



May 6, 2026

Arizona Department of Transportation (ADOT), Engineering Consultants Section  
205 S. 17<sup>th</sup> Ave., Mail Drop 616E, Phoenix, AZ 85007  
Submitted electronically to ECSSOQ@azdot.gov

**RE: Statement of Qualifications – Camelback Road, 59<sup>th</sup> Avenue to 83<sup>rd</sup> Avenue  
Pavement Rehabilitation (2026-017)**

Dear Connie Corvalan and Members of the Selection Committee,

The Arizona Department of Transportation (ADOT), in partnership with the City of Glendale (City), is advancing this Local Public Agency (LPA) project to rehabilitate Camelback Road from 59<sup>th</sup> Avenue to 83<sup>rd</sup> Avenue, a critical east-west arterial serving Glendale, Phoenix, and the broader West Valley. This high-capacity corridor supports regional mobility, Valley Metro transit, and access to businesses, schools, medical facilities, and essential services. With pavement conditions deteriorated to a Pavement Condition Inventory (PCI) rating of 43 (Poor) and existing ADA features no longer meeting current standards, timely rehabilitation is essential to preserve prior investments, enhance safety and accessibility, and avoid escalating lifecycle costs.

Through coordination with ADOT, Glendale, and Phoenix, we understand this project requires a performance-based practical design (PBPD) approach to deliver cost-effective improvements that enhance safety, accessibility, drivability, and long-term value, while reinvesting savings into additional improvements. As an LPA project, close coordination between ADOT and the City is critical to maintaining compliance and supporting successful delivery and long-term maintenance. **Our team is well positioned to deliver, bringing local experience, technical expertise, and a collaborative approach.**

Leveraging the proven leadership of **Project Manager, Kim Wheeler, PE**, who has delivered **100+ lane miles of local arterial roadway improvements**, we bring a disciplined, delivery-focused approach we call **P.A.V.E. (summarized to the right)**. This framework reflects our commitment to performance-based outcomes, proactive coordination, and **value-driven solutions that prioritize constructability, compliance, and safety**. By combining technical expertise, local insight, and strong agency collaboration, we will provide efficient, on-schedule delivery with **lasting community benefit**.

On behalf of our entire team, we are excited for the opportunity to work with you and stakeholders through our **P.A.V.E. framework**. We formally express our desire to be selected for this project, and look forward to partnering with ADOT and the City to deliver high-value improvements that preserve and enhance this essential regional corridor. Additionally, we commit the key personnel identified in this submittal to the extent necessary to meet your quality and schedule expectations. Jacobs is not a DBE firm.

**Together, let's partner to upgrade Camelback Road into a transportation facility that supports the needs of the City, adjacent communities, and the region, promoting both safety and mobility.**

Sincerely,  
Jacobs



  
**Troy Sieglitz, PE (AZ PE # 41722)**  
Principal & Authorized Signatory  
Troy.Sieglitz@jacobs.com  
602.708.3450 (c)



  
**Kim Wheeler, PE (AZ PE # 32837)**  
Project (Contract) Manager  
Kim.Wheeler@jacobs.com  
602.717.0332 (c)

## Our Delivery Strategy is Grounded in our Framework **P.A.V.E.**



**P**erformance-Based Practical Design – Led by Kim Wheeler, known for **balancing costs with innovations**, our team will leverage our LPA and ADOT delivery knowledge to right-size the pavement and corridor improvements to meet the 20-year performance requirements, while **maximizing cost-effective, high-impact solutions**.



**A**lign Scope to Budget– We will establish and **maintain clear scope priorities aligned to the budget** in close coordination with the City (owner), ADOT (contract administration), Phoenix (key partner), and other stakeholders (such as SRP, businesses, and the public), all of whom will be engaged throughout design development and review **to achieve consensus**.



**V**alue Engineering – Kim, supplemented by our subconsultants, have already begun identifying and developing **practical, context-sensitive alternatives to control costs while protecting project intent**, including targeted intersection improvements, location-specific pavement design, traffic signal and detection upgrades, ADA compliance, and enhanced striping and signing. Our goal is to deliver your project on-time and within budget while maximizing value.



**E**ffective, Efficient Delivery – Our team brings extensive experience delivering **hundreds of miles of improvements for federally-funded ADOT and LPA projects across greater Phoenix, including multiple ADOT LPA projects for the City. This also includes a strong history delivering Glendale-led projects**. We will leverage our proven ability to align scope, stakeholders, and funding priorities to achieve successful outcomes.



# B. Required Forms

## B1. SOQ Proposal Certifications Form

### Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2026-017

Consultant Name: Jacobs Engineering Group Inc.

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

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

1.	The Consultant and its subconsultants have not engaged in collusion with respect to the contract under consideration.
2.	The Consultant, its principals and subconsultants have not been suspended or debarred from doing business with any government entity.
3.	The Consultant shall have the proper Arizona license(s) and registration(s) for services to be performed under this contract. Furthermore, the Consultant shall ensure that all subconsultants have the proper Arizona license(s) and registration(s) for services to be performed under this contract.
4.	The Consultant's signature on any SOQ proposal, negotiation document or contract constitutes that a responsible officer of the Consultant has read and understands its contents and is empowered any duly authorized on behalf of the Consultant to do so.
5.	The Consultant's Project Team members are employed by the Consultant on the date of submittal.
6.	All information and statements written in the proposal are true and accurate and that ADOT reserves the right to investigate, as deemed appropriate, to verify information contained in proposals.
7.	Key members of the Project Team, including subconsultants, are currently licensed to provide the required services as requested in the RFQ package.
8.	All members of the Project Team who are former ADOT employees did not have or provide information that gives the Consultant a competitive advantage; and either (1) concluded their employment with ADOT at least 12 months before the date of the SOQ or (2) have not made any material decisions about this project while employed by ADOT.
9.	Work, equating <b>at least 51%</b> 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: Troy Sieglitz, PE

Title: Project Principal & Authorized Signatory

Signature: \_\_\_\_\_

Date: 05/06/2026

Revised 2/11/2022







## B3. Forced Labor of Ethnic Uyghurs Ban Form

### FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Infrastructure Delivery and Operations

#### 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:

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


**Jacobs Engineering Group Inc.**  
Company Name

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**1501 West Fountainhead Parkway, Suite 401**  
Address

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**Tempe, AZ 85282**  
City State Zip

  
 Signature of Person Authorized to Sign

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**Troy Sieglitz, PE**  
Printed Name

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**Project Principal & Authorized Signatory**  
Title



# C1. Project Understanding and Approach

## Project Understanding – Knowledge that Informs our Delivery Strategies!

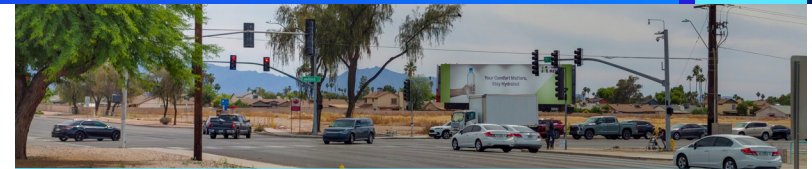
Camelback Road is a major east-west arterial extending from Scottsdale through Phoenix, Glendale, Goodyear, and Litchfield Park, supporting local and regional mobility across the Valley and carrying approximately 36,000 vehicles per day. This LPA project includes **pavement rehabilitation and targeted ADA-compliance upgrades from 59<sup>th</sup> Avenue to 83<sup>rd</sup> Avenue to improve drivability, safety and durability.** This segment provides critical access to residential, commercial, institutional, and educational facilities, while serving regional destinations such as the Camelback Ranch Spring Training Facility and State Farm Stadium. Potential enhancements to be evaluated include on-street bicycle lanes, access management through raised medians, traffic signal upgrades, and utility adjustments. The project is federally funded through Proposition 479, with ADOT administering design and construction on behalf of the City. Existing roadway conditions consist of two through lanes in each direction with a continuous two-way, left-turn lane and raised medians at selected intersections. **Construction is required to begin in FY28 to meet Proposition 479's funding constraints.**

## Project Approach – Delivering Key Tasks and Mitigating Special Issues

To better understand the project's challenges, we conducted coordination meetings with **ADOT staff, Connie Corvalan (Project Manager) and Priscilla Hernandez (Central District); Glendale staff, Javier Gurrola (City Project Manager), Tony Abbo (City Traffic Engineer), and Tom Kaczmarowski (City Principal Engineer); and Phoenix staff, Myesha Harris (Interagency Coordinator), Ryan Stevens (Street Maintenance), and John Dickson (Design & CM).** We also analyzed the Project Initiation Packet and PEDS, conducted site visits, and completed a sample ADA assessment. Based upon these comprehensive efforts, our team identified key features, major tasks, and special issues. These items are shown in **Figure 1 on page 6** and are discussed in greater detail herein.

## Major Tasks – Achieving your Technical and Institutional Goals


- **Stakeholder Engagement/Coordination:** Proactively engage stakeholders including the cities of Glendale and Phoenix, SRP, and property owners to solicit input and maintain ongoing coordination.
- **Scoping Document:** Facilitate a scoping meeting with ADOT and the City to review proposed solutions and confirm design elements and costs.
- **Survey & Mapping:** Coordinate survey datum with ADOT/City, and complete field surveying and mapping to support design development.
- **Geotechnical Analysis/Pavement Design:** Review the existing geotechnical report, conduct supplemental geotechnical analysis between 83<sup>rd</sup> and 79<sup>th</sup> Avenues, and develop PBPD recommendations for pavement rehabilitation.
- **ADA Site Evaluation & Report:** Perform a corridor wide ADA-compliance assessment, document identified deficiencies, and prioritize ADA improvements to be addressed as part of this project.
- **ROW/TCE Confirmation:** Identify and confirm any right-of-way (ROW) or temporary construction easement (TCE) needs during scoping and prepare legal descriptions to initiate the acquisition process.
- **Environmental Clearance:** Define the Area of Potential Effects (APE) during scoping and complete the required Categorical Exclusion (CE) documentation.
- **Utility Coordination/Clearance:** Identify and map existing utilities, resolve potential conflicts, and prepare the utility clearance letter.
- **PS&E Production:** Prepare high-quality, fully coordinated, and constructible Plans, Specifications, and Estimates (PS&E).
- **C&S Coordination:** Maintain regular coordination with C&S to obtain concurrence on special provisions and the bid tab, minimizing revisions during Stage IV.




## Institutional Elements

Based on our extensive experience delivering both ADOT and LPA projects, we have identified **effective strategies to manage and fine-tune the institutional elements and processes necessary to deliver this project on schedule.**


**Design Standards:** Our team will deliver a seamless, compliant design by integrating ADOT PS&E requirements with Glendale and Phoenix standards. The 130-ft ROW is split with Glendale owning the north 105 feet and Phoenix owning the south 25 feet. Per our discussions with ADOT Central District, while the PS&E must be formatted to ADOT standards, the LPA's approved CADD standards and software may be used for production.

