

January 28, 2026

7600 N 16<sup>th</sup> St, Suite 202  
Phoenix, AZ 85020  
P: 602.814.0713






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

**RE: Statement of Qualifications – US60 (Superstition Freeway), Ellsworth Road to Meridian Road High Occupancy Vehicle (HOV) and General Purpose Lane (GPL) – ADOT Contract No. 2026-013**

Dear Patrick O’Leske and Members of the Selection Committee:

POINT Engineers (POINT) is pleased to submit this Statement of Qualifications (SOQ) and is very interested in being selected for this project. We pursued this project during its 2018 procurement, and are excited that it has come back to help finish MAG’s Proposition 400 funded project commitments.

This project will provide needed capacity along the US60 by adding an additional general purpose lane (GPL) in both directions between Crismon Road and Meridian Road and study extending the High Occupancy Vehicles (HOV) lane in the eastbound direction from Ellsworth Road to Meridian Road and in the westbound direction between Crismon Road and Signal Butte Road. We have assembled a team of proven experts that are committed to serving as an extension of the ADOT PM, Patrick O’Leske, and delivering a quality project for ADOT, the MAG Region, and the traveling public. Team POINT will be led by our project manager, Suzanne Deitering, a seasoned ADOT design manager, who has previously worked with Patrick to deliver projects on-time and on-budget. Suzanne will continue that work in POINT’s **PARTNER-PRIORITIZE-PRODUCE** approach to this project.

 <b>PARTNER</b>	<p>POINT has assembled its team with a partnering approach to best serve ADOT and the project stakeholders. We’ve teamed up with Jacobs based on our previous project successes, trusted relationships, and continuity from the 2018 procurement phase (Jacobs finished No. 1). We are utilizing staff that were part of that pursuit, and engaging former ADOT PM for US60, Adrian Leon, as our stakeholder coordinator to streamline interaction and communication between ADOT and the stakeholders. Our <b>partnering</b> approach also brings the experts from Ethos, T2, IMavens, Cooper Aerial, and J2 to the team.</p>
 <b>PRIORITIZE</b>	<p>Team POINT will work closely with Patrick and MAG to <b>prioritize</b> the planned improvements that will be constructed by this project. There are planned GPL improvements (FY 2030) within the corridor as well as planned HOV improvements (FY 2037). Pre-design funding for both GPL &amp; HOV is planned for FY 2026, and we will <b>prioritize</b> design elements for both to ensure compatibility and meeting budgets, while providing desired operational performance. Our priority will be to streamline delivery while maximizing what gets constructed with available funding.</p>
 <b>PRODUCE</b>	<p>Team POINT has reviewed this project in-depth and discussed with ADOT PMG, District, Technical Groups, as well as MAG. The recurring theme identified is that this is a straight-forward project that is set up for efficient construction document <b>production</b>. We will leverage our team’s vast ADOT urban experience and trusted working relationships to streamline the design delivery process to meet ADOT’s schedule needs and exceed their standards for quality.</p>

POINT and our expert **PARTNERS** are excited about this project, will work with ADOT and MAG to **PRIORITIZE** the improvements, and move efficiently and effectively through the design development process to **PRODUCE** high quality deliverables for ADOT, the region, and its users. As one of POINT’s Principals, Suzanne commits the key personnel identified in this submittal to the extent necessary to meet ADOT’s quality and schedule expectations. POINT is not a certified disadvantaged business enterprise (DBE). We appreciate this opportunity to present our SOQ for your consideration and look forward to be your consultant of choice.

Respectfully Submitted,



**POINT**

*Suzanne Deitering*

**Suzanne Deitering, PE (AZ PE No. 43837)**

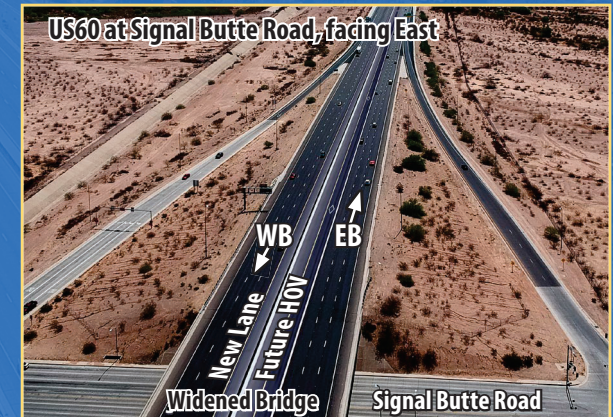
Project Principal & Project (Contract) Manager

e: sdeitering@pointengineers.com | p: 480.628.4306



# Superstition Freeway

Ellsworth Road to Meridian Road





# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Part B – SOQ Proposal Certifications Form

### Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2026-013

Consultant Name: Point Engineers, LLC

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: Suzanne Deitering, PE

Title: Vice President

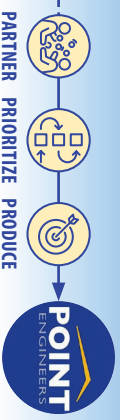
Signature:

Date: January 28, 2026



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Part B – Participation in Boycott of Israel Form

### ARIZONA DEPARTMENT OF TRANSPORTATION ENGINEERING CONSULTANTS SECTION PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM ADOT ECS Contract No.: 2026-013

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.
3. “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.

<b>Point Engineers, LLC</b>	
Company Name	Signature of Person Authorized to Sign
<b>7600 N. 16th Street, Suite 202</b>	<b>Suzanne Deitering, PE</b>
Address	Printed Name
<b>Phoenix, AZ 85020</b>	<b>Vice President</b>
City	Title
State	Date
Zip	<b>01/28/2026</b>

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



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Part B – Forced Labor of Ethnic Uyghurs Ban Form



### 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, subcontractants, 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:

<input checked="" type="checkbox"/>	The Company submitting this Offer does not use, and agrees not to use during the term of the contract, any of the following: <ul style="list-style-type: none"> <li>• Forced labor of ethnic Uyghurs in the People's Republic of China;</li> <li>• Any goods or services produced by the forced labor of ethnic Uyghurs in the People's Republic of China; or</li> <li>• 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.</li> </ul>
<input type="checkbox"/>	The Company submitting this Offer <u>does</u> participate in use of Forced Uyghurs Labor as described in A.R.S. § 35-394.
<input type="checkbox"/>	<b>Exempt Consultant.</b> Indicate which of the following statements applies to this Consultant (may be more than one): <ul style="list-style-type: none"> <li><input type="checkbox"/> Consultant is a sole proprietorship;</li> <li><input type="checkbox"/> Consultant has fewer than ten (10) employees; and/or</li> <li><input type="checkbox"/> Consultant is a non-profit organization.</li> </ul>

**Point Engineers, LLC** Signature of Person Authorized to Sign

---

Company Name Suzanne Deitering, PE

---

7600 N. 16th Street, Suite 202 Printed Name

---

Address Vice President

---

Phoenix, AZ 85020 Title

---

City State Zip

ADOT ECS Contract No: 2026-013

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



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## 1: Project Understanding and Approach

In FY30, the MAG RTPFP programmed \$87.6M to add one GPL on US60 from Ellsworth Road to Meridian Road with future plans to extend the HOV lane EB from Ellsworth Road to Meridian Road and WB from Crismon Road to Signal Butte Road. **This stretch of US60 is the life blood for commuters coming from the surrounding Cities of Queen Creek, Mesa and Apache Junction.**

*Ready since 2018!*



Our Project Manager, Suzanne Deitering, PE, has been tracking this project since 2018 and she's EXCITED to see this project come back to life! POINT has brought Jacobs on as a major subconsultant to round out our technical team, including Adrian Leon as our stakeholder liaison.

- ✓ **Suzanne Deitering:** Previously pursued the project in 2018 and has been tracking it ever since.
- ✓ **Jacobs:** Selected firm in 2018. Brings a wealth of project knowledge and background information. Additionally, as the Freeway Management Consultant (MC), Jacobs is closely in-tune with the changing priorities of ADOT and MAG allowing us to be efficient and nimble to any changes.
- ✓ **Adrian Leon:** Original 2018 ADOT Project Manager is able to assist Patrick O'Leske bridge the gap from 2018 to now to deliver this project.

**POINT has put together a team and project schedule that will produce a quality delivery for ADOT on time.**

We understand that ADOT project managers are extremely busy working on multiple projects, and meeting the delivery schedule and budget is paramount. We will take a proactive approach to managing the design, schedule, and stakeholder coordination to ease the workload on Patrick. The keys to project delivery success include:

- **Schedule and Budget:** Keeping to schedules/budgets, mitigating delays and risks, and clearly communicating with all team members is key to the project delivery process. We understand that the GPL is programmed for construction in FY30 and the HOV is programmed in FY37. Our schedule, shown on page 12, demonstrates a bid-ready date of December 2027. Should priorities shift and funding become available, our schedule allows for this project to be shelf ready to advertise early.
- **Resolution of Comments:** We will utilize ADOT's Workfront platform to respond, resolve, and close all comments. Comment resolution meetings will be scheduled after each submittal to ensure reviewers are in agreement with the proposed resolution. Our QC process ensures that all comments have been addressed prior to submittals.

- **Early C&S Engagement:** C&S is ultimately responsible for project advertisement. Due to workloads and shifting priorities, the C&S reviewer may not be able to be engaged early in the design. To assist with this challenge, we will prepare the stored specifications log, along with a summary of anticipated specifications, and meet with C&S one-on-one prior to Stage II (30%) submittal. At Stage III (60%) and Stage IV (95%), we will provide a summary of major revisions affecting the specifications and again meet with C&S. The result is there will be no major surprises from the 100% submittal and the project will stay on schedule for advertisement.
- **Clearances, Clearances, Clearances:** Environmental, right-of-way (ROW) and utility clearances are needed to request federal-funding authorization and ultimately project advertisement. We will take a proactive approach to obtain each clearance early in the project and diligently track progress to ensure timely delivery.

### Project Features:

- \$62M federal funding; \$25.5M regional funding
- Widening for GPL between Crismon and Meridian Roads
- Extend EB HOV lane, Ellsworth to Meridian Roads – Pre-Design
- Extend WB HOV lane, Crismon to Signal Butte Roads – Pre-Design
- Construct sound wall along EB US60 at Crismon Road and along Crismon Road Ramp D, and evaluate need for additional noise walls
- Widen bridges at Crismon Road and Signal Butte Road TIs
- Update pedestrian fencing at Meridian Road bridge
- Add auxiliary lanes between TIs
- Ramp reconstruction
- Upgrade all lighting to LED
- FMS conduit, fiber, thermal cameras, ramp meters, wrong-way detection, replace two DMS bridge structures with butterfly structures
- Extend two box culverts and modify onsite drainage
- Utilize borrow site at Goldfield Road
- Modify existing 32" concrete median barrier between Crismon and Signal Butte Roads to meet current standard
- Update pedestrian facilities to meet ADAAG and PROWAG, as required

### Project Tasks:

- Final design reports and plans, specifications, and estimates (PS&E) for the GPL improvements
- Preliminary PS&E and reports for the HOV improvements
- Clearances (utility, ROW, and environmental update)
- Geotechnical investigation and materials design reports
- Survey, ROW/TCE needs along with securing agreements/permits
- Traffic analysis report utilizing traffic volumes for design year 2050
- Drainage, Earthwork, Utility and Bridge Selection Reports
- Post-design services (via contract modification)





# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Technical and Institutional Issues/Approach

We have met with ADOT's Project Management Group (PMG), ADOT Central District (Construction and Maintenance), ADOT Technical Groups, MAG, and other stakeholders. Through this research and reviewing the DCR, environmental documentation, and the risk register, we have identified several key issues and opportunities (see Figure 1 below).

### Roadway

**Final Design GPL and Auxiliary Lanes:** This project includes widening a tangent section of US60 between Crismon Road and Meridian Road to accommodate one new GP lane in each direction and auxiliary lanes in each direction between successive service interchange entrance and exit ramps (see our typical sections in Figures 2 and 3 to the right). US60 currently has a closed median from Crismon Road to Signal Butte Road; therefore, median widening is only necessary in the WB direction from Signal Butte Road to Meridian Road.

Figure 2 | Typical section A for US60 between Crismon and Signal Butte Roads (outside widening to add GPL)

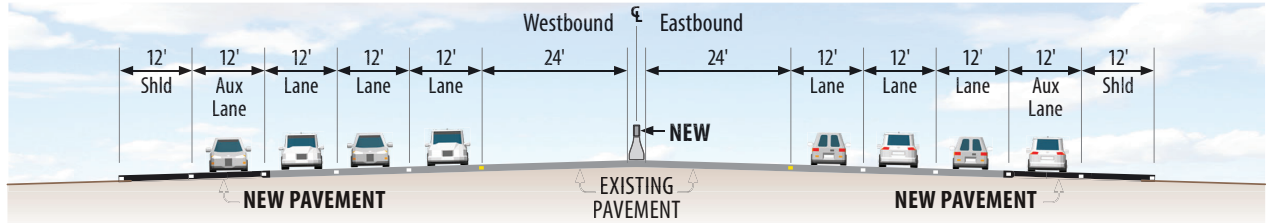


Figure 3 | Typical section B for US60 between Signal Butte and Meridian Roads (inside widening to add GPL and outside to add GPLs)

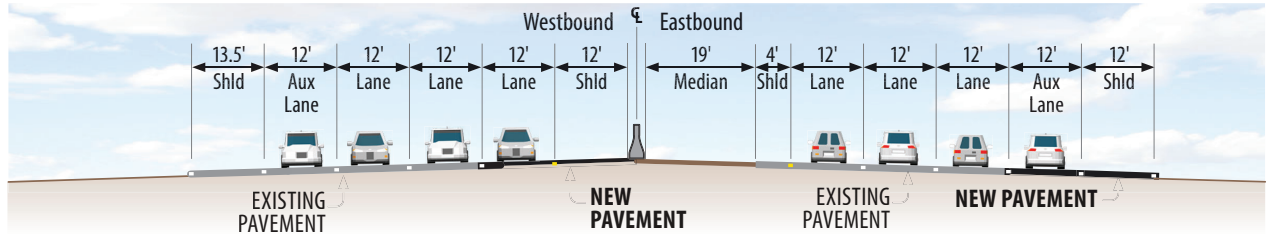
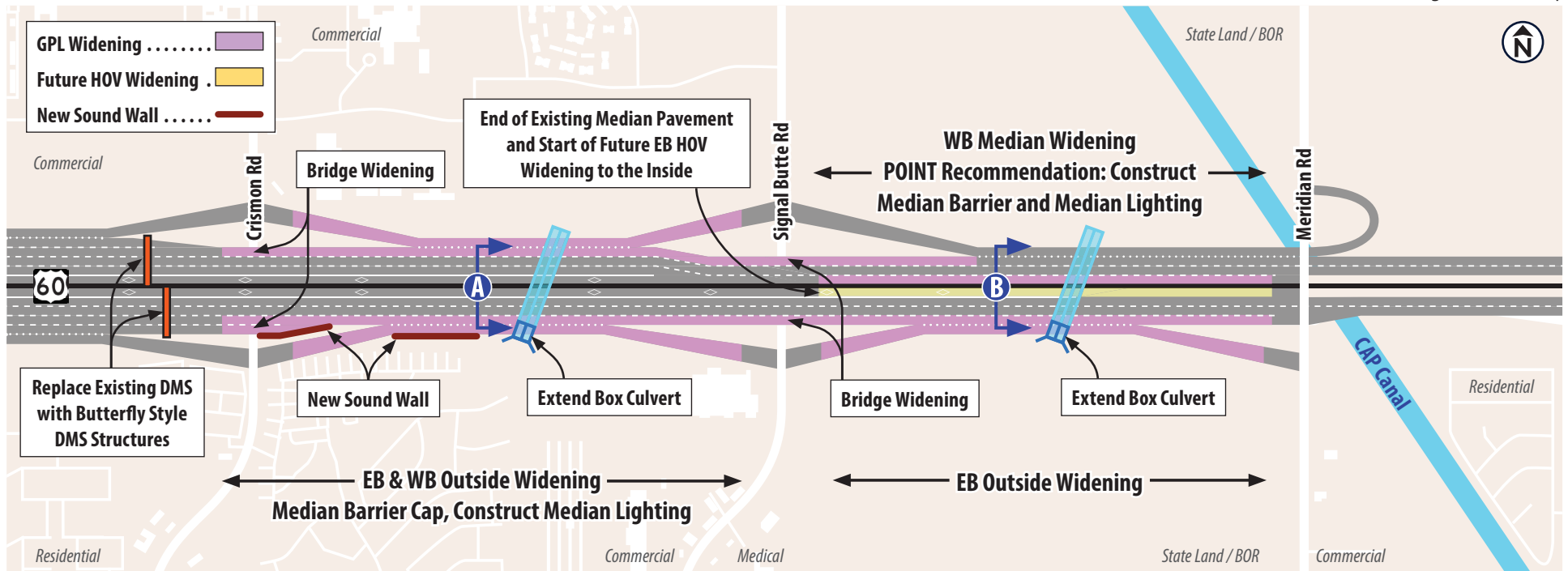


Figure 1 | Issues Map





# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



Since this project already calls for WB widening in the median between Signal Butte Road and Meridian Road, ADOT could consider building the center median barrier now instead of waiting to build it with the future HOV project. This would eliminate nearly a mile of median cable barrier, significantly reduce maintenance, and allow for median lighting from Ellsworth Road to Meridian Road. Building the median barrier now also reduces the future HOV construction schedule. **This is a value added to the traveling public who will already have to navigate two freeway projects within a few years of each other.**

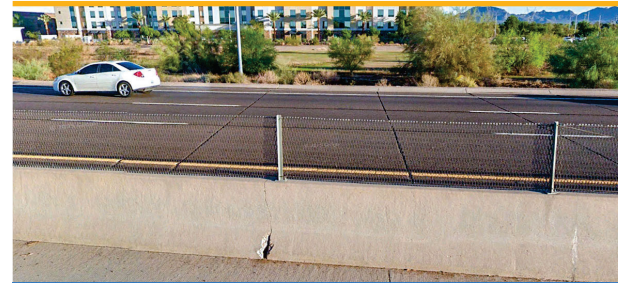
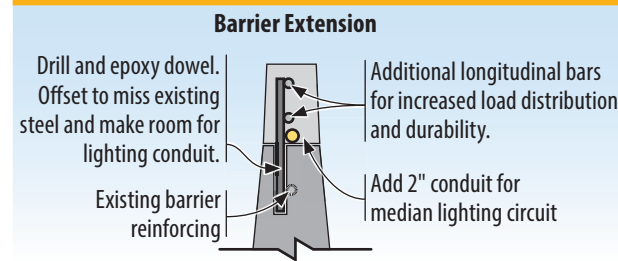
**HOV Pre-Design:** The project also includes pre-design to extend the existing westbound HOV lane from Crismon Road to Signal Butte Road, and extend the existing eastbound HOV lane from Ellsworth Road to Signal Butte Road. As part of the pre-design scope we will evaluate the terminus of the EB HOV lane. We propose extending the eastbound HOV lane 0.75 of a mile beyond Signal Butte Road to maximize the HOV lane miles before tapering at the Meridian TI. **Should funding become available to complete the HOV final design our team is staffed and ready to deliver full PS&E.**

**Crismon Creek HOA:** In 2018 when ADOT originally advertised this project, the Crismon Creek HOA residents expressed concern regarding multiple vehicles impacting the wall between their common area and Ramp D. We will review the most recent crash data to determine if safety mitigation measures should be considered. Options could include striping and raised pavement markers and/or concrete barrier along the south curb line. While striping is the low cost option, concrete barrier is a more robust option requiring careful design consideration to ensure ADOT does not have increased risk due to an added hazard.

