# INTRODUCTORY LETTER

**March 18, 2026**

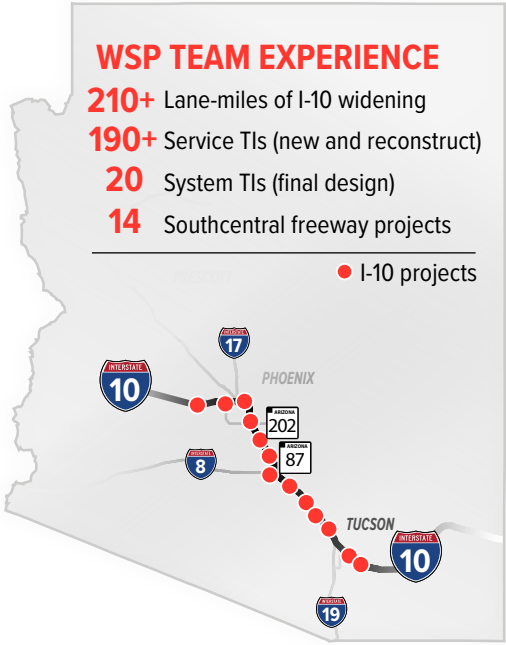
Arizona Department of Transportation – Engineering Consultants Section | 205 S. 17th Avenue, Mail Drop 616E, Phoenix, Arizona 85007

**Reference: I-10: Alvernon Way - Valencia Rd (RFQ 2026-016)**

Dear Selection Panel Members:

The I-10 corridor is Tucson's transportation lifeline—connecting regional industrial centers, airports, and major commercial and residential growth areas while serving as the primary pipeline for goods and services traveling to and from the border. The WSP team knows this corridor not just technically, but personally. Many of us have driven it daily for years, experiencing firsthand its nuances: unpredictable peak-hour congestion, bottlenecks influenced by upstream volumes from Valencia Road and beyond, and the complex chain of traffic interchanges (TI) that shape drivers' decisions long before they reach downtown. This lived experience—paired with our team's unmatched technical, stakeholder engagement, and schedule-driven delivery expertise—positions us uniquely to deliver a safer, more reliable, and more connected I-10 for the Tucson community by supporting ADOT with design of the I-10: Alvernon Way to Valencia Road project. Our key qualifications:

- **We bring the proven partnership this corridor demands:** WSP and our key subconsultant Stanley Consultants (Stanley) have successfully delivered 11 urban freeway projects together. This longstanding partnership ensures seamless coordination, a unified approach, and reliable outcomes, which reduces owner's risk and accelerates delivery.
- **We offer unmatched general-purpose lane (GPL) widening experience:** With more than 400 lane miles of widening completed, including on the I-10 corridor, our combined team provides the region's deepest bench of hands-on expertise in delivering high impact corridor expansions safely, efficiently, and cost effectively.
- **We know Tucson—its people, its agencies, its expectations:** Our Tucson-based staff bring trusted relationships across the ADOT Southcentral District, Pima Association of Governments (PAG), City of Tucson (COT), and utility owners, as well as other agency partners. From involvement with the original SR 210 Aviation project "back in the day" to recent projects at Ruthrauff, Irvington, Ajo, Houghton, Prince, and Ina Roads, our team members understand how to navigate stakeholder needs to keep a project moving.
- **We deliver integrated technical excellence that minimizes risk:** WSP's in-house multidisciplinary engineering, environmental, and communications teams, combined with the consultants below, provide an integrated design approach that reduces redesign risks, utility conflicts, and schedule delays for this high capacity, high visibility corridor. Our team members:
  - **Stanley** for expertise with utility coordination, maintenance of traffic (MOT), and ADOT final design for general purpose lanes (GPL) and TIs
  - **Cooper Aerial** for survey and mapping
  - **J2 Design (J2)** for landscape architecture and SWPPP through their Tucson studio (DBE)
  - **T2 Utility Engineers (T2ue)** for utility designation
  - **Infrastructure Mavens (IMavens)** for independent cost estimating expertise
- **We bring technical leads who have solved similar challenges:** Our key personnel have led some of Arizona's most complex urban freeway projects. With experience on numerous TIs and GPL widening projects, their experience with sequencing major shifts for MOT and optimizing corridors to be future ready directly supports this project's goals. ADOT will see performance-based creativity in developing a cost-effective project with compatibility for future SR 210 integration.




Together, we are ready to partner with ADOT to deliver a corridor worthy of its role as Tucson's lifeline—resilient, future ready, and built with the community in mind. Thank you for the opportunity to submit our team.

I, Joy Melita, will serve as the Project Principal responsible for contractual matters and securing the required team resources.

I confirm that the key personnel identified in the submittal are committed to the extent necessary to meet or exceed ADOT's quality and schedule expectations. **WSP is not a certified DBE firm**, and we support the use of certified DBEs and small business sub-consultants on ADOT projects.

If you have any questions or require additional information, please contact me at (480) 966-8295 or joy.melita@wsp.com.

Sincerely,
**WSP USA Inc.**

**Joy Melita, PE – Project Principal**
(AZ PE #31131)
WSP Senior Vice President & Arizona Transportation Lead

**Frank Fry, PE – Project (Contract) Manager**
(AZ PE #37622)
WSP Senior Manager & Southern Arizona Transportation Lead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# Engineering Consultants Section
# SOQ Proposal Certifications Form

Contract #: **2026-016** Consultant Name: **WSP USA Inc.**

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

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

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

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

Print Name: **Joy Melita** Title: **Senior Vice President, Arizona Transportation Lead**

Signature:  Date: **3/18/26**

**ARIZONA DEPARTMENT OF TRANSPORTATION**
**ENGINEERING CONSULTANTS SECTION**
**PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM**
**ADOT ECS Contract No.: 2026-016**

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

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

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

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

Under A.R.S. §35-393:

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

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

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

…

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

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

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

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

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

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

| | |
|---|---|
| **WSP USA Inc.**<br>Company Name | Melita<br>Signature of Person Authorized to Sign |
| **177 N Church Ave, Suite 1105**<br>Address | **Joy Melita**<br>Printed Name |
| **Tucson, AZ 85701**<br>City State Zip | **Senior Vice President, Arizona Transportation Lead** **3/18/26**<br>Title Date |

# FORCED LABOR OF ETHNIC UYGHURS BAN
# Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

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

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

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

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

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

**WSP USA Inc.**
Company Name

**177 N Church Ave, Suite 1105**
Address

**Tucson, AZ 85701**
City State Zip

Melita
Signature of Person Authorized to Sign

**Joy Melita**
Printed Name

**Senior Vice President, Arizona Transportation Lead**
Title

The WSP team understands the real-world challenges that must be solved on I-10 from Alvernon Way to Valencia Road. The corridor's limited capacity paired with traffic surges—from new developments, economic generators, and accommodations for future facilities like SR 210—requires a transportation solution that balances mobility today with flexibility for tomorrow. ADOT completed the I-10 (I-19 to Kolb Road) and SR 210 (Golf Links Road to I-10) Design Concept Report (DCR) and Environmental Assessment (EA) to scope corridor improvements and estimate cost. The recommendations for this project include the following elements funded at $233M (construction) across fiscal years 2028 and 2029:

- Reconstruct and widen I-10 to three lanes in each direction with median barrier, paved shoulders, and auxiliary lanes compatible with the ultimate five-lane freeway
- Reconstruct Alvernon Way and Valencia Road TIs
- Integrate future SR 210 ramp connections at Alvernon Way

Since the DCR completion in 2021, PAG traffic projections have generally decreased in the region. The most recent PAG model (2055) forecasts I-10 volumes 35% lower than the 2040 volumes reported in the DCR. And while the region received great news with voter passage of Propositions 418 and 419 (RTA Next), funding concerns are a reality in today's economy. With these factors in mind, the WSP team has developed project optimizations that will improve operations and safety while helping ADOT stretch project funding. Led by local **Project Manager Frank Fry,** and supported by **Segment Leads Jessica Fly and Gary Melita**, we have performed preliminary traffic analysis, ultimate facility design, TI refinement, construction sequencing, and cost assessments. From these analyses—as well as from our experience designing ADOT freeway widening improvements and driving this corridor daily—we understand that project success will be defined by delivering cost effective solutions that:

- Optimize maintenance of traffic (MOT) during construction
- Maximize operational benefits and safety features
- Implement adjacent Design Build (DB) lessons learned
- Fit within the available funding

## Tasks & Special Issues

The WSP team works hard to earn design opportunities that support ADOT program delivery. In support of understanding the details important to advancing this I-10 corridor segment, this effort includes stakeholder due diligence and preliminary design analyses. Our due diligence included meetings with Southcentral District, ADOT Technical Groups, PAG, COT, and numerous project stakeholders, as well as a corridor field review (initiation to the new checklist procedure) to identify and confirm key project issues (**Exhibit 1**). We have listened carefully and tailored our approach to integrate what we've learned with a goal of delivering performance-based solutions, quality construction documents, and ultimately, improved infrastructure. We will be a reliable partner who will meet schedule milestones, proactively mitigate risk, and collaborate with all project partners.

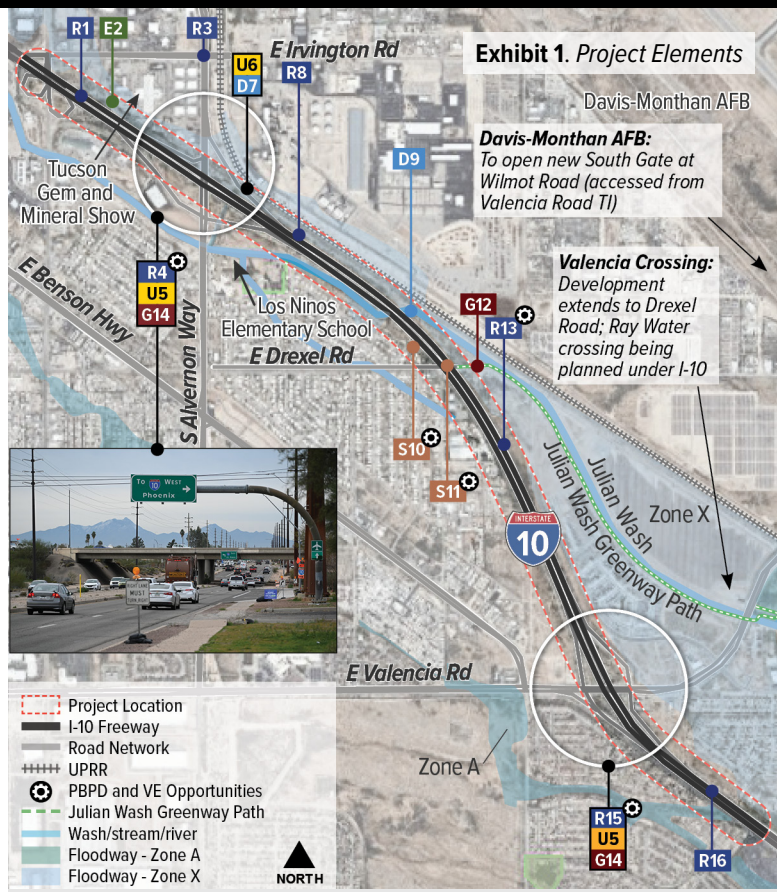
A summary of project tasks and necessary technical/ institutional elements is provided in **Exhibit 2**. To meet or exceed project partner expectations, we will address the following tasks and special issues:

- **Refine TI Configurations:** Improve geometrics to meet design standards, lower profiles, and reduce footprint—totaling approximately **$23.9M** in savings compared to the DCR concept (see Page 6).
- **Provide Safe & Efficient MOT:** Considerations include traffic shift reductions, access needs from stakeholders (Tucson International Airport (TUS), Davis-Monthan AFB), incident response, and design innovations to keep the public and crews safe during construction (see Page 7).
- **Design Efficient Structures:** We will focus on pier placement, structural element redundancy, and construction efficiencies to minimize risks built into bid prices (see Page 7).
- **Leverage Performance-Based Practical Design (PBPD) Opportunities:** To provide ADOT flexibility if funding becomes an issue, we have identified more than **$65M** in PBPDs for consideration (see Page 8).

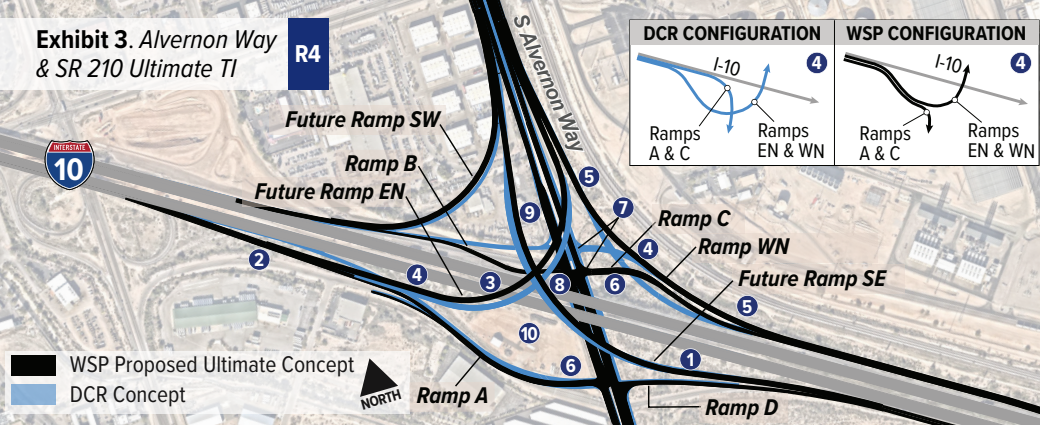
**Exhibit 2**. *Technical/Institutional Elements Needed to Deliver a Quality I-10 Project On-Schedule*

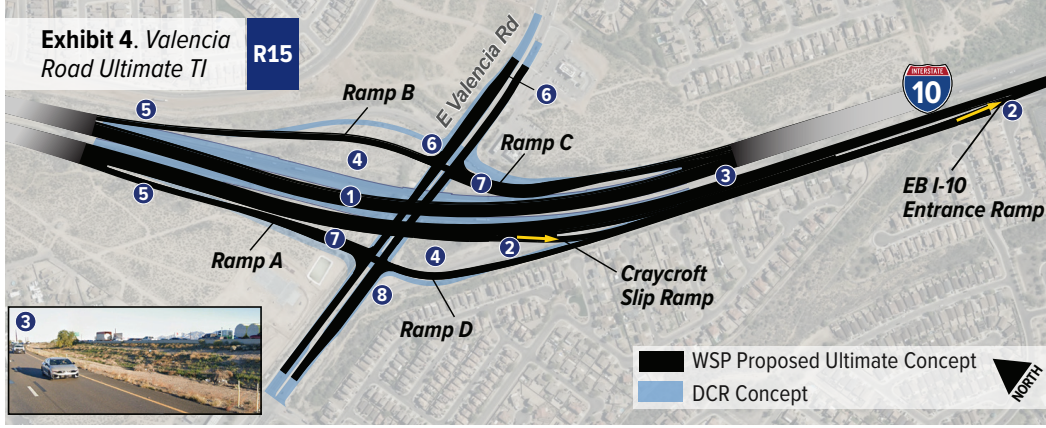
| Agency/Public Involvement | Design Development | Cost Estimating | Clearances |
|---|---|---|---|
| ▪ Agency Coordination<br>▪ Scope Confirmation<br>▪ COT Intergovernmental Agreements (IGAs)<br>▪ Required Permits<br>▪ Public Meetings & Visualizations | ▪ Value Engineering (VE) Study<br>▪ Stage II, III, IV, V Submittals<br>▪ PBPD Evaluation<br>▪ Design Decisions (DD)<br>▪ Workfront Uploads and Schedule Updates | ▪ Project Cost Estimate Development & Monitoring<br>▪ Quantity Takeoffs & Unit Price Tracking<br>▪ Milestone Constructability Reviews | ▪ Environmental EA Reevaluation<br>▪ Utility Coordination with Conflict ID & Relocations<br>▪ Right of Way (R/W) & TCE Delineation<br>▪ Clearance Documents |

**Exhibit 1**. *Project Elements*




| | |
|---|---|
| R1 | Coordinate seamless connection to I-10 Kino to Country Club Design Build project (consider median barrier and potential temporary crossover) |
| E2 | Evaluate potential archaeological site to minimize schedule impacts |
| R3 | Tie into existing south of intersection (limit throwaway) |
| R4 | Refine Alvernon Way & SR 210 TI configuration (see Page 6) ⚙ |
| U5 | Identify crossroad utility relocations early to initiate long-lead process |
| U6 | Provide UPRR horizontal clearance to eliminate potential for crashworthy walls and construction clearance envelope to reduce construction delays |
| D7 | Provide space for drainage conveyance at R/W pinch point |
| R8 | Provide emergency access for each construction phase |
| D9 | Prepare CLOMR/LOMR at Julian Wash for FEMA approval |
| S10 | Use combo retaining/noise walls to reduce costs and maintenance ⚙ |
| S11 | Evaluate a closed concrete frame at Drexel Road to reduce costs ⚙ |
| G12 | Maintain path connectivity and protect users during construction ⚙ |
| R13 | Lower profile to reduce fill and wall heights; reduce median width to 13-feet (like DB project) ⚙ |
| G14 | Maintain pedestrian facilities at crossroads and protect users during construction |
| R15 | Refine Valencia Road TI configuration (see Page 6) ⚙ |
| R16 | Provide sequential lane drops per MUTCD (see Page 6) |




## Refine Alvernon Way & SR 210 TI Configuration

To advance the DCR concept, we targeted geometric and structural refinements that improve operational performance, enhance constructability, and reduce overall lifecycle cost. Our team analyzed several TI configurations and found a diamond TI performs better than a diverging diamond interchange (DDI) due to the high NB (1,500) and SB (1,700) peak hour through movements, reduced storage lengths/spacing between the intersections, and improved overall efficiency (**Exhibit 3**).

| Recommended Improvements | Benefits & Estimated Cost Savings |
|---|---|
| 1 Refine Future Ramp SE and Ramp D profiles | Improve vertical profiles to minimize gore breakover, maximize sight distance, and enhance safety and constructability. |
| 2 Optimize ramp spacing at Ramp A and Future Ramp EN | Improves safety and operations by providing sufficient weaving and merge/diverge distances. |
| 3 Refine geometry of Future Ramps EN and SE to avoid straddle bents | Eliminates structural conflicts, avoids costly straddle bents, improves staging flexibility and MOT implementation, and enhances foundation constructability. **$8.73M** |
| 4 Optimize Future Ramp EN/ Ramp A and Ramp WN/ Ramp C layouts to eliminate horizontal conflicts | Reordering the ramps to remove conflicting alignments eliminates bridges and retaining walls, reduces profiles and earthwork, and improves overall constructability and schedule. **$13.2M** |
| 5 Increase minimum horizontal clearance to UPRR R/W by 20' | Reduces railroad constraints, eliminates potential crash walls, increases construction clearances, and improves access. **$250K** |
| 6 Refine ramp alignments to reduce skew and lengthen termini tangent lengths | Optimizes crossroad and intersection layouts. Reduces footprint and number of turn lanes, provides compliant ramp termini, improves superelevation transitions, and lessens schedule risk. |
| 7 Shift Alvernon Ramp B and Ramp C termini south by 190' | Optimizes pier placement, resolves superelevation transitions, and enables reordering Ramp WN / Ramp C. |
| 8 Use precast pier caps | Reduces overall construction duration and may improve eligibility for an increased federal funding share. |
| 9 Mitigate existing TEP power lines and cell tower | Optimized layout eliminates relocation of TEP transmission poles and allows for existing cell tower to remain. |
| 10 Over-excavate onsite infield areas | Generate embankment for early construction of I-10 and fill in later when other material is available to reduce costs and improve construction schedule. **$500K** |

**VALUE ADD** I-10 Alvernon overpass structures can be overbuilt by 24-feet to defer more costly SR 210 flyover ramps to 2055, per analysis using 2055 PAG traffic data. Alvernon Way could be built in 2028 with four lanes in each direction (with turn lanes) to meet operational needs. The extra 24 feet would allow widening Alvernon Way to five lanes (10 total lanes) if needed, an approach we used on I-10, Grant Road to St. Mary's Road.

