for the CRISI 24 award, supporting research and workforce development initiatives aimed at leading multidisciplinary rail workforce capacity-building efforts. The project focused on increasing faculty, student, and youth engagement in the rail industry.

Cincinnati Rail Mitigation Plan, Cincinnati, OH, Ohio Rail Development Commission (ORDC). *FRA Project Manager.* ORDC commissioned a plan to prioritize rail infrastructure projects in the heavily congested area around Cincinnati. Annette led operational analysis interpretation to determine which projects maximize mutual benefits for the three railroads in the project area.

Temco Rail Expansion Project, Kalama, WA, Port of Kalama. *FRA Project Manager.* Annette oversaw this project that added more than 25,000 linear feet of track to the Port of Kalama rail system. The project is intended to increase loading efficiency by an estimated 25–30% for direct grain transfers from rail to ship.

Billings Trespass Enforcement, Billings, MT, Billings Police Department. *FRA Project Manager.* Annette oversaw federal compliance and administration of a discretionary grant aimed at supporting trespass enforcement on railroad rights-of-way.

Mill City and Sweet Home Branch Track and Tie, Albany, OR, Albany and Eastern Railroad. *FRA Project Manager.* Annette provided federal oversight for the CRISI 24 award, focused on final design and construction activities to improve track and track structures.

SW Chief Restoration Project, Albuquerque, NM, Amtrak and NMDOT. *FRA Project Manager.* Annette oversaw the replacement of track and rail along the Amtrak Southwest Chief route in New Mexico.

Siding Extension, Malta, MT, Malta, Amtrak. *FRA Project Manager.* Annette provided federal oversight for the final design and construction of a siding extension and crossover on BNSF Hi-Line.

Big Sky North Coast, Missoula, MT, Big Sky Passenger Rail Authority. *FRA Project Manager.* Annette provided federal oversight for the Corridor ID Step 1 corridor that intends to restore a connection between Chicago and Seattle. The proposed corridor provides new service on the existing alignment.

SW Chief Thru-Car Study, Denver, CO, FRA/CDOT. *FRA Project Manager.* Annette provided federal oversight for a feasibility study on adding passenger rail services between Colorado Springs, Pueblo, and La Junta.

KITTELSON & ASSOCIATES

40%

PHYLLIS HUEGEL, AICP

PUBLIC & STAKEHOLDER ENGAGEMENT

Education:
- MA, Geography, Arizona State University
- BA, Geography, Arizona State University

Certification:
- American Institute of Certified Planners

Years of Experience: 18

Company Title: **Principal Planner**, responsible for leading transportation planning, stakeholder coordination, and community engagement initiatives across Arizona

VALUE TO ADOT AND GILBERT

- ☑ *Experienced in community and stakeholder engagement, long-range regional planning, active transportation, transit feasibility, roadway safety assessments, GIS data development and analysis, and equity planning*
- ☑ *Served as deputy project manager and led a highly successful public and stakeholder outreach program, building consensus among diverse interests and delivering clear, defensible outcomes—an approach that can be directly applied to support coordination and decision-making on this project*

PROJECT EXPERIENCE

Gilbert Transportation Master Plan (TMP), Gilbert, AZ. *Deputy Project Manager/Engagement Lead.* The Gilbert TMP established a long-range, community-driven vision for mobility, safety, and connectivity across Gilbert. Phyllis designed and implemented a comprehensive engagement strategy that involved residents, business owners, schools, and community stakeholders to directly shape plan priorities. She led stakeholder committee facilitation, online engagement tools, and Council briefings—translating technical findings into accessible, visually clear materials that supported meaningful dialogue. She also aligned engagement outcomes with Gilbert's bond development process to so community priorities informed project advancement. **Phyllis structured engagement early and intentionally so feedback shaped alternatives before decisions were finalized, reducing rework and strengthening public trust. Her proactive coordination with town leadership resulted in consistent messaging, efficient review cycles, and strong community buy-in that supported plan adoption and bond readiness.**

Gilbert Transportation Bond Support, Town of Gilbert, AZ. *Engagement Lead.* This effort advanced priority transportation projects into a voter-supported bond program through targeted public communication and stakeholder outreach. Phyllis developed a focused strategy to clearly communicate project benefits, safety outcomes, costs, and neighborhood impacts. She prepared public-facing materials, online workshop presentations, and visual tools that translated technical project information into plain language. Phyllis hosted and facilitated online workshops that included Transportation Oversight Commission members, creating a transparent setting for discussing project priorities, trade-offs, and community feedback. These sessions helped align Commission guidance with public input and directly engaged decision-makers in the outreach process. **Phyllis worked closely with town staff and leadership to anticipate community concerns, refine messaging, and provide responsive, transparent information throughout the bond development process. Her ability to balance clarity, transparency, and strategic messaging strengthened community understanding and confidence in the bond program while maintaining schedule momentum.**