**Ramp Reconstruction:** Due to outside widening, Crismon Road EB entrance ramp and WB exit ramp along with three ramps at Signal Butte Road will require horizontal and vertical realignment. While a portion of the existing ramps can be utilized near the terminus with the cross street, as they meet ADOT Roadway Design Guide (RDG) requirements, realigned portions of the ramp will need to meet RDG criteria for horizontal and vertical alignments, superelevation and ramp gore requirements. We will evaluate the need for dual entrance and exit ramps at all locations. Should the ramp reconstruction extend to the crossroad intersection, we would have to evaluate which existing features do not meet the Americans with Disabilities Act (ADA) requirements (DCR identified 78 non-compliant features). We have found that standard details rarely work for retrofit situations. When it comes to addressing non-compliant features our approach is to provide detailed staking diagrams unique to each site. This not only ensures that the final outcome is ADA complaint, but also leaves little guess work for the contractor and inspector during construction. Ramp design will be an early design task as any impacts extending to the crossroad will need to be included in the environmental clearance limits including advance warning signs during construction.

**Median Barrier Extension:** The existing 32" median barrier will be extended to 42" to provide glare screening from oncoming traffic and reduce long-term maintenance associated with glare fencing. We recommend off setting the vertical dowels to allow room for a 2" lighting conduit in the barrier. In addition to drill-and-epoxy vertical dowels, we recommend providing longitudinal reinforcement to help load transfer to the original barrier during impact and limit cracking (see Figure 4).

Figure 4 | Barrier Modifications and Glare Screen Replacement



Glare screen to be removed. Modify existing barrier to 42" height.

**Earthwork:** This is a borrow project due to the required fill for the outside widenings and ramp reconfigurations. A stockpile located at the northeast corner of the US60/Goldfield TI may be available for contractor use. We will survey the stockpile to confirm the available quantity and test the material for fill suitability. The hauling route and stockpile footprint will be included within the environmental clearance limits.



Leveraging this stockpile could reduce hauling costs.

## Drainage

**Off-Site Drainage:** Two box culvert crossings within the project limits convey regional off-site discharges through the project corridor and are within the study limits of the ongoing North Mesa Area Drainage Master Study (ADMS). The US60 project area falls within the "Southtown" watershed. The finalized ADMS may present changes to contributing off-site discharge due to upstream development and updated modeling methodology. We will coordinate with Flood Control District of Maricopa County (FCDMC) on ongoing efforts and information, as available, to determine impacts from updated modeling efforts. Our team will request information, if and when available, and will evaluate, if necessary, any required mitigation measures within ADOT ROW.

Preliminary North Mesa Southtown FLO-2D Results (obtained from the FCDMC Flo2D Web Access Tool, Jan 2026)



**On-Site Drainage:** On-site drainage systems generally consist of closed-conduit storm drains to route most pavement drainage beneath the freeway to the existing off-site drainage systems to the north. Increases in impervious area, and associated increases in onsite discharges, may exceed capacity of existing storm drain facilities beneath the roadway. We will utilize the latest Bentley ORD Drainage & Utilities Unsteady Hydraulic modeling capabilities to evaluate proposed discharges within existing drainage facilities.

**Existing Damaged Infrastructure:** Our team has performed site visits to evaluate the condition of existing drainage infrastructure, including concrete structures and earthen channels, and to validate previous reports from Central District regarding damage to drainage facilities located in areas not affected by proposed roadway widening. We will coordinate with ADOT on the recommended scope and cost of additional repairs beyond the widening footprint but within ADOT ROW.

**Drainage Cover Concerns:** It has been our experience that freeway widening (to the outside) may introduce cover concerns with respect to both onsite and offsite drainage facilities. We will evaluate and document available cover at proposed culvert and onsite storm drain extension locations. If the proposed cover does not meet ADOT design criteria, the team will evaluate modified pavement structural sections, shallow pipe protection details, and/or combined RCBC/pavement sections.



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Maintenance-of-Traffic (MOT) and Traffic Control

During our meeting with ADOT Central District, they made it clear that a key concern is MOT. We specifically selected our MOT lead, Brian Riley, PE, because of his recent and relevant experience implementing MOT strategies on ADOT projects, such as the I-10 GRIC freeway widening. While the project limits are from Ellsworth Road to Meridian Road, the median has already been constructed between Ellsworth Road and Signal Butte Road, including the structures at those locations. The median work will be isolated to Crismon Road to Signal Butte Road to increase the height of the existing barrier and WB inside widening from Signal Butte Road to Meridian Road.

### Phase 1 – Inside Widening (Median Work Zone):

- Construct WB GPL and Median Barrier (Signal Butte to Meridian)
- Median Barrier Extension (Crismon to Signal Butte)
- Install Median Lighting (Crismon to Meridian)
- Median drainage inlet adjustments (Signal Butte to Meridian)

### Phase 2 – Outside Widening (Outside Work Zone):

- Construct GPLs on outside (Crismon to Signal Butte)
- Widen bridges
- Construct new ramp connections
- Remove outside lighting
- Extend box culverts and drainage connections

## Key MOT Requirements

- No closures during holiday periods, moratoriums, and special events
- Mainline lane closures on nights and weekends only
- Two consecutive interchange ramps in the same travel direction can't be closed unless a full mainline closure is in place within the same limits
- Diamond Grind existing AR-ACFC after traffic shifts are done
- Liquidated damages calculated early in the development process – Coordinate with Construction Group at 60% for LD amounts.

## Hospital Access and Special Events

- Mountain Vista Medical Center: SE Corner Crismon & Southern
- Renaissance Festival: Saturdays and Sundays from early February to the end of March
- City of Mesa Sprint Triathlon at Skyline High School (traffic exits at Crismon) – Typically in late September/Early October.

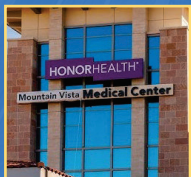
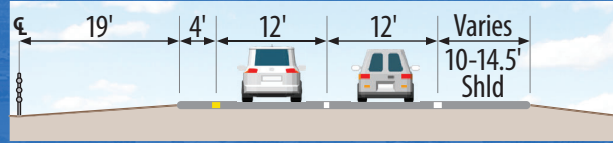


Figure 5 | MOT/Phasing Plan and Key MOT Requirements

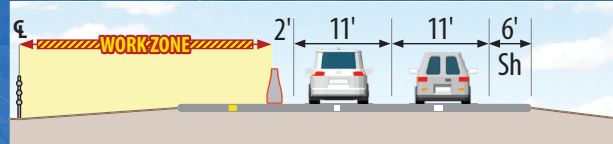
### Existing Conditions

Signal Butte Road to Meridian Road (Facing West)



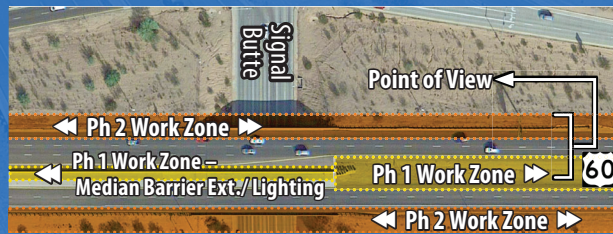
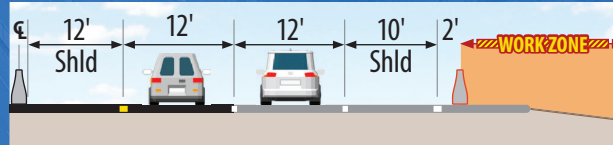
### Phase 1: Inside Widening (Median Work Zone)

The temp lane narrowing provides a Work Zone buffer



### Phase 2: Outside Widening (Outside Work Zone)

The inside traffic shift provides another Work Zone buffer



## Hand-Off Meeting with District

The Central District will remain actively engaged throughout the entire project development process to ensure consistency, clarity, and alignment with ADOT requirements. Once a Resident Engineer (RE) has been designated, POINT, working in close coordination with Patrick, will arrange a formal project hand-off meeting between the 95% and 100% submittal milestones. POINT's longstanding and productive relationship with the Central District enables effective collaboration, and the team will continue to involve the assigned RE and maintenance personnel to support a smooth, well-coordinated transition from design into construction readiness.

## Traffic Modeling and Design

**Traffic Modeling:** Traffic data from the DCR (dated February 2018) is outdated and does not reflect the existing and design year traffic needs. As per the traffic operations analysis, the project team will coordinate with MAG at project initiation to incorporate the proposed project improvements into the most recent regional conformity model. We will ensure that future projects, such as the North/South Corridor Phase 1 and other regionally significant projects are reflected in the model. Our preliminary review of the traffic volumes are shown in the table below.

Location	Ramp	2023 Volumes (AM/PM Peak)	2050 Volumes (AM/PM Peak)
Crismon Road	EB Exit	771 / 1,092	894 / 1,214
	EB Entrance	217 / 250	299 / 509
	WB Exit	339 / 196	317 / 448
	WB Entrance	1,321 / 740	1,162 / 1,135
Signal Butte Road	EB Exit	402 / 1,035	507 / 780
	EB Entrance	296 / 620	278 / 653
	WB Exit	376 / 325	398 / 621
	WB Entrance	965 / 629	1,013 / 777

Greater than 1,500 vehicles per hour (vph) is the typical threshold for single-lane ramps, with anything over 1,500 vph warranting dual-lane ramps. Our preliminary analysis indicates that none of the existing ramps will warrant dual-lane exits. However, the EB exits at Signal Butte Road and Meridian Road have the highest peak-hour volumes and will need to be evaluated in more detail during the design phase. The Crismon Road EB entrance ramp and Signal Butte Road EB and WB entrance ramps will be widened to extend the two-lane entrance and be set up for ramp metering (when needed). The WB Crismon Road entrance ramp already meets this configuration.

## Informed Implementation

On recent projects, ADOT has elected to construct two-lane exit ramps independent of the traffic volumes. The dual-lane exit ramps help facilitate better incident management should ADOT have to close a portion of the freeway and route traffic along the exit ramp. Our team will partner with ADOT to prioritize the traffic, incident and operational needs and determine a course of action for the exit ramps.

**Signing and Pavement Marking Design:** In the project limits, there are 15 cantilever sign structures and 4 sign bridge structures; 6 of the cantilevers will require relocation or replacement. Logo signs will be included in the final design, approximately 22 exist within the limits, with 8 in conflict with the proposed improvements. The



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



mainline widening and ramp reconfigurations will require new signing and striping extending beyond the roadway improvements. We will develop a preliminary roll plot of the proposed signage and coordinate with ADOT and all discipline leads to identify signs that need removal, relocation, or updated sheeting to meet current retroreflectivity standards. Final sign locations will be based on existing and proposed utilities, structures, walls, drainage features, lighting, and other appurtenances. As on our teams' recent projects, SR101L/I-10 System Interchange and I-10 at County Club and Kino TIs, we will coordinate with Peter Stawnyczy at Grand Canyon State Logo Signs to confirm all logo sign locations and details. We will also work with ADOT to optimize auxiliary lane lengths and finalize pavement marking design in accordance with ADOT's 2014 Signing and Marking Standard Drawings.

**Traffic Signal Design:** Our preliminary evaluation of the Signal Butte Road and Crismon Road TI intersection pedestrian ramps indicates they do not currently meet ADA standards. Should the ramp modifications encroach into the crossroad intersections, modifications to the existing traffic signal layout with respect to push button and pedestrian signal head locations will be needed.

## Lighting

The existing unmetered electrical services for the freeway lighting system on US60 from Crismon Road to Meridian Road do not meet current ADOT standards. The mainline lighting uses HPS luminaires, resulting in high power consumption and ongoing maintenance issues. Several existing poles conflict with the new roadway sections and will be removed. All lighting will be converted from unmetered to metered service per ADOT requirements, and our team will provide service request letters with load table information. Lighting analysis will be performed using AGI32, and a full photometric study, including spillover levels and underdeck calculations, will be submitted as part of the contract documents to ensure uniformity compliance. Ramp lighting will use breakaway bases per ADOT standards. The current outside-shoulder luminaire layout will be replaced with median-mounted 50'-69' U-poles with LED luminaires equipped with smart nodes for integration with ADOT's lighting control system. New median lighting will be installed before removing existing shoulder lighting to maintain continuous corridor illumination.

## Value-Added Solution



From Crismon Road to Signal Butte Road, the existing median barrier will need a concrete cap to raise the barrier to ADOT's current standard height. As shown in Figure 4 on page 7, our team proposes to install a 2" conduit in the barrier cap and install the median lighting with this project. This will be a cost savings to ADOT by avoiding directional drilling the conduit for each new light.

## Safety

Our preliminary review of the 2021–2025 crash data shows 7 fatal and 8 serious-injury crashes within the project limits, with five of them (3 fatal, 2 serious injury) occurring near the EB off-ramp diverge at Meridian Road. We will conduct a detailed analysis of all fatal and serious-injury crashes, including associated reports, to identify existing safety issues. We will also review high-crash locations and evaluate potential safety improvements for inclusion in the project.

## ITS Design

This project includes the design and installation of FMS infrastructure along this segment of US60. The existing FMS system currently terminates at Crismon Road; extending it will require new FMS trunk-line conduits (3'-3"), pull boxes, and 144-strand single-mode fiber optic cable (SMFO). The project will also incorporate additional field devices, including detectors, CCTV cameras, and wrong-way detection thermal cameras. Ramp metering infrastructure will be constructed at every ramp entrance, regardless of whether ramp meters are currently warranted. There are two DMS located just west of the Crismon Road TI. Both the existing eastbound and westbound DMS and bridge sign structures will be removed and replaced with a new butterfly-style DMS structures.

## Success Factors for ITS



As Jacobs is one of ADOT's preferred FMS design firms, we are experienced in working with ADOT's Systems Technology, Systems Maintenance, and Traffic Design Groups and VISION field office. We bring the following experience and expertise:

- ✓ Building on our recent design work for the I-17/SR303L (F0562) and SR101L/I-10 (F0475) projects, our team brings direct experience with the latest ITS equipment and a detailed understanding of ADOT's current standards, requirements, and specific preferences for ITS device placement along urban freeway corridors.
- ✓ We have designed WWD thermal cameras and illuminated WW signs for wrong way detection at various interchange types in the entire state including urban and rural TIs
- ✓ On-staff electrical engineer has provided power design alternatives to ADOT
- ✓ Dedicated short-range comm. for connected vehicles



DMS structures requiring replacement

## Bridge

This project involves widening the existing Crismon Road TI and Signal Road TI overpasses by approximately 14 feet in each direction. These overpasses consist of identical Cast In Place (CIP) Post-Tensioned (P/T) Box Girder bridges with single 160' spans and 7'-0" depths. From discussions with ADOT, we recognize constructability, minimizing traffic impacts, and maintaining vertical clearance during and after construction are major concerns. The existing vertical clearances are 16.03' at Signal Butte (posted as 15'-11") and 16.21' at Crismon (not posted). Thus, the initial recommendation of the DCR is to widen the bridges in-kind by constructing high on falsework to maintain vertical clearance and hydraulically lowering into final position. We have evaluated three viable alternatives (see Figure 6 on page 10): the DCR recommended alternative as well as alternatives that include Bulb Tee Girders and Precast Spliced Tub Girders. Accounting for cross slope, the widened structure depths will be reduced to 6.5' (from 7.0' existing) in order to meet or exceed the existing vertical clearances.