## Refine Valencia Road TI

Our team reviewed a diamond TI and DDI at Valencia Road. The diamond TI configuration would provide a higher level of service with 2055 volumes and allow through traffic at ramp intersections. Refinements to the DCR diamond TI concept (**Exhibit 4**) improve operational efficiency, simplify constructability, and reduce structural complexity, earthwork, new R/W, and cost while maintaining flexibility and compatibility for implementing future I-10 improvements.

| Recommended Improvements | Benefits & Estimated Cost Savings |
|---|---|
| 1 Shift I-10 west by approximately 50 feet to construct EB and WB I-10 roadway and bridges away from existing travel lanes | Allows offline freeway and bridge construction, while existing traffic is maintained. Minimizes impacts to traffic and simplifies sequencing and MOT to improve constructability and efficiency. |
| 2 Construct EB slip ramp to the frontage road and Craycroft Road, eliminate existing Craycroft exit ramp, and shift EB Valencia Road I-10 entrance ramp east | Improves I-10 traffic operations and reduces congestion by moving I-10 auxiliary lane merging/weaving to the frontage road where traffic volumes and speeds are lower. Improves east side TI ramp intersection operations by diverting 600 vehicles per hour through movement to Craycroft Road away from the intersection to the slip ramp. |
| 3 Lower WB I-10 profile up to 7' to match EB I-10 east of Valencia Rd | Reduces earthwork and bridge pier and wingwall costs. **$495K** |
| 4 Over-excavate onsite infield areas | Generates embankment for early construction of EB I-10 and fill in later when existing WB I-10 is removed. **$700K** |
| 5 Realign Ramp A and Ramp B with normal crown curves | Eliminates cross slope breakover between I-10 and exit ramp lanes for improved construction efficiency and drivability and reduces new R/W along EB Exit Ramp A. |
| 6 Shift the east side WB ramp intersection west | Increases distance between the west TI intersection and businesses to maintain the existing south to east left turn median opening (with ADOT approval) to improve operations, minimize business impacts, and avoid costly total acquisitions. |
| 7 Implement allowable 15-degree skewed TI ramp intersections | Allows RDG compliant tangent lengths approaching Valencia Road for superelevation transitions and improved sight distance and ramp drivability. |
| 8 Construct dual right turn for EB I-10 entrance ramp and eliminate separate slip ramp | Improves crossroad/entrance ramp intersection capacity and operations and eliminates merging/weaving on the ramp from the slip ramp. |

**VALUE ADD** Our recommendations would shift I-10 to improve TI and I-10 constructability. This also allows an opportunity to reduce cost, ultimately improving Valencia Road TI and I-10 traffic capacity and operations. Additionally, refining ramp geometry, skews, and location would improve drivability, capacity, operations, and access control while reducing R/W and minimizing impacts to adjacent businesses.

## Provide Safe & Efficient Maintenance of Traffic

Our MOT objectives for this critical regional commercial corridor:

- Maintain traffic operations consistent with urban interstate expectations
- Minimize conflicts between construction and live traffic
- Provide continuous emergency vehicle access
- Preserve driver expectancy through uniform and predictable traffic control devices and roadway geometry

Per the RFQ, I-10 will be improved to three lanes from the inside-out. With this scenario, I-10 mainline construction can be achieved in two phases that maintain two traffic lanes in each direction (**Exhibit 5**). Emergency vehicle access will be provided during both phases in accordance with ADOT emergency access requirements for interstate work zones.

**PHASE 1** EB and WB traffic will generally remain on the existing pavement. The roadway will be restriped to provide two 11-foot lanes with 2-foot shy distance adjacent to temporary concrete barrier (TCB) placed along the median. The existing outside shoulder, varying 8-10 feet, will be retained to accommodate emergency access and incident response. This configuration establishes a positive barrier separated median work zone and limits worker exposure.

**PHASE 2** Shift traffic towards the median and provide two 12-foot travel lanes in each direction with a minimum of 11-feet of continuous emergency access. This configuration improves lateral clearance, enhances driver expectancy, and supports emergency response while accommodating major median construction activities behind barrier protection. Access between construction operations and live traffic will be limited to controlled ingress and egress locations to reduce conflict points and enhance work zone safety.

**Interchanges:** At the future I-10 and SR 210 connection, the WSP team proposed flyover ramps improve constructability by allowing pier placement within the median (approximately 18 feet available), eliminating straddle bents, shortening span lengths, and reducing structure depth. These efficiencies lower material quantities, simplify foundation and superstructure construction, and reduce girder sizes and placement complexity. Constructing piers in the median minimizes impacts to traffic by avoiding full closures. At the service TIs, construction of the new ramps will enable night time and weekend girder placement with short duration detours, maintaining traffic operations while improving safety, staging flexibility, and schedule.

Our proposed MOT strategy incorporates ADOT-supported traffic management practices applied to high volume freeway reconstruction projects, including non-consecutive ramp full closures to limit cumulative user impacts, ramp closures restricted to a maximum duration of 60 calendar days, and deploying Smart Work Zone systems for real time monitoring and traveler information. Liquidated damages related to traffic impacts and critical milestones may be implemented at the discretion of the Southcentral District. We will coordinate with key stakeholders to address access needs and major special events including Tucson International Airport, Davis-Monthan (DM) Air Force Base, Tucson Gem & Mineral Show, and Tucson Rodeo.

**ALTERNATIVE MOT APPROACH** Our WSP team recommends discussing, at project kickoff, the scenario of constructing the three lanes from the outside-in (after transitioning inside-out from DB project), see **Exhibit 6**. TCB could be placed at the inside edge with future pavement and median barrier work deferred. This would provide a safer and more cost-effective delivery strategy by eliminating temporary ramp crossings through future work zones; reducing traffic conflicts; constructing final ramp and gore geometry in its ultimate configuration; and avoiding weaving and superelevation issues.

**Exhibit 5**: I-10 Mainline MOT (EB is mirrored)

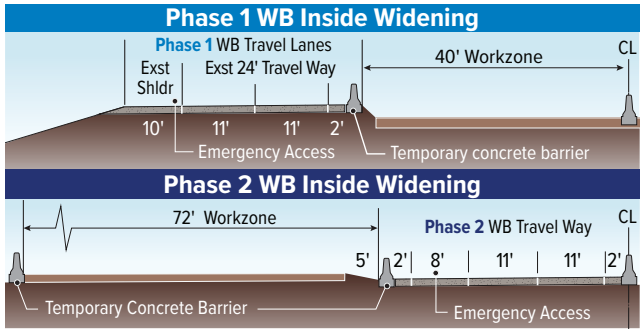
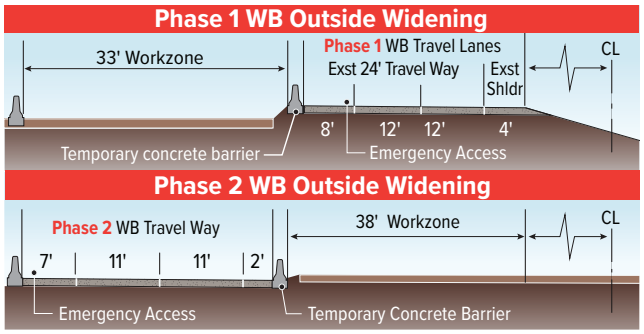



**Exhibit 6**: Alternative I-10 Mainline MOT (EB is mirrored)




## Design Efficient Structures

**Alvernon Way:** We propose replacing the I-10 Alvernon Way OP, versus widening as recommended by the DCR, based on its current age (59 years) and condition (Fair). The existing four-span structure will be replaced with a two-span precast prestressed UBT concrete bridge to optimize crossroad lane configuration, provide vertical clearance, and accommodate pedestrian access. At the TI, we recommend precast prestressed UBTs for future ramps. Based on our geometric improvements, we could shorten several structures and reduce costs (**Exhibit 7**). Our TI layout considers the ultimate SR 210 TI elements that could be built with this project to simplify future construction. The optimized configuration will avoid complicated elements such as straddle bents, curved steel girders, and elaborate MOT operations.

**Exhibit 7**: Structural Savings for Alvernon Way & SR 210 TI

| Ramp | DCR (SF) | Revised (SF) | Savings ($300/SF) |
|---|---|---|---|
| Future Ramp EN | 63,400 | 44,100 | $5.79M* |
| Future Ramp SE | 75,600 | 46,500 | $8.73M* |
| Ramp WN | 7,000 | *Eliminated* | $2.10M* |

**These savings are included in Items 3 and 4 on Page 6*

**Drexel Road:** Due to vertical clearance challenges, we propose using a concrete closed frame structure (**Exhibit 8**) to reduce profile changes on I-10. A closed frame will provide vertical clearance and reduce retaining wall quantities while maintaining access to the freeway (east side) for future improvements. We worked with ADOT to implement this concept at the Davis Avenue crossing completed with I-10 Ruthrauff Road TI.

**Exhibit 8:** Davis Avenue Closed Concrete Frame Structure

**Valencia Road:** Due to age and condition, we recommend also replacing Valencia Road OP with a two-span UBT girder structure, allowing future flexibility to widen Valenica Road should traffic demands change.

**Walls:** Retaining and noise walls will be needed. The wall type will impact construction schedule, MOT, and future construction of the ultimate SR 210 TI. Cast-in-place (CIP) may be preferred for offline work while both MSE and CIP may be considered for work adjacent to MOT. Wall work zones, backfill, and excavation, for example, will be important for the WN and SE ramps to maintain safe travel through the work area. Also, the DCR shows a 10-foot space between mainline noise walls and retaining walls. We recommend using combination walls, like those we designed on SR 202L and SR 101L, to simplify construction, allow better alignment with bridge noise walls, and reduce the "dead zone" between barrier and wall requiring ongoing maintenance (**Exhibit 10**, Page 8).


**Exhibit 9**. *Alvernon Way & SR 210 TI Visualization*

## Leverage PBPD Opportunities

Shortly after project kickoff, we will hold a PBPD workshop to explore the following items with ADOT and stakeholders:

- **Alvernon Way & SR 210 TI:** Recommendations total **$22.7M** (see Page 6)
- **Valencia Road TI:** Recommendations total **$1.2M** (see Page 6)
- **I-10 Mainline:**
  - **$8.5M** – Lower profile between Drexel and Valencia Roads to reduce embankment volume, retaining wall height, and new R/W
  - **$3.0M** – Use a closed concrete frame structure in lieu of bridges at Drexel Road, which reduces cost and shortens construction duration
  - **$7.5M** – Reduce I-10 interim median lane widths from 16-feet to 13-feet for each travel direction, consistent with the approach on the DB project, reducing PCCP, borrow, walls, and new R/W
  - **$600K** – Use a combination wall (**Exhibit 10**) that integrates the sound wall (▲), traffic barrier (⬣), and retaining wall (◆) to improve constructability, reduce footprint, and eliminate undesirable space for maintenance
  - **$22M** – Construct the new three-lane section using the ultimate outside lanes and TCB along the inside edge (outside-in), deferring the remaining future pavement for the five-lane section and median barrier and eliminating future throwaway from temporary ramps at the TIs

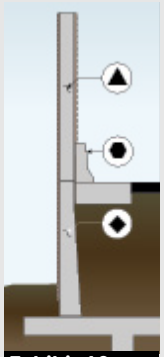


**Exhibit 10.** *Combo Wall*

**VALUE ADD** IMavens can bring continuity and lessons learned from the I-10 Kino to Country Club DB project, providing an option to integrate contractor expertise into design (e.g. constructability, cost estimating beyond unit prices). **Greg Fly** will also provide constructability reviews with interdisciplinary and quality reviews.

# Discipline Tasks & Issues

## Roadway

We will complete geometric refinements at Stage II (30%) to confirm the project footprint. Our design will utilize the latest ADOT Roadway Design Guidelines (RDG) and we will document any Design Decisions (DDs) required. Key roadway elements:

**Earthwork:** As a high-cost item and critical MOT factor, we have focused on ways to reduce earthwork (**Exhibit 11**). Our approach also helps better manage earthwork onsite, where material can be harvested by improving geometry and over-excavating infield basins.

**Exhibit 11**. I-10 Mainline Earthwork Refinements & Cost Savings

| Refinement | Quantity Reduction |
|---|---|
| Reprofile to better match existing grade (Drexel to Valencia) | 141,000 CY |
| Shift horizontal alignment through curve at Valencia Road and use independent EB and WB PGLs | 20,000 CY |
| Reduce interim lane width from 16 feet to 13 feet (consistent with DB project) | 43,200 CY |

**Access Control:** Crossroad needs will be coordinated with ADOT and stakeholders. Considerations include non-compliant access control set by the DCR, existing access points, and new developments. We recommend shifting Valencia Road TI and WB ramps west to achieve at least 330 feet between the intersection curb return and adjacent median opening. This would preserve left-turn access to the new Whataburger and mitigate cost/risk due to closing the existing median opening. We will work with Southcentral District and R/W Group to establish access control limits and prepare DDs for locations that do not meet the RDG. An Americans with Disabilities Act (ADA) report will also be prepared for the crossroads.

**Bike Route:** Since the future SR 210 extension will impact the existing bike route along Alvernon Way and Contractor's Way, we will coordinate with COT to maintain bicycle connectivity along the SR 210 corridor and plan for a future new alignment.

## Traffic/FMS/ITS

The WSP team has traffic design experience on all PAG and MAG freeway corridors. Led by **Payton Cooke**, we will confirm signing/marking approach early, keeping corridor consistency and designing sign structure placement to be compatible with the future SR 210 TI. We will adhere to dark sky requirements for lighting (special light fixtures and closer light pole spacing). Signals will be designed to meet COT standards. We will evaluate if a signal is warranted on Alvernon Way at Los Ninos Elementary School (Sunnyside Unified School District request). We will also prepare a Change of Access Report for the WB entrance ramp at Alvernon Way and our proposed slip ramp east of Valencia Road.

FMS conduit and fiber to be installed on both sides of I-10 (only on one side). This project will tie into conduit/fiber systems being built by the DB project and provide a new crossover at the east termini for redundant communications. DMS, CCTV, ramp metering, and wrong way vehicle detection cameras are key design elements we will incorporate.

## Drainage

Drainage design will follow a "Do No Harm" criterion, maintaining pre-project hydraulic conditions with no increase in regulatory water surface elevations and replacement of any lost floodplain or channel conveyance resulting from roadway widening. For the 100-year event, improvements will match pre-construction hydraulic performance with no adverse impacts to adjacent properties. For the 500-year Zone X (**Exhibit 1**, Page 5), conveyance losses will be evaluated and mitigated through features such as parallel channels or equivalent improvements. Our design will demonstrate regulatory compliance, no-rise condition, and compatibility with the Julian Wash floodplain system.

Project improvements will cross the Julian Wash (FEMA regulated in City and County floodplain jurisdictions). We will coordinate with City and County Floodplain Administrators to ensure compliance with local ordinances, ADOT criteria, USACE, and FEMA requirements. Review of the effective FEMA FIRMs indicates that the 100-year flood event is contained within the Julian Wash channel through the project limits. We anticipate a Conditional Letter of Map Revision (CLOMR), followed by a Letter of Map Revision (LOMR) upon construction completion, will be required.

## Geotechnical

Geologic investigations will follow ADOT and AASHTO guidelines. All conditions and recommendations will be provided in the Geotechnical Report. Pavement design will follow the ADOT Pavement Design Manual and be presented in a Pavement Design Summary and Materials Design Report. WSP's previous work in the project vicinity indicates that soils with higher fines content and moderate plasticity may be present in drainage-related areas and could adversely affect pavement support. To mitigate this risk, WSP will design roadway sections with engineered embankment in these areas.