 **VALUE ADDED:** Our experience has shown that AutoCAD/Civil 3D is particularly well suited for arterial roadway design. At project initiation, we will coordinate closely with ADOT and the City to collaboratively select the most appropriate software platform for this project.

**Workfront:** Workfront will be used for scheduling, document retention, and submittal reviews (proofing).

 **VALUE ADDED:** As one of only two consultants supporting ADOT's Digital Delivery team, we have direct, hands-on experience with their pilot ProjectWise platform. If requested, we can seamlessly use ADOT's ProjectWise on this project from day one.

**Clearances:** Securing clearances is critical to maintaining schedule and funding eligibility. We will proactively coordinate environmental, utility, and ROW efforts, advancing documentation in parallel with design so that all approvals are in place and ready for issuance by the Stage IV (95%) submittal.

 **VALUE ADDED:** Mitigates any schedule and funding delays by eliminating approval gaps, resulting in seamless authorization during final design.

**Intergovernmental Coordination (IGAs):** This project requires coordinated delivery across multiple agencies. We will lead proactive engagement with Glendale, Phoenix, and ADOT to define roles, streamline decision-making, and advance required IGAs. An IGA between Glendale and ADOT is anticipated. Per City of Phoenix staff, a separate IGA with Phoenix may also be required to address ROW encroachment permits, participation in public outreach and project meetings, and plan reviews.


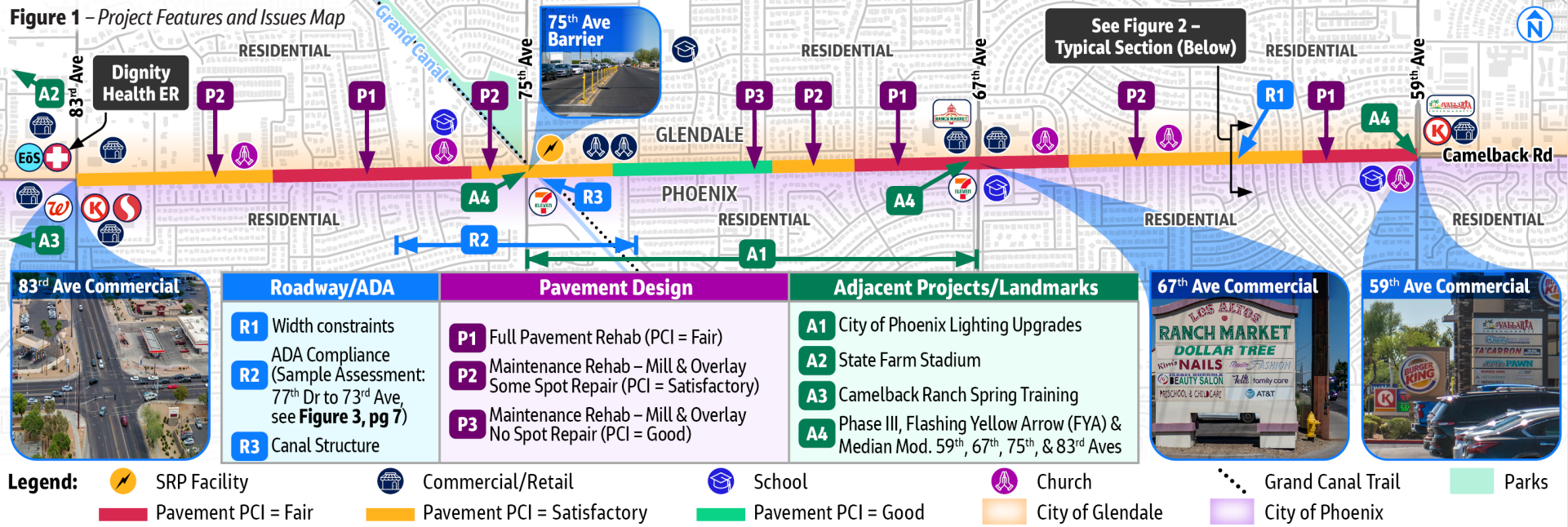
 **VALUE ADDED:** Eliminates interagency friction by clarifying responsibilities early and securing agreements in parallel with design, keeping the project on schedule.



Figure 1 – Project Features and Issues Map



## Technical Elements and Special Issues

### Geotechnical (Pavement Design)

**Issue – Budget Constraints:** Maintaining the allocated budget while maximizing project value is critical. Because a formal scoping document has not yet been finalized, **the project scope is not fully aligned with available funding, necessitating early, data-driven scope and design decisions.**

**Jacobs' Solution:** As pavement rehabilitation represents the primary cost driver, we will evaluate existing pavement conditions and feasible treatments, and develop a project-specific, performance-based pavement design that optimizes life-cycle cost and performance. **Jacobs and Ethos will leverage the City's current geotechnical report for the segment between 59<sup>th</sup> and 79<sup>th</sup> Avenues and provide only supplemental services for the remaining segment to reduce costs.** Based on an initial review of the City's report and field observations, the pavement condition's PCI rating generally ranges from fair to satisfactory, with localized areas requiring higher levels of rehabilitation. **Figure 1** illustrates the varying pavement conditions observed along the corridor. While full reconstruction may be necessary in select locations, much of the corridor appears suitable for cost-effective preservation

strategies, including mill and overlay, full-depth patching with micro-surfacing (City's Geotechnical Report Alt. 1), or full-depth patching with mill and replace (2.5-3.0 inches of AC). **We will develop an segment-specific strategy that balances phasing, performance, and long-term maintenance while maintaining alignment with the budget.**

**VALUE ADDED:** Utilizing a MAG asphalt mix design is expected to result in a 10%-15% cost savings and aligns with the City's existing materials and maintenance operations. ADOT District confirmed a MAG mix is acceptable for this project. **Pancho Garza, PE**, our geotech/pavement lead, will evaluate arterial-specific mix options to provide a comparative cost/performance analysis for evaluation. **This approach was successful for the recent City of San Luis LPA project, Cesar Chavez Boulevard.**

### Roadway/ADA Compliance

**Issue – Roadway Footprint Variations:** The evolving development standards have resulted in inconsistent roadway widths along the corridor. The existing curb-to-curb width varies from approximately 66 to 68 feet and does not conform to any of the City's current standard typical sections.

**Jacobs' Solution:** Addressing these constraints will require selective modifications to City standards, **such as reduced lane widths or the use of a combination of cross sections to accommodate the addition of the desired bike lanes while establishing a consistent, multimodal roadway corridor.** Based on discussions with City staff, acceptable minimum criteria include 11-ft through lanes, 10.5-ft left-turn lanes, and 5-ft bike lanes. Using these parameters, Kim partnered with **Judah Cain, PE** to develop a preliminary typical section, shown in **Figure 2**. Additionally, raised medians will be evaluated at select locations to enhance access management and safety, such as at 75<sup>th</sup> Avenue where existing delineators could be replaced.

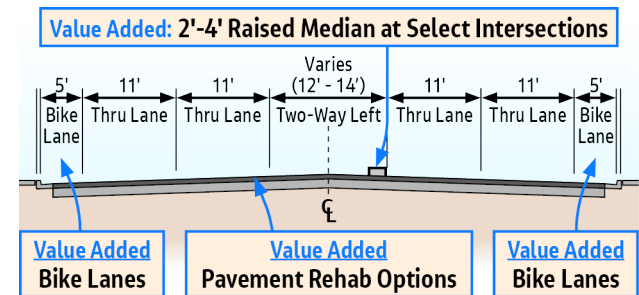


Figure 2 – Typical Section Achieving Your Goals

**Issue – Retrofitting ADA Compliance:** Implementing ADA-compliant improvements within an existing, fully developed roadway corridor **presents notable challenges due to ROW conflicts, grades, and utility impacts.**

**Jacobs' Solution:** We will begin with an ADA-compliance assessment of the corridor (see Figure 3) to identify and document all ADA deficiencies. Led by Judah, we will work with ADOT and the City to **strategically prioritize ADA improvements, focusing scope where it delivers the greatest benefit.** We will also evaluate context-sensitive modifications to standard curb ramp details that **meet ADA requirements while minimizing TCEs and avoiding costly utility impacts.**

Figure 3 – Sample ADA Assessment, 77<sup>th</sup> Drive to 73<sup>rd</sup> Avenue

Feature	Total Evaluated	Not ADA Compliant	ADA Compliant
Curb Ramps	16	12	4
Driveways	22	16	6
Crosswalks	9	0	9
Sidewalks(miles)	1.17	0.24	0.93
Ped Push Buttons	8	2	6
Obstructions	5	N/A	N/A

### Maintenance of Traffic (MOT)/Const. Phasing

**Issue – Maintaining Traffic Operations and Access to Businesses During Construction:** Preserving traffic mobility and **ensuring uninterrupted business and resident access** during construction will be a critical focus of this project.

**Jacobs' Solution:** We will inventory all businesses and properties with direct access to Camelback Road, analyze emergency services (EMS) routes, and **develop a tailored access management strategy to maintain business, EMS, and residential access throughout construction, per City standards.** We will develop a phased MOT strategy that limits construction to one-mile segments, maintaining traffic flow while advancing work efficiently. We will also maintain one through lane in each direction, strategically utilize the center-turn lane (when needed), and implement targeted off-peak or weekend intersection closures with police support to accelerate construction, resulting in minimal traffic impacts especially during events at Camelback Ranch and State Farm Stadium.

**VALUE ADDED:** By building upon the construction expertise of our MOT Lead, **Vinay Vanapalli, PE, PTOE, RSP**, our approach minimizes user disruption, reducing overall construction duration and improving corridor mobility throughout construction.

### Clearances: Environmental, Utilities, ROW

**Issue – Delays due to Incomplete Clearances:** Timely completion of required clearances is **essential to maintaining the project's critical path and avoiding schedule delays.**

**Jacobs' Solution – Environmental Clearance (CE Level):** Leveraging **Diana Dunn's experience delivering hundreds of CEs for ADOT and LPA projects**, we will proactively coordinate with ADOT EP to secure all clearances by the Stage IV (95%) submittal. Efforts will focus on Grand Canal avoidance and protection, biological and hazardous materials evaluations, early coordination with BOR and SRP, and Section 4(f) documentation for the canal path and linear park.

**VALUE ADDED:** Leveraging **Diana's** ADOT-focused environmental expertise will result in the early identification and coordination of technical resources to streamline the clearance process and meet the project's critical path.

**Jacobs' Solution – Utility Clearance:** While major relocations are not anticipated, multiple utility owners and overlapping facilities require proactive coordination to achieve timely clearance. Jacobs team member, **Jack Fleming, PE, will rely on his local relationships to lead coordination**, targeting clearance within four weeks of the Stage IV (95%) submittal. We will integrate utility data into an ASCE QL C/D base map, identify and mitigate conflicts early, coordinate minor relocations as needed, and advance conflict reviews at each milestone. A final ADOT-compliant clearance report will be delivered, with focused coordination with SRP, including lockdown sheets, to address canal and overhead power constraints.