- **CIP P/T Box Girder:** For the CIP alternative, we recognize the importance of working directly with the contractor's falsework designer for camber/deflections and to help ensure the bridge lowering goes smoothly. The lowering operation will be relatively straight forward for these overpasses due to the single span and tangential geometry (no curves). Manifold-connected jacks of equal size and capacity and falsework that can accommodate the effects of post-tensioning, careful closure pour detailing and survey monitoring are some of the concerns during construction.
- **Bulb Tee Precast Girders:** BT girders increased structural efficiency results in the capacity to match the existing span lengths. This is the most common bridge type and presents the simplest approach with respect to MOT and schedule. Our initial analysis indicates that BT-66 girders spaced at 5'-0 centers (total depth of 6.5') are a viable alternative for consideration. We have also found that the camber values for the Bulb Tee are very reasonable during construction.
- **Precast Tub Spliced P/T Girders:** Spliced girders are a viable solution that have been used on a couple of ADOT projects to date. This is a hybrid alternative that reduces the falsework by only requiring the vertical shoring towers to support precast tub units that are connected to each other with short cast-in-place sections between each unit and post-tensioned together into a single span.



POINT has designed seven recent bridge widenings and understands the importance of MOT, camber design, and closure pour detailing to vertically align old and new bridge decks to achieve a smooth ride. Craig Borger has designed several ADOT CIP Box Girder bridges and understands the challenges of their widening.



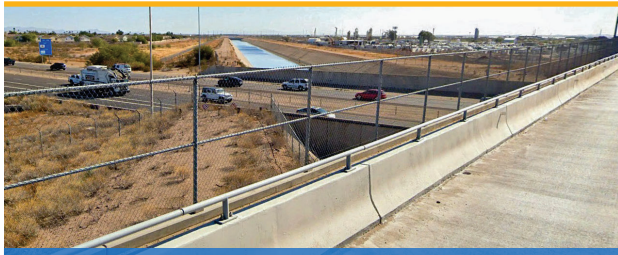
# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



While all three are viable alternatives, we will develop formal evaluations (including MOT, cost, contractor familiarity, etc) of all three alternatives as part of the Bridge Selection Report and will work with ADOT to determine the best solution.

In addition to the widenings, Central District indicated a desire to upgrade the Meridian Road UP pedestrian railing. We will work with District, PMG, and Bridge Group to determine options to accomplish this request.



Median Road UP pedestrian railing requiring replacement

## Geotech

Bridge borings will be drilled at both the Crismon Road and Signal Butte Road TIs for the widening of both structures. Based on known geology within this area and the existing boring information, we anticipate the bridges will be supported on drilled shafts founded within generally firm to hard lenticular sandy to finer grained alluvial soils. Test boring will also be required for retaining/noise wall foundations. We anticipate the new pavement structural sections will be evaluated to determine whether the existing PCCP section (11" PCCP/4" AB) is sufficient for future volumes. It is understood the existing PCCP pavement will have the AR-ACFC removed and the underlying surface diamond ground to match the pavement to the adjacent roadway section west of Crismon Road which has already been rehabilitated. The Meridian Road TI geotechnical data will be used to the extent possible and used to supplement the proposed field investigation as a cost-saving measure. Preparation of the field investigation plan and permitting should occur within one to two weeks of NTP. We will prepare Geotechnical Investigation Reports which address roadway and drainage, foundation report, foundation data sheets, pavement design memo (PDM), and materials design report (MDR).

There are several confirmed and unconfirmed fissures south of the project limits and some trending towards Meridian Road and Baseline Road intersection. This should not impact the proposed project improvements, but will be confirmed during final design. POINT team member, Ethos, was the geotechnical subconsultant for the Meridian Road TI project. Their corridor knowledge will provide continuity to ADOT's geotechnical approach on this project.

Widening Type	Pros	Cons
<b>Precast Bulb Tee Girders</b>	<ul style="list-style-type: none"> <li>✔ Simple installation</li> <li>✔ No shoring towers or falsework for improved MOT, reduced duration</li> </ul>	<ul style="list-style-type: none"> <li>✘ Requires two large cranes due to girder weight and length</li> <li>✘ Tight girder spacing for deck forming and diaphragms</li> </ul>
<b>Post-Tensioned CIP Box Girder</b>	<ul style="list-style-type: none"> <li>✔ Match existing type</li> <li>✔ Contractor flexibility to design shoring towers to meet their MOT Plan</li> </ul>	<ul style="list-style-type: none"> <li>✘ Falsework required, longer durations</li> <li>✘ Complex build high then lower into place with hydraulic jacks</li> </ul>
<b>Precast Spliced Concrete Box Girder</b>	<ul style="list-style-type: none"> <li>✔ Hybrid of above options</li> <li>✔ Aesthetically similar to existing</li> <li>✔ Requires shoring towers but no falsework spans</li> </ul>	<ul style="list-style-type: none"> <li>✘ Complex design and detailing for construction of closure pours and splicing with P/T</li> <li>✘ Challenging to construct</li> </ul>

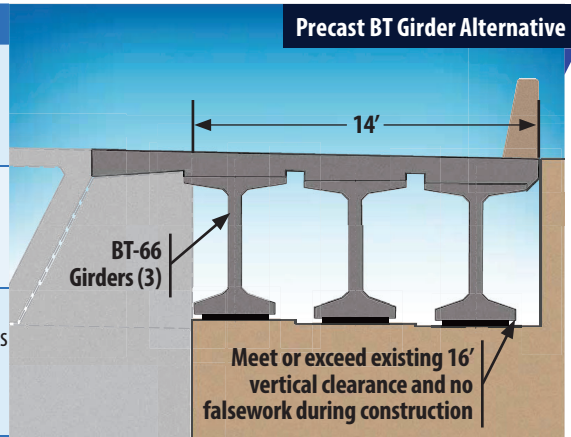


Figure 6 | Pros and Cons of Bridge Widening Alternatives

## Erosion Control/Landscape/Aesthetics

This segment of US60 has two existing landscape applications. From Ellsworth Road to Crismon Road the landscape includes decomposed granite and various species of native trees. From Crismon Road to Meridian Road the landscape is left as natural desert. We confirmed that ADOT's direction is to match the existing condition. The bridge structures will be painted per ADOT standards. The new sound wall at Crismon Road will be painted Frazee Paint Color 5264D Chestnut with the Mountain Maze pattern to match the existing corridor theme.

## Utilities

Our team will follow ADOT's U&RR procedures for designating all utilities within the project limits followed by potholing any potential conflicts. The existing utilities include City of Mesa water, sewer and reclaimed water, SRP 12kV power, WAPA 230kV power, and Luman facilities at the crossroads. The City of Mesa Sanitary sewer mains are located immediately behind the west bridge foundations. Potholing and/or survey confirmation will be conducted to ensure constructability of bridge widening concepts. We propose installing a new sewer line via jack and bore to keep the freeway open, and grout-fill and abandon the 1988 non-encased ductile iron pipe if found to be corroded. We will prepare the utility report and lead utility coordination meetings. A color-coded electronic CADD drawing of all existing and

**POINT is recognized as the go-to firm in utility coordination. We have been called upon to provide utility coordination on over 10 valley freeway projects within the Central District and brought on as a utility specialist for MAG.**

relocated utilities will be created and shared with project stakeholders and designers. Maintaining horizontal and vertical clearances will be ensured. Our utility coordination will be anchored by the following:

- Invite service providers to progress meetings to facilitate buy-in
- Site visit with operations staff to identify unknown facilities/constrained areas
- Identify potential utility conflicts (minimal impacts anticipated)
- Send the initial and 60% design to the utility agencies for an initial determination of potential conflicts
- Conduct ground penetrating radar (GPR) sweeps to guide potholing efforts, as needed
- Prepare the Utility Clearance Letter for project advertisement and construction

The **Central Arizona Project (CAP) Canal** is located at the east end of the project limits at the Meridian TI. Though, the proposed improvements are expected to have a negligible effect on this facility coordination with CAP will still be required to ensure maintenance of operations. Roadway design for future widening shall ensure maintenance of a 14' access road. CAP subsidence measurement equipment should be protected. We will secure ROW use permits from the CAP in case the contractor needs to use their access roads for construction activity.

**Value-Added Solution**

- ✔ ADOT has an allotment of water from CAP that often goes unused. This water could be utilized for construction at no cost to the State.
- ✔ We will coordinate with the utilities early in the project to ensure a project utility clearance by the Stage IV submittal.



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Environmental

**Environmental Clearance:** Because the project will use federal funding, NEPA compliance is required before construction. Preliminary engineering begins in 2026, but construction funding is not expected until FY 2030, meaning some technical studies may need updating before construction. A Categorical Exclusion (CE) is anticipated based on the current scope. The team will begin environmental scoping at NTP to identify resource concerns and engage stakeholders, and all technical studies will start immediately to support timely geotechnical clearance. As funding nears, time-sensitive items—such as HazMat assessments and species lists—will be refreshed to ensure compliance. NEPA clearance will be finalized once construction funding becomes available.

### Benefits of our Experience



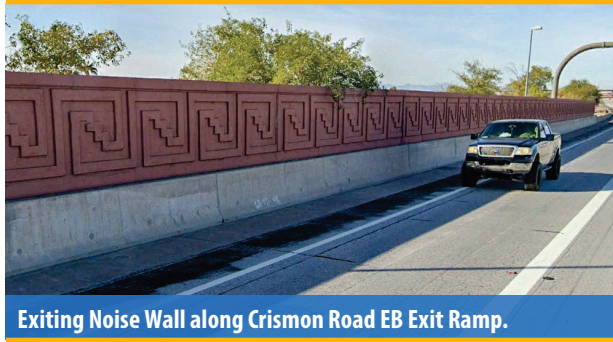
**Our team has completed more than 100 ADOT environmental clearances, giving us a strong understanding of agency expectations, documentation standards, and review timelines. This experience streamlines preparation of CE-level technical materials. Early scoping and rapid initiation of studies help compress the environmental schedule, including geotechnical clearance, and support timely project delivery. Advancing NEPA work early also provides flexibility if project funding accelerates.**

**Air Quality:** The project is located in the Phoenix PM10 serious non-attainment area. Annual average daily traffic volumes are not anticipated to exceed those considered to be the most likely projects of local air quality concern per 40 CFR 93.123(b)(1)i and ii. An ADOT Project-Level Particulate Matter (PM10/PM2.5) Consultation Document will be completed.

**Noise:** The noise analysis will follow ADOT's 2017 Noise Abatement Requirements and evaluate the planned general-purpose lanes. Although HOV lanes are not included in FY '30 construction funding, they will be analyzed now to avoid future reevaluation. Since ADOT's 2018 study, a new residential development west of Crismon Road has been built. While it may fall outside mitigation eligibility due to the date of public knowledge, our team will coordinate with ADOT and stakeholders to determine the appropriate approach. Land uses not yet permitted (e.g., vacant parcels between Signal Butte and Meridian Road) will also be included to inform local jurisdictions and guide future development planning.

Two noise walls are proposed. The first, on the south side of US 60, extends about 1,100 feet east from the Crismon Road Bridge with heights of 12–15 feet. The second overlaps the first and continues along the US 60 EB on-ramp for roughly 1,560 feet, with heights of 12–14 feet. Because both walls lie within the mainline and ramp areas, no additional ROW, TCEs, or wall agreements are required. A public meeting may be needed to present updated noise analysis results. Our noise expert, Joe D'Onofrio,

will coordinate with ADOT's Noise Specialist, Ivan Racic, to update and confirm recommendations. We understand the sensitivity of working with adjacent homeowners and HOAs and will support ADOT by validating noise recommendations early and preparing clear, public-friendly displays.



Exiting Noise Wall along Crismon Road EB Exit Ramp.

## Constructability and Construction Cost Estimating

We believe independent reviews of plans, special provisions, and the construction schedule/phasing by a fresh set of eyes from construction specialists helps identify conflicts and inefficiency. It also provides advance opportunities for the evaluation of innovative materials with recommendations for cost or time saving alternatives and increased safety to the traveling public. We have included IMavens on our team to provide constructability reviews, cost estimating, and to evaluate construction risks. IMavens brings professionals with several decades of experience as contractors for freeway improvements, and they know the market trends that influence costs and construction techniques. In addition to IMavens our team will constantly have the pulse of the current MAG and ADOT program priorities through our subconsultant Jacobs. This allow us to be nimble and react quickly to funding and regional priority changes.

### Accurate Cost Estimating



**Through the ADOT Management Consultant (MC) contract, our team has consistently demonstrated the ability to deliver precise construction cost estimates. With extensive experience across Arizona, our estimates routinely fall within 2-5% of the final bid amounts. At each submittal stage, we will provide ADOT with realistic, market-responsive cost projections to ensure the US60 scope aligns with your projected budget. Our track record includes the Jacobs/IMavens estimate for the SR303L, 43<sup>rd</sup> Avenue, and 51<sup>st</sup> Avenue TI projects, which was within 5% of the low bid, an impressive outcome given current economic volatility.**

## Public Involvement (PI)

Since the construction remains within ADOT ROW, public involvement is anticipated to be limited to one meeting, if necessary. We will coordinate with ADOT Communications and Patrick on tasks and information requests. We will support the public involvement team as needed with roll plots, renderings and public friendly exhibits.

## Survey

Cooper Aerial will conduct aerial and ground surveys to capture the topography, drainage structures, utilities, and spot ground survey. Survey control will be tied to ADOT and project benchmarks for seamless integration into design and they will develop an accurate base map to support design and confirm ROW. If the Goldfield stockpile is utilized, we will collect topo survey and monitor usage during the design development.

## Right-of-Way (ROW)

This project should not require additional ROW. However, there are a number of considerations that need to be addressed to gain clearance for the project. To gain clearance, our team will:

- Identify all potential right-of-entry requirements
- Consider utility relocations/wall maintenance in ROW clearance
- Provide conservative ROW to avoid future delays, if ROW is needed
- Coordinate with ADOT ROW to determine potential costs of TCEs prior to the 60% design

## QA/QC

The POINT team is serious about quality and a culture of continuous improvement is built into our design process and schedule. Brian Riley will lead the QA/QC effort and review each submittal for quality, interdisciplinary consistency, constructability and common-sense details. The goal of POINT's QA/QC process is to eliminate errors and omissions thus minimizing the risk of contractor change orders. POINT's QA/QC Plan will outline the following:

- Project Scope
- Responsibilities
- Deliverable Formats
- Design Criteria/CADD Standards
- Document Control Procedures
- Checking/Back Checking and Review Procedures
- Checklists
- Quality Audit Procedures

## Design Decisions and Performance Based Practical Design (PBPD):

In January 2025, ADOT published guidance for documenting Design Decisions regarding retaining existing features or utilizing new roadway design features that vary from published standards. Based on our preliminary review of the project improvements all design features will meet design standards and a Design Decision is not anticipated. Should a Design Decision come-up during design the POINT team will follow ADOT's 2025 guidance (a series of seven forms) and provide supporting documentation for approval.



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## 2. Project Risks & Schedule

**Schedule:** Project development naturally leads to scope and schedule creep. Additional requests are usually well-intentioned but seldom include extra funding. Some adjustments are necessary, and the POINT team will remain flexible to accommodate them. Delays often stem less from added scope and more from the time required to make decisions, typically due to unclear information. When scope expansion requests arise, POINT will promptly assess potential schedule and budget impacts and present concise recommendations to Patrick. ADOT will make the final decision, and POINT will document it and move forward quickly.

**Clearances are often the biggest cause for delays.** We will advance efforts to identify utility conflicts, ROW impacts, and the environmental footprint to ensure all clearances are delivered on time. Within 10 days of the KO meeting, Suzanne will submit a CPM schedule to Patrick and update it monthly. The schedule will be uploaded to

Workfront and shared with the team. The current schedule targets a December 2027 bid-ready date, which provides ample review time for ADOT and other stakeholders. If ADOT or MAG chooses to advance funding, we can be bid ready within 12 months of NTP.