## Landscape & Aesthetics

Our teaming partner J2 will bring consistency and lessons learned from the I-10 Kino to Country Club DB to this project such as:

- Using corridor aesthetics like the same paint colors, form liners, and granite mulch color (providing consistency, savings, and expedited decisions and design time)
- Limiting vegetation with no tree groupings of trees that could promote camp sites
- Using seed mix for detention basin bottoms when over an acre, otherwise granite mulch

## Project Clearances

**Environmental:** We will conduct a Reevaluation of the 2020 EA, and our lead **Julia Manfredi** understands the importance of efficient and on-schedule completion. Since this project requires new R/W (including potential acquisition of Palo Verde Business Park) and environmental regulations/policies have changed since the approval, the EA must be reviewed and updated for current conditions. We will review and update all technical studies. All environmental work will be conducted in-house by WSP to avoid delays due to subcontractor coordination. Specific activities include:

- Confirm no 4(f) use for properties, including the Julian Wash Greenway and Augie Acuna Los Ninos Park
- Review the existing Noise Analysis and coordinate with the ADOT Noise Specialist to document updated conditions
- Conduct Phase I ESAs for new R/W acquisitions as part of the updated environmental review

**Right-of-Way:** New R/W is required and Matt Tolman has started the acquisition process based on the DCR delineation for 2 of the 25 parcels. We will proactively minimize R/W impacts and continuously coordinate with ADOT. During Stage II design, we will continue refining geometry to minimize fill slopes, accommodate required maintenance roads, and finalize the project footprint. From our optimizations to date, we anticipate several reductions. The locations with the most impact to R/W savings include:

- East of I-10 between Drexel & Valencia | 1.4 Acres | **$0.8M**
- SE Corner of I-10 & Valencia | 2.8 Acres | **$1.7M**
- Adjacent to EB Exit Ramp A at Valencia | 1.0 Acre | **$0.6M**

**Utilities and Railroad:** Nearly 20 different facility owners have existing utilities within the project area and relocations are anticipated with several. **Diana Kelly** will lead coordination efforts to secure clearance. Utility related hot buttons include:

- **TEP:** Multiple substation getaways and aerial crossings of I-10. Access control and roadway clearances may require relocation.
- **Tucson Water:** 16-inch water (within Valencia Road access control) requires relocation.
- **UPRR:** Coordination must go through ADOT. We do not anticipate any work needed within UPRR R/W. We will verify anticipated settlements do not impact sensitive facilities (e.g. Kinder Morgan).
- **Joint Use Poles:** Third party transfers (First Digital, Cox Communications) require consideration of timing as each joint use attachment has 30 days to vacate the pole.
- **Zapco Energy Tactics Corp:** Identifying abandoned volatile pipelines is critical to design and construction. AZ Corp Commission has no jurisdiction over these lines and retains no information on abandoned facilities.
- **Crown Castle Solution Corp:** Cell tower at the northeast corner of Alvernon and I-10. Start coordination early.



# C2. PROJECT RISKS & SCHEDULE

## Project Risks

Our team has completed a comprehensive review of the project, identifying specific risks with proposed mitigations (**Exhibit 12**). This risk register will be a living document that is reviewed at progress and stakeholder meetings, updated monthly (at a minimum), and maintained on Workfront. **Frank** will lead the team in continued early risk identification, management, and mitigation by implementing the CRA approach practiced by ADOT. By doing so, the project recognizes many benefits–a jumpstart on the formal VE workshop, attention to issues/mitigations, and transparency with the project team and stakeholders.

**VALUE ADD** With key Arizona-based staff working on the adjacent DB—such as environmental (WSP), utilities (T2ue), and constructability (IMavens)—our team brings efficiency and continuity for innovative ideas to support risk mitigation across the project.

**Exhibit 12.** Risk Matrix ( ● - High ● - Medium ● - Low )

| Risk ( ● - Severity ) | | Mitigation Strategies ( ● - Post Mitigation Severity) | |
|---|---|---|---|
| Traffic incidents during construction cause damage, injuries, and delays | ● | Use approach we've implemented on other I-10 widening projects with reduced speed limits, shoulders for emergency access and temporary pullouts, locations for DPS to patrol, incident management plan, and SWZ. | ● |
| High I-10 volumes during construction result in traffic diverting to local streets, accelerating pavement deterioration | ● | Develop phased MOT maintaining two lanes in each direction at all times to preserve interstate mobility. Coordinate with COT to pre establish, sign, and manage approved local street detour routes. | ● |
| Construction ingress/egress from inside lane constrains contractor operations and increases construction vehicle/live traffic interaction | ● | Incorporate controlled median access points with temporary tapers or auxiliary access lanes into MOT phasing to separate construction vehicle movements from live traffic and improve decel/accel space. | ● |
| Scope added by ADOT Groups and stakeholders | ● | Set expectations at kickoff to establish wants/needs. Coordinate with Derek Boland (ADOT PM) quickly to decide on scope revisions when requested. | ● |
| Shortfall in funding causes project to be delayed or canceled | ● | With Stage II, evaluate PBPD options (Page 8) to ensure final scope meets the available funding. | ● |
| Additional R/W acquisitions required outside of EA limits to accommodate crossroad tie-ins and access control needs | ● | Advance crossroad connection configurations early in design to secure stakeholder and funding-agency concurrence, finalizing project footprint by Stage II. | ● |
| Delays associated with early and project environmental clearances | ● | Screen all proposed scope changes for consistency with the approved EA and proactively identify potential community impacts. | ● |
| Additional noise walls are required late in design, due to ongoing development on I-10 | ● | Work with Pima County and COT to obtain preliminary residential development submittals. Evaluate possible wall locations to carry contingency costs. | ● |
| Lengthy FEMA CLOMR reviews delay approvals and project advertisement | ● | Manage CLOMR process by confirming modeling approaches and floodplain determinations with City/County administrators. Advance hydraulic analyses early, pursue parallel local/FEMA reviews, and coordinate with FEMA to define assumptions/submittal requirements. | ● |
| Earthwork borrow sources limited | ● | Overexcavate basins to accommodate earthmoving operations and maximize use of on-site material sources. | ● |
| FAA Determination of Hazard analysis from TIA and DM require overhead lighting restrictions | ● | Submit FAA Notice of Proposed Construction or Alteration with Stage II to document FAA constraints. | ● |
| IGAs and other third party agreements require extended coordination and approval durations | ● | Identify agreements early and initiate coordination at kickoff. Leverage established relationships to manage agreement development, track agency review milestones, and incorporate approval durations into schedule for Stage IV completion. | ● |
| Overhead TEP utility crossings do not provide sufficient vertical clearance as anticipated | ● | Obtain field survey data for overhead line elevations crossing I-10, evaluate, and mitigate as necessary with TEP – including detailed relocation schedule if needed. | ● |

## Stakeholder Coordination

Effective engagement with stakeholders and the public will be a key factor to project success. We will implement a change log process where stakeholders agree on approach to items such as maintenance responsibilities, landscaping, and IGAs, as well as the timeframes needed for making decisions. Our stakeholder outreach has already begun and yielded valuable information. For example, when talking with Steve Hill and Lt. Colonel Austin Buck from DM Air Force Base, we learned of the new South Gate at Wilmot Road opening in 60 days, which all truck traffic will be redirected to from Swan Gate. Relevant to this project, traffic from Alvernon Way (Swan Gate) will now use Valencia Road to access South Gate.

Working closely with ADOT Communications, WSP will facilitate two public information meetings (see Schedule to the right). We believe there is an opportunity to build from messaging used on the DB project so ADOT corridor improvements are seamless between projects in the public eye. Key public involvement tasks include:

- Public Involvement Plan (PIP) with communication objectives and outreach strategies
- Public meeting support with staff, presentations, and visualizations
- Website updates to keep people informed and visualizations of the new facility through simulations
- Social media polling, monitoring, and outreach

## FHWA Major Project Requirements

FHWA Major Project requirements must be met since corridor costs will exceed $500M. WSP met the same requirements for SR 303L, MC 85 to Van Buren and I-10 Broadway Curve. Efforts include two Cost Estimate/Risk (CER) workshops, a Project Management Plan (PMP), and an Initial Financial Plan (IFP). Updates to the PMP and IFP will be required during construction. Working with Derek, ADOT Financial Management Services, and FHWA, we will assist in preparing and updating the documents.

## Quality

WSP meets rigorous ISO 9001:2015 international standards, demonstrating our commitment to consistently provide products that meet client and regulatory requirements for quality. **Frank** will prepare a project-specific Quality Management Plan (QMP) that defines the quality procedures to be followed by the team. **Greg Fly** will be the independent quality champion. He will:

- Schedule time for the team to perform thorough Quality Control reviews four weeks in advance of submittals
- Assure reviews are completed by a qualified reviewer
- Perform inter-discipline cross checking prior to QC reviews and day-to-day review of project activities
- Stay on top of changes to guidelines and the risk register

# Project Schedule

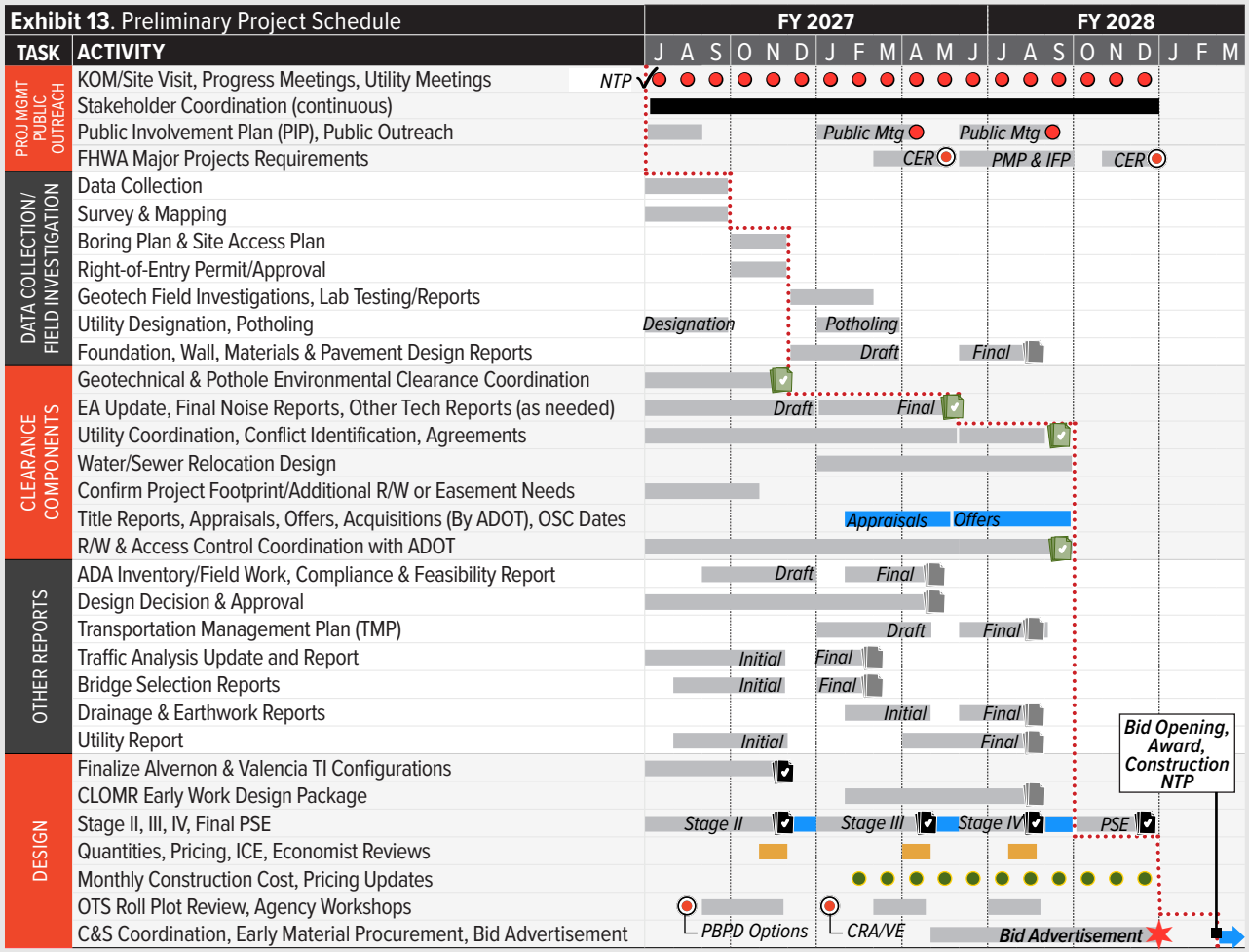
The 18-month project schedule is shown in **Exhibit 13**. Following the Notice to Proceed (NTP), Frank will provide Derek with a baseline schedule and communicate updates promptly as changes are identified.

### *Strategies to Avoid Slippage*

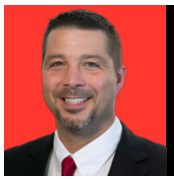
- **Project Scope:** Frank and Derek will meet with ADOT Groups/Stakeholders immediately after kickoff to finalize project improvements, including Alvernon Way and Valencia Road TI configurations. Frank will document decisions.
- **Funding:** Project scope will be defined within available funding, with flexibility to adjust if constraints are identified. Cost estimates and unit prices will be updated monthly during final design to support programming and trigger contingencies if costs trend unfavorably.
- **Environmental Clearance:** Start environmental clearance for geotechnical (develop boring plan) and pothole (identify potential conflicts) field work at NTP.
- **Utility Relocation:** Start process for Tucson Water and PCRWRD relocations (pothole, scoping, negotiations, design, approval, DEQ authorizations) for known relocations at Stage II.
- **R/W Acquisition:** Regular coordination with Matt Tolman throughout project, recognizing specific work is tied to environmental clearance (appraisals, offers, relocations, OSC dates).

If slippage is projected, Frank will provide Derek with a schedule recovery plan. This may include reallocating/ increasing team resources and work hours or fast-tracking critical path subtasks.

**Exhibit 13**. Preliminary Project Schedule



# C3. PROJECT TEAM EXPERIENCE & AVAILABILITY



## Frank Fry, PE
Project Manager

Firm: WSP | Experience: 31 yrs (13 w/ WSP) | AZ PE #37622 | 85% availability | BSCE

Known for being a hands-on project manager with MOT expertise from local freeway projects, this project is personal for Frank. As a long-term Tucson resident who drives project limits daily, Frank is excited for the opportunity to deliver a cost effective, future-forward widening project.

- Experienced in freeway mainline widening (17+ miles) and interchange design (12+ TIs)
- Full dedication to this standalone I-10 project
- Working relationships with key partners like Derek Boland, Jeremy Moore, and Priscilla Thompson that will streamline project delivery
- Experience with intensive MOT strategies

**Recent Freeway Design Experience**
- I-19 Irvington Road TI, Project Manager
- I-10 Ruthrauff Road TI, Design Lead
- SR 202L South Mountain Freeway (SMF), Middle Segment Design Lead
- I-10, Earley to I-8 GPL Widening, Design Lead

**Concurrent Projects & Commitments at NTP**
- I-19, Irvington Road TI (Post Design Services <5%)
- ADOT Part-Time Supplemental Services (Flexible; As discussed with ADOT PMG, Frank will complete current assignments and transition fully to this project. Any excess time would be coordinated with PMG for continued part-time support)

## Jessica Fly, PE, PMP
Alvernon to Valencia Segment Lead

Firm: WSP | Experience: 20 yrs (19 w/ WSP) | AZ PE #52512 | 60% availability | BSCE

- Extensive experience leading final design teams with a history of ADOT urban freeway and interchange design
- Design lead on numerous ADOT new freeway and widening projects (80 miles) and has managed 25+ ADOT projects
- Worked closely with Gary on 3 ADOT projects in the last 6 years

**Segment & Design Management Experience**
- I-10, SR 85 to Citrus: East Segment Lead
- I-19, Irvington Road TI: Senior Project Engineer
- SR 101L, Princess Dr to Shea Blvd: North Segment Lead
- SR 202L SMF: Segment B Roadway Segment Manager

## Gary Melita, PE
Valencia TI Segment Lead

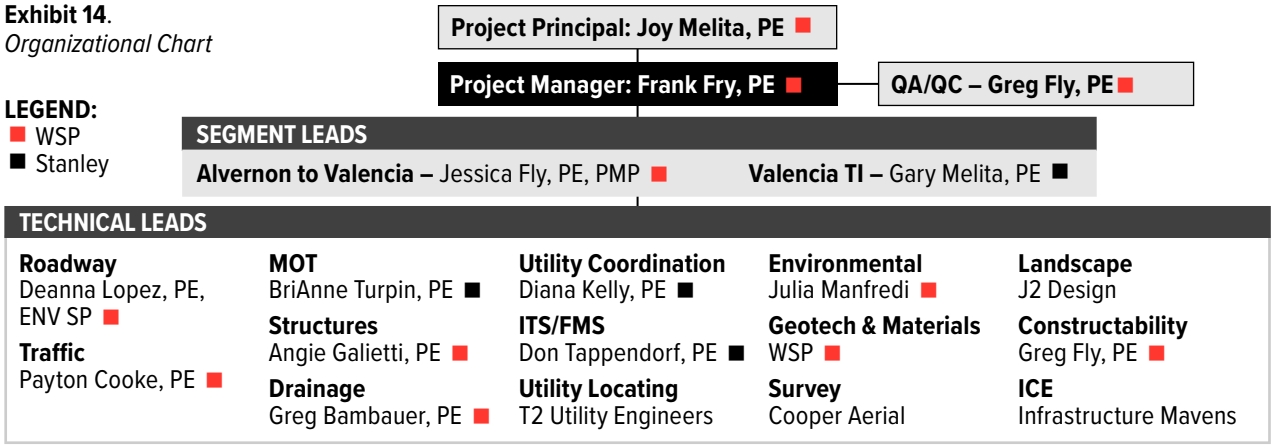
Firm: Stanley | Experience: 36 yrs (33 w/ Stanley) | AZ PE #30516 | 60% availability | BSCE, MSCM