**VALUE ADDED:** If desired, our team can perform Utility Designating (SUE Ph I) and Potholing (SUE Ph II) to develop an ASCE Quality Level A/B utility base file, **further reducing design/construction risk.**

**Jacobs' Solution – ROW Clearance:** While the existing roadway ROW has already been acquired, **TCEs may be required, particularly in areas where ADA improvements are proposed.** The City will be responsible for any required acquisitions, and we will support the City by preparing the necessary documentation (legal descriptions and exhibits) required for ROW clearance.

**VALUE ADDED:** Our valued partner **TYPSA** is known for helping agencies minimize ROW risk by proactively defining TCE needs and delivering clear, accurate documentation, enabling the City to secure approvals efficiently.

### Additional Scope Elements and Considerations:

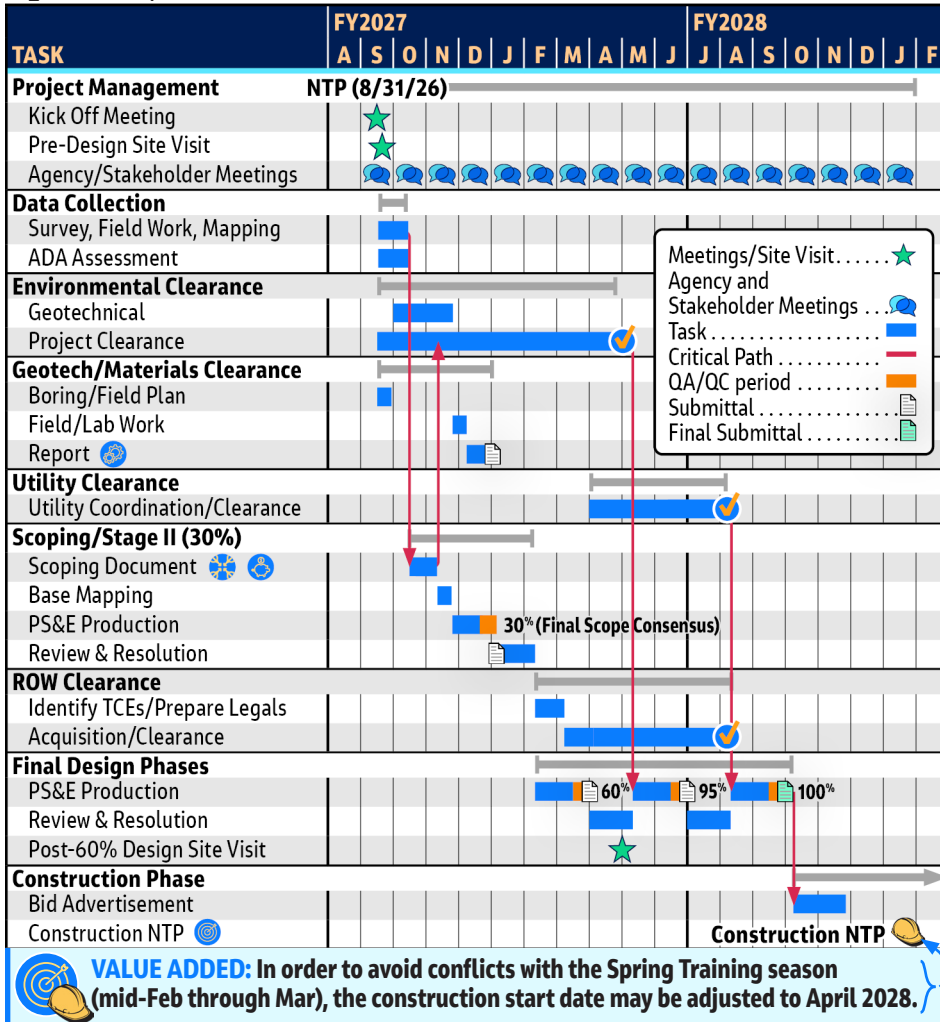
- PUBLIC OUTREACH:** In partnership with the City, our Public Involvement Lead, **Debi Bohnet**, will lead the development of the Public Involvement Plan (PIP). We will use high-quality graphics, 3D visualizations, and videos to clearly communicate project concepts and reflect community-driven solutions, supported by website updates, surveys, and public meetings. **Value:** *Builds public understanding and consensus, minimizing opposition and reducing the risk of construction-related delays.*
- EXISTING SIGNING AND MARKING:** We will protect existing signing during construction and restripe pavement markings after paving. By verifying field conditions early and coordinating with MOT, we will maintain driver continuity and minimize rework. **Value:** *Maintains driver safety while minimizing unnecessary replacement costs and delays.*
- DRAINAGE:** With no documented flooding history, our grading design will maintain existing grades, flow lines, and drainage patterns. This approach promotes efficient project delivery and protects the surrounding infrastructure and communities. **Value:** *Avoids risk of increases in runoff rates, ponding, and impacts to downstream conveyance systems.*
- TRAFFIC SIGNALS:** We will evaluate existing signal infrastructure and limit improvements to targeted upgrades that support corridor operations during and after construction. Coordination with MOT will allow us to maintain signal performance throughout the phased construction. **Value:** *Optimizes signal performance with limited investment.*
- LIGHTING:** We will assess the feasibility of dual light fixtures on approaches in coordination with the City, focusing on high-priority locations where added illumination improves safety and visibility. Recommendations will be aligned with available budget and long-term maintenance. **Value:** *Enhances safety through targeted improvements.*
- ADJACENT PROJECTS:** The City plans to upgrade traffic signals at 59<sup>th</sup>, 67<sup>th</sup>, 75<sup>th</sup>, and 83<sup>rd</sup> Avenues to include Flashing Yellow Arrow operations and median improvements to provide positive offsets for left-turn movements. In addition, Phoenix is planning roadway lighting upgrades between 67<sup>th</sup> and 75<sup>th</sup> Avenues. We will coordinate construction schedules and integrate these improvements with this project. **Value:** *Reduces conflicts and delays by aligning with surrounding projects.*
- CONSTRUCTABILITY/COST ESTIMATES:** **IMavens's Andrew Flecky** will provide independent constructability reviews to identify potential design gaps, validate construction cost estimates, and monitor industry trends that may affect schedule or material pricing. **Value:** *Provides CMAR-level insight, while preserving the required DBB delivery.*

## C2. Project Risks and Schedule

**Schedule Delivery is a PLANNED Achievement:** We have developed a preliminary schedule (see Figure 4), that captures the duration and functional relationship of each task/event, resulting in consensus through robust scoping; collaboration throughout project development; adequate review durations for ADOT, the cities of Glendale and Phoenix, SRP, and other stakeholders at stage submittals; clearances; and sealed plans while mitigating key risks (see Figure 5).

**Strategies to AVOID or MITIGATE Slippage:** Uncontrolled scope growth can quickly impact budget and schedule if not actively managed. We will use WorkFront to maintain a transparent, real-time schedule, enabling early risk identification and accountability. Progress meetings will serve as focused working sessions with key decision-makers to resolve issues and maintain momentum, with Kim leading strategies to proactively prevent schedule impacts.

Figure 4 – Project Schedule



### Strategies to AVOID Schedule Slippage

- ✓ Conduct a partnering session to gain concurrence on roles/responsibilities and goals.
- ✓ Host discipline-specific meetings with ADOT and City staff to determine priorities.
- ✓ Develop a robust charter/work plan that defines lines of communication/responsibilities.
- ✓ Evaluate the critical-path schedule from a look-ahead perspective.
- ✓ Maintain risk register, track progress against the schedule, and review at progress meetings.

### Tactics to MITIGATE Schedule Slippage

- ✓ Hold 1-on-1 meetings with stakeholders to address concerns.
- ✓ Establish a corrective action plan with ADOT, measuring against interim milestones.
- ✓ Address technical challenges by engaging specialized experts to inform solutions.
- ✓ Assign additional resources from our pool of local talent or from our subconsultants.
- ✓ Reinforce the team's use of our QA/QC process to avoid rework through accountability.


Figure 5 – Risk Register

Int. Risk	Potential Risk Event (Real or Perceived)	Jacobs' Mitigation Strategies/Approach	Final Risk
H	<b>Budget Alignment:</b> The project's full scope has not been aligned with the budget. Adherence to the allocated funding will be critical to maximum value to the City.	<ul style="list-style-type: none"> <li>■ Optimize pavement design and treatment strategy, including MAG vs. ADOT mix.</li> <li>■ Develop a conceptual design consistent with available funding.</li> </ul>	L
H	<b>Stakeholder Coordination/Consensus:</b> This project spans multiple jurisdictions, introducing potential schedule delays, scope creep, and budget impacts.	<ul style="list-style-type: none"> <li>■ Hold monthly key stakeholder meeting with over-the-shoulder (OTS) design reviews.</li> <li>■ Collaborate with the cities to establish the design criteria, creating corridor-wide consistency through compliance.</li> </ul>	L
H	<b>ROW Acquisition:</b> While additional ROW is not anticipated, TCEs for ADA upgrades may be required, making lengthy ROW acquisition a key schedule risk.	<ul style="list-style-type: none"> <li>■ Develop ADA solutions that align with City preferences (directional ramps) and minimize impacts.</li> <li>■ Identify TCEs during Scoping/Stage II to start the acquisition process early.</li> </ul>	M
H	<b>Constructability:</b> Any gaps or ambiguities in the design may result in contractor change orders, claims, or disputes during construction, increasing costs.	<ul style="list-style-type: none"> <li>■ Leverage IMavens as an independent constructability/cost estimating resource.</li> <li>■ Utilize production software most-compatible with municipal arterial designs (AutoCAD vs. MicroStation).</li> </ul>	L
H	<b>MOT:</b> Interruptions to traffic flow/capacity during construction will cause delays, impact EMS response, affect local access, and impact events (such as spring training).	<ul style="list-style-type: none"> <li>■ Evaluate the performance of the roadway with one-lane closed in each direction.</li> <li>■ Develop access plans for businesses.</li> <li>■ Review MOT plan to confirm its feasibility.</li> </ul>	L
M	<b>ADA Compliance Retrofit:</b> Old and out-of-date conditions can complicate ADA retrofits, especially at intersections, including limited ROW, grade concerns, and utility conflicts.	<ul style="list-style-type: none"> <li>■ Conduct a comprehensive ADA Feasibility Study to identify corridor-wide deficiencies.</li> <li>■ Develop creative/compliant ramp design.</li> <li>■ Prioritize specific ADA improvements for inclusion in this project to control scope.</li> </ul>	L
M	<b>Project Clearances:</b> On-time, compliant clearances are a must to maintain the critical-path schedule; otherwise, delays could impact both schedule and cost.	<ul style="list-style-type: none"> <li>■ <b>Environmental:</b> Early coordination with ADOT EP; key elements are air quality and Section (f) (Grand Canal MUP).</li> <li>■ <b>Utilities:</b> Accurately locate and map existing utilities; identify early relocations.</li> <li>■ <b>ROW:</b> Confirm ROW/TCE at 30% phase; prepare legals to start acquisition.</li> </ul>	L

# C3. Project Team Experience & Availability

**Kim Wheeler, PE**  
Project (Contract) Manager

Years: 33 | AZ PE: 32837  
Avail: 60% | Commit: 60%



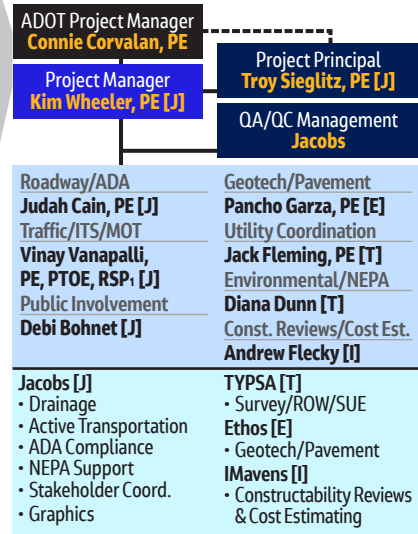
Kim brings over **30 years of ADOT and municipal experience**, delivering complex arterial corridor projects with confidence, collaboration, and a personable, engaging style that makes her both effective and enjoyable to work with.