**Avoiding Schedule Slippage:**

- Identify critical path items early
- Maintain responsive communication - monthly progress meetings with bi-weekly progress reports
- Conduct over the shoulder reviews with ADOT groups

**Making Up Schedule Slippage:**

- Include float in schedule for unforeseen issues
- Utilize additional staff and/or resources
- Accelerate work items to offset schedule slippage

Figure 7 | Project Schedule

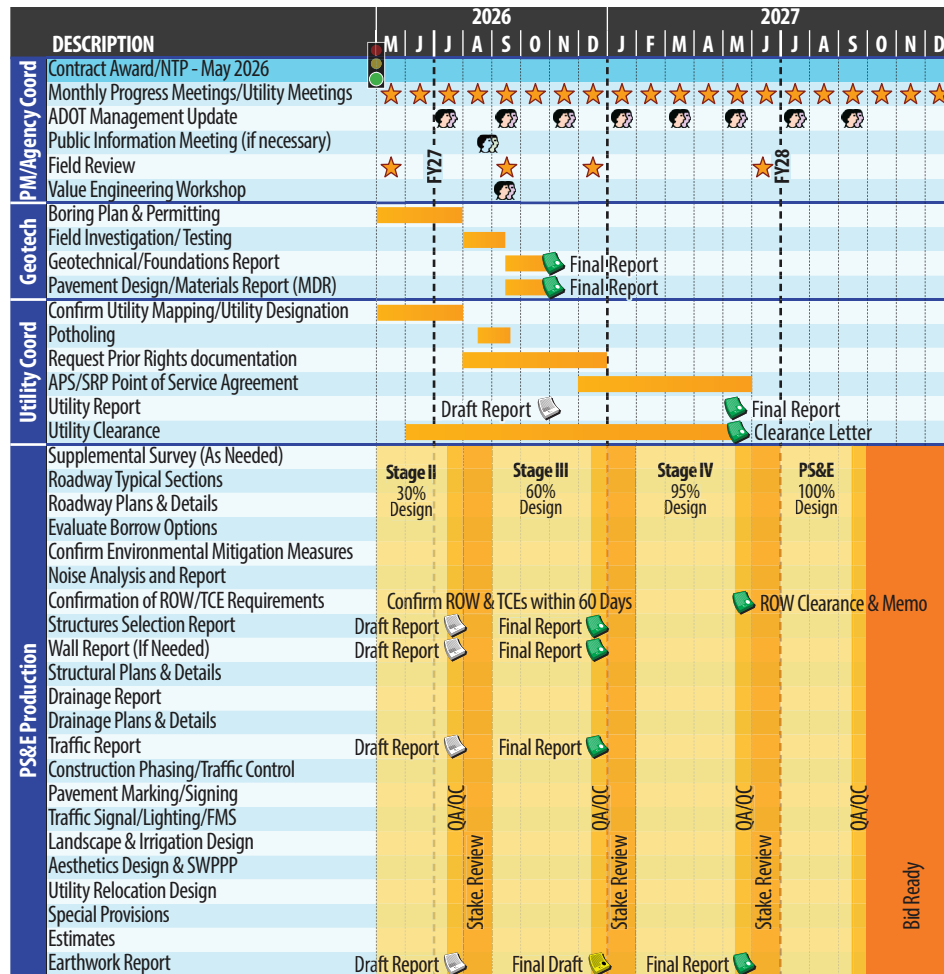


Figure 8 | Risk Register

Initial Risk	Potential Risk (Real or Perceived)	Project Impact	POINT's Mitigation Strategies/Solutions	Final Risk
H	Delay due to Air Quality models in review at EPA	Schedule	Prioritize effort to establish the required review documents, maintain close coordination with ADOT EP, FHWA, and EPA.	M
H	Field conditions do not match topography or plans (e.g., culvert outlets obscured by vegetation)	Scope Budget Schedule	Make field review mandatory for discipline leads, using the new ADOT PMG checklist. Document conditions and add concerns to the Risk Register for tracking and mitigation.	L
H	MOT at structures and maintaining vertical clearance at overpasses	Scope Budget	Provide adequate clearance for false work or take advantage of pre-cast BT girder's more efficient girder depth.	L
M	Change in priorities and/or funding becomes available to complete HOV lane construction	Scope Budget Schedule	POINT has the staff and resources available to meet the increased scope. We can pull additional support from Jacobs (if needed).	M
M	Increased contributing offsite flows based on the North Mesa Area Drainage Master Study	Scope Budget Schedule	Coordinate early with FCDMC to review the status and available data from their drainage study. Assess impacts, analyze the existing system's capacity, and present options to ADOT.	M
M	Crismon Creek HOA Support for Noise Wall	Scope Budget Schedule	Early confirmation of noise analysis; public meeting with clear presentation/handouts	L
M	Potential for new noise wall near Bella Encanta Development	Scope Budget Schedule	Coordination with ADOT to determine if the new development will be eligible for noise mitigation.	L
M	ADA Improvements triggered by service ramp improvements	Scope Budget	Set geometrics early to establish service ramp reconstruction limits. If needed, develop site-specific ADA details while prioritizing no impacts to utilities or ROW.	L
M	Construction bids are higher than the engineer's estimate	Budget Schedule	IMavens will prepare ICEs at the 60% and 95% stages. Engage ADOT C&S before each submittal, and use Jacobs' MC role to track bid-to-estimate trends.	L



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## 3. Project Team Experience & Availability



Principal & Project (Contract) Manager:

### SUZANNE DEITERING, PE

24 Years | PE 43837 | BSCE | 60% Available

<b>30+</b> Projects Delivered as Project Manager	<b>12+</b> Projects Delivered in the Central District	<b>\$200</b> Million in Projects Constructed in Arizona	<b>10+</b> IGAs Developed to Support Trans. Improvements
---	--	--	---

**PARTNER**

Suzanne prioritizes collaboration as the foundation of project success. She ensures every stakeholder's voice is heard, fostering consensus and sparking innovation. By partnering closely with ADOT's Patrick O'Leske, MAG, Mesa and other stakeholders, Suzanne addresses project challenges and develops solutions that align with their priorities.

**PRIORITIZE**

Suzanne is the ideal Project Manager for US60, combining strategic foresight and technical expertise to prioritize benefits to the traveling public. Her approach ensures efficient delivery now while reducing future construction impacts, streamlining the future HOV expansion, and building the project right the first time.

**PRODUCE**

Suzanne brings deep ADOT technical and delivery expertise from her role as a Supplemental Services Project Delivery Manager and Consultant Project Manager. She will leverage WorkFront to streamline project management activities, maintain schedule, and drive efficient PS&E development.

### Suzanne's record of successful project delivery includes:

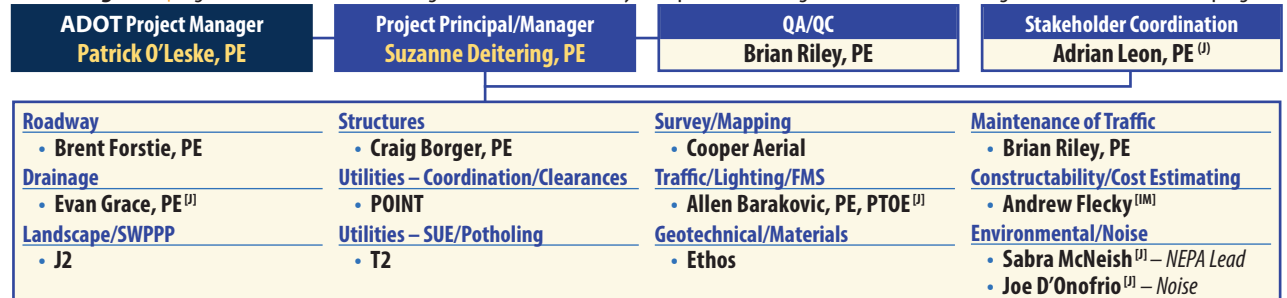
- ADOT: SR303L GPL Widening, Happy Valley to Lake Pleasant Pkwy
- ADOT: I-17 Auxiliary Lanes Widening
- ADOT: Warner Road Improvements
- ADOT: SR303L, Waddell to Mountain View
- ADOT: Supplemental Services PDM (Multiple Tasks)

**Suzanne's concurrent commitments:** Suzanne's concurrent commitments can be found on her resume. She has ample availability to manage the delivery of the US60 project.

## Additional Key Personnel: Our experts will deliver these improvements efficiently, allowing ADOT to focus on other priority projects.

Key Personnel (Role, Yrs Exp, PE, Edu, Avail)	Value to US60	Relevant Experience
 <b>Brian Riley, PE</b> QA/QC Manager & MOT Lead 25 Years   PE 45657   BSCE   60%	<ul style="list-style-type: none"> <li>Brings diverse MOT/roadway experience on Valley freeways</li> <li>Implements Point's quality program across multiple subconsultants to ensure quality deliverables</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: SR202L SMF P3</li> <li>ADOT: I-10 TIs at Country Club and Kino</li> <li>ADOT: SR24, SR202L to Ironwood Ph II</li> </ul>
 <b>Brent Forstie, PE</b> Roadway Lead 17 Years   PE 60664   BSCE   60%	<ul style="list-style-type: none"> <li>Maintains knowledge of multiple disciplines to efficiently coordinate all aspects of design and delivery</li> <li>Develops solutions to enhance operations and eliminate risk</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: SR303L, HVP to LPP GPL Widening</li> <li>ADOT: I-17 Aux Lane Improvements</li> <li>ADOT: US93, Big Jim Wash Design</li> </ul>
 <b>Craig Borger, PE</b> Structures Lead 29 Years   PE 32830   MSCE   50%	<ul style="list-style-type: none"> <li>Develops innovative bridge and wall final design concepts to enhance safety, mitigate risk, and reduce structures costs</li> <li>Brings a proven history delivering bridge structures for ADOT</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: SR303L, HVP to LPP GPL Widening</li> <li>ADOT: I-10 TIs at Country Club and Kino</li> <li>ADOT: SR202L/SR303L &amp; SR24/SR202L SIs</li> </ul>
 <b>Evan Grace, PE<sup>[J]</sup></b> Drainage Lead 10 Years   PE 71783   MSWRE   70%	<ul style="list-style-type: none"> <li>Brings experience and expertise from delivering multiple ADOT urban freeway drainage projects</li> <li>Proficient in the use of drainage design software and tools</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: I-10 TIs at Country Club and Kino</li> <li>ADOT: I-10 Broadway Curve Widening</li> <li>ADOT SR101L (Pima) Widening</li> </ul>
 <b>Allen Barakovic, PE, PTOE<sup>[J]</sup></b> Traffic/ITS Lead 20 Years   PE 51556   BSCE   50%	<ul style="list-style-type: none"> <li>Evaluates freeway and ramp operations, 1-lane vs. 2-lane exits, to improve traffic operations and safety</li> <li>Specializes in DMS/FMS relocation coordination and design</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: SR303L, HVP to LPP GPL Widening</li> <li>ADOT: I-10 TIs at Country Club and Kino</li> <li>ADOT: SR101L/I-10 SI DCR &amp; Final Design</li> </ul>
 <b>Sabra McNeish<sup>[J]</sup></b> Environmental Lead 8 Years   N/A   BSES   70%	<ul style="list-style-type: none"> <li>Leverages experience leading NEPA compliance for ADOT</li> <li>Works with technical teams to flag CE risks and helps to develop solutions that fit within the footprint.</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: SR303L, HVP to LPP GPL Widening</li> <li>ADOT: SR303L TIs at 51<sup>st</sup> and 43<sup>rd</sup> Avenues</li> <li>ADOT: SR303L, LPP to I-17 Improvements</li> </ul>
 <b>Joe D'Onofrio<sup>[J]</sup></b> Noise Analysis Lead 28 Years   N/A   MEP   60%	<ul style="list-style-type: none"> <li>Brings experience serving as ADOT's EP noise technical lead</li> <li>Offers knowledge from over 100 traffic noise projects across the Valley, including several MAG freeway segments</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: SR303L, HVP to LPP GPL Widening</li> <li>ADOT: SR101L/I-10 SI DCR &amp; Final Design</li> <li>ADOT: Supplemental Noise Specialist</li> </ul>
 <b>Adrian Leon, PE<sup>[J]</sup></b> Stakeholder Coordination 19 Years   PE 52622   BSCE   80%	<ul style="list-style-type: none"> <li>Served as ADOT's original PM and offers insight and expertise coordinating with the project stakeholders</li> <li>Fosters input from stakeholder to inform design solutions</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: SR101L/I-10 SI DCR &amp; Final Design</li> <li>ADOT: MC for RTPFP (Multiple Tasks)</li> <li>ADOT: I-10 at Ruthrauff Road TI</li> </ul>
 <b>Andrew Flecky<sup>[IM]</sup></b> Constructability/Cost Estimates Lead 23 Years   N/A   BS   55%	<ul style="list-style-type: none"> <li>Brings years of construction expertise to inform our designs from a constructability and cost perspective, allowing us to avoid downstream cost and schedule risks</li> </ul>	<ul style="list-style-type: none"> <li>ADOT: US93 Big Jim Wash</li> <li>ADOT: SR101L/I-10 SI DCR &amp; Final Design</li> <li>ADOT: MC for RTPFP (Multiple Tasks)</li> </ul>

Figure 9 | Organizational Chart – We bring the resources necessary to expedite the design if construction funding is shifted forward in the program



Jacobs Engineering Group Inc. .... [J] Ethos Engineering, LLC ..... [Ethos] J2 Engineering & Environmental Design, LLC .... [J2]  
Cooper Aerial ..... [CA] Infrastructure Mavens, LLC ..... [IM] T2 UES, Inc. .... [T2]



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Comparable Projects

**"On the design of the SR303L from Happy Valley to Lake Pleasant Parkway project, POINT Engineers was a pleasure to work with. They were extremely responsive to Central District's comments and input and proactive in their design."**

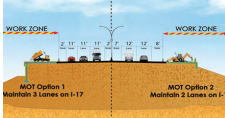
*~Sara Howard, PE, ADOT Resident Engineer*

Design Fee	Role (P - Prime / S - Sub)	MAG/LPA Collaboration	Freeway Widening	TI/Ramp Improvements	Bridge/Sound Walls	Traffic Analysis/Design	Drainage Design	MOT/Const. Phasing	NEPA/Env. Clearance	Noise Analysis	Utility Coordination	SWPPP & Landscape	Geotech/Pavement	ITS/DMS Design	Survey/Mapping/SUE	Const. Reviews	Construction Cost Est.	PBPD Solutions	Delivered On Time	Within Budget	Continuity in Action					
																					Jacobs	Cooper Aerial	Ethos	IMavens	J2	T2 UES



### ADOT: SR303L GPL Widening, HVP to LPP \$1.9M P

POINT provided the final design of the SR303L widening to add a GPL for over 6 miles of freeway and a new TI at Jomax Parkway. The design included a portion of full freeway construction and new bridge crossing over Beardsley Canal and Jomax Parkway. We also conducted traffic analyses to validate the lane configurations and ramp modifications were optimized to enhance traffic operations and safety. The project included working directly with the City of Peoria for a smooth connection at the Jomax TI, coordination of schedule, and accommodations for future utilities.



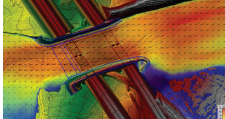
### ADOT: I-17 Auxiliary Lane Improvements \$3.95M P

Final design for adding auxiliary lanes between the entrance and exit ramps, in both directions, between 16<sup>th</sup> Street and 19<sup>th</sup> Avenue. The existing bridges at 11<sup>th</sup> Avenue, 15<sup>th</sup> Avenue and 3<sup>rd</sup> Street will be widened. In addition, this project will add new right turn lanes to the west and south legs at the 19<sup>th</sup> Avenue and Southbound Frontage Road intersection. Relocation of DMS signs and CCTV cameras and upgrading the lighting to LED fixtures. This project will install over height vehicle detection facilities at 19<sup>th</sup> Avenue, 7<sup>th</sup> Avenue, 7<sup>th</sup> Street and 16<sup>th</sup> Street to mitigate over height vehicle strikes of the existing bridges.



### ADOT: SR101L GPL Widening, Princess to Shea \$600K S

POINT was a part of the final design team for a new GPL in each direction and the widening of four major structures. Close coordination was required with City of Scottsdale, CAP, ADOT Air Quality, and other stakeholders. The first ADOT project approved under the EPA's new air quality practices, the team worked with ADOT PMG and EP in navigating detailed FHWA/EPA reviews to obtain AQ Conformity. The scope included environmental documentation, utility relocations, roadway design, drainage design, geotechnical investigations and reports, structure analyses, traffic design, and construction bid document preparation.



### ADOT: US93 Big Jim Wash Design \$3.3M P

The proposed work is located in Yavapai County, on US 93 between mileposts 161.2 and 165.8, located between Wickenburg and Wikieup. The proposed work consists of reconstructing the existing 2-lane roadway to a 4-lane divided roadway on a new alignment. The work consists of grading, paving the roadway, installing new pipe culverts, constructing two new precast-prestressed concrete BT42 girder bridges, removing existing bridge, constructing six new reinforced concrete box culverts, installing guardrail and guardrail terminals, re-vegetation of existing cacti, seeding, signing, striping and other related work.



### ADOT: I-10 TIs at Country Club and Kino \$2.1M S

After the completion of the feasibility study and DCR for the I-10 corridor, Jacobs, with POINT as a major sub, was selected as part of the Sundt design-build team to lead the design of approximately 3 miles of interstate I-10 improvements, including two (2) full interchanges, additional ramp, plus improvements to adjoining local roads from Park Avenue to Alvernon Way. There are 15 structures within the project scope, 12 bridges and 3 reinforced concrete box culverts. As an innovation, DDI concepts were developed to better accommodate future traffic while providing a shorter construction schedule compared to the original ADOT concept.

**Subconsultant Partners:** Our partners bring added capacity and ADOT delivery continuity, helping us to **PARTNER** with you as we **PRIORITIZE** these improvements to efficiently **PRODUCE** your final PS&E ready for construction. POINT, and specifically Suzanne, has worked together with our subconsultants on numerous projects together as indicated by the following symbol #.