- Led design on more than 150 miles of new and expansion projects for ADOT
- Led design of 45+ crossroad and system interchanges, including I-10 Houghton Rd TI and I-19 Ajo Road (SR 86) TI
- Thoroughly understands ADOT's design practices and project development process, as well as construction techniques

**Segment & Design Management Experience**
- I-10, SR 85 to Citrus Road: West Segment Lead
- I-10, Houghton Road TI: Senior Project Engineer
- I-19, Ajo Way TI: Senior Project Engineer

**Exhibit 14.**
*Organizational Chart*

**LEGEND:**
- WSP
- Stanley




## Additional Key Personnel

**Deanna Lopez, Roadway Lead** | WSP | 12 yrs (12 w/ WSP) | AZ PE #69390, ENV SP #3200 | 80% | BSCE
- Roadway Lead on I-19 Irvington Road with experience on 14 ADOT freeway and Tucson regional roadway projects
- Tucson-based with recent Southcentral District projects

**Payton Cooke, Traffic Lead** | WSP | 10 yrs (10 w/ WSP) | AZ PE #74702 | 80% | BSCE, MSCE
- Traffic lead on I-19 Irvington Road and I-10 Ruthrauff Road TIs, with experience on PAG and MAG freeway projects
- Tucson-based with ADOT, PAG, and COT experience

**Angie Galietti, Structures Lead** | WSP | 16 yrs (8 w/ WSP) | AZ PE #58889 | 50% | BSCE
- Led design of 34 ADOT interstate bridges, including I-10 Broadway Curve and SR 202L SMF
- Excels at optimizing constructable bridge design

**BriAnne Turpin, MOT Lead** | Stanley | 20 yrs (8 w/ Stanley) | AZ PE #51481, PTOE AZ #5361 | 50% | BSCE
- Construction phasing and MOT plans for 85+ miles of ADOT freeways, including for I-10 Broadway Curve, I-10 Houghton Road TI, and I-19 Ajo Way TI

**Greg Bambauer, Drainage Lead** | WSP | 30 yrs (18 w/ WSP) | AZ PE #37844 | 75% | BS, Hydrology
- Drainage for 50± miles of ADOT freeway projects (I-10 and SR 101L GPL/HOV widenings and I-19 Irvington Road and I-10 Ruthrauff Road TIs)

**Diana Kelly, Utilities Lead** | Stanley | 30 yrs (4 w/ Stanley) | AZ PE #46727 | 50% | BSCE
- Responsive and clear utility coordination
- I-10 Ina Road TI and I-10 Prince Road TI involving UPRR reviews and long-haul fiber relocations

**Julia Manfredi, Environmental Lead** | WSP | 23 yrs (7 w/ WSP) | CPESC #4076, CPSWQ #409 | 50% | BSE, MSEnv
- Experience on adjacent I-10 Kino to Country Club DB
- 15+ years supporting ADOT environmental clearances, including as ADOT's Environmental Programs Manager

**Don Tappendorf, FMS/ITS Lead** | Stanley | 40 yrs (8 w/ Stanley) | AZ PE #22213 | 50% | BSCE, MSCE
- 40+ years of delivering ADOT system expansion projects
- Integral in deploying technology including the ADOT Wrong Way Driver Pilot Program

**Greg Fly, QA/QC & Constructability Support** | WSP | 22 yrs (22 w/ WSP) | AZ PE #49430 | 30% | BSCE
- Experienced at QMP implementation and documentation
- Key contributor of cost saving solutions developed as part of VE, interdisciplinary, and constructability reviews

# Project Experience

## I-19 Irvington Road Traffic Interchange

***TI reconfiguration to improve operations and safety for a busy interstate interchange***

WSP led scoping and final design for reconstructing the I-19 and Irvington Road TI to improve traffic operations and multimodal safety. Project complexities include converting the spread diamond interchange to a partial cloverleaf interchange to better accommodate heavy directional traffic, while minimizing impacts to adjacent businesses. WSP provided R/W acquisition support, NEPA documentation/clearance, utility relocation design, agency coordination, and public outreach in addition to full-service design.

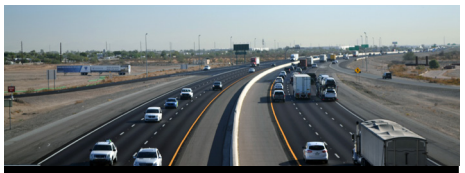
ADOT | WSP Prime | Fee: $4.3M | Staff: Fry, Fly J, Lopez, Cooke, Galietti, Bambauer, Manfredi | Subs: Cooper, J2

## I-10 Ruthrauff Road Traffic Interchange

***I-10 reconstruction/widening and TI reconfiguration, focus on MOT strategies***

WSP delivered final design for reconstructing and widening I-10 to eight lanes and reconfiguring the I-10 Ruthrauff Road TI to grade separate UPRR and Ruthrauff Road. We identified a VE opportunity to save on cost and schedule by using a box culvert instead of a flipped configuration with a bridge structure. Our construction sequencing and linear phase construction schedule was instrumental in providing ADOT with information to bid the project as A + B, resulting in a construction duration savings of two months.

ADOT | WSP Prime | Fee: $7.4M | Staff: Fry, Fly J, Lopez, Cooke, Galietti, Bambauer, Fly G | Subs: J2



## I-10, SR 85 to Citrus Road HOV/GPL Widening

***I-10 inside and outside widening with several TI ramp reconnections***

WSP is designing 12 miles of I-10 widening to provide additional travel lanes by inside and outside freeway widening, much like the work needed on this I-10 project. Design includes inside widening from SR 85 to Verrado Way and outside widening from Verrado Way to Citrus Road. The team is working with ADOT and MAG to right-size project improvements with the available funding and will utilize a CMAR delivery method. We are performing traffic operational and predictive safety analyses to support scope decision-making.

ADOT | WSP Prime | Fee: $5.2M | Staff: Fry, Fly J, Cooke, Galietti, Bambauer, Fly G | Subs: Stanley (Melita G, Turpin, Tappendorf), Cooper

## I-10, Earley to I-8 GPL Widening

***I-10 widening from 2- to 3-lanes (each direction), optimized available funding***

This 3.5-mile reconstruction project initially included widening I-10, removing Jimmie Kerr TI, adding Selma Highway TI, and adding new frontage roads. Due to the economic downturn, WSP was asked to reduce costs, improve safety, and increase capacity. We recommended widening I-10 to six lanes, removing frontage roads, and adding auxiliary lanes from Jimmie Kerr TI to I-10/I-8 TI, reducing project costs by 53%. After Stage IV, WSP was asked to prepare 21-miles of ITS improvements to expand communications capability from Phoenix to Tucson.

ADOT | WSP Prime | Fee: $6.2M | Staff: Fry, Fly J, Lopez, Cooke, Galietti, Bambauer, Fly G | Subs: J2

## I-10 Houghton Road Traffic Interchange

***Award-winning TI reconfiguration to a DDI, improving operations and safety on I-10***

Stanley led scoping and final design of a new interchange at Houghton Road and I-10. The project included reconstruction and replacement of a spread diamond TI with Arizona's first DDI to address significant traffic congestion issues. The Houghton Road overpass was reconstructed with a new bridge and full ramp reconstructions to accommodate future I-10 widening. Traffic control elements were developed to coincide with the replacement of the existing concrete bridge deck and concrete barrier on the south bridge.

ADOT | Stanley Prime | Fee: $3.4M | Staff: Melita G, Turpin, Tappendorf

## I-19 Ajo Way Traffic Interchange

***Interstate widening and TI reconfiguration improving operations and safety***

Stanley was the prime designer for this multi-phased award-winning project that replaced the old traffic interchange with a new single point urban interchange and widened two miles of I-19 and one mile of Ajo Way. The new TI configuration significantly improved traffic operations of this heavily used interchange and constructed southern Arizona's first braided ramp alignment. The project also included replacing a pedestrian bridge and improving major drainage crossings. New R/W and utility relocations were required.

ADOT | Stanley Prime | Fee: $8.6M | Staff: Melita G, Turpin, Tappendorf

# Subconsultants

**Stanley Consultants – Multidisciplinary Engineering (Civil, MOT, Utilities, FMS/ITS)**

Stanley has extensively partnered with us on ADOT freeway widening projects, efficiently delivering high quality design. They add capacity as an exclusive subconsultant providing resources and efficiency. Relevant experience:

- I-10, SR 85 to Citrus Road GPL/HOV Widening (sub to WSP)
- SR 101L, Princess Boulevard to Shea Drive Widening (sub to WSP)
- SR 101L, 75th Avenue to I-17 GPL Widening (WSP sub to Stanley)
- Tucson-area TIs at Ajo Way and Houghton Road

**J2 Engineering (formerly Wheat Design) – Landscape Architecture & SWPPP**

J2 is a certified SBE landscape architecture firm with 40+ years of service, including projects from ADOT freeway design to multiuse pathways. Relevant experience:

- I-10, Kino Blvd to Country Club Road DB
- I-19 Irvington Road TI (sub to WSP)
- I-10 Ruthrauff Road TI (sub to WSP)

**Cooper Aerial – Survey & Mapping**

Cooper will support the WSP team as they have on multiple projects in Arizona including:

- I-19 Irvington Road TI (sub to WSP)
- I-10, SR 85 to Citrus Road GPL/HOV Widening (sub to WSP)
- SR 101L, Princess Boulevard to Shea Drive Widening (sub to WSP)

**Infrastructure Mavens – ICE**

IMavens provides constructability and cost review, cost estimating, construction scheduling and phasing review, VE, and risk analysis. Their team members bring a combined 110 years of ADOT construction experience estimators. Relevant experience:

- I-10, Kino to Country Club DB (GEC)
- I-19 Irvington TI VE Study
- SR 30, 97th Ave to 71st Ave (sub to WSP)

**T2 Utility Engineers – Utility Designation**

T2ue's local staff have been assisting project teams and ADOT for 33 years. Relevant Experience:

- I-10, Kino Blvd to Country Club Road DB (SUE)
- I-19 Irvington Road TI (sub to WSP)
- I-10, Camino del Cerro to Ruthrauff Road

# Frank Fry, PE – Project Manager

**Highly qualified, Tucson-based, and available—Frank is a strong project manager with an intimate understanding of ADOT from his experience on multiple roadway widening projects and as a Part Time Delivery Manager for ADOT PMG.**

With more than 20 years of experience managing and designing ADOT freeways, Frank brings unique value to this project. He has finalized I-19 Irvington Road TI for bid advertisement (1/28/26) and will be available for 100% focus on I-10 as his only PM commitment. Frank has both ADOT freeway widening and interchange design expertise from I-10, I-19, and SR 202L corridors (PAG and MAG regions). He is also a long-term Tucson resident who drives through the project limits daily. The combination of his corridor familiarity and design experience will result in cost effective solutions that are community sensitive. He is known for being a hands-on project manager with MOT expertise from local freeway projects, as well as national alternative delivery projects that will guide day-to-day project decisions. Frank has established relationships with stakeholders and can easily meet in-person with Southcentral District, PAG, COT, and local utilities as beneficial to the project. Frank is very interested in continuing to support ADOT and PAG in delivering capacity and safety improvements to Southern Arizona.

## ADDITIONAL HIGHLIGHTS

- Experienced in freeway mainline widening (17+ miles) and interchange design (12+ TIs)
- 25+ ADOT projects (including experience as an ADOT Part Time Delivery Manager)
- 19 projects as a project/contract manager in Southern AZ

**Firm:** WSP USA Inc.

**Firm Role:** Senior Vice President

**Location:** Tucson, AZ

**Years of Experience (firm/total):** 13/31

**Professional Registrations/ Certifications:** Professional Engineer AZ #37622, TX #145768

**Education:**
BS, Civil Engineering,
Georgia Institute of Technology

**Professional Memberships:**
Pima County Transportation Advisory Committee Chair, University of Arizona (Adjunct Professor), WTS

## PROJECT EXPERIENCE

**ADOT I-19 Irvington Road TI, Tucson, AZ:** Frank serves as project manager for the reconstruction of the traffic interchange at Irvington Road and I-19. He oversees a team of designers and coordinates with ADOT, City of Tucson, SunTran, and various utility companies. The design includes 30% Roll Plot submittal and development of a preferred design for the overpass, cross road, and ramps while mitigating impacts to existing large-scale developments and minimizing ROW acquisitions. Frank is working alongside the project manager leading the design team, tracking the budget and schedule of this fast-track design delivery.

**ADOT I-10 Ruthrauff Traffic Interchange, Tucson, AZ:** As the utility coordinator for the Ruthrauff Road TI project, Frank oversaw the utility relocation effort through detailed scheduling and coordination with the contractor and stakeholders. He prepared a linear phase diagram with utility relocations to ensure timely and efficient relocation efforts. As lead roadway engineer, he conducted roadway design and earthwork calculation reviews to minimize the impact of utility relocation on the project schedule and budget.

**ADOT Loop 202 South Mountain Freeway, Phoenix, AZ:** Frank managed design for the easternmost 6.5-mile segment of the proposed extension, which included new traffic interchanges at 40th Street, 32nd Street, 24th Street, and Desert Foothills Parkway. WSP was lead designer for Loop 202 South Mountain Freeway. The 22-mile, four-lane freeway included 13 interchanges; two half-diverging diamond interchanges; one double-roundabout interchange; 40 bridges; a 6-mile, 20-foot-wide adjacent shared-use path for pedestrians, bicyclists, and other non-vehicular traffic; five multi-use underpass crossings; and 4.5 miles of widening improvements for Interstate 10. The project also included a rigorous quality control process to ensure compliance with the project's technical provisions.

**ADOT I-10 Widening, Earley Road to I-8, Casa Grande, AZ:** Lead roadway engineer for the reconstruction and widening of I-10. Frank was responsible for roadway design, specifications, engineer's estimate, and post design services. The project included 4-miles of reconstruction to widen I-10 from four lanes to six, replacement of the bridge over Jimmie Kerr Boulevard, and drainage improvements without ROW acquisitions. WSP was responsible for identifying options to reduce costs while maintaining safety and increasing capacity. Approximately two-thirds of the project consisted of inside widening to reduce costs. Due to the extremely flat grades and cross slopes throughout the corridor, the project included detailed vertical profiling to match the existing cross slopes to ensure the proposed median barrier would be constructed at the correct elevation, and also included several segments that were designed to improve the deficient superelevation.

**ADOT I-10 Val Vista to I-8 Final Design Services, Phoenix, AZ:** Roadway engineer for WSP as we delivered final design of highway widening and roadway improvements for I-10, from Val Vista Road to Junction I-8. Improvements included adding lanes to both the inside and outside of I-10, which included 12-foot shoulders in addition to reconstructing the ramps at an existing interchange. The project consisted of a continuous 2.6-mile section in which the widening only occurs within the median to avoid impacting three existing overpasses. The project was designed to increase capacity and improve traffic operations and safety in the surrounding area.

**ADOT I-10, SR 85 to Citrus Road, Buckeye, AZ:** Frank is the quality manager for 12 miles of I-10 widening to provide additional travel lanes by inside and outside freeway widening, much like the work needed on this I-10 project.

# Frank Fry, PE – Project Manager (Continued)

Inside widening will occur from SR 85 to Verrado Way and outside widening will occur from Verrado Way to Citrus Road. The team is working with ADOT and MAG to right-size project improvements with the available funding and will utilize a CMAR delivery method. We are performing traffic operational and predictive safety analyses to support scope decision-making.

**ADOT SR 30, 97th Ave to 67th Ave, Phoenix, AZ:** Quality manager for final design of this new urban freeway. Improvements include traffic interchanges at 91st and 83rd Aves, an overpasses at 87th Ave., a half mile long structure over the Vulcan Pit, drainage retention basins along the freeway, traffic elements, shared-use path, and utility relocations. An EA reevaluation will be performed as part of the project. Critical stakeholder engagement includes ADOT, MAG, Cities of Phoenix and Avondale, MCDOT, FCDMC, SRP, and several others.

**ADOT Supplemental Services Project Development Manager, Statewide, AZ:** Frank manages several projects, serving as an extension of ADOT staff within ADOT's Project Management Group, managing in-house as well as consultant-designed projects on behalf of ADOT. His projects vary in size and scope from rumblestrip installation and bridge rehabilitation to large urban roadway reconstruction and system interchange final design. He is responsible for initiating, managing, and coordinating projects from inception to completion and ensuring they remain on track for delivery. He is also tasked with ensuring projects remain in compliance with federal funding requirements and facilitates federal authorization of funding.

**ADOT SR 101L, I-17 to Pima Road DB GEC, Phoenix Metro, AZ:** Frank prepared design requirements based on the DCR before advertisement for contractor selection. After selection, his role shifted to design oversight and coordination with the contractor's design team. He was responsible for reviewing drainage plans and provided comments and/or approval accordingly.

**Texas Department of Transportation I-30, Canyon I-35E to I-345/I-45, Dallas, Texas:** Lead roadway engineer for the $800M widening of 1.5 miles of six-lane freeway to a 12-lane freeway in downtown Dallas, including HOV and frontage road improvements, nine city streets crossings, UPRR and Dallas Area Rapid Transit (DART) light rail crossings, and provisions for future deck park development. Frank led the roadway design effort, focusing on minimizing cost while meeting the project's complex requirements, such as 18 entrance and exit ramps, four direct connector ramps, and significant analysis of vertical profiles to keep the freeway above the 100-Year Hydraulic Grade Line. He also coordinated with stakeholders and ensured quality control.

**ADOT SR 77 Improvements at Linda Vista, Tucson, AZ:** Frank was responsible for implementing required design changes into ADOT plans under a constrained construction schedule. His work included roadway widening, signal modifications, and drainage improvements where timing was critical to avoid construction delays. He coordinated closely with ADOT to ensure plan modifications met agency requirements while maintaining project momentum.