**Kim's ADOT LPA and Statewide Experience**

- T0724: Higley Road: Warner Road to Amber Drive (LPA)
- T0255: Indian Bend Wash Path at Chaparral Road (LPA)
- SS728: Olive Avenue Underpass at New River (LPA)
- T0408: PM-10 Pavement Dirt Roads (LPA)
- SS985: New River Trail: Northern to Olive Aves (LPA)
- SS728: Olive Avenue Underpass at New River (LPA)
- SS985: New River Trail: Northern to Olive Aves (LPA)
- SZ137: Rio Salado Pathway: 32<sup>nd</sup> Street to SR143 (LPA)
- H8214: Meteor Crater & Painted Cliffs Rest Area Rehab
- H8214: Sacaton & Canoa Ranch Rest Areas Rehab
- H7876: SR303L: Waddell to Mountain View Blvd.

Kim's relationships with ADOT, the City, and stakeholders result in scope alignment and accelerated progress. Her commitments include: ADOT Project Development On-Call (PDOC) Tasks (30%), Miscellaneous LPA Tasks (10%), **making her 60% available.**

Figure 6 – Organizational Chart



## Subconsultants: Maximizing Value through Collaboration

**TYPSA** delivers high-impact civil designs backed by deep ADOT, MAG, and LPA experience, including Glendale, **with over 100 miles of arterial corridors** delivered across the region supporting efficient, compliant project delivery.



**Ethos (DBE)** is familiar with the soils and pavement conditions in this area will lead all geotechnical and pavement designs, leveraging their firm's experience from completing **300+ geotech investigations for ADOT and projects for LPAs** across the Valley, including Glendale.



**IMavens** brings deep heavy civil expertise **from nearly 90 Maricopa County projects**, delivering constructability insight and cost certainty that reduces risk, strengthens design decisions, reduces cost, and keeps projects on schedule.





## Key Personnel: Leveraging Experience to P.A.V.E. the Way Figure 7 – Key Staff Qualifications

Key Personnel	Value to ADOT, Glendale, and Camelback Road's Stakeholders
<b>Judah Cain, PE</b> Roadway/ADA Lead Years: 23   PE No: 52892 Avail: 50%   Commit: 50%	<ul style="list-style-type: none"> <li>Leads <b>arterial roadway designs in dense urban corridors</b>, optimizing lanes, access management, drainage, and multimodal elements to enhance constructability.</li> <li>Leverages LPA experience and ADOT Supplemental PM role to <b>align roadway design with agency standards</b> and deliver compliant solutions in constrained environments.</li> </ul>
<b>Vinay Vanapalli, PE, PTOE, RSP</b> Traffic/MOT Lead Years: 27   PE No: 50172 Avail: 70%   Commit: 70%	<ul style="list-style-type: none"> <li>Applies <b>Camelback expertise</b>, along with multiple traffic projects for Glendale, to optimize intersection operations, align striping, and <b>deliver PBPD traffic solutions</b>.</li> <li>Develops stakeholder-driven MOT strategies that <b>maintain access, minimize disruption, and support efficient, phased construction</b> aligned with corridor needs.</li> </ul>
<b>Debi Bohnet</b> Public Involvement Lead Years: 26   PE No: N/A Avail: 50%   Commit: 50%	<ul style="list-style-type: none"> <li>Understands that input from the public is critical and keeps outreach on schedule, <b>aligning deliverables to milestones for visuals, mailings, and public meetings</b>.</li> <li>Bridges the gap between the engineering and the public, <b>translating technical concepts into clear visuals that help the public understand project impacts</b>.</li> </ul>
<b>Pancho Garza, PE [Ethos]</b> Geotech/Pavement Lead Years: 21   PE No: 47676 Avail: 70%   Commit: 70%	<ul style="list-style-type: none"> <li>Evaluates pavement conditions and subsurface profiles to inform rehabilitation strategies and <b>develops pavement recommendations that balance cost and longevity</b>.</li> <li>Identifies material and subgrade risks early and <b>provides pavement section alternatives aligned with budget</b>, lifecycle performance, and corridor needs.</li> </ul>
<b>Jack Fleming, PE [TYPSA]</b> Utility Coordination Lead Years: 7   PE No: 63752 Avail: 65%   Commit: 65%	<ul style="list-style-type: none"> <li>Develops <b>early utility agreements and access solutions</b> in collaboration with the roadway, traffic, geotechnical, and drainage teams to minimize relocations.</li> <li>Brings <b>established, first-name basis relationships with key utility company representatives</b> in this corridor.</li> </ul>
<b>Diana Dunn [TYPSA]</b> Environmental Lead Years: 19   Edu: MA Avail: 65%   Commit: 65%	<ul style="list-style-type: none"> <li>Leverages expertise in CE and NEPA processes, tracking environmental compliance among all technical resources and <b>providing red-flag analyses to mitigate schedule risks</b>.</li> <li>Delivers environmental clearances, leveraging her <b>experience on over 200 projects</b> for ADOT and their LPA partners.</li> </ul>
<b>Andrew Flecky [IMavens]</b> Constructability/Cost Est. Lead Years: 23   Edu: BS Avail: 55%   Commit: 55%	<ul style="list-style-type: none"> <li>Brings a contractor's perspective, providing constructability reviews to verify contractor means/methods are <b>considered during design to avoid contractor change orders</b>.</li> <li>Provides you consistently accurate, <b>high-quality estimates</b>, making the project design aligns with the budget.</li> </ul>

## Relevant Experience: Solutions in Actions Figure 8 – Relevant Experience







**67<sup>th</sup> Ave Roadway Improvements** | Glendale | Prime | \$1.3M (Final Design)  
Jacobs delivered 4 miles of **arterial roadway widening and pavement improvements** along 67<sup>th</sup> Avenue from Olive to Northern for the City, **integrating intersection upgrades and MOT strategies to maintain access, reduce delays, and optimize constructability.**

**Six Arterial-Collector Intersections Improvements (LPA)** | ADOT/Glendale | Prime | \$223K (Final Design)  
Jacobs delivered the final PS&E for arterial signal and roadway upgrades, **administered by ADOT for Glendale, strategically segmenting scope to align with funding**, advancing priority intersections to construction while preserving shelf-ready pavement and corridor enhancements.

**Cesar Chavez Boulevard (LPA)** | ADOT/San Luis | Prime | \$2.5M (Final Design)  
We partnered with ADOT and San Luis to deliver this **grant-funded LPA design, reconstructing 5 miles of roadway with intersection, ADA, pavement, and drainage improvements while maintaining business access throughout construction. An alternative mix design was utilized, resulting in cost savings.**

**Southern & Stapley Arterial Improvements** | Mesa | Prime | \$938K (Final Design)  
We delivered the final design for this **federally-funded, major arterial roadway and pavement improvements** project along Southern and Stapley, **adding lanes within the existing ROW** while coordinating drainage, **utilities, ADA upgrades, bike lanes, and pedestrian facilities.**

**Avenida Rio Salado (ARS) Improvements** | Phoenix | Prime | \$600K (Final Design)  
For this **federally-funded project**, Jacobs and TYPSA reconstructed ARS from a 3-lane rural road to a 6-lane urban arterial, delivering **major pavement and roadway upgrades with median improvements, drainage, and an MOT/access plan to support capacity and business needs during construction.**






## KIM Wheeler, PE

Project (Contract) Manager

✔ Brings a **33 year history** delivering **ADOT/LPA** roadway improvements, understanding how to meet the **project's technical and institutional requirements.**

✔ Challenges teams to **balance innovation against performance** when developing solutions that meet the budget and offer opportunities to **enhance the scope.**

✔ Champions businesses by developing solutions that **maintain business operations and access during construction**, while optimizing traffic operations and safety.

### Getting to know Kim...

**Kim and her husband Bobby are Cardinals fans and enjoy following the team with their family. Win or lose, they're all in. It is an easy go-to topic and a fun way to connect. #GoCardinals**

#### Corporate Title

- Senior Transportation Project Manager

#### Years Experience

- 33

#### Years with Jacobs

- 2

#### Certifications/Registrations

- AZ PE No. 32837

#### Education

- BS, Civil Engineering, Northern Arizona University

#### Office Location

- Tempe, AZ

#### Availability

- 60%

#### Commitment

- 60%

#### Current Assignments

- Glendale Thunderbird Conservation Park Trailheads (5%)
- ADOT Burnt Well Rest Area Truck Package (5%)
- ADOT Higley Road: Warner Road to Amber Drive (20%)
- Misc Tasks (10%)

Kim brings 33 years of experience leading scoping, preliminary, and final design for ADOT and LPA transportation projects. She specializes in arterial roadway design, multimodal facilities, and ADA-compliant infrastructure, **with deep expertise delivering federally-funded projects through ADOT programs.** Kim has a strong track record of partnering with ADOT, the City, and regional stakeholders to advance projects from concept through construction. Known for proactive coordination with agencies, utilities, and contractors, **she facilitates efficient delivery while actively tracking and mitigating project risks.** As Project Manager, Kim serves as the primary point of contact, driving schedule, budget discipline, and successful project outcomes.

### Relevant Project Experience...*Demonstrating our proven ability to deliver these Camelback Road improvements*

#### Deer Valley Road: 83<sup>rd</sup> Avenue to 91<sup>st</sup> Avenue

City of Peoria | Peoria, AZ | Project Manager



##### Project Relevancy

- Urban Roadway Design
- Pavement Design
- Intersection Improvements
- Traffic Enhancements
- MOT/Access Solutions
- Utility Coordination
- Public/Stakeholder Collab.
- PBPD Implementation

This project involved roadway and drainage enhancements along this arterial corridor. Key design features included intersection improvements at 83<sup>rd</sup> Avenue, roadway widening to accommodate two travel lanes and dedicated bike lanes in each direction, and a continuous two-way left-turn lane. The project also included the design and implementation of associated traffic signage and pavement

markings. An extensive drainage analysis was performed, requiring significant research and evaluation of multiple alternatives to address off-site flow impacts and resolve existing drainage concerns along the corridor. Close coordination with MCDOT was a critical component of the project due to their funding participation tied to adjacent unincorporated County parcels.