**Jacobs:** Traffic, Lighting, ITS, Drainage, & Environmental  
Jacobs brings staff resources, ADOT delivery expertise, and relationships with key stakeholders through the MC contract, helping us to pivot if MAG-driven changes arise. Their ADOT portfolio of work includes: SR303L from HVP to LPP (POINT), I-10 TIs at Country Club and Kino, SR101L/I-10 SI, SR303L/I-17 SI, and SR303L TIs at 51<sup>st</sup> and 43<sup>rd</sup> Avenues.

**364** LOCAL STAFF  
**7**

**Cooper Aerial:** Aerial Mapping & Survey  
Cooper Aerial will provide our mapping/survey services. They bring a wealth of experience delivering quality surveys that meeting ADOT standards, having completed over 30 ADOT projects in the last three years. Some of these projects include: SR101L GPL Widening from Princess to Shea, SR303L from 51<sup>st</sup> to I-17, and I-10 from SR85 to Citrus Road Widening.

**40** LOCAL STAFF  
**2**

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

**23** LOCAL STAFF  
**13**

**IMavens:** Cost Estimates & Constructability  
IMavens has provided construction consulting for nearly 90 projects in Maricopa County, leveraging their heavy civil construction expertise to provide constructability reviews and cost estimates. Their ADOT experience includes: SR101L/I-10 System Interchange, SR303L/I-17 System Interchange, MC for RTPFP (including tasks on US60, SR303L, SR202L, and SR101L), and I-10 at Jackrabbit TI.

**3** LOCAL STAFF  
**5**

**J2:** Roadside Development & SWPPP  
J2 brings expertise in SWPPP/erosion control and helped develop ADOT's current guidelines. They also bring landscape architecture expertise to help us match the existing corridor's aesthetic. Their ADOT experience includes the I-10 Broadway Curve, US60 Pavement Preservation, SR202L SMF P3, SR101L from Baseline to SR202L, and SR101L from Shea to SR202L.

**34** LOCAL STAFF  
**25**

**T2 UES:** SUE & Potholing  
T2 UES has provided a wide array of SUE, utility coordination, and surveying services to ADOT for more than two decades, including managing complex existing utilities. They also bring extensive knowledge and expertise working in ADOT ROW. A few of their ADOT projects include: SR101L from Roadway Road to SR202L, I-10/I-19 SI, I-17 from ACDC Canal to Greenway Road, and On-Call SUE Services.

**54** LOCAL STAFF  
**9**



## Principal & Project (Contract) Manager **SUZANNE DEITERING, PE**

**Personal Statement:** *As a lifelong East Valley resident who still drives US60 weekly, this corridor feels like home. I've even shown my kids the proposed upgrades. The added capacity is overdue, and I would be proud to help deliver these improvements for ADOT and the community.*



### Spotlight: Getting to know Suzanne...

In 2024, Suzanne won her age group in the City of Mesa Sprint Triathlon. She now trains as a road and mountain biking enthusiast with her next race being the 24 Hours in Old Pueblo.

#### Years of Experience / with POINT

- 24 / 18

#### Education (Highest Level)

- BS, Civil Engineering, Arizona State University

#### Registration

- AZ PE No. 43837

#### Work Location

- Phoenix, AZ

#### Corporate Title

- Vice President & Project Manager

#### Availability / Commitment

- 60% / 60%

#### Concurrent Commitments

- ADOT US93 Big Jim Wash: 30%
- Misc. Tasks: 10%

### MAG Freeway Experience

Throughout Suzanne's career she has worked on numerous MAG freeway projects in a variety of project roles:

- I-10, I-17 (Split) to SR202L (Santan/South Mt)
- I-17 Auxiliary Lanes
- SR101L, Baseline Road to SR202L (Santan)
- SR101L, Princess Dr to Shea Blvd
- US60 (Grand Avenue)/Bell Road TI DB
- I-10 Perryville Road TI DB

### Why Suzanne?

Suzanne is a Vice President and Project Manager with 24 years of experience delivering ADOT projects. As one of the first Supplemental Services Project Delivery Manager, she brings direct knowledge of ADOT expectations, workflows, and processes. She has managed more than \$173M in construction and is highly proficient in WorkFront and the internal steps needed to move projects from initiation to advertisement, including IGAs, utility agreements, and federal authorizations. Her technical background includes horizontal and vertical roadway design, three-dimensional modeling, estimating, specification development, and utility coordination. She maintains strong working relationships with ADOT PMG, technical groups, Central District, MAG, and local municipalities. As the ACEC East Valley Liaison she has a close working relationship with City of Mesa and other east valley stakeholders. Suzanne has supported multiple Valley freeway segments and is a trusted contributor on complex corridor projects. On this project, she will lead the multidisciplinary team and provide Patrick with clear, consistent communication. Her deep understanding of ADOT procedures allows her to function as a seamless extension of Patrick's team, proactively managing milestones, coordinating internal updates, and streamlining oversight to reduce demands on his time while ensuring timely, high-quality delivery.

### Relevant Experience to US60

#### ADOT: US93 Big Jim Wash, Kingman, AZ

##### ■ Project Manger

Suzanne led the final design of a new 4.6 mile northbound roadway and reconstruction of a portion of the adjacent highway. The project is located at the north end of the US93 corridor just south of the Santa Maria River. Project scope includes two new precast-prestressed concrete BT42 girder bridges, box and pipe culvert improvements, guardrail improvements, native plant re-vegetation and coordination with WAPA to protect in place their 345kV and 500kV overhead power lines. Key stakeholders include ADOT Northeast District, State Land, Game and Fish and BLM.

#### ADOT: Lindsay Road TI at SR202L, Gilbert, AZ

##### ■ Deputy Project Manager

The project scope includes adding a new diamond TI at Lindsay Road and a west bound frontage road between Gilbert and Lindsay Roads, with about 0.5 miles of Lindsay Road being fully reconstructed. Suzanne helped guide the design team and the Town of Gilbert through ADOT's design and submittal procedures along with oversight to ensure Federal requirements were met when acquiring ROW. This project had multiple funding sources including State, Local, Regional and Federal funding. She brought extensive involvement in the SRP coordination to relocate an overhead transmission pole including review of prior rights documentation, identifying new easement limits and access for SRP.

#### ADOT: SR347 UPRR Overpass, Maricopa, AZ

##### ■ ADOT Supplemental Project Delivery Manager

Suzanne was brought in at 60% for this \$37M project to ensure the project was delivered on-time and that the \$15M TIGER Grant from Federal Highways was not jeopardized. The project involved a new bridge over the Maricopa Casa Grand Highway and a new bridge of UPRR, numerous arterial and local roadway reconfigurations, utility relocations and significant ROW acquisitions. Along with the local agency MAG was a key stakeholder in this project. Suzanne worked closely with Shaun Hill to keep her updated and informed of the project's progress.

### Value to ADOT:

- ☑ Brings a record of performance delivering both innovative and PBPD solutions through stakeholder consensus that are right-sized to meet projects' needs.
- ☑ Applies a forward thinking, innovative and best-practices approach to projects, continually seeking to develop cost-effective solutions.
- ☑ Experienced at assembling a final design package of plans, special provisions and estimate.

#### ADOT: Warner Road Improvements, Gilbert, AZ

##### ■ Project Manager

The improvements include reconstructing/widening Warner Road to meet the Town of Gilbert's major arterial standard of a six-lane roadway. The scope also includes a new water line, sewer stub outs, extensive SRP transmission relocations, ROW acquisition, lighting and new signals. This is a local government project being administered by ADOT. Suzanne is utilizing her extensive ADOT project delivery experience to bridge the gap between the ADOT staff and the Town of Gilbert to ensure a seamless delivery of the project.

#### Town of Gilbert: Ocotillo Road, Greenfield Road to Higley Road, Gilbert, AZ

##### ■ Project Manager

Connecting two major arterial roadways, the Ocotillo Road project will construct three bridges and a crossing of RWCD. One of the structures will be a steel arch bridge and deemed the iconic show piece for the Town and the adjacent Gilbert Regional Park. Suzanne and the POINT team provided technical oversight and project management on behalf of the Town. The project included extensive planning phase to determine the bridge concepts and aesthetic themes, SRP transmission temporary and permanent relocations, dry utility joint trenches, ROW acquisition, arterial roadway improvements, new lighting and signals.

#### ADOT: SR303L Waddell to Mountain View, Surprise, AZ

##### ■ Project Engineer

The project delivered 3.6 miles of 6-lane freeway, a new Greenway Road arterial and bridge, drainage improvements, and extensive retaining and sound walls. She led all corridor-wide utility coordination, including two well-site abandonments, new irrigation siphons under the freeway, irrigation easements, water and sewer relocations, and dry utility crossings at the Greenway Road underpass. Suzanne also coordinated the execution of five utility agreements and one utility-related IGA.



QA/QC Manager & MOT Lead

## BRIAN RILEY, PE



### Spotlight: Getting to know Brian...

When Brian isn't working on the State's roadway system, he is using it to explore AZ in search of creeks, hikes, camp spots, and just being outdoors.

#### Years of Experience / with POINT

- 25 / 5

#### Education (Highest Level)

- BS, Civil Engineering, Arizona State University

#### Registration

- AZ PE No. 45657

#### Work Location

- Phoenix, AZ

#### Corporate Title

- Principal Transportation Engineer and Vice President (POINT)

#### Availability / Commitment

- 60% / 60%

#### Concurrent Commitments

- ADOT North of Nelson Road to Gas Line Road: 20%
- ADOT SR30 from 71<sup>st</sup> Avenue to SR202L TI: 10%
- Misc. Tasks: 10%

**Personal Statement:** My goal is to assist the Team in producing the safest, most effective sequencing and MOT plans to help ADOT and the contractor deliver the project in the shortest amount of time, while keeping traffic flowing efficiently. Safe and fast means that everyone wins.

### Why Brian?

Brian is a Vice President at POINT with over 25 years of experience delivering ADOT projects across all major delivery methods, including DB, CMAR, and P3. His background spans roles from field inspector to project manager on some of Arizona's most complex urban freeway corridors, giving him a uniquely practical understanding of how design decisions translate to real-world construction. As a technical specialist in roadway corridor design, arterial intersections, major urban freeways, and both service and system TIs, Brian is also recognized for his deep expertise in construction sequencing and MOT. He is frequently relied upon to develop phased construction strategies that keep traffic moving, reduce risk, and maintain contractor efficiency, skills that have been pivotal on projects involving constrained ROW, tight schedules, and high-volume corridors. His work routinely integrates constructability evaluation, value engineering, cost estimating, and utility conflict coordination to streamline delivery and minimize disruptions.

### Relevant Experience to US60

#### ADOT: SR24, SR202L to Ironwood Drive Phase II, Mesa and Queen Creek, AZ

##### ■ Project Engineer

Project Engineer for five miles of new interim urban freeway (Phase 2), including mainline and service TI design, earthwork modeling, and cost-reduction alternatives. Scope included four new crossroad service TIs, completion of the Ellsworth TI, a Mountain Road overpass, retaining walls, on/offsite drainage, lighting, signals, FMS, signing/markings, erosion control, utilities, and MOT. The work required close coordination with the City of Mesa, Mesa-Gateway Airport, adjacent developers, Pinal County, the Town of Queen Creek, and the Maricopa County Flood Control District.

#### ADOT: SR24, SR202L to Ellsworth Road Phase I, Mesa, AZ

##### ■ Project Engineer

Project Engineer for the SR202L Phase 1 interchange, including one mile of new urban freeway and a partial-service TI at Ellsworth Road. Responsibilities included mainline and system/service TI design, earthwork modeling, and cost-focused design refinement. Key elements included a new crossroad TI, four system-ramp bridges, Ray Road overpass bridges, retaining walls, on/offsite drainage, lighting, signals, FMS, signing/markings, erosion control, utilities, and MOT. Brian also designed a mainline cross-over detour to construct both flyover hinge locations in the same phase while maintaining two lanes of SR202L traffic each way. The project required extensive coordination with the City of Mesa, adjacent developers, Mesa-Gateway Airport, and the Maricopa County Flood Control District.

#### ADOT: I-10 TIs at Country Club and Kino, Tucson, AZ

##### ■ Segment Lead

Final design of two new interchanges on I-10 within the City of Tucson. This design build project reconstructs and widens approximately 3 miles of I-10 from Kino Parkway to Alvernon Way. New interchanges at Kino Parkway and Country Club Road. Brian is the segment lead for the new DDI at Country Club Road. Design includes four new service ramps at Country Club, DDI crossroad improvements, new I-10 bridge over Country Club, driveway improvements, ADA improvements, and coordination with other drainage and traffic disciplines.

#### Value to ADOT:

- ✓ Significant ADOT urban freeway experience and understands delivering high quality and constructable plans to ADOT. He will employ all the lessons learned from his 25 years of working on ADOT freeway design.
- ✓ Drives compatibility with other disciplines and constructability to ensure ease of construction.
- ✓ Sequencing, phasing, and MOT is at the forefront of his mind when developing solutions and evaluating alternatives.

#### ADOT: I-10, North of Nelson Road to Dirk Lay Road, Gila River Indian Community, AZ

##### ■ Project Manager

Final design of approximately 8 miles of widening Interstate 10 through the Gila River Indian Community. This project consists of widening I-10 to add one general purpose lane in each direction, concrete barrier between directions, a new service interchange at Seed Farm Rd, crossroad improvements at Nelson Road, and Gas Line Road, bridge widening at Nelson Road, bridge replacements at Gas Line and Seed Farm Roads, culvert replacements, upgraded lighting, ITS infrastructure, and utility relocations.

#### ADOT: SR202L South Mountain Freeway P3, Salt River Segment, Phoenix, AZ

##### ■ Project Engineer

Led design of the Salt River Segment, including 7.5 miles of new mainline freeway and eight traffic interchanges. Responsibilities covered mainline and ramp design, plus coordination of roadway, structures, retaining and noise walls, drainage, signing/markings, lighting, and MOT. The fast-track project required multiple interdisciplinary and constructability reviews, along with rigorous quality control and thorough documentation.

#### ADOT: I-17/Central Avenue Bridge, Phoenix, AZ

##### ■ Project Engineer

DCR and final design for replacement of the I-17 bridge over Central Avenue. Brian led development of bridge alternatives that accommodate future light rail, allow for future I-17 widening, and maintain frontage-road operations. Phase 1 (DCR) evaluated engineering feasibility, environmental impacts, and ROW needs. Phase 2 (Final Design) delivered complete plans, reports, specifications, and cost estimates for reconstructing the bridge and adjacent facilities. Sequencing and MOT were critical; Brian coordinated closely with structural and traffic teams to create a phased plan to shift traffic, remove the existing bridge, raise the I-17 grade, and build the new structure while maximizing available lanes. The project also incorporated smart work-zone technologies to keep motorists informed of travel times and construction-related delays.



Roadway Lead

## BRENT FORSTIE, PE



### Spotlight: Getting to know Brent...

Took on the challenge of building my "forever" home. I designed, permitted, and was the general contractor and part-time laborer during the construction of my house.

#### Years of Experience / with POINT

- 17 / 11

#### Education (Highest Level)

- BS, Civil Engineering, Arizona State University

#### Registration

- AZ PE No. 60664

#### Work Location

- Phoenix, AZ

#### Corporate Title

- Associate Vice President (POINT) & Senior Roadway Project Engineer

#### Availability / Commitment

- 60% / 55%

#### Concurrent Commitments

- ADOT US93 Big Jim Wash: 30%
- Misc. Tasks: 10%

**Personal Statement:** As a native to Arizona and having personal connections to ADOT, the consultant and construction fields, and many family members as part of the traveling public, I feel the ownership to improve our great state's transportation system. Plus, designing roadways is just plain fun.

### Why Brent?

Brent is an Associate Vice President and Senior Project Engineer with more than 17 years of experience delivering roadway design, project management, and construction support services for ADOT projects statewide. His career has been built around Arizona's most critical corridors, and he is highly regarded for his deep understanding of ADOT standards, procedures, and project delivery expectations. Brent's technical expertise spans full-corridor roadway design, horizontal and vertical geometrics, OpenRoads modeling, earthwork design and optimization, and construction cost estimating. He has contributed to the design of major interstate freeways, complex urban and rural highways, high-volume arterial streets and intersections, and local roadway improvements. In addition to his strong design capabilities, Brent brings valuable experience in value engineering, constructability reviews, construction sequencing and MOT, and utility coordination, skills that ensure his designs are both technically sound and practical to build. His work regularly integrates cross-disciplinary input, and he is known for producing efficient, cost-effective solutions that support smooth construction and long-term performance. Brent's responsiveness, collaborative approach, attention to detail, and commitment to meeting schedules make him a trusted partner on any ADOT project and a key contributor to successful project delivery.

### Relevant Experience to US60

#### ADOT: SR303L GPL Widening from Happy Valley to Lake Pleasant Parkway, Peoria, AZ

##### ■ Project Engineer

POINT provided the final design of the SR303L widening to add a GPL for over 6 miles of freeway and a new TI at Jomax Parkway. The design included a portion of full freeway construction and new bridge crossing over Beardsley Canal and Jomax Parkway. We also conducted traffic analyses to validate the lane configurations and ramp modifications were optimized to enhance traffic operations and safety. The project included working directly with the City of Peoria for a smooth connection at the Jomax TI, coordination of schedule, and accommodations for future utilities.