**Pima County, Colossal Cave Road – Acacia Elementary to Old Vail Road, Vail, AZ:** This project involved widening an existing two-lane roadway to three lanes with bike lanes, sidewalks, pedestrian path, safety and sight visibility improvements at two railroad crossings, and drainage and landscape improvements. As project manager, Frank was responsible for completing the construction plans, special provisions, engineer's estimate, utility coordination, and post-design services.

**Pima County, Speedway Boulevard – Painted Hills Road to Camino de Oeste Road, Tucson, AZ:** Frank served as the project manager and was responsible for the roadway design, specifications, engineer's estimate, and utility coordination. The main goal of the project was to enhance safety by adding paved shoulders on Speedway Blvd for approximately 1.6 miles. The improvements also included guardrail enhancements and the addition of six-foot shoulders on each side of the roadway.

**City of Tucson, Houghton Road – Broadway Boulevard to 22nd Street (CMAR), Tucson, AZ:** Lead roadway engineer and task manager for the widening of Houghton Road. Frank was responsible for various aspects of the project, including roadway design, specifications, engineer's estimate, and post-design services. The project involved reconstructing 1.5 miles of Houghton Road, widening it from three lanes to six and making necessary utility relocations and drainage improvements.


***"Frank provided the County with an excellent PS&E package, accommodated several last-minute changes, and was diligent to make sure the changes were handled quickly and completely."***

— Sandi Garrick
Pima County Project Manager

# Jessica Fly, PE, PMP – Alvernon to Valencia Segment Lead

**Jessica's experience as a segment and roadway lead, including her work with Gary Melita on multiple SR 101L GPL widening projects, makes her a strong fit as segment lead for our team.**

Our entire team has extensive freeway widening experience and Jessica in particular has played a major role on these projects for ADOT. As segment lead, she'll oversee design of outside widening on I-10, using her experience as designer, design-build partner, and GEC to develop design solutions that work within ADOT standards and budget. Jessica has a broad range of traffic and roadway engineering experience includes large scale highway design projects and she has been key team member on our recent widening projects with Stanley along the SR 101L and SR 202L. Jessica's experience has allowed her to work from conception through to design, developing unique design solutions. Her experience with planning, development, and initial design phase in conjunction with final design and construction management experience provides her with great versatility and a complete skill set to approach transportation engineering challenges with unique insight.

## ADDITIONAL HIGHLIGHTS

- Recent relevant experience leading PBPD and DD processes on 5 current ADOT projects
- 40+ ADOT projects
- Collaborative approach to stakeholder engagement, as proven through delivery of studies and final design projects on I-10, I-17, SR 30, SR 101L, SR 202L, and SR 303L corridors.

**Firm:** WSP USA Inc

**Firm Role:** Vice President; Technical Director, Civil Engineering

**Location:** Tempe, AZ

**Years of Experience (firm/total):** 19/20

**Professional Registrations/ Certifications:** Professional Engineer AZ #52512; Project Management Professional #2050556

**Education:**
BS, Civil Engineering, Arizona State University

**Professional Memberships:**
American Society of Highway Engineers (ASHE), ASCE, WTS, Project Management Institute (PMI)

## PROJECT EXPERIENCE

**ADOT I-19 Irvington Road TI, Tucson, AZ:** Jessica was the scoping lead for this project. She led scoping documentation and supported roadway design for the reconstruction of the Irvington TI at I-19. The project included scoping and final design for development of a preferred alternative reconstructing the overpass, crossroad, and ramps while mitigating impacts to existing large-scale developments and minimizing ROW acquisitions. Jessica worked internally alongside WSP PM, Frank Fry, to oversee the design team, and track budget and schedule of this fast-track design delivery.

**ADOT I-10, SR 85 to Citrus Road, Buckeye, AZ:** WSP is providing final design services for widening I-10 from SR 85 to Citrus Road. Jessica is the East Segment Lead responsible for the multidisciplinary coordination on the Verrado Way to Citrus Road segment, where outside widening is being designed to accommodate an additional travel lane, which requires bridge widening at Citrus Road. The final configuration of I-10 will include an HOV lane and three general purpose lanes in each direction. Jessica also conducts quality reviews and supports development of PS&E documents.

**ADOT SR 30, 97th Ave to 71st Ave (Tres Rios), Maricopa County, AZ:** Jessica is a roadway segment lead for final design of the new interim six-lane urban freeway segment between 97th and 71st Avenues. Improvements include traffic interchanges at 91st and 83rd Avenues, overpasses at 87th and 75th Avenues, equipment crossing at 79th Avenue, drainage channels along the freeway and crossroads, traffic elements, shared-use path, and utility relocations. Jessica is leading the multidisciplinary work between 87th and 71st Avenues, which includes the 83rd Avenue TI. She and the team are working closely with ADOT R/W Group to realign where 83rd Avenue intersects with Broadway Road from the south to match the north connection.

**ADOT I-10, Ruthrauff Road TI, Tucson, AZ:** Project engineer for this project that widened I-10 to an eight-lane roadway and reconfigured the I-10, Ruthrauff Road Traffic Interchange to eliminate the at-grade crossing of the UPRR. This project "flipped" the roadway by lowering I-10 and raising Ruthrauff Road over Interstate 10, the UPRR, and Davis Avenue/Highway Drive, while also raising the connecting frontage roads.

**ADOT SR 101L, Princess Drive to Shea Boulevard, Scottsdale, AZ:** Design segment manager for adding a new general-purpose lane in each direction and widening four major structures. Jessica led roadway design using OpenRoads, provided multidisciplinary coordination, prepared special provisions, and compiled the overall project cost estimate. She also supported stakeholder coordination, including City of Scottsdale, CAP, MAG, and FHWA. WSP's responsibilities include environmental documentation preparation, utility relocation coordination, roadway design, drainage design, geotechnical investigations and reports, structure analyses, traffic design, and construction bid document preparation.

**ADOT SR 101L, 75th Avenue to I-17 GPL Widening, Phoenix Metro, AZ:** Design segment manager responsible for scoping and final design for improvements associated with adding one lane in each direction, system and service TI ramp and gore reconstruction, bridge widenings, on-site drainage, and signing/pavement marking infrastructure. Other corridor improvements include lighting, ITS, and landscaping. WSP is providing roadway, wall, drainage, signing, pavement marking, and bridge design services. Jessica's responsibilities include segment design management, roadway design, OpenRoads modeling, alternative analyses, stakeholder coordination, utility coordination, risk management, quality control and interdisciplinary coordination.

**ADOT SR 101L, I-17 to Pima Road DB, Phoenix Metro, AZ:** Project manager for GEC services during construction on this GPL widening project that included 13 miles of urban freeway widening, 12 bridge widenings, reconstruction of service TI ramps and gores, and other corridor signing, lighting, and landscape

# Jessica Fly, PE, PMP – Alvernon to Valencia Segment Lead (Continued)

improvements. Jessica was responsible for project scope development, contract development, design oversight, and construction management services. Her responsibilities included stakeholder coordination, alignment of project scope to available budget, preparing requests for qualifications/ requests for proposal documents, design phase oversight and plan reviews, project document control, and construction administration tasks including RFI response, resolving field issues, reviewing change orders, and assisting the ADOT RE and inspection staff.

**ADOT SR 202L South Mountain Freeway, Phoenix Metro, AZ:** Design segment manager for the design of a new 22-mile, four-lane freeway facility including 13 new interchanges; two half-diverging diamond interchanges; one double-roundabout interchange; 40 bridges; a six-mile, 20-foot-wide adjacent shared-use path for pedestrians, bicyclists, and other non-vehicular traffic; five multi-use underpass crossings; and 4.5 miles of widening improvements for I-10. Jessica's responsibilities included roadway segment management, roadway design, InRoads modeling, alternatives analyses, interdisciplinary coordination, plan production, and quality control.

**ADOT SR 202L, SR 101L To Broadway Road GPL Widening Design-Build, Mesa, AZ:** Roadway engineer assisting with the design of widening for HOV lanes and adding GPLs to SR 202L Red Mountain Freeway. WSP's responsibilities included the design of 20 miles of GP and HOV lane PCCP widening, four bridge structure widenings, retaining walls, drainage, signing, striping, lighting, maintenance of traffic, landscaping, and freeway management system components of the project. The WSP design widened SR 202L through 10 ramp gores and maintained ramp traffic without any long-term closures. Jessica's responsibilities included roadway design, InRoads modeling, interdisciplinary coordination, plan preparation, post design services, and project documentation and quality control tasks.

**ADOT SR 202L, I-10 to Gilbert Road Design-Build, Phoenix Metro, AZ:** Project engineer responsible for interdisciplinary coordination, roadway design, InRoads modeling, plan preparation, post design services, and project documentation and quality control tasks. WSP was responsible for the design of two freeway-to-freeway high occupancy vehicle ramp bridge structures, and median widening of the existing freeway to accommodate new high occupancy vehicle lanes on SR 202L from I-10 to Gilbert Road. The project included the design of four freeway-to-freeway high occupancy vehicle ramp bridge structures; internal and external widening of the existing freeway to accommodate the high occupancy vehicle lanes and reconfigured interchange ramps; and more than 20 lane miles of Portland cement concrete pavement, retaining walls, drainage, signing, and striping and lighting.

**ADOT US 60/Bell Road Interchange Design-Build, Phoenix, AZ:** Roadway design segment manager for the US 60 portion of the project. WSP provided final design services for the interchange at US 60 and Bell Road. The project provided a grade-separated crossing of US 60 with Bell Road elevated over US 60 and the Burlington North and Santa Fe Railroad Railway, with new access ramps connecting US 60 with Bell Road in the median area of US 60. Jessica's responsibilities included significant coordination with the prime designer and contractor throughout the project duration, work task staffing/scheduling, utility conflict identification and relocation plan coordination, final design plan preparation, requests for information/notice of design change/ field design change/shop drawing review, and QA/QC.


***"Jessica and the WSP project team provided effective, timely coordination and collaboration to assist ADOT in administering the SR 101L, I-17 to Pima Rd Design-Build project contract. It was a pleasure to work through challenges with Jessica and the WSP team as they were very responsive to my needs"***

— Anthony Brozich,
Former ADOT Project Senior Resident Engineer

# Gary Melita, PE – Valencia TI Segment Lead

**With more than 150 miles of new ADOT freeway and freeway widening projects, Gary brings lessons learned from other freeway and interchange projects that will complement Jessica's experience and maximize design efficiency.**

Gary has led design on more than 150 miles of new and expansion projects for ADOT, as well as design of over 42 crossroad and system interchanges (including I-10 Houghton Rd TI and I-19 Ajo Road (SR 86) TI). He will serve as the Valencia Segment Lead, leading Stanley team members in working alongside WSP as he has done on numerous ADOT projects. Gary thoroughly understands ADOT's design practices and project development process, as well as construction techniques, excelling in the technical skills needed to deliver quality work. He is knowledgeable of current air quality practices (SR 101L, 75th Avenue to I-17); combined with Frank's experience, provides ADOT the most comprehensive understanding of this evolving process.

## ADDITIONAL HIGHLIGHTS

- 150+ miles of new ADOT freeway and freeway widening projects
- 50+ ADOT projects
- Experience on 42 ADOT crossroad and system interchanges
- 12 freeway projects in the last 10 years

**Firm:** Stanley Consultants, Inc.

**Firm Role:** Principal Transportation Engineer

**Location:** Phoenix, AZ

**Years of Experience (firm/total):** 33/36

**Professional Registrations/ Certifications:** Professional Engineer AZ #30516

**Education:** MS, Construction Management, Arizona State University; BS, Civil Engineering, Arizona State University

**Professional Memberships:** American Council of Engineering Companies (ACEC), American Society of Highway Engineers (ASHE)

## PROJECT EXPERIENCE

**ADOT I-19 Ajo Way TI, Tucson, AZ:** As a senior project engineer, Gary led the roadway and drainage design for the reconstruction and widening of southbound I-19 between Ajo Way and Irvington Road; a new, braided Irvington Rd/I-19 southbound off ramp with the Ajo Way/I-19 southbound on-ramp; and the reconstruction and widening of SR 86 east and west of I-19. Improvements included alleviating historical flooding issues at the Rodeo Wash, Irvington Wash and adjacent neighborhoods. The project scope also included retaining walls, noise walls, onsite and offsite drainage facilities, first flush retention basins, MOT, pavement marking, signing, lighting, signals, FMS and other related work. The Final Design Concept Report (DCR) contained complex drainage facilities that severely impacted freeway traffic, construction sequencing and neighborhood residents. Stanley's concept virtually eliminated all of the drainage issues, saving over $1M. Other earthwork, pedestrian, unique bridge solutions, as well as the elimination of a proposed tunnel were all accepted, saving ADOT over $3M.

**ADOT Houghton Road TI, Tucson, AZ:** Gary was the project engineer responsible for the final design of a new $30M TI at Houghton Road and I-10. The TI project included reconstruction and replacement of a spread diamond traffic interchange with the state's first Diverging Diamond TI (DDI) to address significant traffic congestion issues. The project included reconstruction of the Houghton Road overpass with a new widened lengthened bridge, and full ramp reconstructions to accommodate future widening of I-10.

**ADOT SR 101L, Princess Road to Shea Blvd GPL; Scottsdale, AZ:** As a subconsultant to WSP, Gary was Stanley's project manager and provided design management for two miles of general purpose lanes for both directions of travel between Raintree Drive and Shea Blvd, as part of the larger project. Stanley's responsibilities included roadway and drainage design and structural design for the widening of the Bell Road mainline overpass bridges. Coordination with WSP included estimates, bid schedule, constructability, utility conflict resolution, and special provisions development.

**ADOT I-10, SR 85 to Citrus Road GPL/HOV; Buckeye and Goodyear, AZ:** The project is currently on hold as it approaches the Stage IV. As a subconsultant to WSP, Gary is Stanley's project manager responsible for the roadway widening for three and a half miles between SR 85 and Watson Road as part of this 9.5 mile project to add general purpose lanes. Work includes roadway design, drainage modifications, signing and pavement marking design, and FMS improvements for the entire project to improve connectivity of the system. Coordination with WSP included estimates, bid schedule, utility conflict resolution, and special provisions development.

**ADOT SR 202L, South Mountain Freeway P3; Phoenix, AZ:** Gary was the Segment 3 Roadway Lead as a subconsultant to WSP. He led roadway design for 7.5 miles of urban freeway design with seven service TIs. Segment 3 design included new SR 202L mainline and ramp construction, crossroad reconstruction, numerous bridges, retaining and sound walls, on-site and off-site drainage facilities, concrete channel, erosion control, traffic signals, FMS, lighting, signing/pavement marking, and traffic control. Segment 3 was part of four segments of the new 22-mile South Mountain Freeway Design-Build-Maintain project. The project included engagement with multiple disciplines, ADOT, City of Phoenix, and numerous utilities.

**ADOT SR 24, SR 202L to Ironwood Drive GPL/ HOV; Mesa and Queen Creek, AZ:** Project manager responsible for the development of $263M roadway widening project for SR 24, SR 202L/SR 24 System TI, and SR 202L approaching SR 24. The project will add general purpose lanes and high occupancy vehicle lanes for both directions of travel, construct new directional ramp connections, reconstruct the Ironwood Drive TI to a Diverging Diamond configuration, and modify crossroad exit ramps from a 1- to 2-lane configuration. The project includes bridge widenings, noise and retaining walls, storm drain modifications, landscaping, erosion control, diamond grinding, traffic signals, FMS, DMS, lighting, construction sequencing and traffic control plans.

# Gary Melita, PE – Valencia TI Segment Lead (Continued)

**ADOT SR 101L, 75th Avenue to I-17 GPL; Phoenix and Glendale, AZ:** Project manager for the completion of the DCR and final design for a $150M project to construct over six miles of GP and auxiliary lanes, I-17 /SR 101L system TI Ramp WN conversion from one lane to two, and improvements to create a triple left-turn from SB 75th Avenue to EB SR 101L. The project includes three bridge widenings, numerous retaining and sound walls, lighting, signals, FMS, signing, marking, utility relocations, and two public information meetings presenting 3D video simulations.

**ADOT SR 101L, SR 202L Red Mtn Freeway to SR 202L Santan Freeway HOV; Tempe, Chandler, and Mesa, AZ:** As a subconsultant, Gary was Stanley's project manager responsible for design of six miles of new HOV Lanes. The project included utility, right-of-way, and environmental clearances and coordination with ADOT, Cities of Tempe, Chandler, and Mesa, property owners and utilities. Construction included new PCC pavement, concrete median barrier, freeway lighting, overhead sign and DMS structures, sound walls, on-site roadway drainage, erosion control, signing, pavement markings, FMS, construction phasing and maintenance of traffic control plans.

**ADOT SR 202L, Val Vista to SR 101L GPL; Chandler, AZ:** As a subconsultant, Gary was Stanley's project manager responsible for design of roadway widening between Gilbert Road and Val Vista to add general purpose lanes in each direction as part of the larger project from SR 101L to Gilbert Road. The work consists of widening six overpass crossroad bridges, storm drain modifications for on-site drainage, signing and pavement marking, DMS, FMS, and coordination of construction phasing and maintenance of traffic control plans. Coordination with the prime consultant included construction estimates, bid schedule, utility conflict resolution, and special provisions development. This project is currently under construction and estimated for completion by Spring 2027.

**ADOT SR 202L, SR 101L to Broadway Road (HOV Lanes) Design-Build; Mesa, AZ:** Gary was the segment manager responsible for design of median HOV Lanes for a seven-mile segment of SR 202L as part of a Design-Build team that designed and constructed five miles of new general purpose lanes and 15 miles of new HOV Lanes. Segment design included new median HOV Lanes, median concrete barrier, on-site drainage system modifications, conversion to median lighting, FMS modifications, signing/pavement marking, and maintenance of traffic control plans.