#### Thunderbird Conservation Park Trailhead Improvements

City of Glendale | Glendale, AZ | Project Manager/Lead Engineer

##### Project Relevancy

- Glendale Standards
- Collaboration with Phoenix
- Pedestrian Upgrades
- Grading/Drainage Plans
- Pavement Design
- Geotechnical Exploration

This project involved improvements to three existing trailheads within Thunderbird Conservation Park, located at 67<sup>th</sup>, 59<sup>th</sup>, and 55<sup>th</sup> Avenues in Glendale. Enhancements included paved parking areas, equestrian facilities, new restroom buildings with water and sewer service, shade canopies, a pedestrian bridge, and trail upgrades. Key

design components encompassed grading and drainage, site paving, and onsite water, sewer, and fire line improvements. The effort required extensive coordination with the City of Phoenix, which owns the ROW adjacent to the 55<sup>th</sup> Avenue Trailhead, as well as with the Maricopa Environmental Services Department to permit the septic system at the 67<sup>th</sup> Avenue Trailhead.

#### Ellsworth Road Widening: Ray Road to Germann Road

City of Mesa | Mesa, AZ | Project Manager

##### Project Relevancy

- Urban Roadway Design
- Pavement Design
- ADA Compliance
- Raised Medians
- Intersection Upgrades
- MOT/Access Solutions
- Utility Coordination
- PBPD Implementation

This project consisted of the final design of roadway improvements to Ellsworth Road from Ray Road to Germann Road (approximately 3 miles). Key elements included widening to three through lanes with bike lanes in each direction; raised medians; and upgraded signing, striping, ITS, and traffic signals. Maintaining traffic was a critical component, with phasing and access strategies developed to minimize disruptions

along this busy corridor. The project also included drainage and erosion control improvements, utility relocations including undergrounding overhead power, and coordination with the Town of Queen Creek, UPRR, and Phoenix-Mesa Gateway Airport Authority (PMGAA).

#### El Mirage Road: Northern Avenue to Cactus Road

MCDOT | El Mirage, AZ | Project Manager

##### Project Relevancy

- Urban Roadway Design
- Intersection Upgrades
- Pavement Design
- Raised Medians
- Pedestrian Upgrades
- Phased Implementation
- Utility Coordination
- Cost Savings Solutions

Kim served as Project Manager for 3 miles of roadway and intersection improvements along El Mirage Road, including key intersections at Olive Avenue, Mountain View Road, Peoria Avenue, and Cactus Road. She led coordination with MCDOT, the City of El Mirage, and multiple stakeholders to deliver a phased arterial roadway improvement project. Roadway improvements included widening El Mirage Road from Northern

Avenue to Cinnabar Road to a seven-lane major arterial section with bike lanes, and from Cinnabar Road to Cactus Road to a five-lane minor arterial section with bike lanes. Drainage improvements consisted of a combination of underground storm drain systems and roadway-adjacent retention basins to meet flood control requirements.





# JUDAH Cain, PE

## Roadway/ADA Lead

✔ Leverages **6 years as a PMG Supplemental PM** to verify compliance with ADOT requirements, submittal milestones, field review expectations, and clearance timelines.

✔ Coordinates across disciplines to optimize roadway/pavement design, reducing costs, mitigating risk, and minimizing schedule impacts.

✔ Applies **PBPD principles** with targeted innovation to enhance **safety and operations, maintain access, and deliver cost-effective solutions** aligned with project goals.

**Getting to know Judah...**  
*Judah loves being outdoors and is always up for trying something new. Whether it is hiking, exploring, or learning to sail, he enjoys staying active and embracing new adventures whenever he can.*

### Corporate Title

- Senior Project Manager and Transportation Engineer

### Years Experience

- 23

### Years with Jacobs

- 19

### Certifications/Registrations

- AZ PE No. 52892

### Education

- AA, Civil Design, Glendale Community College

### Office Location

- Tempe, AZ

### Availability

- 50%

### Commitment

- 50%

### Current Assignments

- ADOT I-10 at Quartzsite TI (10%)
- ADOT Supplemental (40%)

Judah is a Project Delivery Manager within ADOT PMG with **20+ years of experience delivering complex roadway improvements for ADOT and local agencies.** He has successfully **delivered 15+ ADOT-administered LPA projects**, bringing a dual perspective that strengthens coordination, decision-making, and delivery efficiency. Judah specializes in urban arterial design, including roadway, intersections, pavement rehabilitation, drainage, utilities, and MOT. He is known for aligning scope, schedule, and budget **to implement PBPD solutions that are constructible and cost-effective.** Leveraging deep knowledge of ADOT processes and local priorities, he reduces risk, streamlines delivery, and maximizes value through right-sized design strategies.

## Relevant Project Experience...*Demonstrating our proven ability to deliver these Camelback Road improvements*

### Supplemental Project Delivery Manager for ADOT

**ADOT | Statewide, AZ | Temp Part-Time Project Delivery Manager**

#### Project Relevancy

- ADOT/LPA Inst. Knowledge
- Pavement Rehab
- LPA Roadway Designs
- Env., ROW, and Utility Clearances
- PBPD Solutions
- Pedestrian Safety

Judah serves in a supplemental services role as a Project Manager supporting delivery of ADOT and LPA projects, primarily in Stages 3 and 4. He oversees staff and consultants in developing scoping documents and bid-ready plans. His responsibilities include schedule management, coordination, leading reviews, and facilitating comment resolution to keep projects advancing efficiently. Key

projects he has managed under this contract include: F0751: Willard Springs Wildlife Overpass [GRANT FUNDED], T0283 Stadium Trail Phase 1; 75<sup>th</sup> to 83<sup>rd</sup> Ave, F0207: SB County Line to McConnell Bridge, F0344: W of Aztec Rd - E of County Line, F0426: Amole RR OP EB/WB, Amole TIOP, F0438: US191 at SR75 & SR78[NC1.1][CJ1.2], F0577 24<sup>th</sup> West to US 191, F0759 Cottonwood Wash to Reay Ln, and T0242 Old West Highway.

### Cesar Chavez Boulevard Improvements

**ADOT/City of San Luis (LPA) | San Luis, AZ | Project Manager**

#### Project Relevancy

- ADOT/LPA Inst. Knowledge
- Roadway Reconstruction
- Pavement Design
- MOT/Access Solutions
- Full Clearances
- PBPD Solutions
- ADA Compliance
- Median Upgrades

Jacobs partnered with ADOT's SW District and the City of San Luis to deliver this grant- and legislatively funded LPA final design project. Improvements included reconstruction of 2 miles of urban four-lane divided roadway and 3 miles of rural four-lane roadway, along with a roundabout, ADA facilities, drainage, lighting, signals, retaining walls, and landscaping. The team prioritized MOT and phasing to maintain continuous

access during construction and supported environmental, ROW, and utility clearances. Earlier efforts, including PA and preliminary design, helped secure \$25M in federal funding and \$33M in legislative appropriations.

### 67<sup>th</sup> Avenue Improvements from Olive to Thunderbird

**City of Glendale | Glendale, AZ | Roadway Engineer**

#### Project Relevancy

- Glendale Procedures
- Roadway Reconstruction
- Pavement Design
- MOT/Access Solutions
- Intersection Upgrades
- Utility Coordination
- ADA Compliance
- Optimized Traffic Ops

This project reconstructed and widened 4 miles of 67<sup>th</sup> Avenue, focusing on pavement, lane configuration, and intersection upgrades to enhance capacity and safety. The CMAR approach enabled cost-effective solutions, including optimized pavement sections, coordinated utility relocations, and strategic phasing to maintain traffic. Intersection improvements enhanced corridor operations



and access, while close coordination with multiple agencies and a neighboring city provided consistent design and efficient delivery, contributing to the project's recognition as Civil/Public Works Project of the Year.

### Happy Valley Road: 67<sup>th</sup> Avenue to Lake Pleasant Parkway

**City of Peoria | Peoria, AZ | Roadway Engineer**

#### Project Relevancy

- Optimized Traffic
- ADA Compliance
- Urban Arterial Design
- Optimized Pavement
- MOT/Access Solutions
- Intersection Upgrades
- Utility Coordination

The Happy Valley Road project delivered a critical east-west corridor for Peoria, closing a gap between 73<sup>rd</sup> and 91<sup>st</sup> Avenues and creating a continuous connection between I-17 and SR303L. Jacobs led final design from 67<sup>th</sup> Avenue to Lake Pleasant Parkway, including a new alignment over New River and expansion to a six-lane arterial. The design emphasized



pavement, capacity, and intersection operations, with careful access management to balance mobility and local needs. Public outreach helped address concerns related to access, noise, and aesthetics, leading to incorporation of noise walls and enhanced landscaping. Through strong coordination under multiple GMPs, the team optimized outcomes and delivered the project \$10.5M under budget.





# VINAY Vanapalli, PE, PTOE, RSP1

Traffic/MOT Lead

✔ Leverages **traffic engineering planning and design experience**, supporting various valley municipalities (**including Glendale**), ADOT, MAG, and MCDOT.

✔ Brings a proactive approach to developing **MOT strategies in partnership with ADOT's Central District and LPAs** to deliver safety for the public.

✔ Develops construction phasing plans that thoughtfully **address travel restrictions and maintains access** to businesses along the corridor.

**Getting to know Vinay...** Vinay enjoys spending time with his wife and two daughters, especially when they are out exploring new places together. Whether traveling or just out on an adventure, family time is what he values most.

### Corporate Title

- Project Manager and Senior Traffic Engineer

### Years Experience

- 24

### Years with Jacobs

- 4

### Certifications/Registrations

- AZ PE No. 50172
- Professional Traffic Operations Engineer: #3234
- Road Safety Professional: #762

### Education

- MS, Civil Engineering, University of Nevada Las Vegas

### Office Location

- Tempe, AZ

### Availability

- 70%

### Commitment

- 70%

### Current Assignments

- ADOT I-10, SR202L to Gila River Bridge DB (20%)
- ADOT I-10 at Country Club and Kino TIs DB (5%)
- Misc. Tasks (5%)

Vinay is a senior traffic engineer with **24 years of experience delivering traffic engineering solutions for ADOT Central District and local agencies, including the City of Glendale.** He specializes in MOT and construction phasing, developing practical, **safety-focused strategies that maintain access and keep traffic moving.** His expertise spans signal, ITS, signing, striping, and lighting design, supported by strong capabilities in traffic analysis (SYNCHRO, SimTraffic, VISSIM), cost estimating, and specifications. **Vinay's deep understanding of ADOT standards, contractor means and methods, and alternative delivery enables efficient, constructible solutions that balance operations, safety, and project constraints.**

## Relevant Project Experience...*Demonstrating our proven ability to deliver these Camelback Road improvements*

### 53<sup>rd</sup> Avenue and Camelback Road Pedestrian Safety Improvements

City of Glendale | Glendale, AZ | Project Manager/Traffic Lead

#### Project Relevancy

- Glendale Standards
- Phoenix Coordination
- MOT/Construction Phasing
- Pedestrian Safety
- ADA Compliance
- Utility Coordination and Clearances

This pedestrian safety project included the installation of a HAWK signal, street lighting, and bus stop relocation along this high-volume stretch of Camelback Road. The design emphasized MOT and safe multimodal access, incorporating detailed traffic control plans to minimize disruptions and maintain access to adjacent businesses and transit stops. Careful phasing and coordination were

required to construct improvements while keeping Camelback Road operational. Extensive coordination with the City of Phoenix was critical, as the corridor serves as a jurisdictional boundary, ensuring consistency in traffic operations, signing, and signal integration across agencies.