ADOT Statewide Freight Study, Statewide Arizona, ADOT. *Stakeholder Lead.* This study required coordination with a diverse range of public and private stakeholders, including MPOs, tribal nations, industry representatives, ports of entry, and rail operators. **Phyllis designed and facilitated a statewide engagement framework that elevated industry expertise and regional perspectives. Her facilitation skills fostered constructive dialogue among agencies and private-sector partners, strengthening relationships and enhancing the credibility of the study's recommendations.**

US 60X Main Street Corridor Study, City of Mesa, AZ, ADOT. *Planning and Engagement Lead.* Phyllis led stakeholder and community engagement for the final segment of the former US 60X (Apache Trail/Main Street), guiding a collaborative planning process across multiple jurisdictions. To establish early alignment, she facilitated development of a Project Charter with key agency partners to define shared goals, roles, and decision-making protocols. She conducted one-on-one listening sessions with staff from Mesa, MCDOT, Apache Junction, and ADOT to understand operational concerns and corridor priorities before alternatives were advanced. Community engagement included in-person public meetings where residents and businesses provided feedback on safety needs, access challenges, and potential design solutions. Interactive exhibits helped communicate trade-offs and gather meaningful input. **By formalizing alignment early and integrating agency and public input before recommendations were developed, Phyllis reduced conflict, avoided late revisions, and kept the study on schedule. Her structured engagement approach built consensus around a shared corridor vision and prioritized improvements.**

AECOM

10%

KATE BONDY, PE, PTOE
QUALITY MANAGER

Education:
- BS, Civil Engineering, Arizona State University

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

Years of Experience: 24

Company Title: Vice President, responsible for managing traffic design and analysis while also assisting in traffic/technology business operations

VALUE TO ADOT AND GILBERT

- ☑ *Kate has successfully led traffic design and scoping on ADOT final design projects for over 20 years*
- ☑ *24 years of ADOT traffic analysis and design experience*
- ☑ *Knows ADOT Standards and Design Implementations*
- ☑ *Understands key traffic issues during design that help keep design and construction schedules on track*
- ☑ *Knows AECOM quality process; works proactively with design staff to verify QC procedures are followed and documented*

PROJECT EXPERIENCE

Carlsbad Corridor Study, Carlsbad Subdivision, New Mexico, BNSF Railway. *Traffic Lead.* Kate provided traffic analysis for this corridor study on the BNSF Carlsbad Subdivision, including collecting travel time detour data, traffic volumes, and providing input on railroad safety improvements. The scope entails three phases of work. The first phase is a GIS field review of each crossing followed by desktop analysis of potential enhancements that can be made to the crossing (adding flashers/gates, grade separation, closure, and providing new grade crossing surface). The second phase includes reaching out to public roadway authorities to gather input and refine the enhancements proposed. The third phase will identify and catalogue all tasks needed to support the production of future federal grant applications for the best alternatives from phase two.

US 191 Cochise Railroad Overpass Bridge Replacement, Cochise, AZ, ADOT. *Traffic Lead.* This bridge replacement project replaced the existing three-span steel girder bridge crossing the Union Pacific Railroad with a new precast girder bridge. The structure was built on a new roadway alignment to eliminate impacts to traffic. The soils in the area had excessive settlement and were highly corrosive. Protective measures were required to minimize settlement, especially around the railroad tracks. The project included ROW, utility, and environmental clearances. **Kate coordinated with district and provided construction phasing to maintain traffic and access to private driveways.**

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

SR 79, Gila River Bridge Replacement, AZ, ADOT. *Traffic Lead.* The project included assessment of superstructure and full bridge replacement of the existing 1,507-foot-long, 30-span bridge built in 1957. An evaluation of the FHWA ABC method was included. The recommended alternative is a multi-span bridge slide. The replacement structure included wider shoulders and a sidewalk. Kate was responsible for the design of construction plans and cost estimate for the traffic control, and signing and marking along SR 79. **Kate's team successfully created VISSIM simulations of the phased traffic control (including the signalized alternating one-way phase) to make decisions on phased implementation and to appropriately anticipate expected queue lengths.**

US 60 (Grand Avenue)/Bell Road TI DCR/EA, Surprise, AZ, ADOT. *Traffic Lead.* The project includes the preparation of a DCR and EA to reconstruct the Bell Road intersection along Grand Avenue into a grade separated intersection. Prepared the traffic report and evaluated the operational analysis of the roadway alternatives. This analysis included the use of the Synchro to analyze existing and future conditions for each alternative. Kate participated in the alternative selection process assisting in a detailed alternative evaluation. VISSIM model simulations were also prepared in conjunction with this project for use at the public hearings. **Kate developed an MOT plan to keep Bell Road and Grand Avenue open during construction of the new grade-separated interchange.**