**SR 24, SR 202L to Ironwood Drive Phases I & II; ADOT | Mesa and Queen Creek, AZ:** Gary was the Phase I Project Engineer, Phase II Project Manager for an $85M four-level urban freeway system TI between SR 202L and SR 24; over a mile of new urban freeway; an interim Ellsworth Road diamond TI; widening SR 202L; and arterial roadway reconstruction. Phase II Project Manager for an $80M project to construct six miles of new four-lane interim freeway with four diamond TIs, and the ultimate Ellsworth Road TI. Phase I and II included multiple bridges, walls, on-site and off-site drainage, traffic control, lighting, signals, FMS, signing, marking, utility relocations, and new R/W. Phase II has garnered three awards including 2023 ACEC Engineering Excellence demonstrating the forward thinking, innovative team led by Gary.

**ADOT SR 202L, Power Road to University Drive; Mesa, AZ:** Project engineer for this $200M project to construct 5.5 miles of Urban Freeway to complete SR 202L. The project included three service TIs with crossroad reconstruction, five multi-span bridges, three single span bridges, 10 large drainage and equipment pass box culverts, on-site and off-site drainage, over two million CYs of excavation, retaining and sound walls, traffic signals, lighting, utility relocations, maintenance of traffic, and multi-agency stakeholder engagement.

**ADOT US 60 (Grand Ave) / SR 30L TI (CMAR), Surprise, AZ:** Project manager for a new $50M system-to-system TI and two miles of urban freeway. Included widening a four span SR 303L structure over US60 and the BNSF Railroad, retaining and sound walls, on-site and off-site drainage, traffic control, lighting, signals, FMS, signing, marking, utility relocations, and new R/W. I-17,

**ADOT Jomax Road and Dixileta Drive TIs, Phoenix, AZ:** Project manager for a $46M project to construct a diamond TI at Jomax Road, a half diamond TI at Dixileta Drive, and converting several miles of frontage roads from two-way traffic to one-way. The project included three precast girder bridges for I-17 and TI ramps across Skunk Creek, traffic control, lighting, signals, FMS, signing, marking, utility relocations, and new R/W.


# Deanna Lopez, PE, ENV SP – Roadway Lead

**A Tucson-based roadway engineer, Deanna brings recent local experience from ADOT I-19 Irvington.**

Deanna is a civil engineer located in WSP's Tucson, Arizona office. She is known for her forward-thinking concepts and designs, detail-oriented, and dependable team member. Her experience includes design and modeling work on public infrastructure projects ranging from roadway geometrics to utility modification using MicroStations and AutoCAD Products along with utility coordination. Deanna is an emerging project manager demonstrating early success through effective use of organizational tools to streamline workflow, prioritize tasks, and drive team alignment.

## ADDITIONAL HIGHLIGHTS

- Tucson-based with 12 years of roadway engineering experience
- Focus on southern AZ projects for ADOT and COT, including I-19 Irvington Road and I-10 Ruthrauff Road TIs
- Familiarity and working relationships with ADOT Southcentral District

**Firm:** WSP USA Inc.

**Firm Role:** Vice President, Civil Engineering

**Location:** Tucson, AZ

**Years of Experience (firm/total):** 12/12

**Professional Registrations/ Certifications:** Professional Engineer AZ #69390, ENV SP #3200

**Education:** BS, Civil Engineering, University of Arizona

**Professional Memberships:** WTS, American Council of Engineering Companies (ACEC), American Society of Civil Engineers (ASCE), Institute of Transportation Engineers (ITE)

## PROJECT EXPERIENCE

**ADOT, I-19 Irvington TI, Tucson, AZ:** Roadway lead for this traffic interchange that will be re-constructed from two lanes in each direction to three lanes in each direction with dual-left turns to increase capacity by adding to the conventional diamond interchange a partial cleaver. Deanna led the roadway design team, conducted monthly and weekly meetings, investigating as-built information to analyzed future improvements on I-19, adhere to standards and identify need for Design Variances and exceptions, review scope of work and coordinated interdisciplinary project needs. Deanna also assisted with deputy project manager tasks such as schedule planning, financials and scope evaluations. Once roadway design was completed, Deanna assisted with utility coordination for the duration of the project by attending monthly progress meetings, reviewing facility maps and exhibits of proposed relocations, assisted with water modification design and quality control reviews.

**ADOT I-10 Ruthrauff Road TI, Tucson, AZ:** Deanna was a roadway engineer for the reconstruction of approximately 1.5 miles of I-10 and approximately one mile of Ruthrauff Road. The project consisted of widening I-10 to an eight-lane roadway and reconfigured the I-10, Ruthrauff Road Traffic Interchange, which will eliminate the at-grade crossing of the Union Pacific Railroad (UPRR). Deanna was the responsible designer of water and sewer modifications for the city and county respectively. She also assisted with the utility coordination of the other utilities relocations in the vicinity and worked closely with ADOT Utility Department.

**ADOT I-10, Earley to I-8, Pinal County, AZ:** Lead project designer responsible for the development of removal plans and ramps geometric design for the reconstruction and widening of 13 miles of rural highway with the purpose of improving highway capacity, safety and operations on I-10. Deanna also assisted in the production of earthwork quantities, cost estimate, corridor modeling and deliverables packaging.

**ADOT, SR87 Arica & Shedd Intersections, Pinal County, AZ:** Deanna provided roadway design quality control for the reconstruction of the SR-87 intersection with Arica Road and widening SR-87 for turning lanes. Additional work includes traffic signals, reinforced concrete box culvert extension, driveway reconstruction, channel grading, irrigation structure relocation, and storm drain culverts. Deanna assisted with roadway geometrics for horizontal and vertical. Review SSD, superelevation, tapers, guardrail need, clear zones and models.

**ADOT Loop 202 South Mountain Freeway, Phoenix, AZ:** Roadway engineer for a 22-mile-long segment of the SR 202L system that connects to I-10 on both ends, creating a bypass of downtown Phoenix. It was constructed with four lanes in each direction, three general-use lanes, and one high-occupancy vehicle lane. Deanna's responsibilities included roadway geometrics, typical sections, plans and profiles, staking sheets, project modeling, cross-sections and basins grading. Generated calculations of stopping sight distance, super-elevation, and sight visibility. Completed, modeling of as-built utilities and production of Utility Disposition Plans.

**Tucson Airport Authority (TAA) Park Ave Rehabilitation, Tucson, AZ:** Lead designer for the TAA Park Ave, Level 1 Services, which consisted of three alternative roadway layouts, probable construction cost and stakeholder coordination. Deanna was then the Project Deputy Project Manager/Project Engineer during TAA Park Ave, Level 2 Services. She led the roadway and water modification design for 30%, 90%, Final and PS&E submittals. Now moving into construction, Deanna is currently the Project Manager for TAA Park Ave, Level 3, Post Design Services, which include utility coordination and construction administration services.

**City of Tucson, Traffic On-Call, Tucson, AZ:** Deanna was the lead engineer for ADA sidewalk and intersection improvements design at two intersections 1) Broadway Blvd and Jessica Ave. and 2) Golf Links Avenue and Pantano Parkway. Conducted as-built research, roadway and ramp grading, cost estimates, coordination with city staff and field reviews. Deanna assisted with coordination on adjustments for electrical, water, and sewer companies. Under this on-call, she was also the Project Manager for 6th Avenue – Speedway Boulevard to 7th Street project, a re-configuration to provided protected bike lanes. Deanna managed the project, plans, probable cost, and specifications.

# Payton Cooke, PE – Traffic Lead

**A Tucson-based traffic engineer, Payton's goal is to move people safely and efficiently across Arizona by implementing ideal infrastructure solutions that appropriately meet traffic demands through critical corridors and key interchanges.**

Payton has extensive experience supporting ADOT freeway, interchange, and corridor projects, as well as Arizona municipal traffic and safety programs. His technical focus includes traffic operations and safety analysis, intersection and interchange design, traffic studies, and multimodal improvements, including work on ADOT PDOC and safety improvement efforts. Payton enjoys sketching project alternative configurations by hand and then working with project teams to identify potential value-add changes. He used this process to help develop the parclo interchange configuration at I-19 Irvington. With nearly a decade of experience, Payton supports traffic design from planning through PS&E, developing traffic layouts, signing and striping plans, traffic control concepts, special provisions, and engineer's estimates in accordance with ADOT standards. His experience ranges from local traffic studies to major highway and interchange reconstruction, giving him a strong understanding of coordination across roadway, drainage, and structures disciplines. He has worked with ADOT and local agencies under multiple delivery methods and is proficient in MicroStation, InRoads, Synchro, and SignCAD.

## ADDITIONAL HIGHLIGHTS

- Tucson-based with 10 years of traffic engineering experience
- Focus on southern AZ projects for ADOT and COT, including I-19 Irvington Road and I-10 Ruthrauff Road TIs

**Firm:** WSP USA Inc.

**Firm Role:** Lead Consultant, Civil Engineering

**Location:** Tucson, AZ

**Years of Experience (firm/total):** 10/10

**Professional Registrations/ Certifications:** Professional Engineer AZ #74702

**Education:** MS, Civil Engineering and Engineering Mechanics, University of Arizona; BS, Engineering (Civil), LeTourneau University

**Professional Memberships:** American Society of Civil Engineers (ASCE), Institute of Transportation Engineers (ITE)

## PROJECT EXPERIENCE

**ADOT I-19 Irvington Road TI, Tucson, AZ:** Traffic lead on this project to reconstruct the I-19/Irvington Road traffic interchange, including signing, pavement marking, lighting, and traffic control design. Led preparation of the traffic report, which identified an alternative traffic interchange configuration that will operate better and result in construction cost savings. The original TI was planned to be a SPUI from the DCR, and our initial traffic scope was to confirm that a SPUI would work. However, due to additional traffic demand from adjacent development and spacing of traffic signals to the Irvington TI, a SPUI would not have met ADOT's criteria for acceptable operations. Payton proposed a partial cloverleaf ("parclo") configuration that better matches the traffic patterns at the interchange (heavy left turn), will operate better, and conveniently fits the existing traffic interchange configuration.

**ADOT I-10 Ruthrauff Road Traffic Interchange, Tucson, AZ:** Traffic engineer who provided traffic analysis and design support for the I-10 Ruthrauff Road Traffic Interchange. Payton's work included traffic control and construction sequencing development, including creating a slip ramp concept to maintain frontage road business access, safety considerations, and coordination with multidisciplinary design teams to support interchange improvements.

**ADOT SR101L Princess Drive to Shea Boulevard Improvements, Scottsdale, AZ:** Traffic engineer responsible for signal, signing, marking, lighting, ITS and traffic control design on this ADOT SR 101 GPL widening along approximately 5 miles of freeway corridor, six intersections and crossroads. Other key elements of this project include ramp and gore reconstruction, bridge widenings, on-site drainage, landscape and freeway wall design. This project is being completed on an accelerated schedule with extensive coordination with multiple team members, agencies, and utility stakeholders.

**ADOT Loop 202 South Mountain Freeway, Phoenix, AZ:** Traffic engineer supporting design for the Loop 202 South Mountain Freeway. Payton contributed to traffic design elements on this major freeway corridor, coordinating with roadway and structures teams to address operational and safety considerations.

**ADOT IR34 and IR42 Safety Improvements, Tohono O'odham Nation, AZ:** Payton led traffic safety improvements for ADOT IR34 and IR42, applying traffic engineering principles to enhance safety and operations within a tribal context and coordinating with ADOT and local stakeholders.

**City of Flagstaff Lone Tree Overpass PDB, Flagstaff, AZ:** Traffic engineer responsible for signing, pavement marking, traffic signals, lighting, and traffic analysis for this progressive design-build project. Payton developed and evaluated intersection alternatives, prepared schematic striping plans, contributed to the Traffic Impact Analysis, and designed a protected intersection concept—the first of its kind in Flagstaff.

**City of Tucson Saint Mary's Road Pedestrian Safety & Walkability Phase 1, Tucson, AZ:** Deputy project manager and traffic engineer for a concept design project focused on pedestrian and bicycle safety improvements. Responsibilities included designing traffic calming, HAWK crossing evaluation, public meeting participation, and coordination with public involvement teams.

**Tucson Airport Authority (TAA), Park Avenue Roundabout, Tucson, AZ:** Lead traffic engineer responsible for signing and pavement marking final design of Park Avenue reconstruction from Teton Road to the Pima Community College Aviation Technology Center. Developed the roundabout concept at Park Avenue and Teton Road that will serve as the gateway to this side of the airport.

# Angie Galietti, PE – Structures Lead

**Angie has led the design of 34 ADOT interstate bridges, in addition to overseeing many more ADOT structures from her experience delivering 20+ ADOT projects as a Part Time Delivery Manager. Her focus is on constructable but future-ready design.**

Angie is a structural discipline lead with experience delivering projects of varying size and complexity across Arizona and beyond. Her design and constructability background includes a wide range of bridge types and structures for state DOTs, local agencies, and private clients, from single-span structures to complex multi-span bridges. As a discipline lead, project manager, and project engineer, Angie has led projects from planning through construction, delivering plans, specifications, estimates, and construction services on schedule. She has experience with the whole project life cycle and has served as PM, Deputy PM, and Task Lead for ADOT, MCDOT, and local agencies, including work as a Part Time Delivery Manager for ADOT's Major Projects Group. This knowledge has sharpened her ability to develop cost efficient and future ready design.

## ADDITIONAL HIGHLIGHTS

- Led design of 34 ADOT interstate bridges using all delivery methods
- Excels at optimizing bridge design with constructability in mind
- Close relationships with ADOT staff
- Knowledge of ADOT delivery expectations from experience as an ADOT Part Time Delivery Manager

**Firm:** WSP USA Inc.

**Firm Role:** Vice President, Structural Engineering Technical Lead

**Location:** Tempe, AZ

**Years of Experience (firm/total):** 8/16

**Professional Registrations/ Certifications:** Professional Engineer AZ #58889

**Education:** BS, Civil Engineering, Michigan State University

**Professional Memberships:** WTS, American Council of Engineering Companies (ACEC)

## PROJECT EXPERIENCE

**ADOT I-10 Ruthrauff Road Traffic Interchange, Tucson, AZ:** WSP provided final design services for the traffic interchange at I-10 and Ruthrauff Road. The project widens I-10 to an eight-lane roadway and reconfigures the Ruthrauff Road traffic interchange, eliminating the at-grade crossing of the UPRR. This project "flips" the roadway by lowering I-10 and raising Ruthrauff Road over I-10,the UPRR, and Davis Avenue/Highway Drive, while also raising the connecting frontage roads. This reconfiguration will dramatically improve the operations and capacity of both I-10 and Ruthrauff Road and significantly enhance the safety of the traveling public. Angie was the bridge engineer who led the Bridge Selection Report preparation and provided quality control reviews of bridge, superbox and miscellaneous structure calculations and plans.

**ADOT I-10, SR 85 to Citrus Road, Buckeye, AZ:** Structures lead for designing 12 miles of I-10 widening to provide additional travel lanes by inside and outside freeway widening. Inside widening will occur from SR 85 to Verrado Way and outside widening will occur from Verrado Way to Citrus Road. Angie is overseeing the widening of the I-10 Citrus Road overpass bridge.

**ADOT SR 101L, Princess Drive to Shea Boulevard, Scottsdale, AZ:** Angie provided structural design support for the addition of a new general-purpose lane in each direction and the widening of four major structures. She worked with the team to review plans, calculations for retaining walls and substructure design of the widened existing PT box design. WSP's responsibilities include environmental documentation preparation, utility relocation coordination, roadway design, drainage design, geotechnical investigations and reports, structure analyses, traffic design, and construction bid document preparation.

**ADOT SR 202L South Mountain Freeway, Phoenix, AZ:** Structures corridor discipline lead and deputy post-design manager for the design-build delivery of the final 22-mile segment of SR 202L. The project included a new eight-lane freeway with 38 vehicular bridges, one pedestrian bridge, one small structure, and extensive retaining and noise walls. Angie supported multidisciplinary submittals, field issue resolution, and coordination across multiple design firms, while also assisting with invoicing, change orders, and contractor inquiries. She worked closely with designers, ADOT, and the contractor to deliver constructable solutions under a fast-paced design and construction schedule.

**ADOT SR 303L, MC 85 to Van Buren, Goodyear, AZ:** WSP was a subconsultant on the design of the new SR 303L freeway south of I-10 along the Cotton Lane alignment between MC 85 and Van Buren. Angie was the structures engineer who led the design efforts for the Lower Buckeye TI OP and the SR 303L mainline structure over SB Frontage Road and SB Elwood Off Ramp.

**ADOT SR 202L Red Mountain Freeway DB, Mesa, AZ:** As-built/post-design manager and bridge engineer for the widening of SR 202L, including general-purpose and HOV lanes from SR 101 to Broadway Road. Angie was responsible for bridge widening calculations, quantities, and plan preparation, as well as coordination of roadway details, retaining walls, and geotechnical elements. She led post-design services and managed all final As-Built documents, coordinating closely with ADOT's Resident Engineer, As-Built Coordinator, and the contractor to ensure accurate, on-time deliverables.

**ADOT SR 260 Lions Springs Wildlife Crossings, Gila County, AZ:** Structures lead for five wildlife crossing structures, including one wildlife overpass and four wildlife underpasses. Angie coordinated with ADOT, Arizona Game and Fish Department, and environmental teams to evaluate structure types, geometrics, and openness ratios that balanced wildlife safety, hydraulic performance, and cost effectiveness. She played a key role in evaluating alternatives during scoping and bridge selection reports.