### 67<sup>th</sup> Avenue and Montebello Avenue Pedestrian Hybrid Beacon (HAWK) Improvements

ADOT/Glendale (LPA) | Glendale, AZ | Project Manager/Traffic Lead

#### Project Relevancy

- Glendale Standards
- MOT/Construction Phasing
- Traffic Design
- Operational Enhancements
- Pedestrian Safety
- ADA Compliance
- Full Clearances

Vinay and his team were responsible for providing pedestrian safety improvements to add/design a Pedestrian Hybrid Beacon (HAWK) on 67<sup>th</sup> Avenue near Montebello Avenue in Glendale. This pedestrian hybrid beacon will facilitate safe pedestrian passage of 67<sup>th</sup> Avenue to access the adjacent neighborhoods, shops, schools and parks. The project also includes ADA ramp and

signing and striping design and obtaining utility, environmental, and ROW clearances, all compliant with ADOT standards and institutional requirements.

### Glendale Flashing Yellow Arrows Traffic Signal Upgrades Project (Ph I, III, IV)

ADOT/Glendale (LPA) | Glendale, AZ | Project Manager/Traffic Lead

#### Project Relevancy

- ADOT LPA Project
- Glendale Standards
- Pavement Design
- MOT/Construction Phasing
- Intersection Improvements
- Median Upgrades
- ADA Compliance
- Full Clearances

Funded by ADOT, this program advanced the City of Glendale's conversion to flashing yellow arrow operations across 85 signals, improving safety and left-turn efficiency. Vinay led design for six arterial and collector intersections, upgrading signal equipment to meet MUTCD standards and adding retroreflective backplates for enhanced visibility in Arizona conditions. The project also included median improvements to

achieve positive offset and better sight distance. Careful MOT planning and phased implementation allowed upgrades to be delivered efficiently while maintaining consistent traffic operations and minimizing disruption to the traveling public.

### 59<sup>th</sup> Avenue/Northern Avenue Intersection Improvements

City of Glendale | Glendale, AZ | Project Manager/Traffic Lead

#### Project Relevancy

- Glendale Standards
- Pavement Design
- MOT/Construction Phasing
- Intersection Improvements
- ADA Compliance
- Utility Coordination
- Stakeholder Coordination

Vinay successfully delivered this intersection improvement project, which added/designed a new right-turn lane and a bus bay to support mobility in the area. The project also includes minor traffic signal improvements and signing and striping upgrades. Coordination with SRP was critical due to irrigation structures within the corridor, requiring careful management and

proactive collaboration to successfully navigate challenges and deliver the project. Vinay led the design and managed the project with extensive coordination efforts with the utility companies.





# DEBI Bohnet

Public Involvement Lead

✔ Understands that **input from the public is critical** and keeps outreach on schedule, aligning deliverables to milestones for visuals, mailings, and public meetings.

✔ Bridges the gap between the engineering and the public, **translating technical concepts into clear visuals that help the public understand project impacts.**

✔ Embodies equity and inclusion, coordinating with impacts stakeholders so the right people are engaged to **bring their voice to the project and inform design decisions.**

**Getting to know Debi... Family is at the heart of everything for Debi. She treasures time with her husband, Adam, and their two kiddos, Addison and Jordan. Outside the office, you can find her on the sidelines, cheering on her daughter in volleyball and her husband and son in fast pitch wiffle ball.**

- Corporate Title**
  - Public Involvement Specialist
- Years Experience**
  - 26
- Years with Infrastructure Mavens**
  - 26
- Education**
  - BS, Marketing, Iowa State University
- Office Location**
  - Las Vegas, NV
- Availability**
  - 50%
- Commitment**
  - 50%
- Current Assignments**
  - ADOT Public Involvement Support for Multiple Projects (35%)
  - Misc. Tasks (15%)

Debi brings more than 26 years of transportation experience, **specializing in strategic communications and public involvement for complex, high-visibility projects.** She supports the full project lifecycle, anticipating stakeholder needs from planning through construction. Known for building trust with communities and partners, Debi translates technical information into clear, accessible messaging and facilitates meaningful dialogue. She collaborates effectively with agencies, elected officials, and project teams to align priorities. **Her experience spans roadway, multimodal, and safety projects, with a focus on transparency, inclusive engagement, and verifying stakeholder input informs project decisions.**

## Relevant Project Experience...*Demonstrating our proven ability to deliver these Camelback Road improvements*

### I-10 from Deck Park Tunnel to Split

ADOT | Phoenix, AZ | Public Involvement Lead

#### Project Relevancy

- Roadway Improvements
- Stakeholder Coordination
- Public Involvement Plans
- Graphics/Simulations
- MOT/Phasing Solutions

Debi is leading the public involvement effort for the I-10 Study, which extends from the Deck Park Tunnel to the I-10/I-17 Split, SR 51 south of Thomas Road, SR 202L west of 24<sup>th</sup> Street, and the I-10/SR 51/SR 202L Mini-Stack. The project will improve safety and enhance traffic operations in the heart of

Phoenix. Outreach efforts include developing a Public Involvement Plan to guide how ADOT will interact with the public and key project stakeholders, planning and executing a public meeting to share the scoping and alternatives for this environmental study and a public hearing for review of the Draft Environmental Assessment.

### SR101L/I-10 System Interchange DCR, Environmental, and Final Design

ADOT | Phoenix, AZ | Public Involvement Lead

#### Project Relevancy

- Arterial Improvements
- Stakeholder Coordination
- Public Involvement Plans
- Graphics/Simulations
- Presentations
- Translation Services

Debi worked closely with ADOT staff to update the Public Involvement Plan and plan/execute three public meetings (combination of virtual and in person) for the proposed DHOV ramps in the SR101L/I-10 System Interchange and the 91<sup>st</sup> Avenue Connector, as part of the DCR and CE. For the first meeting, Debi provided oversight of

another consultant. For the second meeting, Debi continued to provide oversight of another consultant but also led several tasks including developing the presentation in English and Spanish and developing the exhibit boards for the in-person meeting. For the third meeting, Debi and her team led the entire effort, from selecting a meeting date to writing the meeting summary. This meeting was hosted on Zoom and included live translation in Spanish.

### West Quartzsite TI and Frontage Road

ADOT | Quartzsite, AZ | Public Involvement Lead

#### Project Relevancy

- Arterial Improvements
- Stakeholder Coordination
- Public Involvement Plans
- Graphics/Simulations
- Presentations

Debi is leading the public involvement effort for the Quartzsite traffic interchange design at I-10, developing and implementing a comprehensive Public Involvement Plan tailored to both permanent residents and the Town's significant seasonal population. Her approach includes targeted outreach

strategies, stakeholder mapping, and coordination with local agencies and community groups to ensure broad and meaningful participation. The effort includes planning and facilitating public meetings, developing clear and accessible communication materials, and creating opportunities for two-way dialogue. Public feedback is actively documented, tracked, and incorporated into design decisions, ensuring the project reflects community needs and priorities.

### SR303L DCR and EA from Lake Pleasant Parkway to I-17

ADOT | Phoenix, AZ | Public Involvement Lead

#### Project Relevancy

- Roadway Design
- Stakeholder Coordination
- Public Involvement Plans
- Graphics/Simulations
- Presentations
- Translation Services

Debi helped to plan and execute a virtual public meeting to provide information about the purpose and need and anticipated timeline, and to seek public comments on the proposed near-term and long-term improvement plans for SR303L, as part of the DCR and EA. The project's goal was to improve SR303L to four GPLs and one HOV

lane in each direction, while developing and evaluating service interchange alternatives in the area, including the fast-tracked 51<sup>st</sup> and 43<sup>rd</sup> Avenue TIs to meet TSMC requirements. Tasks included developing/following a work-back schedule, developing the presentation and script, translating all materials to Spanish, and hosting the virtual meeting on Zoom.





# PANCHO Garza, PE

## Geotechnical/Pavement Lead

✔ Worked on **350+ transportation projects** across the MAG region and state, including in Glendale, delivering geotechnical/pavement solutions that **reduce costs.**

✔ He holds a **MS with a geotechnical focus** including graduate-level classes on pavement design and rehabilitation, illustrating his knowledge of this discipline.

✔ Delivers **data-driven geotechnical and pavement solutions that optimize performance,** reduce lifecycle costs, and align design decisions with project constraints.

**Getting to know Pancho...**  
*Pancho loves to spend time traveling with his family including a recent trip to visit the iconic Golden Gate bridge.*

### Corporate Title

- President/Senior Geotechnical Engineer

### Years Experience

- 23

### Years with Ethos

- 8

### Certifications/Registrations

- AZ PE No. 47676

### Education

- MS, Civil Engineering, Arizona State University
- BS, Civil and Environmental Engineering, University of Michigan

### Office Location

- Tempe, AZ

### Availability

- 70%

### Commitment

- 70%

### Current Assignments

- ADOT Misc Project Development On-Call (30%)

Pancho is an Arizona-registered professional engineer with **23+ years of experience delivering geotechnical and pavement design solutions across the Southwest.** He has supported **more than 350 roadway projects**, providing data-driven recommendations that enhance performance, durability, and cost efficiency. His expertise spans geotechnical investigations, pavement design and rehabilitation, slope stability, and foundation design for transportation infrastructure. Known for leading field and laboratory programs, he provides accurate characterization and develops constructible solutions. His background also includes quality control oversight for an AMRL-certified laboratory, strengthening design reliability and risk management across complex projects.

## Relevant Project Experience...*Demonstrating our proven ability to deliver these Camelback Road improvements*

### Maryland Avenue Transportation Improvements

ADOT | Glendale, AZ | Pavement and Geotechnical Engineer

#### Project Relevancy

- Glendale Design Standards
- ADOT-administered project for Glendale Pavement/Geotech Design
- Roadway Designs
- Pedestrian Safety
- ADA Compliance
- MOT/Phasing

Pancho led geotechnical engineering services to evaluate subgrade conditions and establish design criteria for improvements along Bethany Home Road, Maryland Avenue, 57<sup>th</sup> Avenue, and Berridge Lane. His work supported 0.66 miles of new sidewalk, ADA-compliant ramp upgrades, and bike lane enhancements along Maryland Avenue (0.25 miles from 57<sup>th</sup> to 59<sup>th</sup> Avenues and 0.5 miles from 43<sup>rd</sup> to 47<sup>th</sup>

Avenues). His data-driven recommendations advanced cost-effective, durable solutions. As Project Manager, he delivered the project on time and under budget while maintaining quality and constructability.