#### ADOT: I-17 Aux Lanes, I-10 Split to 19<sup>th</sup> Avenue, Phoenix, AZ

##### ■ Project Engineer

Final design includes adding auxiliary lanes in both directions between 16<sup>th</sup> Street and 19<sup>th</sup> Avenue, along with widening the existing bridges at 11<sup>th</sup> Avenue, 15<sup>th</sup> Avenue, and 3<sup>rd</sup> Street. The project also adds new right-turn lanes at the 19<sup>th</sup> Avenue and southbound frontage road intersection, relocates DMS signs and CCTV cameras, upgrades lighting to LED fixtures, and installs over-height vehicle detection systems at 19<sup>th</sup> Avenue, 7<sup>th</sup> Avenue, 7<sup>th</sup> Street, and 16<sup>th</sup> Street to reduce bridge strike risks. The project was shelved just prior to 100%.

#### ADOT: US60, Little Mormon Lake Road to Bell Spring, Show Low/ Springerville, AZ

##### ■ Project Manager

The project included scoping and final design phases. The proposed work consists of adding new passing lanes in both directions. The work includes widening of roadway mainline and shoulders, pipe culvert extensions, signing and pavement markings. The work also include milling and overlaying asphaltic concrete pavement, seeding, installing ground-in rumble strips, and other related work. The project was performed on-time and within budget.

#### Value to ADOT:

- ✔ Brings quick, practical, and efficient design decision making rooted in extensive ADOT/MAG Freeway experience.
- ✔ High-level attention to detail and has a commitment to provide a quality, cost-effective and constructable solution to all design challenges.
- ✔ Approaches the design through a holistic view and considers the potential impacts to all the various technical disciplines, stakeholders, utilities, and construction sequencing/MOT.

#### ADOT: I-10 TIs at Country Club and Kino, Tucson, AZ

##### ■ Project Engineer

Project final design of two new interchanges on I-10 within the City of Tucson. This design build project reconstructs and widens approximately three miles of I-10 from Kino Parkway to Alvernon Way. New interchanges at Kino Parkway and Country Club Road. Brent is a project engineer for the new DDI at Country Club Road. Design includes four new service ramps at Country Club Rd, DDI crossroad improvements, new I-10 bridge over Country Club, driveway improvements, ADA improvements and coordination with drainage and traffic disciplines.

#### ADOT (LPA Project): Ironwood Drive from Baseline Avenue to Elliot Road, Apache Junction, AZ

##### ■ Deputy Project Manager

Brent served as Deputy Project Manager and overall design lead for final design services for work which included widening the outside shoulder and installing edge line rumble strips for 2 miles of Ironwood Drive. Utilizing PBPD rumble strips and pavement widening at guardrails were omitted resulting in project savings. The project was performed on-time and within budget.

#### ADOT: US93, Southbound Deluge Wash, Mohave County, AZ

##### ■ Project Engineer

Brent supported the design of two new southbound lanes on a rural highway in Mohave County, including roadway realignment, drainage upgrades, and a new bridge structure. His responsibilities included preparing construction documents, designing guardrail, performing quantity take-offs, and assisting with QC/QA efforts. The project added new southbound roadway from milepost 113.0 to 116.3 and new northbound roadway from milepost 115.3 to 116.3. Design elements included two 250-foot AASHTO girder bridges, drainage improvements, utility relocations, erosion protection, environmental permitting, and revegetation.



Structures Lead

# CRAIG BORGER, PE



### Spotlight: Getting to know Craig...

I'm an auto enthusiast with 20 years of racing experience. I focus on autocross and serve as the lead volunteer instructor for SCCA's Phoenix Region.

#### Years of Experience / with POINT

- 29 / 18

#### Education (Highest Level)

- MS, Civil Engineering, University of Illinois at Urbana-Champaign

#### Registration

- AZ PE No. 32830

#### Work Location

- Phoenix, AZ

#### Corporate Title

- President (POINT) & Senior Structures Project Manager

#### Availability / Commitment

- 50% / 50%

#### Concurrent Commitments

- ADOT: I-10, North of Nelson Road to Dirk Lay Road: 5%
- ADOT: US93, Big Jim Wash Section: 10%
- ADOT SR30 Improvements: 35%

## Why Craig?

Craig is the President of POINT and a senior bridge engineer with more than 29 years of experience delivering structural design and construction support for urban freeways, rural highways, local streets, parks, and drainage facilities across Arizona, including numerous alternative-delivery projects. He has completed preliminary and final design for more than 60 bridges and thousands of feet of retaining and sound walls, giving him deep technical range across structure types and site conditions. His expertise includes wash crossings, underpass structures, freeway flyover ramps, bridge widenings, pedestrian bridges, retaining systems, sound walls, and complex drainage structures. Craig's 3 years of full-time field experience inspecting bridge construction greatly enhance his design capabilities. He understands how structures are actually built, how equipment and access influence construction efficiency, and how girder delivery and sequencing affect cost and risk. He collaborates closely with contractor partners to confirm buildability and to develop structural solutions that are practical, efficient, and cost-effective. Known for balancing technical rigor with real-world constructability, Craig consistently identifies opportunities to simplify construction, reduce costs, and deliver structures that perform reliably throughout their service life.

## Relevant Experience to US60

### ADOT: SR303L GPL Widening from Happy Valley Parkway to Lake Pleasant Parkway, Peoria, AZ

#### ■ Bridge Design Lead

POINT led the final design of SR303L widening through the City of Peoria which added a general purpose lane for over 6 miles of freeway and a new traffic interchange at Jomax Parkway. The design included a portion of full freeway construction in the vicinity of Jomax Parkway TI and new bridge crossings over the MWD Beardsley Canal.

### ADOT: I-10 Country Club Road and Kino Parkway TIs, Tucson, AZ

#### ■ Bridge Design Lead

As a subconsultant, Craig led the recently completed bridge design effort for four structures on the project including the Country Club TIOP, and I-10 over the Tucson Diversion Channel.

### ADOT: I-10 North of Nelson Road to Dirk Lay Road, Pinal County, AZ

#### ■ Bridge Design Lead

The project includes adding a third lane in each direction of I-10, bridge replacements at Nelson Road and Gas Line Road, and a new TI at Seed Farm Road and Casa Blanca, as well as bridge removal at Dirk Lay Road. POINT developed creative MOT plans for bridge demolition with no service ramps.

### ADOT: I-10 Corridor Reconstruction, Tucson, AZ

#### ■ Bridge Engineer

Bridge designer/structural engineer for four (4) major projects on the I-10 corridor widening between I-19 and Twin Peaks Road in the Tucson metro area. These projects required complex bridge construction sequencing to manage I-10 traffic with minimal impacts. Craig was responsible for the design of multiple underpass bridges, as well as MSE retaining walls up to 40-ft tall. Projects included Prince Road TI, Twin Peaks TI, Ina Road TI CMAR and most recently the Orange Grove Road TI OP as part of the Ina to Ruthrauff widening.

**Personal Statement:** I started my career in bridge construction as a 20 year old intern at Illinois DOT... and never stopped. Putting the pieces together, especially on widening jobs, where the existing bridge is a discovery process, is very challenging and fulfilling.

### Value to ADOT:

- ✓ Significant recent Bridge Widening design experience of various bridge types on SR101L, I-17, and I-10.
- ✓ Has extensive Cast-In-Place Post-Tensioned Box Girder Bridge design experience having worked on the original SR202L and SR101L.
- ✓ Sits on VE teams to help optimize design solutions which potentially save millions of dollars including the I-10 Kino Ramp D Tucson Diversion Canal Bridge which was combined with mainline into a single bridge.

### ADOT: I-17 Aux Lanes, I-10 Split to 19<sup>th</sup> Avenue, Phoenix, AZ

#### ■ Bridge Design Lead

Final design for the proposed work consisting of adding auxiliary lanes between the entrance and exit ramps, in both directions between 16<sup>th</sup> Street and 19<sup>th</sup> Avenue. The existing bridges at 11<sup>th</sup> Avenue, 15<sup>th</sup> Avenue and 3<sup>rd</sup> Street will be widened to accommodate the proposed improvements. In addition, this project will add new right turn lanes to the west and south legs at the 19<sup>th</sup> Avenue and Southbound Frontage Road intersection. The project was shelved just prior to 100%.

### ADOT: I-10 Perryville Road TI, Buckeye, AZ

#### ■ Bridge Design Lead

As a subconsultant, Craig led the bridge design for this fast paced design build project to construct a new TI with a new 2-span concrete prestressed girder bridge on I-10 over Perryville Road to accommodate a new traffic interchange. The existing bridge was demolished and the new bridge construction was completed in three months.

### ADOT: US93 Wagon Bow Ranch Section, Mohave County, AZ

#### ■ Bridge Design Lead

Craig led the structural design for this project that included two new wash bridges, 12 new box culverts, 17 new pipe culverts, accommodations for a future TI, channel realignments, crossover connections, pavement marking, signing, erosion control, re-vegetation plans, ROW delineation, and environmental measures.

### City of Peoria, Bridge Maintenance & Management, Peoria, AZ

#### ■ Lead Bridge Engineer

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



Drainage Lead

## EVAN GRACE, PE



### Spotlight: Getting to know Evan...

I really enjoy spending time with my family and watching my kiddo's faces as they get to experience new places. Our personal favorites are the Desert Botanical Gardens and Phoenix Zoo.

#### Years of Experience / with Jacobs

- 10 / 1

#### Education (Highest Level)

- MS, Water Resources Engineering, Arizona State University

#### Registration

- AZ PE No. 71783

#### Work Location

- Tempe, AZ

#### Corporate Title

- Transportation Drainage Engineer

#### Availability / Commitment

- 70% / 65%

#### Concurrent Commitments

- ADOT I-10 West Quartszsite: 10%
- ADOT PDOC Tasks: 10%
- Pinal County East-West Corridor: 10%

**Personal Statement:** I look forward to applying my understanding of regional drainage conditions and my familiarity with the project to ensure the drainage components meet your needs while remaining fully aligned with the North Mesa ADMS which is underway with the Maricopa County Flood Control District.

### Why Evan?

Evan is a seasoned drainage engineer with 10 years of experience delivering transportation and urban stormwater solutions throughout Arizona. His expertise centers on pavement drainage, roadway hydrology, and the design of urban stormwater infrastructure that supports safe, resilient, and well-functioning transportation corridors. Evan routinely evaluates existing drainage conditions for highways, arterials, and municipal roadways, identifying deficiencies and developing practical, constructible solutions tailored to the unique challenges of desert environments. He has extensive experience performing hydrologic and hydraulic analyses, preparing comprehensive drainage reports, and developing construction documents and cost estimates for a wide range of stormwater facilities. Evan's technical background includes building and calibrating complex hydrologic and hydraulic models, analyzing flood hazards, and designing culverts, storm drains, retention basins, and roadway conveyance systems. Well-versed in federal, state, and local stormwater regulations, Evan collaborates effectively with review agencies to ensure compliance and streamline project delivery. His software proficiencies include Bentley OpenRoads Designer (ORD Drainage), ArcMap and ArcGIS Pro, USACE HEC-1, HEC-HMS, HEC-RAS, and other specialized hydrologic and hydraulic modeling tools. This combination of technical depth and transportation-focused experience positions Evan as a trusted resource for roadway drainage design and analysis.

### Value to ADOT:

- Applies experience designing on- and off-site stormwater drainage systems based on state, county, and/or local drainage design criteria to mitigate safety risks associated to flooding.
- Develops drainage plans with infrastructure located to accommodate future lanes improvements/developments.
- Brings intimate knowledge of ADOT drainage requirements and will size the drainage infrastructure ensuring comparability with ADOT standards and FCD ADMS data.

## Relevant Experience to US60

### ADOT: SR101L/I-10 Interchange Improvements DCR and Final Design, Phoenix, AZ

#### ■ Drainage Engineer

We partnered with ADOT; MAG; cities of Phoenix, Avondale, and Tolleson; and other adjacent stakeholders to improve regional connectivity through improvements at this critically important system interchange. Our team evaluated concepts and provided cost estimates for a DHOV Ramp from eastbound I-10 to southbound SR101L to and westbound I-10 to northbound SR101L. Scope also included the 91<sup>st</sup> Avenue Connector, which connects southbound SR101L traffic with 91<sup>st</sup> Avenue through this heavily congested area. The DCR process coupled with direct engagement with stakeholders and the public delivered the project within the time-sensitive schedule, while making sure all stakeholder needs were identified and met. After delivering the DCR, our team directly into the final design phase.

### ADOT: I-10 Broadway Curve Widening, Phoenix, AZ

#### ■ Drainage Engineer

Evan led onsite drainage design efforts for 1 of 3 segments of the I-10 improvements in Central Phoenix, as well as 1-Dimensional HEC-RAS analysis of the Salt River at the I-10 Bridge crossing and post-design drainage services for 2 of 3 segments. This project required very close coordination with multiple contractors and timely responses to RFIs and design changes to mitigate impacts due to traffic closures.

### ADOT: I-10 TIs at Country Club and Kino, Tucson, AZ

#### ■ Drainage Engineer

Following the I-10 feasibility study and DCR, Jacobs, with POINT as a major sub, joined the Sundt design-build team to deliver 3 miles of I-10 improvements, including two full interchanges, additional ramps, local road upgrades, and 15 structures. The team advanced innovative DDI concepts to accommodate future traffic and shorten the construction schedule.

### ADOT: SR101L Pima Freeway Widening, Phoenix, AZ

#### ■ Drainage Designer

Evan led onsite drainage design efforts for approximately 5.5 miles of freeway widening in North Phoenix, including storm drain hydraulic models, creation of several drainage/structural details, and drainage report documentation. This project required coordination with other consulting firms across multiple disciplines, development of unique drainage retrofit solutions, and an analysis of asphalt overlay removal and its impacts on pavement drainage systems.

### ADOT/MAG: Management Consultant for Regional Transportation Plan Freeway Program, MAG Region, AZ

#### ■ Drainage Engineer

In 2018, Jacobs became ADOT's sole MC. We guided the program through its transition from the Proposition 400 initiative, providing clear data, market-based cost estimates, and strategic insights that supported informed investment and delivery decisions. Our analysis improved cost control, reduced programming bias, and helped ADOT and MAG prioritize projects. Jacobs completed 16 corridor studies, including I-10, I-17, SR24, SR30, SR51, SR101L, SR202L, and SR303L, and delivered final designs for four major improvements: the 16<sup>th</sup> Street Screenwall, SR101L to SR51 Ramp ES, and SR303L at US60 and 163<sup>rd</sup> Avenue.

### ADOT/LPA: Cesar Chavez Boulevard Improvements, San Luis, AZ [GRANT FUNDED]

#### ■ Drainage Engineer

We developed the PA, pre-design, and final design to transform this 5-mile section to a four-lane divided roadway consistent with the City of San Luis' latest General Plan. The project has heavy pedestrian movements to schools and public resources. The design, inclusive of the roundabout, manages access to/from the street and pedestrian crossings and adds traffic signals at major cross streets to improve overall safety.



Traffic/ITS Lead

# ALLEN BARAKOVIC, PE, PTOE



### Spotlight: Getting to know Allen...

My wife and I love exploring the world together, discovering new sights, embracing diverse cultures, and finding joy in each adventure that broadens our perspective.

#### Years of Experience / with Jacobs

- 20 / 19

#### Education (Highest Level)

- BS, Civil Engineering, Arizona State University

#### Registration

- AZ PE No. 51556
- PTOE No. 4002

#### Work Location

- Tempe, AZ

#### Corporate Title

- Group Lead – Traffic Design and Safety & Senior Traffic Engineer

#### Availability / Commitment

- 50% / 50%

#### Concurrent Commitments

- ADOT I-10/Quartzsite Ave TI: 10%
- ADOT I-10 TIs at Country Club and Kino: 10%
- ADOT SR30 Improvements: 30%

## Why Allen?

Allen brings more than 20 years of traffic safety and engineering experience and has worked on several projects for various municipalities and DOTs. Allen takes a comprehensive traffic engineering approach by allowing the operational analyses to inform design solutions that enhance capacity, through-puts, and safety. He has also worked on safety, design and analysis projects in Arizona and other states, including Nevada, California, Utah, Colorado, Texas, and Washington. Allen's design skills include traffic signal and ITS design, signing, marking, lighting and MOT. He is well versed in developing accurate cost estimates and developing specifications. He also brings microsimulation experience, primarily using SYNCHRO/SimTraffic, VISSIM and AIMSUN software, and is adept at coding and analyzing networks. He is also well versed in RSAs, conducting traffic studies, and other operational studies. Allen has worked for you on roadway, traffic signal, safety, and ITS design projects and is knowledgeable of your standards and expectations.

## Relevant Experience to US60

### ADOT: SR303L GPL Widening from Happy Valley to Lake Pleasant Parkway, Peoria, AZ

#### ■ Lead Traffic Engineer

This project adds capacity to SR303L by constructing a third GPL through median-widening within this 6-mile segment. Major structural modifications included the Jomax TI and overpass structures at the Beardsley Canal and Jomax Parkway. Allen and his team conducted traffic analyses to validate the lane configurations at the Jomax TI and optimized the ramp configurations to enhance operations. He also developed the final design plans for signing/markings, FMS, and traffic signals.