# BriAnne Turpin, PE, PTOE – Maintenance of Traffic (MOT) Lead

**BriAnne's experience on I-10 Houghton Road TI shows her strength in delivering complex construction phasing and MOT plans because of complexity of building a crossroad TI while maintaining access to and from I-10 for the daily commuter traffic.**

BriAnne provides effective transportation planning, design, and traffic engineering services to improve roadways across the state of Arizona. Her relevant experience includes designing signing and pavement marking, traffic control, and traffic signal and roadway lighting plans. BriAnne has designed signing and pavement marking and MOT and traffic control plans for projects of all sizes, from one-mile urban corridors to more than 15 miles of freeway reconstruction, including SR 24. BriAnne has worked very closely with Gary Melita on ADOT projects and knows the ADOT requirements for traffic analysis, roadway and intersection geometry, and lighting requirements and maintenance of the lighting system. BriAnne is recognized for sharing ADOT and TSMO goals to improve system efficiency, enhance public safety and security, reduce traffic delays of road users, and improve access to information for traveler.

## ADDITIONAL HIGHLIGHTS

- Delivered construction phasing and MOT plans for more than 85 miles of ADOT freeways including several GPL/HOV widening and TI reconfiguration projects
- MOT lead on I-10 Broadway Curve, I-10 Houghton Road TI, and I-19 Ajo Way TI

**Firm:** Stanley Consultants, Inc.

**Firm Role:** Principal Transportation Engineer

**Location:** Phoenix, AZ

**Years of Experience (firm/total):** 8/20

**Professional Registrations/ Certifications:** Professional Engineer AZ #51481, PTOE AZ #5361

**Education:** BS, Civil Engineering, Northern Arizona University

**Professional Memberships:** WTS, Illuminating Engineering Society (IES), Institute of Transportation Engineers (ITE)

## PROJECT EXPERIENCE

**ADOT I-10 Houghton Road TI, Tucson, AZ:** Senior traffic engineer responsible for the managing the development the traffic engineering final design elements for the Houghton Road TI OP bridge project. BriAnne was responsible for the development of the traffic control and pavement marking plans, special provisions, and cost estimates to coincide with the replacement of the existing concrete bridge deck and concrete barrier on the south bridge. Temporary signal plans were developed to accommodate the shift of Houghton Road traffic to accommodate construction activities. Final roadway lighting and underdeck lighting plans were developed for the Houghton Road crossroad and ramps. New ramp lighting and gore area lighting, crossroad and underdeck lighting for the Houghton Road overpass was designed. BriAnne was responsible for photometric calculations for the ramp/gore, underdeck and crossroad to ensure the all light levels meet the design criteria set forth in RP-8-18.

**ADOT SR 24 Phase II, Ellsworth Road to Ironwood Drive, Mesa and Queen Creek, AZ:** Senior traffic engineer responsible for the development of the construction phasing and MOT plans as well as freeway, ramp, crossroad and underdeck lighting plans for the construction of SR 24 from its current terminus at Ellsworth Road to Ironwood Drive. MOT along Ellsworth Road was a key concern for both ADOT and the City of Mesa while building the SR 24 overpass bridges. BriAnne was responsible for the development of Ellsworth and Ironwood Drive's traffic control plans which included crossovers to shift traffic to one side of the road and allow for work to be completed on the opposite side. Stanley Consultants designed five miles of interim urban freeway. The project included utility, R/W, and environmental clearances and coordination with ADOT, City of Mesa, Pinal County, Maricopa County, Town of Queen Creek, FCDMC, PMGA and utilities. Construction includes four new crossroad service TIs, two new overpass bridges, retaining walls, on-site and off-site drainage facilities, lighting, traffic signals, FMS, signing/pavement marking, erosion control, utility relocations and MOT.

**ADOT SR 24, SR 202L to Ironwood Drive GPL/HOV, Mesa and Queen Creek, AZ:** Senior traffic engineer responsible for the development of $263M roadway widening project for SR 24, SR 202L/SR 24 System TI, and SR 202L approaching SR 24. BriAnne is responsible for the construction phasing, signing, pavement marking, and maintenance of traffic control plans. These plans will maintain this significant arterials traffic movement through the project, including regional arterial roadways while maximizing the contractor's work zone to efficiently construct all project elements. The project includes bridge widenings, noise and retaining walls, storm drain modifications, landscaping, erosion control, diamond grinding, traffic signals, FMS, DMS, and lighting.

**ADOT SR 101L, General Purpose Lanes (GPL), 75th Avenue to I-17, Glendale, AZ:** Senior traffic engineer responsible for all lighting elements including upgrading existing median lights to LED; underdeck lighting upgrades; and ramp lighting improvements. New underdeck lighting was designed for existing overpass structures that did not include lighting infrastructure. Full scope was completion of the DCR and final design for a $150M project to construct over six miles of GP and auxiliary lanes, I-17 /SR 101L system TI Ramp WN conversion from one lane to two, and improvements to create a triple left-turn from SB 75th Avenue to EB SR 101L.

# Greg Bambauer, PE – Drainage Lead

**Greg has provided multiple no-rise results and one approved CLOMR on several Southern Arizona transportation design projects, which provide him with the experience and understanding to support this project.**

Greg has extensive experience as a drainage engineer and hydrologist supporting roadway improvement projects. His expertise includes hydrologic and hydraulic analyses; design of storm drains, detention basins, cross-drainage culverts, channels, and river hydraulics; and scour analysis and floodplain mapping. He has experience preparing and supporting LOMRs and CLOMRs, working within FEMA-regulated watercourses, and designing improvements to mitigate impacts within those systems. Greg is proficient with modeling tools such as HEC-1, HEC-2, HEC-RAS, and STORMCAD, and regularly prepares and reviews drainage reports and plans. Greg also leads development and oversight of SWPPP documents for the Tucson office, including preparation of in-house SWPPPs and review of subconsultant documents. He stays current on EPA NPDES requirements and Arizona Department of Environmental Quality regulations through ongoing training and regulatory updates.

## ADDITIONAL HIGHLIGHTS

- Led drainage design on 50± miles of ADOT freeway projects including I-10 and SR 101L GPL/HOV widenings and I-19 Irvington Road and I-10 Ruthrauff Road TIs
- Working knowledge of the Tucson Stormwater Management Study (TSMS), COT and Pima County drainage criteria, and PCRFCD requirements with established agency relationships

**Firm:** WSP USA Inc.

**Firm Role:** Senior Vice President and Technical Director, Civil Engineering

**Location:** Tucson, AZ

**Years of Experience (firm/total):** 18/30

**Professional Registrations/ Certifications:** Professional Engineer AZ #37844

**Education:** BS, Hydrology University of Arizona

**Professional Memberships:** American Society of Civil Engineers (ASCE), Arizona Floodplain Management Association (AFMA)

## PROJECT EXPERIENCE

**ADOT I-19 Irvington Road TI, Tucson, AZ:** Drainage lead for the reconstruction of the traffic interchange at Irvington Road and I-19. The design includes the development of a new storm drain system for the TI Ramps and the local cross street, onsite swale and offsite channel design. Analyses included storm drain H&H, offsite H&H including a HECRAS model for Wyoming Wash through the project limits, and a pre-project versus post-project hydrologic analysis and comparison showing a net reduction is discharge. Duties included oversight on PS&E production for drainage design.

**ADOT I-10 Ruthrauff Road TI, Tucson, AZ:** Responsible for the oversight and design of drainage facilities for the new TI and interstate widening project. Project included onsite drainage for the TI, mainline and local roads. Design included local offsite and I-10 cross drainage design. Greg's responsibilities included oversight for the hydrologic and hydraulic analyses and design of cross drainage culverts, roadside channels and outlet scour protection. A key component of this project was the use and updating of a planning level FLO-2D model to establish the pre and post project drainage patterns.

**ADOT SR 30, 97th Ave to 71st Ave (Tres Rios), Maricopa County, AZ:** Drainage lead overseeing the onsite drainage design including storm drain facilities and retention basin outfalls along the project limits. Storm water disposal is being achieved through basin floor infiltration and drywells. This approach is necessary due to lack of viable outfall paths to the Salt River resulting from the location of City of Phoenix Water Services Facilities.

**ADOT I-10 Val Vista to I-8 Final Design Services, Phoenix, AZ:** Drainage lead responsible for the oversight and design of drainage facilities for a 9-mile-long interstate widening project. Responsibilities included hydrologic and hydraulic analyses, and design of cross drainage culverts, roadside channels and outlet scour protection. WSP is providing ADOT with final design of highway widening and roadway improvements for I-10, from Val Vista Road to Junction I-8. Improvements include adding lanes to both the inside and outside of I-10, which includes 12-foot shoulders in addition to reconstructing the ramps at an existing interchange. The project consists of a continuous 2.6-mile section in which the widening only occurs within the median in order to avoid impacting three existing overpasses. The project is designed to increase capacity and improve traffic operations and safety in the surrounding area.

**ADOT SR 101L, Princess Drive to Shea Boulevard, Scottsdale, AZ:** As lead drainage engineer, Greg oversaw drainage design for the addition of a new general-purpose lane in each direction. WSP's drainage responsibilities included storm drain system augmentation for widened freeway configuration, pre-project versus post-project hydrologic analysis and detention basin design to mitigate increased flow rates.

**ADOT SR 202L South Mountain Freeway DB, Phoenix, AZ:** Lead drainage engineer for three segments on this design build project that will complete the SR 202L from I-10 (Maricopa Freeway) to I-10 (Papago Freeway). As the drainage design lead for three segments of the project, Greg oversaw the day-to-day design activities for approximately 14-miles of the total 22-mile project. He coordinated with segment managers, corridor leads, contractors, and owners. From a drainage perspective, the project included culvert and pavement drainage design using HECRAS, HY-8 and INROADS STORM & SANITARY to compute the hydraulic analyses. FLO-2D modelling was used to confirm the design had no adverse downstream impacts to the Gila River Indian Community. WSP is lead designer for SR 202L South Mountain Freeway. The 22-mile, four-lane freeway will include 13 interchanges; two half-diverging diamond interchanges; one double-roundabout interchange; 40 bridges; a 6-mile, 20-foot-wide adjacent shared-use path for pedestrians, bicyclists, and other non-vehicular traffic; five multi-use underpass crossings; and 4.5-miles of widening improvements for I-10.

# Diana Kelly, PE – Utilities Coordination Lead

**Diana is an experienced utilities manager who brings ADOT-recognized value through constructable design, innovative solutions, and the successful delivery of complex, multi-discipline projects.**

Diana brings 30 years of progressive responsibility grounded in her proven ability to deliver constructable transportation designs. She has successfully delivered more than $370 million in state and municipal transportation projects over the past decade. Her understanding of how projects are built is a critical complement to design, informed by 15 years working directly with ADOT developing high-quality, constructable, and biddable contract documents for complex, multi-discipline projects that maximize use of programmed funding. Diana is known for clear, timely communication with ADOT, stakeholders, utilities, and design teams, resulting in on-time utility clearances, including on the $148 million I-10 Ina Road Traffic Interchange CMAR project. She has also been praised by ADOT technical groups for innovative solutions that consider maintenance and future constructability without compromising safety or system performance.

## ADDITIONAL HIGHLIGHTS

- 30 years of experience developing final design specializing in complex geometrics, modeling, utilities and stakeholder coordination
- Responsive and clear communication in coordinating with utilities on complex freeway widening and TI projects, including I-10 Ina Road TI that involved UPRR reviews and long-haul fiber relocations

**Firm:** Stanley Consultants, Inc.

**Firm Role:** Principal Transportation Engineer

**Location:** Phoenix, AZ

**Years of Experience (firm/total):** 4/30

**Professional Registrations/ Certifications:** Professional Engineer AZ #46727

**Education:** BS, Civil Engineering, California State Polytechnic University

**Professional Memberships:** American Society of Highway Engineers (ASHE), American Society of Civil Engineers (ASCE)

## PROJECT EXPERIENCE

**ADOT I-10, Ina Road Traffic Interchange (CMAR), Tucson, AZ:** Utility manager responsible for the utility and railroad coordination and preparation of utility plans and specifications for the reconstruction of a 2.3-mile section of I-10. Responsibilities included utility coordination with 16 distinct utility entities through two GMPs; effective and efficient communication of complex design issues and revisions throughout design; and coordinating relocation schedules between CMAR and utility companies during design. Utility relocations totaled over $23 million and required development of 10 separate agreements with utility companies for prior rights and relocations completed by the contractor during construction.

"With Diana's organization and forward thinking with utility coordination, we were able to develop a construction schedule that worked with these stakeholders time frames." - Ryan Cannon, Sundt Project Manager for I-10 Ina Road

**ADOT I-10, Ruthrauff Road to Prince Road, Tucson, AZ:** Senior project engineer for the reconstruction of a 2.3-mile section of I-10. The fast-track project consisted of the widening and realignment of the highway; redesign of the traffic interchange and elimination of the UPRR at-grade crossing at Prince Road; drainage, lighting, utility, and ITS improvements; and three new bridge structures. Extensive coordination was required with UPRR, the City of Tucson, utility companies and adjacent property and business owners. Responsibilities included evaluating alternatives; coordinating and preparing project plans, specifications, and the engineer's estimate; and preparing exhibits for public meetings. Proactive coordination with the UPRR during design factored safety into design and allowed construction to take place in an active environment on a major I-10 interchange to accommodate more than 40 trains per day.

**ADOT SR 303L, Van Buren to MC 85, Goodyear, AZ:** As utility coordinator for this regionally significant project, Diana worked with 16 utilities including Buckeye Water Conservation and Drainage District (BWCDD), Roosevelt Irrigation District (RID), WAPA, APS, Palo Verde Generating Station, and SRP for project clearance. Her strong communication and coordination skills contributed to reaching consensus on utility design needs including 4 prior right agreements and 14 utilities relocating before and during construction. Her in-depth knowledge of utility requirements and relocation parameters reduced relocations by 20%. Due to the project's size and complexity as well as strict relocation windows for each utility, Diana worked with the design team and utilities to identify and resolve construction scheduling challenges which will minimize risk during construction.

**ADOT I-17, Peoria Ave to Greenway Road Drainage Improvements; Phoenix, AZ:** As senior project engineer, Diana led the technical analysis and design of the gravity storm drain system within the heart of Phoenix. She spearheaded the innovative phasing of improvements at Thunderbird Road to build what is currently needed while planning for the future reconstruction and limiting throwaway elements—a testament to her ability to plan for the future while meeting the requirements of what I-17 needs today.

**ADOT SR 24, SR 202L to Ironwood Drive, Mesa/Queen Creek, AZ:** Diana, serving as roadway quality control, is responsible for reviewing roadway plans for the design of the four-level urban freeway system TI; six miles of new four-lane interim freeway with five diamond service TIs; widening SR 202L; and arterial roadway reconstruction. The series of projects were phased for design development under Proposition 400. Coordination with Williams Gateway Airport, utility relocations, new bridge design and widenings, FMS, signing, marking and traffic modeling for LOS at system TI movements.

# Julia Manfredi, CPESC, CPSWQ – Environmental Lead

**Julia is an ADOT-experienced environmental specialist supporting transportation projects through NEPA and regulatory compliance across Arizona.**

Julia is an experienced environmental professional with more than two decades of experience supporting ADOT environmental planning, investigations, and clearance efforts for transportation projects across Arizona. Her expertise includes NEPA documentation, Clean Water Act compliance, stormwater and MS4 program support, and coordination with state and federal regulatory agencies. Julia has supported environmental clearances ranging from Categorical Exclusions to complex Environmental Assessments and Environmental Impact Statements under ADOT Project Development and Environmental On-Call contracts

## ADDITIONAL HIGHLIGHTS

- Extensive experience with ADOT environmental on-call and project delivery contracts
- Coordination with ADOT, EPA, ADEQ, USACE, and other regulatory agencies
- Experience and knowledge from previous role as ADOT Environmental Programs Manager

**Firm:** WSP USA Inc.

**Firm Role:** Vice President, Environmental Science

**Location:** Tempe, AZ

**Years of Experience (firm/total):** 7/23

**Professional Registrations/ Certifications:** CPESC #4076; CPSWQ #409

**Education:** MS, Environmental Pollution Control, Pennsylvania State University; BS, Environmental Science, Juniata College

**Professional Memberships:** Arizona Association of Environmental Professionals, AZ Water Association

## PROJECT EXPERIENCE

**ADOT I-19 Irvington Road TI, Tucson, AZ:** Julia provided quality assurance on the Environmental Assessment (EA) as well as water resources and Clean Water Act review and documentation for this project that includes design and reconstruction of the traffic interchange at Irvington Road and I-19.

**ADOT//Sundt Construction, I-10 Kino to Country Club Traffic Interchange Improvements Design Build, Tucson/Pima County, AZ:** Julia serves as the environmental compliance manager on this project on behalf of the developer/contractor for the design and construction phases of the project. She developed the Environmental Management Program and associated plans for the project and conducts routine monitoring and oversight for compliance with local, state, and federal regulations, NEPA mitigation measures and commitments, and ADOT contract requirements.

**ADOT Environmental On-Call Services, Statewide AZ:** Julia has supported ADOT under multiple Environmental On-Call contracts, providing technical and regulatory support across a wide range of environmental disciplines. Her work has included MS4 program support, TMDL evaluations, post-construction BMP manual updates, stormwater feature mapping, environmental site assessments, hazardous materials coordination, and development of sampling and analysis plans. She has reviewed and analyzed water quality data, prepared technical memoranda and reports, and coordinated compliance activities in accordance with ADOT and EPA requirements.

**ADOT Project Delivery Environmental Clearances, Statewide AZ:** Julia has provided environmental clearance support for federally and state-funded ADOT projects, as well as Local Public Agency projects administered by ADOT. She has supported all levels of environmental documentation, including Categorical Exclusions, Environmental Assessments, and Environmental Impact Statements, and has coordinated with ADOT Environmental Planning staff to advance clearances efficiently. Recent projects include roadway shoulder improvements, rumble strip projects, and corridor safety improvements across the state.