### Missouri Avenue Transportation Improvement

ADOT | Glendale, AZ | Pavement and Geotechnical Engineer

#### Project Relevancy

- Glendale Design Standards
- Established Design Criteria
- Pavement/Geotech Design
- Pedestrian Safety
- Bike Lanes
- ADA Compliance
- MOT/Phasing

Pancho led geotechnical engineering services to evaluate subgrade conditions and establish design criteria for improvements along Missouri and 55<sup>th</sup> Avenues, and San Miguel, Montebello, and 57<sup>th</sup> Avenue. His work supported construction of 2.2 miles of new concrete sidewalk to close network gaps and the addition of bike lanes through restriping.

His data-driven recommendations informed cost-effective, constructible solutions that enhance pavement performance and long-term durability.

### 67<sup>th</sup> Avenue, Missouri to Cholla Bike Lanes

ADOT | Glendale, AZ | Pavement and Geotechnical Engineer

#### Project Relevancy

- Glendale Design Standards
- ADOT-administered project for Glendale Pavement/Geotech Design
- Pedestrian Safety
- Bike Lanes
- ADA Compliance

As part of ADOT's PDOC program, Pancho led geotechnical engineering services supporting the installation of approximately 5.2 miles of bike lanes along 67<sup>th</sup> Avenue from Missouri Avenue to Cholla Street. He evaluated existing subgrade conditions to establish design criteria that informed pavement performance, rehabilitation strategies, and constructability. His data-

driven approach helped align improvements with corridor conditions, minimizing risk and supporting cost-effective, durable roadway enhancements within an active urban corridor.

### Project Development On-Call

ADOT | Statewide, AZ | Geotechnical Project Manager

#### Project Relevancy

- Glendale Design Standards
- ADOT-administered project for Glendale Pavement/Geotech Design
- Roadway Designs
- Pedestrian Safety
- ADA Compliance
- MOT/Phasing

Geotechnical Project Manager for 90+ ADOT projects supporting roadway, bridge, retaining wall, and drainage improvements statewide. Led investigations and design for DCRs, bridge replacements/rehabilitations, pavement rehabilitation, widening, and life extension. Prepared pavement and geotechnical reports, including foundation design and slope stability recommendations. Delivered 135+ task

orders under PDOC contracts 2018-006, 2022-006, and 2025-011, supporting key projects such as I-17/SR 169 bridge rehabilitation, US 95 bridge replacement, and multiple corridor improvements.





# JACK Fleming, PE

## Utility Coordination Lead

✔ Applies **best practices gained through relationships with all utilities** to actively manage the utility risks and stay on top of coordination activities.

✔ Brings **proven success clearing or leading the utility process on over a dozen ADOT and LPA projects** in the last decade, including arterial improvements.

✔ Recently a LPA stated: "Jack is **very quick to respond** to emails/calls/text, which has been very helpful during the design and construction phases of our projects."

### Getting to know Jack...

**In his free time, Jack enjoys spending time with his family and coaching his daughter's flag football team.**

#### Corporate Title

- Roadway/ADA/Utilities Engineer

#### Years Experience

- 16

#### Years with TYPASA

- 8

#### Certifications/Registrations

- AZ PE No. 63752

#### Education

- BS, Civil Engineering, University of Arizona

#### Office Location

- Phoenix, AZ

#### Availability

- 65%

#### Commitment

- 65%

#### Current Assignments

- ADOT F0850 – SR98 Pavement Rehab (10%)
- ADOT F0714 – US60 Pavement Rehab (5%)
- ADOT F0847 – SR202L GPL Widening (10%)
- ADOT F0757 – SB40 Pavement Rehab (10%)

Jack brings 16 years of experience delivering roadway design and reconstruction, utility coordination, and pedestrian improvements across Arizona and California. His background spans design through construction, including DCRs, final plans, specifications, cost estimates, and post-design support. **He offers strong expertise in utility design and coordination, as well as hands-on construction administration, inspection, and field engineering.** Jack has supported local roadways and state route widenings, along with water, sewer, and drainage infrastructure. **His combined design and field experience results in practical, constructible solutions that streamline delivery, reduce risk, and maintain quality throughout construction.**

### Relevant Project Experience...*Demonstrating our proven ability to deliver these Camelback Road improvements*

#### 163<sup>rd</sup> Avenue Widening Improvements

City of Surprise | Surprise, AZ | Utility Coordinator/Roadway Eng.

##### Project Relevancy

- Urban Roadway Rehabilitation
- Pavement Design
- Stakeholder Coordination
- Intersection Upgrades
- MOT/Phasing Solutions
- ADA Compliance
- Utility Clearance

Jack led roadway design plans and cost estimating while coordinating closely with City departments, contractors, developers, and utility owners. As utility coordinator, he managed multiple relocations on an accelerated schedule, developing innovative phasing strategies to avoid conflicts and delays. His strong, trusted relationships with utility providers enabled proactive coordination, ensuring all relocations were

identified, sequenced, and completed on time. This utility-focused approach, combined with consistent stakeholder communication, kept the project on schedule and ensured all access and ROW needs were fully resolved.

#### Avenida del Yaqui, Baseline Road to Calle Carmen

ADOT/Town of Guadalupe (LPA) | Guadalupe, AZ |

Utility Coordinator/Roadway Eng.

##### Project Relevancy

- ADOT-Administered LPA Project
- Urban Roadway Design
- Pavement Design
- Pedestrian Upgrades
- MOT/Phasing Solutions
- ADA Compliance
- Utility Clearance

Jack prepared design bid documents in accordance with the ADOT Stage Submittal checklists and processes for Stage III, IV, and V in order to develop final design plans, specifications and cost estimates with each milestone. Improvements for this LPA project included mill and overlay of the existing asphaltic concrete pavement for the length of the project and total reconstruction of the concrete curb, gutter, sidewalk and driveways

as necessary along both sides of the corridor. The improvements also include new pavement markings, signing and bicycle facilities. TYPASA removed and replaced all traffic control signs along the length of the project and study for further enhancing pedestrian crossings, amenities and traffic calming features.

#### SB40 Pavement Rehabilitation, Alvan Clark Blvd to North Fanning Drive

ADOT | Flagstaff, AZ | Project Manager

##### Project Relevancy

- Pavement Rehabilitation
- MOT/Phasing Solutions
- Access Considerations
- Traffic Engineering
- ADA Compliance
- Full Clearances, incl Utility
- Federal Funding

Jack is responsible for the overall development of this federally funded 6.5 mile stretch of pavement rehabilitation project along SB 40 in Coconino County from Alvan Clark Way to N. Fanning Drive (MP 193.3 to 199.9) in Flagstaff. This project includes mill and overlay pavement rehabilitation, upgrading guardrail to current standards, rock crop out removal for

drainage improvements, replacement of driveways/sidewalks/curb ramps to ensure ADA and ADAAG compliance, and signing and pavement marking updates. Coordination with stakeholders includes City of Flagstaff, various utility companies, property owners and ADOT.

#### US60 Pavement Rehabilitation, Mountain Breeze to Reppy Avenue

ADOT | Globe, AZ | Project Manager/Roadway Design Lead

##### Project Relevancy

- Pavement Rehabilitation
- MOT/Phasing Solutions
- Access Considerations
- Traffic Engineering
- ADA Compliance
- Full Clearances, incl Utility
- Federal Funding

Jack is leading development of this federally funded 4-mile pavement rehabilitation project along US60 from Mountain Breeze Memorial Gardens to Reppy Avenue in Miami. Improvements include mill and overlay, guardrail upgrades with embankment curb, drainage pipe replacements, ADA-compliant driveway and sidewalk upgrades, and updated signing and

striping. He is coordinating closely with key stakeholders, including Tonto National Forest, the Town of Miami, and ADOT designers on a concurrent project within the same corridor.





# DIANA Dunn

## Environmental Lead

✔ Brings strong experience leading environmental clearances for **ADOT-administered LPA transportation projects** for several MAG member agencies.

✔ Leverages **deep familiarity with ADOT processes**, making her a valuable asset in delivering efficient, well-documented environmental clearances **requiring multi-agency coordination**.

✔ Brings a proven ability to **lead and coordinate with diverse technical specialists**, resulting in collaboration and support for the NEPA process across urban roadway projects.

### Getting to know Diana...

**Diana started walking to help with her health, completing a Disneyland 5K in 2025 and recently completing a Disney World Princess 5K in 2026. Over the course of 9 months, she has lost 20 pounds and continues to join races in Phoenix and races organized by Disney.**

#### Corporate Title

- Project Manager

#### Years Experience

- 20

#### Years with TYPSPA

- 20

#### Education

- MA, Applied Archaeology, Northern Arizona University
- BA, Anthropology, Northern Arizona University

#### Office Location

- Phoenix, AZ

#### Availability

- 65%

#### Commitment

- 65%

#### Current Assignments

- ADOT Environmental Management Plan for F0336/F0337 (20%)
- ADOT Environmental On-Call (15%)

Diana is TYPSPA's Arizona Environmental Planning Manager with **20 years of experience delivering NEPA compliance for ADOT and federally-funded projects**. As PM for ADOT's Environmental Planning Group on-call since 2016, she leads environmental strategy, Section 4(f) analysis, and agency coordination to secure timely clearances. Her experience spans complex projects including US 60 Schulze Ranch, SR 87/Kleck Road, and I-10 Gila River Bridge. Diana brings strong relationships with ADOT, FHWA, utilities, local agencies, and tribal nations, enabling proactive issue resolution. **Her expertise in environmental documentation, public coordination, and noise analysis supports efficient delivery with minimized risk and regulatory delay.**

### Relevant Project Experience...*Demonstrating our proven ability to deliver these Camelback Road improvements*

#### Environmental On-Call Contract

**ADOT | Statewide, AZ | Project Manager/Lead Environmental Planner**

##### Project Relevancy

- Environmental Clearance
- Stakeholder Coordination
- Public Involvement, Section 4(f) Review
- Quality Control

Diana oversees the contractual and financial management of this contract through ADOT ECS. Her duties include making task assignments, preparing and managing task order budgets, supporting technical studies and field surveys, and participating in partnering sessions and on-site meetings.

She monitors implementation of TYPSPA's QA/QC plan for all deliverables and mentors staff on complex clearance issues. For Camelback Road, she will focus on streamlining environmental coordination, expediting approvals, and proactively addressing risks within a constrained, high-traffic urban corridor involving multiple stakeholders and jurisdictions.