### ADOT: I-10 TIs at Country Club and Kino, Tucson, AZ

#### ■ Traffic Engineer (DCR) and Sr. Traffic QC (during Final Design)

Following the I-10 feasibility study and DCR, Jacobs, with POINT as a major sub, joined the Sundt design-build team to deliver 3 miles of I-10 improvements, including two full interchanges, additional ramps, local road upgrades, and 15 structures. The team advanced innovative DDI concepts to accommodate future traffic and shorten the construction schedule. Allen played a key role in the planning phase, contributing technical expertise to both the feasibility study and DCR. In final design, he served as Senior Traffic Engineer, providing quality control for the Change of Access Report, signing and pavement marking design, and traffic signal design.

### ADOT: SR101L at I-10 System TI Improvements DCR, CE, COAR, and Final Design, Phoenix, AZ

#### ■ Lead Traffic Engineer

Jacobs partnered with ADOT; MAG; cities of Phoenix, Avondale, and Tolleson; and other adjacent stakeholders to improve regional connectivity through improvements at this critically important system interchange. Our team evaluated concepts and provided cost estimates for a DHOV Ramp from eastbound I-10 to southbound SR101L to and westbound I-10 to northbound SR101L. The project included the 91<sup>st</sup> Avenue Connector, which connects southbound SR101L traffic with 91<sup>st</sup> Avenue through this heavily congested area. The final recommendations were documented in a DCR and CE environmental document. Allen wrote the COAR and coordinated with ADOT and

**Personal Statement:** I want to support the US60 project because it reflects what I value most, creating safe, intuitive traffic solutions for high-volume corridors. Projects like this allow thoughtful engineering to genuinely improve mobility and facilitate regional travel.

### Value to ADOT:

- ✓ Evaluates traffic operations at ramps using current and future volume data to inform single- vs double-lane ramp strategies.
- ✓ Coordinates closely with roadway staff, ensuring seamless integration of signing striping, signals, lighting and ITS.
- ✓ Leads traffic analysis and designs for complex freeway and local/regional corridor improvement studies, DCRs, and Final Design projects.

FHWA to get it approved in a timely manner. During final design, Allen served as the lead traffic engineer responsible for signing/pavement marking, traffic signals, traffic related specifications and cost estimate, and coordination with sub-consultants working on various traffic aspects of the project. Through our understanding of the DCR/COAR and final design process coupled with our direct engagement with stakeholders and the public, we delivered the project within the time-sensitive schedule, while confirming stakeholder needs were identified and met.

### ADOT: SR303L TIs at 51<sup>st</sup> and 43<sup>rd</sup> Avenues PA and Final Design, Phoenix, AZ

#### ■ Traffic Engineer

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

### ADOT: SR202L FMS Improvements from Ray Road to Broadway Road PA Report and Final Design, Mesa/Gilbert, AZ

#### ■ Traffic Engineer

Allen and the team developed a PA and the final PS&E package for the FMS improvements of a 9-mile stretch of SR202L from Ray Road to Broadway Road. The project included the design of the FMS infrastructure, including 9 CCTV cameras, 7 dynamic message signs, 21 mainline count stations, connectivity to ADOT Node Buildings and fiber optic connections between various field devices back to ADOT TOC. The project also required close coordination with FHWA, ADOT, City of Mesa and Town of Gilbert.



Environmental Lead

# SABRA McNEISH



### Spotlight: Getting to know Sabra...

I really enjoy getting outdoors and spend a lot of time hiking various trails across the state with my husband. In fact, we recently did a Grand Canyon hike, which was exhausting.

#### Years of Experience / with Jacobs

- 8 / 7

#### Education (Highest Level)

- JD, Wayne State University Law School
- BS, Environmental Science and Policy (with Honors), University of Maryland

#### Registration

- N/A

#### Work Location

- Tempe, AZ

#### Corporate Title

- Environmental Planner

#### Availability / Commitment

- 70% / 65%

#### Concurrent Commitments

- ADOT North-South Corridor: 10%
- ADOT US 180 Five Mile Wash and Little Colorado River Bridges: 5%
- ADOT Gila River, 20<sup>th</sup> Ave – Graveyard Wash Linear Park and Multi-Use Path: 5%
- Misc. Tasks: 10%

**Personal Statement:** I'm excited to support the US60 project as environmental lead because it allows me to guide meaningful, compliant solutions that protect natural resources while helping deliver a safer, more resilient transportation corridor for the community.

## Why Sabra?

Sabra has a robust background in NEPA documentation and compliance, particularly in the transportation sector. She has extensively worked with ADOT and has successfully managed and led numerous environmental clearance projects, including US 180 Five Mile Wash and Little Colorado River Bridges (F0313); Stadium Trail Phase 2, 75<sup>th</sup> Avenue to Skunk Creek (T0321); I-17 ITS (F0515); I-19 ITS (F0514); High Line Canal, McClellan Wash, and Santa Cruz Wash Bridges (F0302); SR77 Calle Concordia – Tangerine Road (F0283); and I-19 Valencia Road – SR86 (F0211). She brings a proven track record of managing tasks for environmental clearances and possesses a demonstrated ability to lead and coordinate with technical resource specialists to support the NEPA process in various transportation projects. Sabra has a strong background in developing environmental documents and ensuring compliance across various technical resources. Sabra has a comprehensive understanding of ADOT's environmental review and clearance process and ADOT's guidance, including ADOT's Guidelines for Agency and Public Scoping for Projects with Categorical Exclusions (March 2025) and ADOT's NEPA EA and EIS Guidance (November 2025).

## Relevant Experience to US60

### ADOT: SR303L GPL Widening from Happy Valley Road to Lake Pleasant Parkway, Peoria, AZ

#### ■ NEPA Planner

Sabra served as a NEPA planner for this widening project to add GPLs in both direction on SR303L between approximately milepost (MP) 124.25 (Happy Valley Road) and MP 133.0 (Lake Pleasant Parkway). In addition, a spot improvement at approximately MP 122.25 for a traffic control sign and pavement repairs to the inside lane in each direction between MP 135 to 137 are included. Sabra helped to develop the overall environmental investigations, which included a biological evaluation (short form), Section 106 consultation for geotechnical investigations, preliminary initial site assessment, agency scoping letters, and noise analysis technical memorandum.

### ADOT: SR101L at I-10 System Interchange DCR and Final Design, Phoenix, AZ

#### ■ NEPA Planner

Jacobs collaborated with ADOT and three LPAs to enhance regional connectivity through both preliminary and final interchange design. Our team successfully linked southbound SR101L traffic with 91<sup>st</sup> Avenue in one of the corridor's most congested areas, delivering the project on a tight schedule while addressing all stakeholder priorities. The team kept the project on track and within budget.

### ADOT: SR303L TI at 51<sup>st</sup> and 43<sup>rd</sup> Avenues, Phoenix, AZ

#### ■ NEPA Planner

Jacobs supported environmental clearance for two new TIs to meet growing demand and a major semiconductor development north of SR303L. The environmental team managed biological, cultural, Section 404, air quality, noise, and hazardous materials reviews; conducted NEPA scoping; coordinated closely with ADOT and the design team; and helped expedite clearance. During final design, Jacobs continued working with ADOT EP and the design team to identify additional studies, mobilize technical

crews, and prepare documentation to keep construction on schedule. Sabra prepared and distributed scoping letters, the PJD and PCN for Section 404 compliance, and coordinated with ASLD to secure concurrence on the PJD.

### ADOT: SR303L from Lake Pleasant Parkway to I-17 DCR Update and Environmental Document, Phoenix, AZ

#### ■ NEPA Planner

The purpose of this project was to prepare a DCR update and 30% design for a third GPL in each direction and implementation of the I-17/SR303L direct-connecting ramps. The DCR update includes establishing new traffic models and developing, evaluating, and costing conceptual alternatives. The recommended improvements were carried to a 30% design level, including the I-17/SR303L System Interchange, including system ramp design, preliminary bridge design, drainage concept design, signing and pavement markings, lighting, and ITS. Significant coordination was required with ADOT, MAG, cities of Phoenix and Peoria, ASLD, TSMC and their development engineering teams, utility agencies, and many other stakeholders.

### ADOT: On-Call Environmental Planning Support Services, Statewide, AZ

#### ■ Task Manager

Under this on-call contract, Jacobs' environmental team assisted ADOT with preparing environmental clearances for roadway and bridge projects. Task orders have encompassed a variety of project types, such as pavement preservation, transportation enhancement, bridge scour retrofits, bridge deck repair and replacement, roadway widening, safety improvements, turn lanes, and medians. Sabra served as the task order manager for the High Line Canal, McClellan Wash, and Santa Cruz Wash Bridges, SR77 Calle Concordia – Tangerine Road, and I-19 Valencia Road projects.

### Value to ADOT:

- ✔ Strong experience leading NEPA compliance and environmental clearances for ADOT transportation projects.
- ✔ Deep familiarity with ADOT processes makes her a valuable asset in delivering efficient, well-documented environmental clearances.
- ✔ Tracks environmental compliance among all technical disciplines and provides fatal-flaw analyses and concise, accurate NEPA analyses.
- ✔ Broad knowledge base of freeways/highways, system interchanges, TIs, and new roadways and bridges.



Noise Analysis Lead  
**JOE D'ONOFRIO**



**Spotlight: Getting to know Joe...**

I am an outdoor enthusiast and love traveling around Phoenix on my bike. Also, as an aspiring barista, I can make heart and rosetta designs (sorta . . .) on your lattes.

**Years of Experience / with Jacobs**

- 28 / 14

**Education (Highest Level)**

- MEP, Environmental Planning, Arizona State University

**Registration**

- N/A

**Work Location**

- Tempe, AZ

**Corporate Title**

- Group Leader – Environmental & Noise/Air Technical Specialist

**Availability / Commitment**

- 60% / 55%

**Concurrent Commitments**

- ADOT North-South Corridor: 10%
- ADOT I-10 Stack to Deck Park Tunnel: 20%
- ADOT SR30 Improvements: 10%

**Personal Statement:** *As a project manager, I enjoy working with our talented Jacobs staff of planners and resource specialists, helping our clients navigate the NEPA process while meeting project challenges and schedules.*

**Why Joe?**

Joe has more than 28 years of professional experience, including 18 years as a project manager, environmental technical specialist, and planner, scoping, budgeting and coordinating environmental documents and studies in Arizona and the western United States. He has a solid background in NEPA, with an emphasis on transportation and infrastructure projects. Joe has provided consulting services to the ADOT EP, the FHWA, BLM, MCDOT, Caltrans, and the cities of Chandler, Glendale, Mesa, Peoria, Phoenix, and Scottsdale. He also brings more than 20 years of experience completing environmental noise studies for highway, rail and industrial projects. He was the ADOT EP noise technical lead as a supplemental services employee (ADOT ECS Contract 2012-025) at the start of his tenure with Jacobs. He has worked on the ADOT ARFC Pilot Program, the ADOT/MAG Diamond Grind Pavement monitoring program and has completed more than 100 traffic noise analysis studies.

**Relevant Experience to US60**

**ADOT: Supplemental Services Air and Noise Specialist, Statewide, AZ**

**■ Lead Noise Specialist**

Reviewed technical study proposals and reports, responded to public questions and concerns, and performed field investigations of existing and proposed mitigation. Conducted noise measurements, gave presentations to ADOT staff and consultants, and attended public information meetings as a technical resource in support of the ADOT urban, regional and statewide programs. Also, provided second tier review of air quality studies and was acting lead air quality specialist for final year of contract. The supplemental services position provides resource assessments and review of technical studies conducted for NEPA during the early stages of project development through project delivery.

**ADOT: I-10 and SR210 Feasibility Study and DCR, Tucson, AZ**

**■ Lead Noise Analyst/Air Quality QC Review**

ADOT proposed design alternatives that would add additional capacity to the I-10 from 6<sup>th</sup> Avenue on the west end of the project to Kolb Road on the east. Joe completed a traffic noise analysis to assess potential peak hour noise impacts to FHWA Activity Category land uses located along I-10 and SR210. Twenty-six noise barriers were evaluated for one alternative (Alt I) and twenty-seven were evaluated for the second alternative (Alt IV). Alt I is the recommended alternative and 11 barriers meet all ADOT reasonable and feasible criteria and are recommended for further evaluation at final design of Alt I. A Level III MSAT emissions was completed and Joe provided technical review of the analysis and the air quality report. He also attended 3 public meetings as a resource specialist for noise and air quality issues.

**ADOT (LPA): I-10 at Kortsen TI, Casa Grande, AZ**

**■ Lead Noise/Air Quality Analyst**

The City of Casa Grande, in cooperation with ADOT, is planning to construct a new TI on I-10 at approximately milepost (MP) 192.90 (Kortsen Road) in Pinal County. The project will construct a new four-lane arterial from Kortsen Road to the west to Kleck Road to the east. The existing road connecting these roads is currently unpaved. Joe prepared the traffic noise analysis to assess potential peak hour noise impacts to

**Value to ADOT:**

- ☑ Provides noise analysis to help project teams determine noise mitigation strategies on freeway projects that impact adjacent neighborhoods and developments, including the use of sound walls.
- ☑ Has delivered over 100 noises studies and is up to date on current requirements to maintain compliance.

Category B (residential) land uses located north of the paved segment of Kortsen Road west of I-10 and Category F (undeveloped) active farmland to inform future land use planning decisions. He also completed criteria pollutant hot-spot questionnaire to initiate the ADOT interagency consultation process.

**ADOT: SR101L/I-10 System TI Improvements DCR, CE, and Final Design, Phoenix, AZ**

**■ Lead Noise Analyst/Air Quality QC Review**

The Jacobs team evaluated concepts and provided cost estimates for a Direct High Occupancy Vehicle (DHOV) Ramp from eastbound I-10 to southbound SR101L to and westbound I-10 to northbound SR101L. The scope also included the 91<sup>st</sup> Avenue Connector, which connects southbound SR101L traffic with 91<sup>st</sup> Avenue through this heavily congested area. The final recommendations were documented in a DCR and CE environmental document, and advanced through the completion of final design. Joe completed a traffic noise analysis and mitigation recommendations for this project. Eight noise barriers were evaluated, and seven barriers were determined to meet all feasible and reasonable criteria to mitigate PM peak hour noise for the 2050 design year. Impacted land uses include three apartment complexes, a church, a school, and two medical facilities. Joe provided a QC review of a carbon monoxide hot-spot analyses and assisted with the interagency consultation process for a successful project-level conformity demonstration.

**ADOT: On-Call Statewide Environmental Investigations, Statewide, AZ**

**■ Contract Manager**

Managing the environmental investigations, surveys and technical reports on the critical path from project scoping to delivery of all design plan stages. Coordinating with NEPA planners and environmental technical experts for the development of a Categorical Exclusions (CEs), CE checklists, condensed clearance memos, environmental commitments, and supporting technical documentation required for project compliance under NEPA. Technical studies include biological evaluations/assessments, cultural resources survey reporting and Section 106 consultation, preliminary initial site assessment.



Stakeholder Coordination Lead  
**ADRIAN LEON, PE**



**Spotlight: Getting to know Adrian...**

Boarding farm animals has brought my family together in wonderful ways. My daughters love all the critters, just ask Wilbur (they spoil him with apples).

**Personal Statement:** *As a former ADOT employee, I take great pride in my connection to the agency and the colleagues who feel like family. After a decade working on this corridor, I feel strong ownership in delivering this project because its success directly supports the people and community I value.*

**Why Adrian?**

Adrian brings a proven history over his 19-year career managing complex projects throughout metropolitan Phoenix and Tucson. Throughout his time at ADOT, he illustrated an aptitude for working collaboratively with the ADOT clearance groups (Environmental, ROW, and Utilities and Railroad), resulting in timely clearances to meet project schedules. During his six years at ADOT PMG, he delivered over \$400M in federal and state funded projects. He will leverage his understanding of initiating state and LPA projects to create a clear scope removed of any ambiguity, define schedule expectations by setting the critical-path schedule within Workfront, and by gaining consensus on the hours needed to complete development within the DICE tool. Furthermore, he understands Project Review Board (PRB) Priority Planning Advisory Committee and State Transportation Board processes and helps to navigate those processes in order to gain scope and funding approval. Adrian was actively engaged in ADOT's culture change to an Arizona Management System (AMS) agency, and his experience and institutional knowledge provides ADOT with a valuable resource with the necessary experience to deliver projects with unique challenges.

**Value to ADOT:**

- ☑ Brings strong working relationships with all area stakeholders and knowledge of their processes and procedures.
- ☑ Collaborates with project partners to inform design decisions in order to streamline project develop, reviews, and approvals.
- ☑ Uses his communication skills to present project-specific information with elected officials and the public; which requires facilitating technical discussions with non-technical audience.