**ADOT Sonoran Corridor – Tier 2 Environmental Impact Statement, Pima County, AZ:** Julia is the technical team lead for the water resources assessment as part of the Tier II EIA being conducted by WSP. This project area includes a 20-mile corridor connecting Interstates 10 and 19 in Pima County, and Santa Cruz River, and various ephemeral drainages within the corridor. As part of the overall assessment, the WSP project team is responsible for assessing project alternatives and mitigation for compliance with the CWA, including Waters of the U.S. (WOTUS) and wetlands. The assessment includes a delineation of potential WOTUS in the corridor, including the Santa Cruz River; determination of the Least Damaging Practicable Alternative for design, permitting, and construction; and coordination with ADOT and the USACE in development of delineation approach for a large corridor, and request for an official Approved Jurisdictional Determination.

**Loop 202 South Mountain Freeway, Phoenix, AZ:** Prior to joining WSP, Julia provided support for development and construction of the Loop 202 South Mountain Freeway through the life of the project, including planning and permitting for future maintenance. As the Clean Water Act Permitting Agent and Technical Manager, she served as the Permitting Agent for the Clean Water Act Section 404 permit and 401 certifications: Water Resources Technical Manager and Reviewer for NEPA documentation and commitments and project Environmental Management Plan; and supported the project team in coordination with tribal stakeholders regarding drainage and water supply changes affected by the project. Julia also supported the project technical and communications teams in responding to noise complaints.

# Don Tappendorf, PE – FMS/ITS Lead

**Don's extensive experience relocating ITS/FMS trunk line and equipment on ADOT roadways will be critical for this project because he understands maintenance and access needs for underground, on grade, or aerial FMS equipment.**

Don has participated in ADOT pilot programs related to ITS in guiding solutions to the Freeway Management System for 30 years. He has been a staunch supporter of the Wrong Way Driver initiative. He will contribute his expertise in Wrong Way Driver detection, employing experience from the I-17 WWD Pilot Project and four additional projects where he designed wrong way driver detection. Don coordinated the CCTV camera locations with ADOT Traffic Operation Center (TOC) and there is full visual coverage for the SR 202L/SR 24 system TI and SR 24 to Ironwood Drive. He has demonstrated and proven ADOT FMS experience on SR 202L; I-10; I-17; and SR 101L, all within projects in the Central District.

## ADDITIONAL HIGHLIGHTS

- 40+ years of delivering ADOT system expansion projects that implement current technology and minimize maintenance costs
- Expertise in wireless, electronic and automated technologies, broad/fiber infrastructure, Road Weather Information Systems, wrong-way detection, and CCTV 3D modeling

**Firm:** Stanley Consultants, Inc.

**Firm Role:** Vice President, Civil Engineering

**Location:** Phoenix, AZ

**Years of Experience (firm/total):** 8/40

**Professional Registrations/ Certifications:** Professional Engineer AZ #22213

**Education:** MS, Civil Engineering, University of Illinois; BS, Civil Engineering, University of Illinois

**Professional Memberships:** Intelligent Transportation Society (ITS), Institute of Transportation Engineers (ITE)

## PROJECT EXPERIENCE

**ADOT SR 24, SR 202L to Ironwood Drive GPL/ HOV; Mesa and Queen Creek, AZ:** Don was the senior project engineer and FMS/ITS lead responsible for the FMS/ITS development of $263M roadway widening project for SR 24, SR 202L/SR 24 System TI, and SR 202L approaching SR 24. The project will add general purpose lanes and high occupancy vehicle lanes for both directions of travel, construct new directional ramp connections, and modify crossroad exit ramps from a 1- to 2-lane configuration. Don is responsible for all new FMS design within both SR 24 and SR 202L corridor to make certain the system connectivity remains operational and all Department requirements are met.

**ADOT I-17 Wrong-Way Driving Detection Pilot Project, Phoenix, AZ:** Senior project engineer and FMS/ITS Lead, Don was the technical design lead for this first of its kind deployment in the nation that installed wrong way detection sensors on the freeway mainline as well as at every system interchange, illuminated "Wrong-Way" signs with flashing LED's, conduit, fiber, control cabinets, and associated electrical components.

**ADOT SR 101L, 75th Avenue to I-17 GPL; Phoenix and Glendale, AZ:** Don was the senior project engineer and FMS/ITS lead responsible as the corridor lead for the development of all ITS design. New or relocated field elements included 4 DMS, 9 CCTV, new or relocated ramp meters at all entrance ramps, 7 miles of fiber optic cable and wrong-way driver detection sensors at every interchange.

**ADOT SR 202L, SR 101L to Val Vista; Phoenix, AZ:** As senior project engineer and FMS/ITS Lead, Don was responsible for designing all new ITS/FMS devices within this corridor, while maintaining operation of existing equipment during construction. Notable aspects of this project include 3D CCTV modeling to confirm 100% visibility of the corridor and new wrong way detection on entrance ramp.

**ADOT SR 202L, Val Vista to SR 101L GPL; Chandler, AZ:** Don is responsible for the project's FMS/ITS improvements from Val Vista to SR 101L as senior project engineer and FMS/ITS lead. The project consists of roadway widening between Gilbert Road and Val Vista to add general purpose lanes in each direction. FMS work consists of installing CCTV, interconnect, DMS, and wrong-way driver detection sensors at every interchange. Coordination with the prime consultant included construction estimates, bid schedule, utility conflict resolution, and special provisions development. This project is currently under construction and estimated for completion by Spring 2027.

**ADOT SR 24, Phase II, Ellsworth Road to Ironwood Drive; Mesa and Queen Creek, AZ:** Don was the senior project engineer and FMS/ITS lead responsible for designing new CCTV, conduit and fiber, and local agency interconnect fiber along this new freeway. The project included utility, R/W, and environmental clearances and coordination with ADOT, City of Mesa, Pinal County, Maricopa County, Town of Queen Creek, FCDMC, PMGA, and utilities. Construction includes four new crossroad service TIs, two new overpass bridges, retaining walls, on-site and off-site drainage facilities, lighting, traffic signals, FMS, signing/pavement marking, erosion control, utility relocations and MOT.

**ADOT I-10, Broadway Curve Design-Build; Phoenix, AZ:** Don was the senior project engineer and FMS/ITS lead responsible for designing all new ITS/FMS devices within this corridor, while maintaining operation of existing equipment during construction. Notable aspects of this project include 3D CCTV modeling to confirm 100% visibility of the corridor and new wrong way detection on entrance ramp.

**ADOT I-10, Gas Line Road to Dirk Lay Road; Pinal County, AZ:** Don served as the FMS/ITS Lead Engineer for development of technological elements within this heavily traveled corridor between Phoenix and Tucson. This is one of the last projects between Phoenix and Tucson to increase capacity, operations and safety characteristics. Don led the design team developing the FMS infrastructure for the project including installation of fiber trunkline, dynamic message signs, and WWD detection system at Seed Farm Road. Due to its rural setting, the WWD design was unique and challenging, requiring coordination with camera manufacturers to make certain operations are effective and false notification risks will be low. Project is currently under construction.

# Greg Fly, PE – Quality Assurance/Quality Control & Constructibility

**Greg is a seasoned ADOT professional known for guiding major highway projects with a strong focus on project management, constructability, and quality.**

Greg has extensive ADOT project development and design experience and excels at urban freeway design. He understands the significance of developing designs that are constructible within confined work zones and the importance of effective MOT strategies, which lead to competitively bid projects. Greg has developed effective relationships with ADOT technical groups, District development and construction staff, and stakeholder agency and utility company representatives, which are critical to holding the team accountable for high quality design. Greg's industry experience, including participating in ACEC and other industry organizations keeps our team at the forefront of local expectations and standards.

## ADDITIONAL HIGHLIGHTS

- Project manager for 25+ ADOT urban freeway projects
- Has developed cost saving alternatives for ADOT projects
- Managed design and coordination efforts on ADOT projects that represent $1.5B+ of year-of-expenditure construction dollars
- Has partnered with 50+ Arizona stakeholder agencies

**Firm:** WSP USA Inc.

**Firm Role:** Vice President, Civil Engineering

**Location:** Tempe, AZ

**Years of Experience (firm/total):** 22/22

**Professional Registrations/ Certifications:** Professional Engineer AZ #49430

**Education:** BS, Civil Engineering, Arizona State University

**Professional Memberships:** American Council of Engineering Companies (ACEC)

## PROJECT EXPERIENCE

**ADOT SR 30, 97th Ave to 71st Ave (Tres Rios), Maricopa County, AZ:** Greg is the project manager leading the WSP team for the final design of the new interim six-lane urban freeway segment between 97th and 71st Aves. Improvements include traffic interchanges at 91st and 83rd Aves, overpasses at 87th and 75th Aves, equipment crossing at 79th Ave, drainage channels along the freeway and crossroads, traffic elements, shared-use path, and utility relocations. New R/W is required, and an EA reevaluation will be performed as part of the project. WSP is providing public involvement support for this project and the adjacent system TI project being developed concurrently. Critical stakeholder engagement includes ADOT, MAG, Cities of Phoenix and Avondale, MCDOT, FCDMC, SRP, and several others.

**ADOT SR 101L, Princess Drive to Shea Boulevard, Scottsdale, AZ:** As project manager, Greg provided final design services for the addition of a new general purpose lane in each direction and the widening of four major structures. WSP's responsibilities included environmental documentation preparation, utility relocation coordination, roadway design, drainage design, geotechnical investigations and reports, structure analyses, traffic design, and construction bid document preparation. Greg and his team delivered this complex project on time within a very tight schedule, which included IGAs and cost-sharing with City of Scottsdale.

**ADOT I-10, SR 87 to Picacho Peak Widening Design, Pinal County, AZ:** Greg was a roadway designer responsible for providing quality control reviews for roadway (geometric, earthwork, safety features), utility, and right-of-way portions of the construction documents. WSP provided final design of proposed improvements on I-10, resulting in an interim widening from two lanes in each direction to three, by adding lanes generally on the outside of the roadways. The goal of the project was to increase capacity and improve traffic operations and safety for this segment of I-10, which extends from the SR 87 Interchange westbound entrance ramp connection to I-10 to the Picacho Peak State Park. WSP's responsibilities included utility relocation, R/W acquisition, construction of two new bridges, drainage facilities, traffic signals, and lighting.

**ADOT SR 202L South Mountain Freeway, Phoenix Metro, AZ:** This project completed the SR 202L from I-10 (Maricopa Freeway) to I-10 (Papago Freeway). Greg's responsibilities as design manager included serving as the overall design manager and segment design manager for the Pecos construction segment, which included the management and oversight of all design disciplines and subconsultants for the preparation of final plans and specifications. He also was the overall roadway design lead during the design-build pursuit process that took the project to 30% plans prior to selection. WSP led the design of SR 202L South Mountain Freeway P3, a 22-mile, four-lane freeway that includes 13 interchanges; two half-diverging diamond interchanges; one double-roundabout interchange; 40 bridges; a 6-mile, 20-foot-wide adjacent shared-use path for pedestrians, bicyclists, and other non-vehicular traffic; five multi-use underpass crossings; and 4.5 miles of widening improvements for I-10. The project also included a rigorous quality control process to ensure compliance with the project's technical provisions. With a construction cost in excess of $1 billion, Greg led the WSP design team and delivered nearly 8,000 plan sheets of technical information within 18 months.

**ADOT SR 101L, 75th Ave to I-17 GPL Widening, Phoenix Metro, AZ:** This project added a general-purpose lane from 43rd Ave to I-17, approximately three miles of the six-mile project corridor. Project design includes mainline widening, bridge widenings, traffic analyses, new retaining and sound walls, modifications to on-site and off-site drainage facilities, lighting, ITS, signing, pavement marking, landscaping and irrigation, utility coordination, ADA compliance, traffic signal modifications, and maintenance of traffic. The project also includes ROW, utility and environmental clearance coordination, stakeholder coordination with COP, City of Glendale, City of Peoria, MAG, FHWA, and FDCMC. WSP is a subconsultant for the delivery of this project. Greg's responsibilities as quality reviewer included checking roadway design elements, interdisciplinary conflicts, consistency with other SR 101L segments, and overall QA/QC.

Outlook

**Bidders List for WSP USA Inc.**

**From** ADOT Business Engagement and Compliance Office <AZUTRACS-Support@azdot.gov>
**Date** Mon 3/16/2026 9:20 PM
**To** Ruyle, Kayla <Kayla.Ruyle@wsp.com>
**Cc** contractorcompliance@azdot.gov <contractorcompliance@azdot.gov>

**WSP USA Inc.**, AZUTRACS Number: 16571 has submitted a Bidder/Proposer list for **2026-016** on 03/16/2026 at 9:20 PM MST (UTC -07:00).

## Bidders/Proposers for this firm include:

| Firm Name | Address | Age of Firm | Annual Gross Receipts | DBE Status | NAICS Codes |
|---|---|---|---|---|---|
| Cooper Aerial | 11402 N Cave Creek Road Phoenix, AZ 85020 | 10+ years | $2 million to $5 million | Non-DBE | 541370 |
| Infrastructure Mavens, LLC | 21001 N. Tatum Blvd., Suite 1630-603 Phoenix, AZ 85050 | 10+ years | Less than $500,000 | Non-DBE | 813920 |
| J2 Engineering & Environmental Design, LLC | 4649 E Cotton Gin Loop Phoenix, AZ 85040 | 10+ years | $5 million to $10 million | DBE | 541320 |
| Stanley Consultants, Inc. | 3133 East Camelback Road Suite 100 Phoenix, AZ 85016 | 10+ years | More than $100 million | Non-DBE | 541330 |
| T2 UES, Inc. | 19621 N 23rd Dr Phoenix, AZ 85027 | 4-7 years | More than $100 million | Non-DBE | 541330, 541370, 561990 |

**CONSULTANT INFORMATION PAGES (CIP)**

CONTRACT NO.: 2026-016

CONTACT PERSON: Joy Melita, PE

E-MAIL ADDRESS: Joy.Melita@wsp.com

TITLE: Senior Vice President, Arizona Transportation Lead

CONSULTANT FIRM: WSP USA Inc.

ADDRESS: 177 N Church Ave, Suite 1105

CITY, STATE, ZIP: Tucson, AZ

TELEPHONE: 520-882-6424

FAX NUMBER: 480-966-9234

UNIQUE ENTITY ID# (FROM SAM WEBSITE): LLWLXEU6T563

ADOT CERTIFIED DBE FIRM? (YES (NO)

| SUBCONSULTANT(S): | TYPE OF WORK | ADOT CERTIFIED DBE FIRM (YES/NO) |
|---|---|---|
| Cooper Aerial | Survey & Mapping | No - SBC |
| Infrastructure Mavens, LLC | Independent Cost Expert | No - SBC |
| J2 Engineering & Environmental Design, LLC | Landscape, SWPPP | Yes |
| Stanley Consultants, Inc. | Civil Engineering, MOT, FMS/ITS | No |
| T2 UES, Inc. dba T2 Utility Engineers | Utility Locating, Potholing, Blue Stake | No |
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**NOTE: This page is not evaluated by the Selection Panel but is used by Engineering Consultants Section for administrative purposes.**

Revised 05/02/2024

**SUBCONSULTANT(S) TABLE:**

| | |
|---|---|
| SUBCONSULTANT FIRM NAME: | Cooper Aerial |
| CONTACT PERSON: | Philip Gershkovich |
| E-MAIL ADDRESS: | Phil@cooperaerial.com |
| TITLE: | President |
| ADDRESS: | 1692 W Grant Rd |
| | |
| CITY, STATE ZIP: | Tucson, AZ 85745 |
| TELEPHONE: | 520-884-7580 |
| FAX NUMBER: | 602-678-5228 |
| UNIQUE ENTITY ID #: | ZKNMTNFPGM57 |

| | |
|---|---|
| SUBCONSULTANT FIRM NAME: | Infrastructure Mavens, LLC (IM) |
| CONTACT PERSON: | Andrew Flecky |
| E-MAIL ADDRESS: | aflecky@infrastructuremavens.com |
| TITLE: | Manager/Independent Construction Expert |
| 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 #: | X3DADKL2A8G6 |

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

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

**SUBCONSULTANT(S) TABLE:**

| | |
|---|---|
| SUBCONSULTANT FIRM NAME: | J2 Engineering & Environmental Design, LLC |
| CONTACT PERSON: | Laura Mielcarek |
| E-MAIL ADDRESS: | lmielcarek@j2design.us |
| TITLE: | Tucson Studio Director, Landscape Architecture Dept. |
| ADDRESS: | 500 N. Tucson Blvd |
| | Suite 150 |
| CITY, STATE ZIP: | Tucson, AZ 85716 |
| TELEPHONE: | 602-438-2221 |
| FAX NUMBER: | 602-438-2225 |
| UNIQUE ENTITY ID #: | FPF9FEV1HKC5 |

| | |
|---|---|
| SUBCONSULTANT FIRM NAME: | Stanley Consultants, Inc. |
| CONTACT PERSON: | Karen Hobbs |
| E-MAIL ADDRESS: | HobbsKaren@stanleygroup.com |
| TITLE: | Principal Engineer |
| ADDRESS: | 3133 E Camelback Road |
| | Suite 100 |
| CITY, STATE ZIP: | Phoenix, AZ 85016 |
| TELEPHONE: | 602-333-2421 |
| FAX NUMBER: | 602-333-2333 |
| UNIQUE ENTITY ID #: | HXELNKJQ5CM5 |

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**SUBCONSULTANT(S) TABLE:**

| | |
|---|---|
| SUBCONSULTANT FIRM NAME: | T2 UES, Inc. dba T2 Utility Engineers |
| CONTACT PERSON: | Dan Padilla |
| E-MAIL ADDRESS: | dan.padilla@t2ue.com |
| TITLE: | Senior Project Manager |
| ADDRESS: | 4855 North Shamrock Place |
| | Suite 109 |
| CITY, STATE ZIP: | Tucson, AZ 85705 |
| TELEPHONE: | 520-225-8829 |
| FAX NUMBER: | N/A |
| UNIQUE ENTITY ID #: | VXR7DY7K6DJ7 |

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

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## 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.

Melita

Signature

03/18/2026

Date

Joy Melita, PE

Printed Name

Senior Vice President, Arizona Transportation Lead

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:

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

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Revised 05/02/2024