#### Project Development On-Call

**ADOT | Statewide, AZ | Project Manager/Lead Environmental Planner**

##### Project Relevancy

- Environmental Clearance
- Working with LPAs
- Incorporating communities opinions in design from environmental scoping
- Roadway Improvements
- MOT Solutions

TYPSPA holds an on-call contract with ADOT Statewide Project Development to provide engineering and environmental services statewide. Diana has served as lead environmental planner for eight projects under this contract, including three local agency clearances. Her work has included public and agency scoping, Section 4(f) evaluations, floodplain coordination, and CE

documentation. For Camelback Road, she will leverage this experience to streamline environmental approvals, coordinate with multiple agencies, and proactively manage risks to maintain schedule in a constrained urban corridor.

#### McClintock Drive & Kyrene Road Bike Lanes

**ADOT/City of Chandler (LPA) | Chandler, AZ | Lead Environmental Planner**

##### Project Relevancy

- ADOT Administered LPA Project
- Public Involvement
- Environmental Clearance
- Bike Lane/Ped Safety
- Multi-Agency Coordination

The purpose of this project was to add striped bicycle lanes to McClintock Drive and Kyrene Road to connect to the existing Tempe bike lane system and increase north-south bicycle lane connectivity thru the City of Chandler providing a designated bike lane for use by biking commuters. As Lead Environmental Planner, Diana conducted public/agency

scoping, coordinated the technical studies, prepared the environmental commitments, and coordinated with City of Chandler and ADOT staff. Technical studies included biological evaluation short form with burrowing owl survey, hazardous material testing, draft Section 106 consultation letter and cultural monitoring plan.

#### Chandler Bike Lanes

**City of Chandler | Chandler, AZ | Lead Environmental Planner**

##### Project Relevancy

- ADOT Coordination
- Public Involvement
- Environmental Clearance
- MOT Solutions
- Bike Lane/Ped Safety
- Multi-Agency Coordination

Diana completed the environmental clearance for this City of Chandler LPA project in Maricopa County, Arizona. The project involved construct two new segments of bike lanes along McClintock Drive and Kyrene Road that will connect to the existing bike lane system at the City of Tempe city limits. The environmental clearance included

coordination between ADOT Local Governmental Environmental Planning; public and agency scoping; Section 4(f) identification; summary view of farmlands, floodplains, waters, air, noise, and visual impacts; hazardous material testing, biological review, and Section 106 consultation.





# ANDREW Flecky

## Constructability/Cost Estimating

✔ Brings a contractor's background and provides constructability reviews to verify **construction means and methods are considered during design** to avoid change orders.

✔ Provides consistently accurate, high-quality estimates, typically within 3-5% of the final bid amounts, **making the project easier to predict and fund.**

✔ Delivers **risk-informed insights** that align design with budget, optimize phasing, and minimize impacts to traffic, stakeholders, and project delivery.

### Getting to know Andrew...

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

#### Corporate Title

- Manager/Independent Construction Expert

#### Years Experience

- 23

#### Years with Infrastructure Mavens

- 4

#### Education

- BS, Business, Arizona State University

#### Office Location

- Phoenix, AZ

#### Availability

- 55%

#### Commitment

- 55%

#### Current Assignments

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

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

### Relevant Project Experience...*Demonstrating our proven ability to deliver these Camelback Road improvements*

#### I-10 from Kino TI to Country Club TI

**ADOT | Tucson, AZ | Cost Estimating/Constructability Reviews**

##### Project Relevancy

- ADOT Oversight
- Roadway Improvements
- Pavement Design
- MOT Solutions
- Full Clearances
- LPA Coordination
- Cost Estimates
- Constructability Reviews

Reconstruct I-10 to three general purpose lanes in each direction within the project limits. Improvements at Kino Parkway include reconstructing the existing interchange, replacing overpass structures at Ajo Way and the Tucson Diversion Channel, and replacing the Kino Parkway bridge over I-10. Two new eastbound ramps will address weaving between Park Avenue and Kino Parkway. The Palo Verde Road interchange

will be replaced with a new diamond interchange at Country Club Road, including a westbound entrance ramp from Alvernon Way. Structures at Country Club, Irvington, and Palo Verde will be replaced, with coordination for the Kino Sports Complex expansion and related drainage and trail improvements.

#### I-19 Irvington TI Value Engineering Study

**ADOT | Tucson, AZ | Cost Estimating/Constructability Reviews**

##### Project Relevancy

- ADOT Oversight
- Roadway Improvements
- Pavement Design
- MOT Solutions
- Full Clearances
- Cost Estimates
- Constructability Reviews

Add one general purpose lane in each direction along Irvington Road approaching and departing the new Irvington Road underpass to improve capacity and operations. The existing structure will be demolished and replaced to accommodate a new Partial Cloverleaf (ParClo) interchange configuration, enhancing safety and reducing conflict points. The project includes

associated roadway, drainage, signing, and striping improvements, along with MOT phasing to maintain traffic during construction.

#### 67<sup>th</sup> Avenue Widening from Pinnacle Peak to Happy Valley Parkway

**City of Peoria | Peoria, AZ | Cost Estimating/Constructability Reviews**

##### Project Relevancy

- Roadway Improvements
- Pavement Design
- Bike Lanes
- MOT Solutions
- Full Clearances
- Cost Estimates
- Constructability Reviews

This project improved 67<sup>th</sup> Avenue from Pinnacle Peak Road to Happy Valley Road through roadway widening, addition of bike lanes, and installation of raised medians with left-turn lanes to enhance safety and operations. Improvements also included curb and gutter, sidewalks, street lighting, intersection upgrades, and regional and on-site drainage systems, along with

landscaping and utility and waterline relocations. The project required careful MOT phasing and stakeholder coordination to maintain access and minimize disruption, reflecting a practical, performance-based approach to delivering multimodal, urban corridor improvements.

#### Broadway Road Bridges at Tempe Canal

**MCDOT | Tempe/Mesa, AZ | Cost Estimating/Constructability Reviews**

##### Project Relevancy

- Roadway Improvements
- Pavement Design
- MOT Solutions
- Full Clearances
- Cost Estimates
- Constructability Reviews

The project extends along East Broadway Road from S Cottonwood Drive in Tempe to South El Dorado in Mesa. Improvements include bridge enhancements, roadway adjustments, access modifications, traffic operational upgrades, and minor drainage improvements. The project required coordinated design to maintain access,

support efficient traffic flow, and minimize disruption within a constrained urban corridor. This approach reflects a practical, performance-based strategy focused on safety, constructability, and stakeholder coordination.



# D. Attachments – SOQ Bidder’s/Proposer’s Solicitation List Confirmation Email (from BECO)

**From:** [ADOT Business Engagement and Compliance Office](#)  
**To:** [Crooks, Nick](#)  
**Cc:** [contractorcompliance@azdot.gov](mailto:contractorcompliance@azdot.gov)  
**Subject:** [EXTERNAL] Bidders List for Jacobs Engineering Group Inc.  
**Date:** Friday, April 17, 2026 11:03:40 AM

**This Message Is From an External Sender**  
 This message came from outside your organization.

Jacobs Engineering Group Inc., AZUTRACS Number: [10561](#) has submitted a Bidder/Proposer list for **2026-017** on 04/17/2026 at 8:03 AM MST (UTC - 07:00).

**Bidders/Proposers for this firm include:**

Firm Name	Address	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
<a href="#">Ethos Engineering, LLC</a>	9180 South Kyrene Rd Tempe, AZ 85284	10+ years	\$2 million to \$5 million	DBE	541330
<a href="#">Infrastructure Mavens, LLC</a>	21001 N. Tatum Blvd., Suite 1630-603 Phoenix, AZ 85050	10+ years	Less than \$500,000	Non-DBE	541330
<a href="#">TYPSA, Inc.</a>	501 N. 44th Street Phoenix, AZ 85008	10+ years	\$10 million to \$50 million	Non-DBE	541330



# E. Amendments



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

**KATIE HOBBS**  
GOVERNOR

**JENNIFER TOTH**  
DIRECTOR

**Date:** April 29, 2026

**TO:** ALL INTERESTED PARTIES

**SUBJECT:** AMENDMENT NUMBER 01

**REFERENCE:** REQUEST FOR QUALIFICATIONS  
CONTRACT NUMBER: 2026-017  
CONTRACT DESCRIPTION: CAMELBACK RD, 59<sup>TH</sup> AVE TO 83<sup>RD</sup> AVE  
PAVEMENT REHABILITATION

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

**Question No. 1:**

Under the Scope of Work, Section 400.425 *Public Information Meetings*, it states that the consultant shall develop a project-specific public involvement plan. However, during meetings with both ADOT and the City, it was indicated that public outreach would be led by a consultant that is separately procured by the City. Can ADOT please confirm whether this is correct and that a PIP will not be required?

**Answer No. 1:**

The City would like to leave the scope of work as is with the design consultant needing to prepare the PIP.

*Dana Hohl*  
Dana Hohl  
Contract Specialist  
Engineering Consultants Section

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

Troy Sieglitz, PE  
Jacobs Engineering Group Inc.  
\_\_\_\_\_  
CONSULTANT NAME

*Troy Sieglitz*  
\_\_\_\_\_  
SIGNATURE

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



# F. Consultant Information Pages

**CONSULTANT INFORMATION PAGES (CIP)**

CONTRACT NO.: 2026-017

CONTACT PERSON: Troy Sieglitz, PE

E-MAIL ADDRESS: troy.sieglitz@jacobs.com

TITLE: Project Principal and Authorized Signatory

CONSULTANT FIRM: Jacobs Engineering Group Inc.

ADDRESS: 1501 West Fountainhead Parkway, Suite 401

CITY, STATE, ZIP: Tempe, AZ 85282

TELEPHONE: 480.966.8188

FAX NUMBER: N/A

UNIQUE ENTITY ID# (FROM SAM WEBSITE): VBXLMKKVC5C5

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

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
Ethos Engineering, LLC	Geotechnical/Pavement	Yes
TYP SA, Inc.	Multiple Disciplines	No
Infrastructure Mavens, LLC	Constructability Reviews/Cost Est.	No

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

Revised 05/02/2024



**SUBCONSULTANT(S) TABLE:**

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

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

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

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

Revised 05/02/2024



**SUBCONSULTANT(S) TABLE:**

SUBCONSULTANT FIRM NAME:	Infrastructure Mavens, LLC
CONTACT PERSON:	Andrew Flecky
E-MAIL ADDRESS:	aflecky@infrastructuremavens.com
TITLE:	Owner/Manager
ADDRESS:	21001 N. Tatum Blvd.
	Suite 1630-603
CITY, STATE ZIP:	Phoenix, AZ 85050
TELEPHONE:	602-721-3853
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	X3DADKL2A8G6

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

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

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


Revised 05/02/2024



**DBE GOAL ASSURANCE/DECLARATION**

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

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

  
 \_\_\_\_\_  
 Signature

05/06/2026  
 \_\_\_\_\_  
 Date

Troy Sieglitz, PE  
 \_\_\_\_\_  
 Printed Name

Project Principal and Authorized Signatory  
 \_\_\_\_\_  
 Title

**SOQ SUBMITTAL CHECKLIST**

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

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

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