**Relevant Experience to US60**

**Years of Experience / with Jacobs**

- 19 / 6

**Education (Highest Level)**

- BS, Civil Engineering, University of Arizona

**Registration**

- AZ PE No. 52622

**Work Location**

- Tempe, AZ

**Corporate Title**

- Senior Project Manager & Client Account Manager

**Availability / Commitment**

- 80% / 75%

**Concurrent Commitments**

- ADOT MC for RTPFP Tasks: 10%
- Other Misc Tasks: 10%

**ADOT: Management Consultant (MC) for the Regional Transportation Plan Freeway Program (RTPFP), MAG Region, AZ**

**■ Task Manager**

In 2018, Jacobs was selected as ADOT's sole Management Consultant (MC), consolidating the previous pool of three firms into one. Our goal was to provide strategic oversight as the MC program transitioned out of the Proposition 400 half-cent sales tax initiative. As ADOT's MC team, we delivered trusted data and insights that empowered ADOT, MAG, local agencies, and stakeholders to make informed decisions on project investments and delivery. By analyzing economic trends, we produced accurate, market-based cost estimates for ROW and construction costs, enhancing cost control and programming precision. Our work enabled ADOT and MAG to prioritize projects effectively, eliminate bias in programming, and develop tools that help delivery teams identify, monitor, and mitigate risks. Jacobs delivered 16 comprehensive studies, including along corridors like I-10, I-17, SR24, SR30, SR51, SR101L, SR202L, and SR303L, and completed final designs for four key projects: 16<sup>th</sup> Street Screenwall, SR101L to SR51 Ramp ES, and SR303L at US60 and 163<sup>rd</sup> Avenue Near-Term Improvements (2 projects).

**ADOT: SR101L/I-10 System TI Improvements DCR, CE, and Final Design, Phoenix, AZ**

**■ Roadway Engineer and QC Oversight**

The Jacobs team evaluated concepts and provided cost estimates for a Direct High Occupancy Vehicle (DHOV) Ramp from eastbound I-10 to southbound SR101L to and westbound I-10 to northbound SR101L. The scope also included the 91<sup>st</sup> Avenue Connector, which connects southbound SR101L traffic with 91<sup>st</sup> Avenue through this heavily congested area. The final recommendations were documented in a DCR and CE environmental document, and advanced through the completion of final design. Through our understanding of the project development process, coupled with direct engagement with stakeholders and the public, we delivered the project within the time sensitive schedule, while making sure all stakeholders' needs were met.

**ADOT: I-10 at Ruthrauff Road TI, Tucson, AZ**

**■ Senior Project Manager (ADOT)**

This \$100M construction project had been in development for nearly a decade before Adrian was named Project Manager. He aligned ADOT Southcentral District's priorities and engaged key stakeholders, including Pima Association of Governments (PAG). Project development involved environmental and cultural site considerations, fuel tank remediation, utility and railroad coordination, and intergovernmental agreements. As Senior Project Manager, Adrian secured full funding for the previously underfunded project through close collaboration with PAG. Due to significant public impact and geographic constraints, extensive coordination with officials and constituents was required. One major challenge was maintaining emergency access for Northwest Fire District, which Adrian resolved by identifying funding to support continued operations and public safety. Adrian also led multi-disciplinary efforts involving UPRR, ROW acquisition, and a separate demolition project to clear hazardous materials before contractor mobilization. Through successful A+B contracting, ADOT achieved 180 days of schedule savings and reduced construction costs by \$20M.

**ADOT: I-10 at Ina Road TI, Tucson, AZ**

**■ Senior Project Manager (ADOT)**

This project eliminated Ina Road as an at-grade crossing, with the ultimate configuration featuring Ina Road as an overpass spanning UPRR and I-10. The traffic improvement reconstruction was procured utilizing CMAR delivery. Two individual GMPs were established for the construction of the new TI configuration. As a major stakeholder, the Town of Marana included the widening of the Santa Cruz River bridge as part of ADOT's GMP. Specific challenges included numerous cultural sites and collapsible soils.



## Constructability Reviews & Cost Estimates

# ANDREW FLECKY

**Personal Statement:** I am eager to apply my cost estimating and constructability review expertise on the US60 project, leveraging 23 years of Arizona industry experience to deliver accurate budgets, practical solutions, and market-aligned insights that support project delivery.

## Why Andrew?

Andrew has worked in the Arizona contracting industry for 23 years. Andrew's expertise and primary focus is on Detailed Cost Estimating. He has a B.S. in Business and experience in estimating construction on urban freeway, city streets, private developments, airports, bridges, grading, paving (AC and PCCP), storm drains, water/sewer, erosion control, roadway electrical, signing/stripping, landscaping, and FMS. Andrew is professionally organized, detail-oriented and is especially adept at recognizing current market conditions for the owner to anticipate construction costs. He has successfully completed projects for the Arizona Department of Transportation, the Maricopa and Pima Counties, and the cities of Avondale, Buckeye, Casa Grande, Coolidge, Chandler, Glendale, Gilbert, Mesa, Phoenix, Queen Creek, Scottsdale, and Tempe. Andrew will be the main point of contact for Infrastructure Mavens. His responsibilities include Detailed Cost Estimating and Constructability Review tasks. He will assist the team with Construction Phasing and Scheduling.

## Value to ADOT:

- ✔ Brings a contractor's background and provides constructability reviews to ensure construction means and methods are considered during design to avoid change orders during construction.
- ✔ He provides you consistently accurate, high-quality estimates, making the program easier to predict.

### Spotlight: Getting to know Andrew...

Andrew is a devoted dad who loves exploring the world with his family. From Venice's winding canals to cultures far beyond, he's passionate about giving his kids global experiences.

### Years of Experience / with IMavens

- 23 / 3

### Education (Highest Level)

- BS, Business, Arizona State University

### Registration

- N/A

### Work Location

- Phoenix, AZ

### Corporate Title

- Manager & Independent Construction Expert

### Availability / Commitment

- 55% / 55%

### Concurrent Commitments

- ADOT Multiple Cost Estimating Tasks for Projects: 30%
- Other Misc Tasks: 15%

## Relevant Experience to US60

### ADOT: I-10 Kino TI to Country Club TI GEC, Tucson, AZ

#### ■ Cost Estimating / Constructability Reviews

Andrew served as the cost estimating lead and provided constructability reviews to reconstruct I-10 to three general purpose lanes in each direction through the project limits. Improvements at Kino Parkway will include reconstructing the existing partial cloverleaf Kino Parkway TI, replacing overpass structures at Ajo Way and Tucson Diversion Channel, and replacing the Kino Parkway structure over I-10. Two new eastbound ramps will be constructed to resolve weaving issues along eastbound I-10 between Park Avenue and Kino Parkway. The Palo Verde Road TI will be removed and replaced with a new diamond traffic interchange at Country Club Road; this also includes a new westbound entrance ramp from Alvernon Way. Structures will be replaced at Country Club Road, Irvington Road and Palo Verde Road. Pima County is expanding the Kino Sports Complex which includes coordination of the Forgeus Avenue undercrossing of I-10. Country Club Road will be widened to five lanes north of the TI to Milber Street. The box culvert extension under Country Club Road will include the reconstruction of the Julian Wash Greenway trail ramps.

### ADOT: I-19 Irvington TI VE Study, Tucson, AZ

#### ■ Cost Estimating / Constructability Reviews

Add one general purpose lane in each direction to Irvington Road approaching and departing from the new Irvington Road UP. The existing Irvington Road UP structure will be demolished and replaced with a new structure to accommodate the proposed Partial Cloverleaf Interchange (ParClo) configuration. I-19 under the structure will not be improved, but the structure will accommodate future improvements identified in the DCR.

### ADOT: SR303L from I-10 to SR30 VE Study, Maricopa County, AZ

#### ■ Cost Estimating / Constructability Reviews

Proposed southerly extension of SR303L from I-10 to the future SR30 freeway in the vicinity of MC85. Project begins at the future SR30 system TI and proceeds approximately four miles north to Van Buren Street. The project involves the ultimate construction of a 10-lane divided, access-controlled urban freeway that provides four general purpose lanes and a High Occupancy Vehicle (HOV) lane (4+1) in each

direction between I-10 and the proposed SR30 freeway near MC85 and for SR30. The project includes a freeway-to-freeway system interchange between SR303L and the future SR30 north of the Gila River.

### ADOT: Regional Transportation Plan Freeway Program 2022 Estimate Updates, MAG Region, AZ

#### ■ Cost Estimating

Manage RTPFP program (scope, schedule and budget) on remaining projects in RTPFP of Prop 400. The selected Management Consultant shall develop semiannual program certification for RTPFP. Update and maintain MAG RTP program cost estimates (for design, ROW, and construction) and evaluate their effects on cash flow and revenue projections. Establish MAG RTP construction segments costs and descriptions. Develop and maintain program delivery schedule. Review segment designers construction cost estimate. Provide Audit support. Prepare or support in preparing MAG Expenditure Report/Project Cards.

### ADOT: I-40, F0754 and F0755 VE Study, Apache County, AZ

#### ■ Cost Estimating / Constructability Reviews

**F0754:** This project is located on I-40 in Apache County, in the Northeast District, located at Chambers and the US191 TI. The project limits begin at milepost 330.6 and end at milepost 342.2. The proposed work consists of pavement rehabilitation. The work includes milling and filling the existing asphaltic concrete of roadway mainline and shoulders, and milled asphalt concrete treatment at designated unpaved crossovers. The work also includes guardrail installation, fence spot repairs, drainage work, bridge repairs, seeding, pavement marking, signing, installing ground-in rumble strips, delineators, traffic control, and other related work.

**F0755:** The proposed project is located in Apache County (ADOT Northeast District) along WB and EB I-40 between MP 342.2 and MP 353.9. The work includes milling and replacing asphalt concrete along mainline, crossovers, and ramps and replacing guardrail to meet current standards. Bridge repairs comprised of deck asphalt overlay removal, methacrylate seal, sleeper slab retrofit, and bearing pad replacement. Additional work includes culvert repair, replaced pipe sections, new spillways, riprap erosion protection, shoulder build-up, pavement marking, erosion control, and other miscellaneous work.



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Part D – 2: S00 Bidder’s/Proposer’s Solicitation List Confirmation Email (from BECO)

**From:** ADOT Business Engagement and Compliance Office  
**To:** [Suzanne Deltinger](mailto:Suzanne.Deltinger@azdot.gov)  
**Cc:** [contractorcompliance@azdot.gov](mailto:contractorcompliance@azdot.gov)  
**Subject:** Bidders List for Point Engineers, LLC  
**Date:** Tuesday, January 27, 2026 1:24:07 PM

**Point Engineers, LLC, AZUTRACS Number: [10869](#) has submitted a Bidder/Proposer list for 2026-013 on 01/27/2026 at 11:23 AM MST (UTC - 07:00).**

### Bidders/Proposers for this firm include:

Firm Name	Address	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
<a href="#">Cooper Aerial</a>	11402 N Cave Creek Road Phoenix, AZ 85020	10+ years	\$2 million to \$5 million	Non-DBE	541370
<a href="#">Ethos Engineering, LLC</a>	9180 South Kyrene Rd Tempe, AZ 85284	10+ years	\$2 million to \$5 million	DBE	541330
<a href="#">Infrastructure Mavens, LLC</a>	21001 N, Tatum Blvd., Suite 1630- 603 Phoenix, AZ 85050	10+ years	Less than \$500,000	Non-DBE	541330
<a href="#">J2 Engineering &amp; Environmental Design, LLC</a>	4649 E Cotton Gin Loop Phoenix, AZ 85040	10+ years	\$5 million to \$10 million	DBE	541330
<a href="#">Jacobs Engineering Group Inc.</a>	1501 W. Fountainhead Parkway Tempe, AZ 85282	10+ years	More than \$100 million	Non-DBE	541330
<a href="#">T2 UES, Inc.</a>	19621 N 23rd Dr Phoenix, AZ 85027	4-7 years	More than \$100 million	Non-DBE	541330



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



205 S. 17<sup>th</sup> Ave MD 616E  
Phoenix, AZ 85007

**KATIE HOBBS**  
GOVERNOR  
**JENNIFER TOTH**  
DIRECTOR

## Part E – Amendments

Date: January 16, 2026

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 01

REFERENCE: REQUEST FOR QUALIFICATIONS

CONTRACT NUMBER: 2026-013

CONTRACT DESCRIPTION: US60 (SUPERSTITION FREEWAY), ELLSWORTH RD TO MERIDIAN RD, HIGH OCCUPANCY VEHICLE (HOV) AND GENERAL PURPOSE LANE

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

**Question No. 1:**

Under Sections 455 & 456 of the scope of work, the text indicates that there is only one bridge planned for widening. However, the DCR identifies both Crismon and Signal Butte overpass bridges for widening. Please confirm if both crossroad TI overpass bridge widenings are included in the scope of work.

**Answer No. 1:**

Both Crismon Road and Signal Butte overpass widenings are to be included in the Scope of Work; sections 455 and 456 should apply to both.

Jessica McCall  
Contract Manager  
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.**

Suzanne Deitering, PE

Point Engineers, LLC

SIGNATURE

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



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Part F – Consultant Information Pages (CIP)

### CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2026-013

CONTACT PERSON: Suzanne Deitering, PE

E-MAIL ADDRESS: sdeitering@pointengineers.com

TITLE: Vice President

CONSULTANT FIRM: Point Engineers, LLC

ADDRESS: 7600 N. 16th Street, Suite 202

CITY, STATE, ZIP: Phoenix, AZ 85020

TELEPHONE: 480-628-4306

FAX NUMBER: N/A

UNIQUE ENTITY ID# (FROM SAM WEBSITE): VK5BKQCMCS69

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

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
Jacobs Engineering Group Inc.	Traffic Engineering/Design Services	No
Cooper Aerial	Survey, Mapping, Aerial	No
Ethos Engineering, LLC	Geotech, Material Testing, Subsurface	Yes
Infrastructure Mavens, LLC	Misc/Other Skills: Cost Est.	No
J2 Engineering & Env. Design, LLC	Landscape Architecture	Yes
T2 UES, Inc.	Misc/Other Skills: SUE	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



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Part F – Consultant Information Pages (CIP)

### SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Jacobs Engineering Group Inc.
CONTACT PERSON:	Andrew Haines, PE
E-MAIL ADDRESS:	andrew.haines@jacobs.com
TITLE:	Jacobs Principal-in-Charge
ADDRESS:	1501 West Fountainhead Parkway, Suite 401
CITY, STATE ZIP:	Tempe, AZ 85282
TELEPHONE:	480-966-8188
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	VBXLMKKVC5C5

SUBCONSULTANT FIRM NAME:	Cooper Aerial
CONTACT PERSON:	Phil Gershkovich
E-MAIL ADDRESS:	Phil@cooperaerial.com
TITLE:	Project Manager
ADDRESS:	11402 N Cave Creek Road
CITY, STATE ZIP:	Phoenix, Arizona 85020
TELEPHONE:	602-678-5111
FAX NUMBER:	602-678-5228
UNIQUE ENTITY ID #:	ZKNMTNFPGM57

**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.



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Part F – Consultant Information Pages (CIP)

### SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Ethos Engineering, LLC
CONTACT PERSON:	Pancho Garza, PE
E-MAIL ADDRESS:	pgarza@ethosengineers.com
TITLE:	President/Sr. Geotechnical Engineer
ADDRESS:	9180 S. Kyrene Road, Suite 104
CITY, STATE ZIP:	Tempe, AZ 85284
TELEPHONE:	480-326-8487
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	QQGV/C86EHVAS

SUBCONSULTANT FIRM NAME:	Infrastructure Mavens, LLC
CONTACT PERSON:	Andrew Flecky
E-MAIL ADDRESS:	aflecky@infrastructuremavens.com
TITLE:	Owner/Manager
ADDRESS:	21001 N. Tatum Blvd., Suite 1630-603
CITY, STATE ZIP:	Phoenix, AZ 85050
TELEPHONE:	602-721-3853
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	X3DADK/L2A8G6

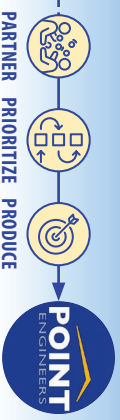
**NOTE: Each Subconsultant listed in the SOQ must be included in the Subconsultant Table of the CIP. Add additional Subconsultant Table pages as necessary. The CIP is not evaluated by the Selection Panel but is used by Engineering Consultants Section for administrative purposes.**

\*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.



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



## Part F – Consultant Information Pages (CIP)

### SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	J2 Engineering & Env. Design, LLC
CONTACT PERSON:	Aaron Allan, PLA, ASLA
E-MAIL ADDRESS:	aallan@j2design.us
TITLE:	Principal Landscape Architect
ADDRESS:	4649 E Cotton Gin Loop, Suite B2
CITY, STATE ZIP:	Phoenix, AZ 85040
TELEPHONE:	602-438-2221 Ext 114
FAX NUMBER:	602-438-2225
UNIQUE ENTITY ID #:	FPF9FEV1HKCS

SUBCONSULTANT FIRM NAME:	T2 UES, Inc.
CONTACT PERSON:	James Mueller, PE
E-MAIL ADDRESS:	James.Mueller@t2ue.com
TITLE:	Senior Project Manager
ADDRESS:	19621 N. 23rd Drive, Suite 150
CITY, STATE ZIP:	Phoenix, AZ 85027
TELEPHONE:	602-977-8076
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	VXR7DY7K6DJ7

**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.



# Superstition Freeway

ELLSWORTH ROAD TO MERIDIAN ROAD



PARTNER PRIORITIZE PRODUCE

## Part F – Consultant Information Pages (CIP)

### 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.

January 28, 2026  
Date

Suzanne Deitering, PE  
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:

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