I-40, Prospector Street Interim Roadway and I-40 Grade Separation Feasibility Study, City of Kingman, AZ. *Traffic Lead.* This project included the preparation of a feasibility study to develop and evaluate options to provide a new interim roadway and grade separation with I-40 to provide improved connectivity north and south of I-40 east of the Kingman area until either the Rancho Santa Fe Parkway traffic interchange or the Kingman Crossing traffic interchange can be adequately funded and constructed. The project would provide an interim crossing of I-40 with a grade separation at the proposed Kingman Crossing traffic interchange location or at the Prospector Street section line alignment.

From: ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>
Sent: Thursday, March 5, 2026 9:58 PM
To: Lassiter, Genie
Cc: contractorcompliance@azdot.gov
Subject: Bidders List for AECOM Technical Services, Inc.

AECOM Technical Services, Inc., AZUTRACS Number: 10053 has submitted a Bidder/Proposer list for **2026-012** on 03/05/2026 at 9:57 PM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	Address	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
AeroTech Mapping Inc	3285 North Fort Apache LAS VEGAS, NV 89129	4-7 years	$5 million to $10 million	DBE	541370
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	10+ years	$2 million to $5 million	DBE	541330
Kittelson & Associates, Inc.	2 E Congress Street, Suite 705 Tucson, AZ 85701	10+ years	$10 million to $50 million	Non-DBE	541330

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

ARIZONA DEPARTMENT OF TRANSPORTATION

205 S. 17th Ave MD 616E
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

Date: February 26, 2026

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 1

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER: 2026-012
CONTRACT DESCRIPTION: TOWN OF GILBERT AT-GRADE CROSSING ELIMINATION STUDY

The following questions have been asked in reference to the above Request for Qualifications package:

Question No. 1:
Can you please clarify if it's acceptable to include an organizational chart in our SOQ that names both key personnel and those we consider "support" personnel, so long as we clearly identify which people we consider key? Or does ADOT prefer an organizational chart that names only key personnel and simply lists any additional support resources by role/discipline (e.g., quality manager, survey, etc.)?

Answer No. 1:
The department doesn't have a standard on how consultants present their key personnel. A firm name can be used in lieu of a person's name for non-key personnel. Refer to this contract's RFQ, Section II, page 4, "Key Personnel" first paragraph for additional clarification.

Stefanee Loftis
Contract Specialist
Engineering Consultants Section

AN OFFEROR MUST ACKNOWLEDGE RECEIPT OF THIS AMENDMENT BY SIGNING BELOW AND INCLUDING ALL PAGES OF THIS AMENDMENT IN THE SOQ SUBMITTAL. FAILURE TO DO SO SHALL RESULT IN REJECTION OF THE PROPOSAL.

AECOM Technical Services, Inc. _____
CONSULTANT NAME SIGNATURE

* This amendment is not included in the total page count in the Statement of Qualification submittal.

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: **2026-012**

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

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

TITLE: **Vice President**

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

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

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

TELEPHONE: **602.371.1100**

FAX NUMBER: **602.371.1615**

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

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

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
AeroTech Mapping, Inc.	**Survey, Mapping, Aerial**	**No**
Ethos Engineering, LLC	**Geotech, Material Testing, Subsurface**	**No**
Kittelson & Associates, Inc.	**Traffic Engineering/Design Services**	**No**

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

Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

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

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

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

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

Revised 05/02/2024

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	**Kittelson & Associates, Inc.**
CONTACT PERSON:	**Vamshi Yellisetty, AICP, PTP**
E-MAIL ADDRESS:	**vyellisetty@kittelson.com**
TITLE:	**Senior Principal Planner**
ADDRESS:	**101 North 1st Avenue**
	Suite 1950
CITY, STATE ZIP:	**Phoenix, AZ 85003**
TELEPHONE:	**602.541.4358**
FAX NUMBER:	**503.273.8169**
UNIQUE ENTITY ID #:	**F69MAFNK3SG9**

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

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

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

Revised 05/02/2024

DBE GOAL ASSURANCE/DECLARATION

This Contract is Race Neutral (No DBE Goal-DBE use encouraged).

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 | **03/06/2026** Date

Jennifer Bixby, PE, PTOE Printed Name | **Vice President** Title

SOQ SUBMITTAL CHECKLIST

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

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

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

Revised 05/02/2024